

IETs BACK IN TRAFFIC AS ORR LAUNCHES REVIEW

# The RAILWAY

BRITAIN'S BEST-SELLING RAIL TITLE

July 2021

Magazine

**'It was  
oh so  
close'**

**The inside story on  
*that* WCML record  
attempt and how  
we missed out by  
just 21 seconds**



**'U' CLASS MOGUL  
BACK ON THE MAIN LINE**



**THE WOODHEAD ROUTE  
40 YEARS ON**



**GALA HERALDS A  
RETURN TO NORMAL**



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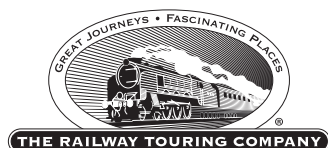
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This issue was published on July 7, 2021.  
The next will be on sale on August 4, 2021.



Where the seed was sown: ex-Longmoor 'Austerity' No. 118 engulfs the footbridge at Haworth (KWVR) in the mid-1970s.

# First, a confession...

EAGLE-eyed readers will notice a new headshot on this page this month, while those with even keener eyesight might recognise it as a less-youthful version of the one that's appeared on the Metro News pages since 2010.

But my journey aboard *The Railway Magazine* goes back even further, beginning with my time as a teenage reader in the early 1980s, during the exciting period when British Rail's regional structure was giving way to Sectorisation, and the many loco-hauled services were being lost to a new generation of diesel and electric units.

After leaving full-time education, my career took me into journalism and editing within the electronics industry until in 2004, the *RM's* editor of the time Nick Pigott gave me the break I had longed for, allowing me to step up from being a 'passenger' to part of the 'crew' in the editorial cab.

Back then, future editor (and my immediate predecessor in the driver's seat) Chris Milner was Nick's deputy, while John Slater (editor from 1970-1989) was still working part-time, the four of us thus representing some five decades of *RM* history. The only one missing at the time was Peter Kelly, editor from 1989-1994, but I'm pleased to say that Pete will now be contributing to the magazine once more.

Our publisher Mortons Media rostered me to take charge of our shedmate title *Rail Express* in 2013, but I am honoured and humbled to return as the next editor in this magazine's proud 124-year history. I have to thank Chris, and Nick before him, for their excellent work making the magazine what it is today, and I can only say that the team and I will do everything we can to keep the magazine at the top, through its combination of broad-ranging news, in-depth features, and top-notch photography.

So what's the confession? Well, I have to admit to the more dubious honour of being the first editor of *The Railway Magazine* not to have known the steam era. I was born as the last fires were being dropped from engines around the sheds



## TRAIN OF THOUGHT Editor's Comment

of the North West, and the only locos I could see from my childhood bedroom window overlooking the Leeds to Bradford line were of the diesel kind.

But, in the early 1970s, my parents took me to the Keighley & Worth Valley Railway, and I stood on the footbridge at Haworth as a steam loco passed underneath on its way to Oxenhope. I don't know which one it was, but I was engulfed in a sensory overload of noise, steam and smoke, and from that moment on I was hooked.

### Glasgow or bust!

In one of my first jobs as editor, I was lucky enough to be aboard the attempt to set a new West Coast Main Line record for the shortest time between Euston and Glasgow Central, a record that has stood since 1984 when an APT did it in 3hrs 52min 40sec. It was a fantastic day – one resulting from much hard work by Avanti West Coast, Network Rail and my predecessor Chris, and with the cooperation of many other operators and staff – that was thrilling from start to finish, with the result never quite decided either way until we arrived into Glasgow.

Sadly it was not to be this time, missing out by just 21 seconds after the 401 miles – although we can at least claim a new nonstop record, as the 1984 APT run was held at Stafford. We have the full account on pages 9-11 this month, but I would like to thank everyone involved, not only for making such a bold attempt, but for the money it raised for the Action for Children and Railway Benefit Fund charities.

PAUL BICKERDYKE, Editor

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July 2021. No. 1,444. Vol 167. A journal of record since 1897.

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Class 69 pioneer No. 69001 was named *Mayflower* at Eastleigh on June 14, ahead of going into service. GBRf

IETs back in traffic as repair plans established; Northern CAF units return to service; ORR launches review; Industry facing £2bn cuts; TPE completes new train programme; First steps on the path to GBR; West Coast record stands; Bio-coal trial offers hope; Bridge infill sparks controversy.

## On the cover

**MAIN IMAGE:** Avanti 'Pendolino' No. 390044 at Euston on June 17, ahead of its attempt to set a new shortest time for the run to Glasgow. PAUL BICKERDYKE



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



Left: Power car No. 43102 at Shildon on May 25, having been donated by Porterbrook Leasing to the National Collection. NRM

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A masterpiece in miniature at Stapleford. GAVIN THOMSON



There was prestige work for No. 6201 *Princess Elizabeth* on June 26, as it powered the Carlisle-Preston leg of a Coventry-Carlisle Northern Belle, seen flying through the Lune Gorge in Cumbria. SAM YEELES

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HS2 tunnelling is underway in the Chilterns, and Phil Marsh visits to find out more.

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The Phoenix Railway Photographic Circle, best known for the different approach to railway photography by its members, marks its 50th anniversary this year with the publication of a book. Here is the group's story.

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In the concluding instalment about his life on the railways, GWR managing director Mark Hopwood CBE

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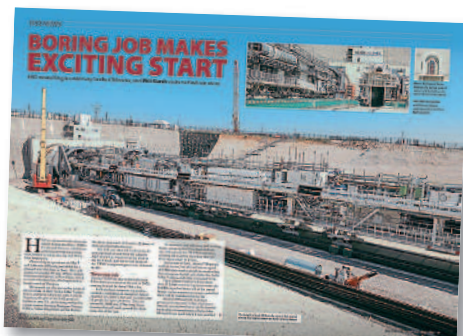
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talks to Tony Miles about the Privatisation years right up to the discovery of cracks on the IET fleet in May this year.

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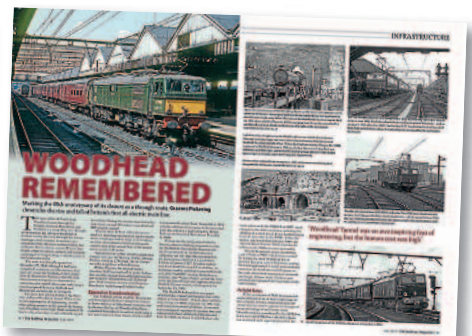
Marking the 40th anniversary of its closure as a through route, Graeme Pickering chronicles the rise and fall of Britain's first all-electric main line.



**CHILTERN TUNNELLING:** Three-year HS2 job – p16



**PHOENIX RISING:** 50 years of photography – p30



**WOODHEAD REMEMBERED:** 40 years after closure – p44



The new spreader plate fixed into the 'T' section on the bodyside.



Instrumentation on the yaw damper of set 195002 as part of a data collection process. BOTH: TONY MILES

## Northern CAF units return to service

ALL but one of Northern's Class 195 and Class 331 units had returned to service by the middle of June after checks, repairs and modifications to its yaw damper mounting brackets had been completed, writes *Tony Miles*.

A number of sets were taken out of service in early April following the discovery of cracks in the 'T' sections, where the yaw damper brackets were fixed to the underside of the bodies. To test the stresses involved and find a solution, CAF engineers fitted instrumentation to set No. 195002 which then ran empty over a number of routes to collect data.

### Resume

As a result CAF concluded that the problem was only affecting powered bogies on the DMUs and there were no similar stresses on Class 331 EMUs. Modifications will involve fitting a spreader plate between the yaw damper bracket and the 'T' sections on the powered bogies.

A rectification programme, initially covering units taken out of service with cracks, has enabled the fleet to resume operating. The only set still to be repaired is No. 195121, which was the first unit to show the cracking and which led to the examination of the rest of the fleet. This set is much more extensively damaged and is stored at Newton Heath depot waiting for CAF to determine what work will be needed to complete the repairs.

# More Hitachi IETs back in traffic as repair plans are established

By Tony Miles

GWR reports it has begun returning more of its Hitachi IET sets to service as more is understood about the cracks on the lifting plates at the jacking points, as well as on the yaw damper bolsters, and the way these can be managed safely.

A similar decision is understood to have been taken at LNER with both operators expecting small numbers of sets to remain out of service awaiting repairs.

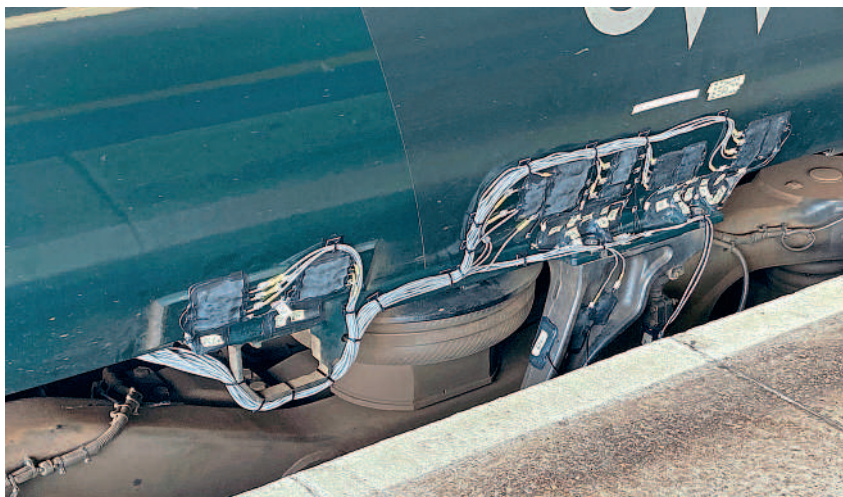
Heavily instrumented trains from the GWR and LNER fleets are now running and providing data that will feed back into the evaluation of work required to repair the sets. During June, GWR set No. 802103 undertook several journeys to Penzance whilst LNER No. 801228 was expected to begin test running in early July. In late June, with the daily "thorough and robust" inspection routine firmly established, Hitachi reported that across all fleets between 10 and 14 sets were not available for service on any given day.

### Analysis

Two GWR sets, Nos. 800026 and 802005, have had large areas of their bodysides, including the bolster, cut away for analysis and although investigations continue, it is thought that welding in new sections may not be viable and completely new vehicles could be required.

The *RM* understands a repair for the jacking point has been agreed and is being carried out, whilst work continues over the causes and a repair for the cracks in the yaw damper bolsters.

While no firm conclusion has been reached over the cause of the cracking, a number of senior insiders believe that, given time, all 80x are likely to show cracks in the same area. So, as well as developing a short-term repair programme, a long-term plan



GWR IET set No. 802103 instrumented up to monitor body stresses, seen during a brief stop at Exeter St Davids on June 15. ANDREW MULCOCK

that might be in place for the lifetime of the trains will be needed.

According to sources, the key for Hitachi is finding a process that allows the repairs to be carried out whilst providing a consistent number of trains for the operators. Although diagrams are being covered despite the shortfall, some services are formed of single five-car sets rather than pairs, and Hitachi is aware that capacity may become more crucial through any post-Covid recovery during the summer.

Given the amount of work required in the short term, it is likely that more than one repair base will be established, with sites close to the GWR and LNER routes expected to be confirmed soon. Initial repair work is expected to be linked to the first bogie overhaul programme for the GWR units, with one insider explaining: "The sets will go in roughly in order of crack size, so probably the Class 800 five-car units will

get done first because they're showing the worst cracks. It happens that they're also the sets which are due the bogie overhaul first."

### Assessment

As investigations have continued it is understood that some cracks have also been found on the coupler plates, so an additional assessment has been carried out to allow them to continue to run until repairs are completed.

The prospect of splitting and reforming sets to allow vehicles with little or no cracking to be put together has been dismissed by one operator as 'unlikely', adding: "We haven't yet found an example where it would give us any benefit; we would need to have exactly the right vehicle from one set matching one that is cracked in the other, but in principle it has not been ruled out. Opinion is that every single one of these trains will crack eventually, it's just a question of when."

Following last month's story about the cracks on the IETs (p8-9) – which was a rapidly changing situation as we closed for press – the Office of Rail and Road has asked us point out it did not give "permission" for the sets to return to traffic. The ORR scrutinised proposals put forward by Hitachi and reviewed the work the TOCs did to meet their legal duty to operate safely, and found no grounds for regulatory intervention. The ORR was content all parties were meeting their legal responsibilities to manage safety.

Additionally, the sets were checked daily, not three times per day. This meant some could run for up to 36 hours between checks. The ORR confirmed Ricardo had been appointed by Hitachi to provide independent oversight of the work. It is not acting on behalf of ORR, but use of third party expertise by Hitachi is an important factor to give ORR confidence in the way Hitachi is managing the safety of the trains.

## ORR launches 'lessons learned' review into train cracks

AS a result of the cracks in the Hitachi trains, the Office of Rail and Road is undertaking a safety review to understand the lessons the industry can learn. Both the Hitachi Class 800 and 385 series trains were affected, with 252 sets needing inspection.

The review – which covers safety and passenger impacts

– will work with Hitachi Rail and all relevant parties to find the root cause of cracks in the jacking plate and on the mount for the yaw damper bracket, and include design, manufacture and maintenance aspects. An initial technical report on the cracking will be published by September, covering the history,

withdrawal and reintroduction of the rolling stock, with a final report once the long-term rectification programme has been established.

### Clarity

On June 25, the ORR published an impact review and praised the train operators affected – GWR, LNER,

TransPennine Express, ScotRail and Hull Trains – over their provision of travel information, ticket refund information and alternative travel advice. However the ORR added it felt operators could have gone further by providing route maps for alternative travel and using website banner messaging to highlight

disruption. The ORR also felt third party retailers could sometimes be clearer on the circumstances in which a ticket refund fee was not payable.

The ORR has written to train operators, the Rail Delivery Group and third party retailers to remind them of the need for clarity and consistency of refund information.

# Industry facing cuts of £2bn as a result of Covid passenger exodus

THE substantial downturn in passenger numbers throughout the Covid-19 pandemic, allied with the heavy financial support for passenger services of around £800m per month from the Treasury, is likely to lead to cuts in services and cuts in staff.

While the fixed costs of running the railway have remained roughly the same, passenger revenue via the fare box has fallen by 80%, leaving a massive and unsustainable funding gap.

Having made it clear Government support will not be unlimited, representatives from across industry – the four rail unions, Network Rail and the train operators who form the Rail Industry Recovery Group – have agreed to work together to address a future with fewer passengers. The aim is to make cuts of around £2bn.

If and when passenger numbers begin to grow, train operators will look at using existing services to carry more

passengers before introducing new ones.

While service reductions along with frequency changes will inevitably play a key part of cost cutting, so will a voluntary redundancy scheme.

## Forefront

However, rail unions have made it clear they will not accept compulsory redundancies or changes to pension rights. In addition, they will be expecting a general voluntary redundancy scheme which is likely to be aimed at staff over the age of 55.

With more passengers buying tickets online, changes in ticket office opening hours or even closure could be at the forefront of the cuts.

With train operators on emergency contracts, it is understood the Government will not fund outstanding pay rises for 2020 or 2021, other than a £250 rise for the lowest paid staff.

Detailed proposals of where

the costs savings will come from is expected in the autumn.

Steve Montgomery, chair of the Rail Delivery Group, which represents train operators and Network Rail, said: "The Covid-19 pandemic has led to the biggest drop in passenger numbers since records began ... To build back a

railway which is sustainable in the long-term and addresses changing passenger needs, we must change the way we work and not take more than our fair share from the public purse.

"We face tough choices. We have to adapt and we want to retain as many jobs as we can."

■ The difficulties facing train operators in winning back passengers will not be helped by budget airline EasyJet introducing 12 new domestic routes, including Manchester to Edinburgh, Birmingham-Newquay and Liverpool-Bournemouth.

## RAIL JOURNEYS FALL TO LOWEST LEVELS SINCE 1872

THE number of passenger journeys on the National Network between April 2020 and March 2021 fell to the lowest figure since records began in 1872, according to the Office of Rail and Road.

As the pandemic took hold, just 388m journeys were made in the 12 months to April 2021, representing just 22% of the 1.739 million journeys made in 2019-20.

Overall revenue fell from £10.4 billion in 2019-20 to just £1.9bn, with the Government

pumping money in to support operators taking such a hit on the fare box.

## Unprecedented

Just three operators – TfL Rail, London Overground and c2c – recorded 30% of journeys made in 2019-20, with ScotRail reporting 14.9% of passengers compared to the previous year, and Transport for Wales 15.8%. Not surprisingly, Heathrow Express carried just 4.7% of its normal number of passengers.

Graham Richards, Director of Planning and Performance at the Office of Rail and Road, said: "This unprecedented fall in passenger numbers, the lowest annual fall since the time series began, has clearly had an impact on both rail usage and ticketing revenue.

"Despite this, recent estimates published by the Department for Transport show that rail usage has recovered to around 45% of pre-Covid levels by the end of May 2021."

## 'Azuma' training runs through to Middlesbrough

DRIVER training runs have taken place ahead of the planned December 2021 launch of LNER 'Azuma' services between Middlesbrough and London King's Cross.

It follows the completion of work (forming the first phase of a wider £34m upgrade of the Victorian station) to extend platform 2 at Middlesbrough by 75 metres in order to accommodate the trains.

The first 'Azuma' test train ran in the early hours of May 17 for operational checks to be carried out, with a week-long period of driver training beginning on June 14.

Initially, LNER intends to run one return service a day for Middlesbrough, but has plans to create a more regular service by extending some services terminating at York.



With the Transporter Bridge in the background, five-car LNER Class 800 'Azuma' set No. 800208 is pictured during the second day of driver training at Middlesbrough on June 15. TONY WINWARD

## TPE accepts final CAF train – and completes new train programme

By Tony Miles

TRANSPENNINE Express accepted its final new train on June 16, as the last of the 'Nova 3' CAF Mk5a sets joined the fleet. The sets have been commissioned at the former Manchester International Depot, built for the aborted Regional Eurostar project and used for the acceptance of several train fleets.

The handover marks the end of the programme to change the make-up of the TPE fleet, first announced when the new franchise began in 2016 with a focus on long-distance services.

The delayed entry into service of the CAF Mk5a will be sped up with full fleet operation expected by May 2022. Currently the sets are restricted

to three diagrams between York and Scarborough other than moves across the Pennines for servicing and to rotate the stock.

## Changes

Whilst this marks the conclusion of a long drawn-out project, significantly affected by Covid-19, TPE continues to work on plans for the train fleet, particularly in the light of the announced changes to its service pattern which will see the cessation of services between Newcastle and Edinburgh from the end of 2021 and other changes in May 2022. Some of these changes are part of an industry plan to relieve congestion on the Castlefield corridor, Manchester.

Following feedback from residents in Scarborough, who

objected to the noise of the Class 68 locomotives when stabled overnight at the new £7m depot in the town behind Seamer Road, TPE is now re-evaluating the use of the Nova 3 fleet in particular. The Caterpillar C175-16 power units are slightly noisier as a result of European Stage IIIA emission requirements, but also become significantly louder when the trains' ETS is enabled due to the idle speed change.

Options being explored are understood to include replacement of early morning and late evening services with Class 185 units and the use of the Nova 3 sets on some services from Manchester Airport to Redcar and to Saltburn from May 2022 if an application to run the extra four

miles to the end of the line is accepted. A test run of a Nova 3 set to Saltburn operated on June 17 as part of the approval process.

## Electrification

With an eye to the future and the possibility, at last, of further electrification over the Pennines, the replacement of the Class 68 diesel locomotives with electric traction is also being evaluated. A TPE source told *The RM*: "Now we know that the future is not diesel we need to look at whether we redepot the fleet, in the medium term, onto other routes or we need to look at alternative traction solutions that align with the route upgrade's objectives. Is there an option in the longer term with electric locomotives and wiring,

or are there diesel lines of route we could use them on given we've already got the operating capability?"

Equally TPE is assessing whether use can be made of any of the 15 Class 185 sets due to go off lease at the end of 2021.

With the loss of services north of Newcastle, TPE will also find its fleet of Class 802 Nova 1 bi-mode trains under-utilised and new managing director Mathew Golton has outlined his view that new journey opportunities should be identified for these units.

In common with all the Hitachi Class 80x fleets, the 19 trains will need to go through a modification programme to deal with the cracking issues already identified at GWR and LNER.

## First steps on the path to GBR

Following the Government's announcement of new public body Great British Railways, set up to replace the franchising system, *The RM's* new correspondent 'Industry Update' analyses the pros and cons of the proposed new organisation, which is still in development.

A REDUCTION in timetabled trains, new methods of working, and a wage freeze are among the contents of an Enabling Framework Agreement agreed on June 15 between Network Rail, the Trade Unions and the Rail Delivery Group representing the franchised Train Operating Companies (TOCs), which will continue to be the employer.

It is a high-level staff consultation document that reflects the need to reduce industry costs due to an expected revenue shortfall of £2 billion annually compared to pre-Covid levels as a result of fewer passengers and the reduced use of season tickets.

Of note is that the agreement does not include TOCs that are overseen by devolved administrations, and therefore services provided by ScotRail, Caledonian Sleeper, Transport for Wales and the London Mayor through the Transport for London agency are excluded, as are the open access and freight operators.

### Service cuts

Service cuts are planned from what is regarded as the base December 2020 timetable to the level of May 2021 operations, which provide an estimated 85% of the previous train service. The intention is to remove any duplication of services operated by different operators, and as passenger growth returns then existing services will be 'strengthened' rather than more trains run – although quite how this works with fixed formation trainsets is a matter for conjecture.

No funding is available for outstanding pay reviews from 2020 or new cases put forward in 2021, with the exception that for staff earning less than £24,000 per annum, an increase of £250 will be permitted.

Job losses are expected, but without compulsory redundancy using a number of initiatives such as a voluntary severance scheme, industry wide redeployment opportunities, retraining, and a recruitment freeze. The arrangements do not address how different TOCs are to be amalgamated into the GBR structure, as there is a wide divergence of contract length.

**"A big reform is intended in the collection of fares, as a new digital sales platform is to be developed"**

Right: The idea of a national smart card system, like London's Oyster Card, is being looked at again.



Freight companies, open access services and operators under the control of devolved powers (like ScotRail and Transport for Wales) will not come under the GBR plan. At Werrington, north of Peterborough, on May 29, a Hull Trains Class 802 'Paragon' unit overtakes GBRf's No. 66784 working the 4M23/10.34 Felixstowe North to Hams Hall. HAYDEN SHEPPARD

### Not a new BR

The intended GBR organisation cannot be compared with its British Rail predecessor as, although it will own and invest in the infrastructure, it will not provide traction and rolling stock or operate train services, which remain in the private sector (or run by subsidiary arms of state-owned foreign railway companies).

There is the expectation that the high level of investment based on the five-year control settlements agreed since Railtrack and then Network Rail were established will continue. It is very big money, amounting to £48 billion for the five years between 2019 and 2024, of which £10 billion is for capacity enhancement.

The level of expenditure is necessary to counter the deteriorating condition of network assets that in many cases date back to the Victorian era, including the growing effects of extreme weather on the track formation, earthworks and drainage.

It also reflects passenger and network freight traffic growth over the last two decades that has required investment to create more capacity so that a greater number of paths can be provided without a decline

in performance caused by congestion.

The TOCs will continue to have low capital needs, as it is not suggested that the role of the rolling stock leasing companies will change as a provider of finance for the purchase of vehicles. It also looks likely that station upkeep will reflect the managed stations format that exists for Network Rail.

### Converted

As a result of the Covid-19 pandemic, franchise contracts have been converted to Emergency Recovery Measures Agreements, which are essentially concessions to run services specified by the Department for Transport at an agreed cost with a profit margin to pay for operating company overheads.

In this structure, the revenue from ticket sales – often called the 'fare box' – is paid directly to the public body granting the concession, such as Transport for London in the case of the London Overground and the former InterCity East Coast and Northern franchises which are controlled by the 'operator of last resort' company owned by the DfT.

A big reform is intended in

the collection of fares, as a new digital sales platform providing applications for computers and smart phones is to be developed for the payment of fares, with the undoubted intention of closing ticket offices and using digital technology through advance purchase or pay as you go systems, such as the Oyster card in London. The track record for introducing smart ticketing has been poor, mainly because of the complication of the huge variety of products that are available.

An example of the complexity can be seen with stations within the TSGN franchise, where a proposal was made to close many ticket offices before it was realised that vending machines could not offer the full range of products, and that it was not possible to advise an intending passenger of the cheapest fare available.

At a typical staffed station there are up to 300 product options that cover the use of season tickets, railcards, zonal fares, time of day variations, adult or child, First or Standard, travel by a dedicated operator and add on fares for other transport modes. And for each of these categories there is the back-office function of setting the fare. This is a skilled activity, as prices will vary based on predicted demand, with the aim of maximising income for the individual service. It is unlikely skills to optimise revenue will be readily available to GBR.

### New technology

It has been suggested that the new passenger services contracts will include incentives to increase fare box income by

sharing the benefits that accrue. That may be the intention, but for the future there will be a guaranteed payment to meet operational costs, which will not include commercial activities that an operator may choose to do without. An app for computers and smart phones should be able to advise a passenger of the cheapest fare available, but providing the functionality of pay-as-you-go systems will remain challenging.

Many experts have also drawn attention to the issue of what happens if you do not (or cannot) tap out at the end of a journey. For London Underground, the maximum fare is capped at £8.60 for peak-hour travel and £5.80 during the off-peak. What would the cap be for a local journey made on a long-distance service, which in theory could attract a substantial fare?

Great play has been made of a future network approach, where passengers will regard GBR as a single entity. A dedicated typeface will be established for signage, but while this can be implemented for assets such as stations, it is unclear what approach will be followed for train operations.

It looks unlikely in an environment of devolution that brands such as ScotRail, Transport for Wales, and Merseyrail will disappear. And independent passenger operators such as Grand Central, Hull Trains, Heathrow Express and the new First East Coast Trains services will also not be part of the GBR framework, although the addition of a part of Great British Railways' in the brand livery might be a solution.





# West Coast record stands

Bold attempt to beat record time from Euston to Glasgow set by APT in 1984 fails by just 21 seconds.

A FEW lucky *Railway Magazine* readers were aboard 'Pendolino' No. 390044 on June 17, as Avanti West Coast and Network Rail attempted to set a new all-time record time for the run down the West Coast Main Line from Euston to Glasgow Central.

*TRM* readers were also aboard on September 22, 2006 when No. 390047 set a new nonstop southbound record of 3hrs 55min 27sec. But the goal of the latest attempt was to beat the 3hrs 52min 40sec that was set by a northbound APT (with power cars Nos. 49003/6) in 1984.

The day had been over three months in the planning, starting with choosing the day and time. A Wednesday or Thursday was preferred, and then came the task of finding a suitable path to give best chance with fewest conflicts. The final plan produced a 10.36 departure from Euston on June 17, which required 26 consequential alterations to six Avanti and 20 other passenger and freight

services. The special was given the headcode 1Z57, which echoed the 1S57 formerly used by the 'Royal Scot' named train.

Set No. 390044 was chosen by Avanti's team of analysts, who have access to performance data from the fleet. Some sets are quicker than others – not in terms of top speed, as that is limited to 125mph, but when accelerating. These only amount to small variations, but they add up over the course of 400 miles. No. 390044 was deemed as third quickest off the blocks, but it chosen because it as a fully-branded nine-car set and where it was in the maintenance cycle.

## Euston start

The day began with No. 390044 being named *Royal Scot* by Avanti's managing director Phil Whittingham and Network Rail chairman Sir Peter Hendy, with Scottish 'Lion Rampant' stickers being added to both cab noses. Everyone was then asked to board by 10.20 ready for the doors to close at

10.30 ahead of departure time at 10.36. Besides the 30 *TRM* readers were guests of Avanti, Network Rail and the charities being supported by funds raised on the day – Action For Children and the Railway Benefit Fund.

There is a full account of the run on the following two pages, but suffice to say that after a thrilling run down the WCML, Glasgow was reached in a time of 3hrs 53min 1sec – a frustrating 21 seconds behind the APT's 1984 time.

Unlike the APT, however, it was a non-stop run – a rare event in itself over such a distance these days – and it just goes to show how difficult it is to break records. Nothing can be taken for granted, and Avanti and NR have to be praised for all their efforts in making the attempt. There was also plenty of media interest across the country, helping to raise awareness that railways are a great option for travel as we come out of the Covid pandemic.



**1:** Passengers check in at Euston Platform 16 ahead of the 10.36 departure on June 17. ALL PHOTOS BY PHIL MARSH UNLESS STATED

**2:** Avanti's managing director Phil Whittingham (left) and Network Rail chairman Sir Peter Hendy named No. 390044 *Royal Scot* before departure.

**3:** Amongst the 100 passengers were Network Rail train planners Paul Scott, Christopher Seaward and James Folkes.

**4:** *Railway Magazine* editor Paul Bickerdyke checks in on progress with official timekeeper John Heaton.

**5:** Train managers Brad Joyce (left), James Dobson and Stephen Sands commiserate with driver Neil Barker after arriving at Glasgow Central, losing out by just 21 seconds.

**6:** 1Z57 passed preserved APT driving car No. 370003 at Crewe Heritage Centre – was it cheering us on, or did it know? PAUL BICKERDYKE

## Chasing the record

Official timekeeper John Heaton FCILT describes the record-breaking attempt and how it came to just miss out.

NEWLY-NAMED 'Pendolino' No. 390044 *Royal Scot*, standing in Platform 16 at Euston station on Thursday, June 17, had been specially selected as being the most responsive and reliable in the Avanti fleet, but it had been a close decision between that and classmate No. 390008.

Experienced Preston driver Neil Barker was charged with the task of running the 401.28 miles to Glasgow Central nonstop in a scheduled 3hr 53min, but the not-so-hidden agenda was a desire to achieve the fastest run ever on the route and beat the long-standing Advanced Passenger Train record of 3hr 52min 40sec, which had been achieved with a 2+8 formation featuring power cars Nos. 49003/6 during the short time the prototype tilting trains had been in service in 1984.

The press special back then was recorded for *TRM* by Peter Semmens, whose account appears in the April 1985 issue – an unusual event, in that it took place in darkness with a 16.35 departure on a December evening. In those days 'after rail-joints and before GPS', the log relied on average speeds.

### Careful planning

Looking to see whether the record could be beaten by a modern unit with speed monitoring equipment and

signal overrun protection monitoring, two factors were obvious. First, the APT had not achieved uniformly high speeds throughout. The best averages were around 128mph – such as Lockerbie to Beattock, followed by a 310sec ascent to the summit of the typically 1-in-75 climb at a startling average speed of 116mph. Second, the special run had been hampered by a point detection fault at Stafford, which had resulted in a dead stand and cost 7min – in addition to likely Temporary Speed Restriction (TSRs) assessed at 13min for which due allowance had been made in the 237½min schedule.

Looking at the planned speed restrictions for the 'Pendolino' trip, it had been decided a 90mph slack at Nuneaton could be removed for the occasion and a reduction to 80mph progressing north in stages from Lockerbie could be avoided, leaving only a 50mph TSR from Carstairs South Jct for 1.54miles, which is required until remodelling is undertaken. When compared to the normal 90mph allowed here, a delay of 1½min after braking and accelerating constituted one of the reasons why a schedule any lower than 233min could not reasonably be quoted.

To achieve even this figure required the planners to alter 26 trains, of which the most obvious



Newly-named No. 390044 *Royal Scot* ready for the off at Euston on June 17 – to break the record, the 401 miles to Glasgow had to be completed in under 3hrs 52 min 40sec, which is an average of more than 103mph. PAUL BICKERDYKE

were the 10.23 Euston-Chester 'Pendolino' to run slow line from Ledburn Jct to Hanslope Jct and No. 397004 working the TransPennine Express 12.02 Preston-Glasgow Central being held at Carlisle to ensure there was no risk of a check to *Royal Scot* as the Class 397 would otherwise need to be looped en route.

The cooperation of Avanti, Network Rail and the train operating companies – including West Coast Railways at Carnforth, which moved two of its trains – could be seen to presage the approaching new era of railway management.

One must not forget the driving force behind the venture of retiring *Railway Magazine* editor Chris Milner, or the Department for Transport for sanctioning the initiative during

the Covid-19 crisis. The message for the day from Network Rail chairman Sir Peter Hendy was that the railways were both back in business and seeking business.

### Good start

The special train made a 12sec early start, good for timekeeping but not for pathing if the aim was to gain time, but it was soon evident from the purposeful driving that we were going to 'go for it'.

The timings were based on the slightly more powerful nine-car 'Pendolino' version, with a net 2min scratched from the sectional running times but, in the modern fashion, with no dispensations regarding permanent speed restrictions.

Driver Barker improved on the tight schedule by 17sec at Wembley Central and 28sec by Tring, figures to be added to the 12sec early start to judge the run against booked clock time. If the margins achieved by Tring could have been maintained, the record would be in the bag, but it was not to be as easily won as that.

By Milton Keynes Central, the lead had cut back to around 12sec, but we were 27sec down by Milepost 116 just before Lichfield. The times quoted are from the centre of the train whereas schedules are calculated from the front. A driver had commented on an internet forum that a record would depend on passing Milepost 116 in 60min, whereas we had taken 60min 19sec.

Overhead line problems earlier in the day at Stafford had been cleared away, and then the enhanced speed of 115mph instead of the former 90mph at Norton Bridge helped the cause. Crewe gave the special a clear run to pass the railway town in exactly 83min on an 83min schedule!

The 51miles to Preston required some precise driving and signalling, so it is the

credit of all concerned that our train managers Brad Joyce, James Dobson and Stephen Sands – who regularly appraised their passengers of timekeeping – were able to announce we had passed Preston in 112min 33sec on the 112½min schedule.

### Northern climbs

We flew through Lancaster on time, taking Grayrigg at 89mph and Tebay at 106mph, just 3sec down on schedule. *Royal Scot* made short shrift of Shap, as is now commonplace, passing Scout Green at 109mph and easing over the summit. There was consistent 125mph running after Penrith until Wreay, but the passage of Carlisle seemed funeral with a maximum speed allowed of 20mph for all of 0.61miles plus, of course, the length of the train. The APT in 1984 had run through Carlisle at 38mph.

Now 43sec 'down', over a minute would have to be recouped to get the record. My assistant timekeeper was Railway Performance Society publicity officer Baard Covington, who had brought his sophisticated Racelogic GPS equipment to the party. We agreed there was every chance we would arrive on schedule but fail to claim the record, with the record time dissipating from our grasp as we ran down the platform.

There was Beattock still to ascend, but 'Pendolinos' normally coast much of the way to the intermediate decreasing speed restrictions. Our time for the 10m 2ch climb was 346sec at an average speed of 104.3mph, but the 10½min lead we had over the APT back in the North Midlands had now been whittled down to only 5min, and we had the Carstairs slack still to come.

The final 29miles to Glasgow are always frustratingly slow, with slacks to 60mph after Law Jct, 80mph at Motherwell and

"The cooperation of Avanti, Network Rail and the train operating companies could be seen to presage the approaching new era of railway management"



Crowds turned out at stations and linesides along the route to cheer on the special, including this group of enthusiasts at Winwick Junction, Cheshire. TONY MILES



**John Heaton shows the official time at Glasgow of 3hrs 53min 1sec, just 21 seconds behind 1984's APT run. AVANTI**

nothing over 100mph until the final tortuous approach over the complex layout into Central station, where the reception party on Platform 1 awaited us.

It was with a profound sense of anti-climax that Baard counted down the seconds to the record and then those in excess. The final time was 233min 1sec on a 233min schedule, an average start to stop speed of 103.3mph – 11sec early, but 21sec behind the 1984 APT. A pedant might point out that the time would have had to be 22sec faster to beat the record!

The news was met with a mixed reception by the broadcast media. Even radio station Talksport at 05.00 the following morning opined that we should 'have known about the speed restriction at Carstairs.'

### Next time?

Another attempt might come after this Scottish junction has been remodelled, but it is worth analysing what other measures might have secured the record. A driver has suggested starting from the north end of a longer platform at Euston, such as No.15, might have saved over 10sec. At Glasgow, the use of the longest platform with a temporary stop board at least two coaches from the buffers might have reduced the distance of the necessary final crawl.

Another factor might have been the decision to perform most of the run on 'speed set', as it is believed driver Barker was instructed to do, in order to mitigate the chances of a

brake intervention through marginally over-speeding if driving manually. In normal running, 123mph instead of 125mph makes little difference – although I personally find it frustrating, especially when running late – but in these conditions a full 125mph would have been helpful.

It is said, for instance, that on a gradient of around 1-in-330, such as the 6mile climbs to Tring in both directions, 'speed set' will deliver 123½mph whereas manual driving can find a position between notches 2 and 3 that will keep a unit with an accurate speedometer spot on 125mph. There will be more on such methods in next month's Practice and Performance article.

It has also been suggested that running slow line from Amington Jct to Colwich instead of braking to 65mph for the peculiar kink in the layout at the latter point, where the four tracks continue as two to Stafford, would have been faster overall.

When all is said and done, the journey was indeed the fastest nonstop run between the two capitals because the APT stopped once, although such a claim would rightly be seen as a pyrrhic victory.

Despite the disappointment, I would like to reflect the gratitude of all those on board to the many individuals and organisations involved in undertaking such a challenge and getting so close, so frustratingly close, to creating railway history.

## LONDON EUSTON TO GLASGOW CENTRAL

Unit	390044 Royal Scot	Date	Thursday, June 17, 2021			
Vehicles/tare/gross tonnes	9/460/470	Weather	Fine			
Train	1Z57 10.36 Euston-Glasgow Central	Recorder/Position	J Heaton 5th of 9			
Miles	Timing Point	Sch	M S	MPH	Av. MPH	Cum. Av. MPH
0.00	EUSTON Pfm 16 d	0	0 00		T-/52	
1.57	Camden Jct	3	2 50	rbt38	33.2	33.2
5.27	Willesden W L Jct	6	5 44	105	76.8	55.2
8.01	Wembley Central	7½	7 13	121/125	110.7	66.6
11.33	Harrow and W	9½	8 49	123/124	124.3	77.1
17.37	WATFORD JCT	12½	11 56	109	116.3	87.3
20.88	King's Langley		13 48	121/126	113.0	90.8
25.48	Bourne End Jct	16½	16 02	123/118	123.7	95.4
27.86	Berkhamsted		17 12	123	122.2	97.2
31.65	Tring	19½	19 02	124/123	123.7	99.7
37.22	Ledburn Jct	22	21 45	124	123.4	102.7
40.12	Leighton Buzzard		23 09	125/123	124.1	104.0
46.60	Bletchley	26½	26 17	124	124.2	106.4
49.77	MILTON KEYNES C	28	27 48	124	124.5	107.4
52.35	Wolverton		29 04	121/126	122.3	108.0
56.70	Hanslope Jct.	31	31 09	123/125	124.9	109.2
63.10	Blisworth		34 15	124/120	124.2	110.5
69.62	Weedon	37½	37 27	121	122.7	111.6
75.22	Welton		40 12	122	121.8	112.3
78.13	Kilsby TNP		41 43	109/125	115.3	112.4
82.47	RUGBY	44	43 50	124/125	123.1	112.9
87.87	Brinklow	46½	46 28	123	123.3	113.5
93.47	Bulkington		49 11	124	123.3	114.0
97.02	NUNEATON	50½	50 54	124	124.4	114.4
102.27	Atherstone		53 35	100	117.5	114.5
106.46	Polesworth		55 43	123	117.3	114.6
110.00	TAMWORTH	57	57 26	124	123.7	114.9
116.22	LICHFIELD T V	60	60 27	124/121	124.1	115.4
124.26	Rugeley TV	64	64 21	124	123.7	115.9
127.08	Colwich	66	65 59	63	103.8	115.6
129.42	Milford & B		67 36	101	86.4	114.9
133.51	Stafford	70½	70 20	83/116	89.8	113.9
138.97	Norton Bridge N Jct	73	73 21	114/125	108.4	113.7
143.35	Standon Bridge		75 30	124/125	122.1	113.9
147.47	Whitmore		77 31	123	123.3	114.2
149.90	Madeley	78½	78 41	125	124.6	114.3
156.26	Basford Hall Jct	81½	81 48	109	122.0	114.6
158.03	CREWE	83	83 00	80	89.4	114.2
165.45	Winsford	87½	87 17	125	103.9	113.7
169.82	Hartford	89½	89 23	124/125	124.7	114.0
174.48	Weaver Jct	92	91 38	123/126	124.3	114.2
180.11	Acton Gr Jct	94	94 26	97	120.5	114.4
182.07	Warrington B Q	95	95 40	88/90	95.1	114.2
185.50	Winwick Jct	97½	98 08	79/96	83.5	113.4
187.90	Golborne Jct	99	99 44	93/111	89.9	113.0
191.55	Bamfurlong Jct		101 51	109	103.3	112.8
193.87	WIGAN N W	103	103 21	79	92.6	112.5
201.47	Balshaw Lane Jct	107	107 41	125	105.4	112.3
203.50	Euxton Jct	108	108 40	123/125	123.7	112.4
208.96	PRESTON	112½	112 33	30	84.5	111.4
213.71	Barton	116½	116 25	119/124	73.7	110.1
218.31	Garstang & Catterall	119	118 39	123	123.6	110.4
224.21	Bay Horse		121 31	124	123.8	110.7
226.76	Oûbeck		122 46	122	122.5	110.8
229.93	LANCASTER	125	124 52	75	90.0	110.5
233.08	Hest Bank		126 51	112/126	95.7	110.2
236.20	Carnforth		128 23	124/126	121.4	110.4
240.70	Burton & Holme		130 34	123/124	124.0	110.6
243.48	Milnthorpe		131 55	123	123.6	110.7
249.05	OXENHOLME	134½	135 07	88	104.6	110.6
252.45	Hay Fell		137 20	95/97	91.8	110.3
256.11	Grayrigg	139	139 43	89	92.2	110.0
262.16	Tebay	143	143 33	106/105	94.7	109.6
265.10	Scout Green		145 13	109	106.3	109.5
267.57	Shap Summit	146	146 47	77	94.0	109.4
269.67	Shap Station		148 12	106	89.2	109.2
272.95	Thrimby Grange		150 19	80	92.6	108.9
276.95	Clifton		152 59	105/74	90.3	108.6
281.20	PENRITH	155½	155 55	77	86.8	108.2
286.02	Plumpton		158 51	125/126	98.6	108.0
291.70	Southwaite		161 35	125	125.1	108.3
294.12	Wreay		163 05	91/112	96.5	108.2
299.05	CARLISLE	167	167 43	15	63.8	107.0
305.13	Floriston		172 43	124/125	73.0	106.0
307.77	Gretna Jct	173½	174 03	115/94	119.5	106.1
312.06	Kirkpatrick	176	176 30	116/120	104.9	106.1
321.76	Castlemilk		181 28	115/125	116.9	106.4
324.88	Lockerbie	182½	183 03	124	119.1	106.5
327.73	Nethercleugh		184 25	125	124.4	106.6
333.56	Wamphray		187 14	123	124.1	106.9
338.80	Beattock	189½	189 48	123	122.7	107.1
343.80	115mph Speed restriction sign		192 19	114	118.9	107.3
345.05	95mph Speed restriction sign		193 04	96	100.2	107.2
347.67	90mph Speed restriction sign		194 47	89/88	91.8	107.1
348.82	Beattock Summit	195	195 34	89/110	88.7	107.0
354.15	Crawford		198 36	110	105.0	107.0
356.91	Abington	200	200 12	88	104.1	107.0
367.55	Thankerton		205 48	125	114.1	107.2
372.65	CARSTAIRS	208½	209 09	50tsr 47	91.3	106.9
380.98	Carluke		215 20	100	80.8	106.2
383.16	Law Jct	215	216 40	79/59	97.7	106.1
386.75	Shieldmuir	218	219 31	105	75.7	105.7
388.48	Motherwell	219½	220 42	78/96	88.3	105.6
392.90	Uddingston	222½	223 37	89	90.9	105.4
397.43	Rutherglen E. Jct	226	226 59	74	80.6	105.1
400.42	Eglington Street	229½	229 57	30	60.4	104.5
401.28	GLASGOW C Pfm 1 a	233	233 01	Pfm 1	16.8	103.3

Notes: Log abbreviated for publication and times rounded to full seconds; Average speeds based on 1/100th of a second readings; Mileage adjusted for known milepost inaccuracies in posted figures; Baard Covington's full Racedog log is available on the the RPS website (railper.org.uk)

## SIDELINES

### Fourth HST power car for 125 Group

PORTERBROOK has donated No. 43159, the second of the two 1987 record breakers, to the 125 Group; No. 43102 being donated to the National Collection in May (see page 91). The group now has four power cars and will configure them as Valenta-fitted (No. 43044), VP185 (Nos. 43048/43089) and MTU (No. 43159). All are planned to be maintained in operational condition with main line certification.

### NR steam warning

NETWORK Rail has issued a warning following a number of trespass incidents associated with the operation of steam specials by 'A3' No. 60103 *Flying Scotsman*. With the specials working through Hampshire and Berkshire during June, on board cameras revealed 179 incidents and 97 hours of train delays. If trespass continues, NR says charter trains could be cancelled or the steam loco replaced by a diesel.

### Flagging down trains to end in Scotland

THE practice of holding out an arm to stop trains at a request stop looks set to end in Scotland. Operator ScotRail will introduce a new system whereby a button on the platform is pressed for the driver to call at the request stop. A confirmation would show at the station. Trials are planned from the autumn on the Far North route between Inverness, Wick and Thurso where there are eight request stops. If successful, it could be rolled out to the Oban, Fort William and Mallaig routes too.

### Levenmouth electrics

SCOTTISH Transport Minister Graeme Dey has announced that when the line to Levenmouth in Fife reopens in 2024, it will be double track and electrified. The scheme will see the reopening of the disused rail line between Thornton Junction and Leven, with new stations at Leven and Cameron Bridge, and through services to Edinburgh Waverley.

### All-female signalbox

NETWORK Rail claims the signalbox at Sellafield, on the Cumbrian Coast line, is the only one in the country to be staffed entirely by women, with Rebecca Rennoldson, Amy Byrne and Holly Williams being the first all-female team of railway signallers. NR says there is no record of this happening before, and the only time it could have happened was during the Second World War.

### A Doncaster first

IPORT Rail in Doncaster claims to be the UK's first Strategic Rail Freight Interchange to be given Government approval for an on-site customs area. This means businesses can clear customs in South Yorkshire and then move goods through the Channel Tunnel.

# Bio-coal trial offers hope for the future of steam

Amid concerns over future supplies of carbon fuels for heritage railways, the 15in gauge Bure Valley Railway has undertaken the most extensive trials of bio-coal on a UK heritage steam line in the UK to date, reports *Cliff Thomas*.

THE Bure Valley Railway, Heritage Railway Association and Advanced Steam Traction Trust (ASTT) undertook a series of alternative coal trials at the BVR on June 11-14, at which a representative of Network Rail also attended.

Careful measurements were taken during the experiment, with fuel in the tender weighed and measurements undertaken of water consumption and ash left in the ash pan and smoke box. Transducers were rigged to a computer in the lead carriage to measure smoke box vacuum, exhaust performance and speed.

The 10.15 departure to Wroxham on the Friday burnt BVR's usual Welsh coal from Ffos-y-Fran as a base comparator under test conditions. Subsequent round trip test trains burnt Homefire Ecoal50, Briteflame

and Homefire Ovals – all three products being from a range of manufactured smokeless fuel samples provided by CPL Industries.

The test fuels functioned well, with Homefire Ecoal50 (half biomass, half traditional solid fuel fines) exactly matching the performance of the Welsh coal, Homefire Ovals achieving 95% of the performance of coal but with significantly higher ash output.

Commenting on the trial results, ASST chair John Hind said: "We are not only looking at performance here but how the bio-fuel burns and what will be acceptable to passengers? Homefire Ecoal50 is the nearest to re-creating that unique ambience visitors expect with the smell of heritage steam."



Measured Ecoal is loaded onto 15in gauge No. 6 at Aylsham, BVR. HRA

## Pioneer '69' named *Mayflower*



MARKING the Anglo-American partnership between GB Railfreight and Progress Rail, Class 69 No. 69001 was unveiled in GBRf orange and blue livery at Arlington Fleet Services in Eastleigh on June 14, and given the name *Mayflower*.

The class leader carries the British and American flags on either side of its nameplates. The name comes from the ship that carried the founding fathers from Plymouth to Cape Cod, Massachusetts, in 1620.

Formerly 'Grid' No. 56031,

the locomotive is one of 16 redundant Class 56s acquired by GBRf, 10 of which are being converted to Class 69s at EMD Progress Rail's Longport site, with the other six in reserve. Progress Rail has equipped them with new EMD710 power units, which are category 3A emissions compliant. The '69s' also feature EMD's EM2000 software, along with Progress Rail's Uptime monitoring system which provides performance and fault diagnosis data.

On May 26, GBRf received

authorisation from the Office of Rail & Road to put them into service. The authorisation also covers the further six potential conversions.

**Above: No. 69001 *Mayflower* after its naming at Eastleigh on June 14. Both photos: GBRF**  
**Below: A close-up of the bodyside flags.**





What an eyesore! The infilled bridge on the trackbed near Great Musgrave in Cumbria. HRE GROUP



How the bridge looked before it was infilled.

## Cumbrian bridge infill sparks heritage controversy

By Graeme Pickering

PLANS by two heritage railways to reconnect have been dealt a blow by the controversial infilling of a bridge on the former Eden Valley route in Cumbria.

Work on the bridge carrying the B6259 road over the disused stretch of the Kirkby Stephen East-Appleby East line near Great Musgrave was completed in mid-June. But the Eden Valley Railway (EVR) and the Stainmore Railway Company (SRC), which operate at either end of the route, say neither organisation was consulted by Highways England (HE).

They claim HE was “clearly aware” of the possible future use of the bridge, pointing out that proposals to reopen the line throughout have been part of Eden District Council’s Upper Eden Community Plan since 2008.

In the joint letter to HE’s acting chief executive Nick Harris, SRC project manager Mike Thompson and EVR civil engineering director John Sreeves requested that the organisation removes the infill from the bridge and repairs any damage it has caused, or grants the companies funds to cover infill removal work and repairs in the future.

### Safety reasons

HE has responsibility for non-operational railway land and over 3200 structures on disused railway lines (known as the Historical Railways Estate), which was passed on to it following the abolition of the British Railways Board Residuary Ltd. The infilling of the bridge near Great Musgrave was part of a five-year programme of work across the UK, which HE claims is necessary to maintain safety. Initially, 115 structures were

scheduled for infilling with a further 15 earmarked for removal, but those figures have recently been revised. HE now plans to infill 69 structures and remove nine bridges and six abutments, stating the original figure was calculated when “structures were in the process of being assessed for maintenance”.

The HRE Group, which campaigns for the historical railways estate to be better utilised for railway reopenings and active travel, has urged Transport Minister Baroness Vere for an independent review of the programme, claiming “industrial-scale dishonesty” by HE.

The group says condition reports show the bridge near Great Musgrave was adequate for the volume of traffic, and could have been strengthened with £5000 of repointing.

HE maintains that infilling was necessary “for the safety

of the whole structure” and that an inspection last year identified “increasing downward movement of the masonry forming the arch”, along with parapet damage suggesting “bigger, heavier vehicles” were using it.

### No immediate use

It told the *RM* that meetings had identified there were “no immediate plans for a heritage railway link at Great Musgrave, due to the missing river bridge further along the line.”

HE’s historical railways estate director Richard Marshall said: “If land and river crossing issues get resolved, then we would be delighted to work with any rail groups and the local authority to remove the infill at no cost to them.”

Eden Valley District Council is investigating if HE acted within permitted development legislation by proceeding without planning permission.

## Flexible season tickets on sale, saving hundreds of pounds for rail passengers

A NEW type of flexible season ticket was introduced on June 28, aimed at commuters mixing home and office-based working.

The idea is to give a third option between buying individual day tickets or full-week seasons. An online calculator has also been launched on the National Rail website to help passengers work out their best ticket option.

The paperless tickets allow travel on any eight days in a 28-day period, with no need to select the days of travel in advance.

The Department for Transport said analysis shows that two and three day-a-week commuters buying new flexible season tickets could make substantial annual savings when compared to the cost of daily tickets.

There has been criticism, however, as a true season ticket allows an unlimited number of journeys, not just one return trip per day, while some commuters were reporting negligible cost savings for their journeys.



## Railways in Parliament

by Jon Longman

### Trans-Pennine benefits

OLDHAM West and Royton MP Jim McMahon asked what estimate the Department for Transport (DfT) has made of the average savings that will accrue to passengers when the new timetable is in operation once the Transpennine Route Upgrade programme is completed.

Transport Minister Andrew Stephenson replied: “The Transpennine Route Upgrade (TRU) is the key East-West artery across the Northern economy.

“It forms the most direct existing rail link between several major cities.

“The passenger-related benefits of delivering TRU are formed from a combination of journey time and performance improvements.

“Passengers will benefit from arriving at their destinations sooner with a faster, more reliable and punctual service.

“Service enhancements will benefit commuters who can realise the potential of being more productive during the journey due to more frequent, less crowded service.

“The route upgrade spanning a large section of the northern economy will enhance connectivity and play an important role in improving people’s access to jobs.

“Major rail infrastructure programmes such as TRU will deliver significant economic benefits to passengers, but not direct savings.”

### Buy your own ticket

SOUTHPORT MP Damien Moore asked what steps the DfT is taking to ensure all stations have a self-service ticket machine.

Transport Minister Chris Heaton Harris said: “The DfT wants to see a high-quality rail retailing service which allows passengers to buy their tickets quickly and conveniently.

“Ticket vending machines are one part of the overall retail service, alongside other ways to buy tickets including online purchase and pay-as-you-go.

“As ticket buying is modernised, we will look to the rail industry, including in future Great British Railways, to ensure that the overall retail offer is

appropriate to the needs of passengers, including those without access to the internet.

“The DfT has worked with the rail industry to enhance ticket buying facilities, including ensuring that smart tickets are accepted at stations across almost all of the network.

“Passengers have the choice of travelling without a paper ticket, such as by receiving barcode tickets straight to their phones.

“The Williams Shapps Plan for Rail also commits the Government to introducing far more convenient ways to pay using a contactless bank card, mobile or online.”

### York parking plan

YORK Central MP Rachel Maskell asked how many new multi-storey car park proposals have received outline or detailed planning consent on London North East Railway-owned land since June 2018.

Mr Heaton-Harris said: “London North Eastern Railway (LNER) has received planning consent for a multi-storey car park at York station.

“The application for the car park forms part of the City of York Council’s York Station Front Master Plan scheme.

“This scheme is the only car park proposal made on LNER-owned land that has received planning consent since June 2018.”

### Network Rail debts

MR McMahon asked what recent assessment the DfT has made of Network Rail (NR) debts.

Mr Heaton-Harris said: “NR reported £54.6bn of historical debt in their 2020 annual report.

“This is an increase of £2.5bn on 2019 due to increases in the valuation of RPI-linked bonds.

“NR has been restricted from raising any further commercial debt since they were reclassified to the public sector in 2014.

“Since the start of Railway Control Period 6 in April 2019, the DfT has provided funding for operating, maintaining and enhancing the railway through grant rather than loan funding.

“The level of debt is therefore not expected to rise from its current level.”

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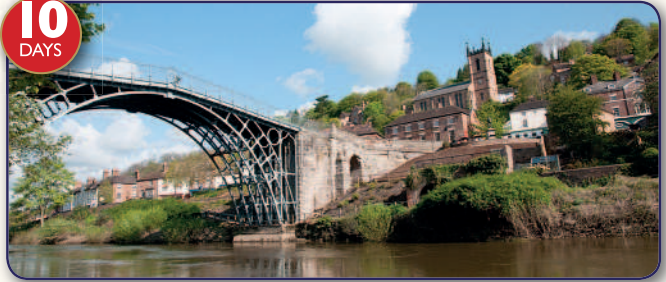
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# BORING JOB MAKES EXCITING START

HS2 tunnelling is underway in the Chilterns, and **Phil Marsh** visits to find out more.



**H** S2 has released details about the Tunnel Boring Machines (TBMs) *Cecilia* and *Florence*, which have commenced work excavating the Chilterns to create the Up and Down lines respectively.

*Florence* began operations on May 7 as *Cecilia* was still being assembled for a planned start date later in June. They will create two parallel 10-mile (16km) tunnels from the south portal at West Hyde, which is on the Hertfordshire/Buckinghamshire border north of Denham.

The tunnels are also just to the north of the two-mile (3.3km) Colne Valley Viaduct that is contained within the same worksite. Together, this part of the HS2 project is known as Area C1, and is being worked by a joint venture between Bouygues Travaux Publics, Volker Fitzpatrick and Sir Robert

McAlpine that totals 13.5 miles (21.6km) of high speed rail infrastructure.

The 136-acre Area C1 worksite has its own slip roads to and from the adjacent M25 motorway, which avoid the need to use local roads, and this is how many of the TBMs' component parts were delivered to site.

### Three-year job

The two TBMs are due to finish the twin 9.1m-diameter tunnels at the end of 2024, moving forward by about 15m a day.

Each machine comprises six gantries (sections), including an emergency refuge chamber in Gantry 3 that can accommodate 12 people for up to 24 hours. They are essentially 2000 ton, 170m-long linear factories that will work around the clock every day of the year.

To maximise staff efficiency and working hours, a pop-up hotel has been built on-site with capacity for 50 TBM operatives, avoiding the need for travelling time to/from other hotels or homes.

At the start of June, around 750 people worked on site, but this will rise to a peak of 1200 when work expands to constructing five emergency tunnel vent shafts, the Colne Valley Viaduct, and other associated work.

The Chiltern Tunnels will use more than 112,000 concrete segments within the 16,000 rings that form each of the tunnel linings (seven segments per ring), and all of these will be manufactured on-site.

Around 300 segments had been produced by the end of May. Each has a barcode attached so that it can be checked for its date of manufacture, which of the 49 moulds was used, when it was installed

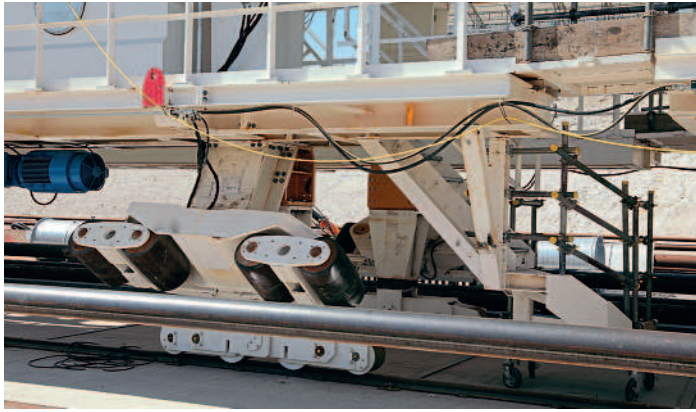


Above: A plaque of Saint Barbara, the patron saint of miners and tunnellers, sits above the tunnel headwall.

Left: TBMs *Cecilia* (left) and *Florence* (almost underground) at the West Hyde worksite.



The length of each TBM can be seen in this shot of *Cecilia*. ALL PHOTOS TAKEN ON JUNE 1 BY PHIL MARSH



Above ground the TBMs run on rails, but the tractable road wheels will be lowered once underground.



Cecilia's emergency refuge pod in Gantry 6, which is marked with a green line.

in the tunnel, and then also for ongoing examination once HS2 is open. Every 24 hours, 196 concrete segments (28 complete rings) will be installed.

TBM *Florence*, which will also be cutting the emergency connecting cross-tunnels, had a planned slow start to ensure the processes and machinery were working as expected. By May 28, 35 rings were in place and Gantry 6 was still in view at the tunnel mouth.

**The six gantries**

As the boring work is carried out, tunnel segments are put in place by Gantry 1, creating a structurally watertight ring to support the ground load. These TBMs have been specifically designed for the Chilterns' chalk and flint mix, and are known in the trade as 'Variable Density Type' borers – these being the first of such used in the UK.

The TBMs run on rails at ground level, but underground road wheels on retractable axles are lowered to replace the traditional railway wheels.

The cutting edge comprises ten 350kW motors producing 20.1kNm of torque to turn the cutter head. Just behind these are the concrete segments, which are loaded onto an erector arm that places them into position as the tunnel walls. Close behind in Gantry 2 is a robot that removes the wooden spacers between the concrete segments and then inserts locking connection dowels.

Gantry 3 contains the emergency refuge chamber and welfare cabin, closely followed by a grout manufacturing area in Gantry 4. A power supply cable wheel and air compressors are contained within Gantry 5, while Gantry 6 houses the ventilation cassettes and slurry pipe extension system.

The excavated material passes along the TBM and is converted into slurry that will be reused to landscape the site. While standing next to *Florence*, it was possible to hear the flint rattling along the screw conveyor extraction pipe under the rails.

It is estimated that three million cubic metres of spoil will be dug out and placed to the south east of the tunnel mouths where a massive site is being prepared to accept the spoil – including ground drainage arrangements.

Much of the tunnelling will be below the water table, and so this was subject to careful planning to ensure the right processes are in place. Should a TBM hit a water-filled void, the ground can be stabilised by filling it with previously extracted slurry, which is then solidified around the TBM to create the stability.



This pop-up hotel has been built on site for the tunnelling team.



Extracted tunnel material storage will be stored on site until used for landscaping the completed project.





An empty concrete segment mould.



Each concrete segment has a unique barcode to monitor progress and quality.



Concrete segments being loaded for transport to the tunnelling site.



A concrete segment produced in the on-site production line.



New tunnel segments are stored indoors for 28 days while they are 'cured'.



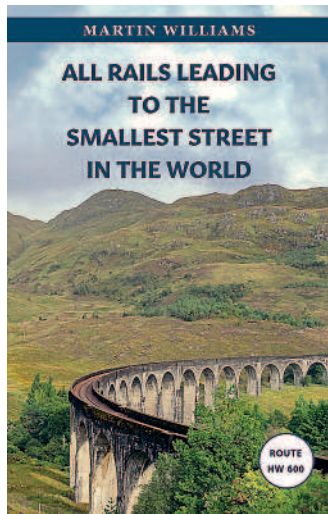
Finished concrete segments in the outside storage area.

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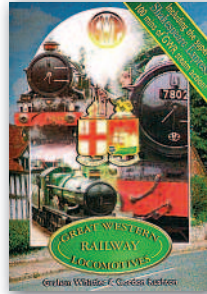
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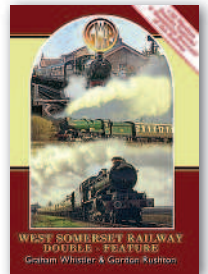
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# CAMBRIAN CASEBOOK



In Practice & Performance this month, **John Heaton FCILT** turns his attention to steam workings over the difficult sections of the former Cambrian main line and connecting routes.

**T**HE very mention of steam locomotives in mid Wales conjures images of antique-appearance 4-4-0 'Dukedogs' hauling short trains along the Dovey estuary, or 'Manors' clinging to the cliffs above Llangelynin with the Pwllheli portion of the 'Cambrian Coast Express'.

The only remaining railway lifeline from the formerly industrial West Midlands to the attractions of the mid Welsh seaside now cleaves through the Cambrian Mountain and then has a peak to climb at Talerddig before reaching the riparian run into Aberystwyth.

Before reaching the university town, trains often divided at Machynlleth, and in fact still do, with a portion heading north for Barmouth and beyond. Modern travellers from London are used to this routing but their ancestors and cousins from the conurbations of Manchester and Leeds had an alternative way to reach the northern section of the Cambrian coastline until the mid-1960s without need for the current substantial Shrewsbury deviation.

To the north of the current rail artery there was another main line giving access to the Barmouth area but it is now sometimes

disregarded. This was the route from Ruabon via Dolgelley, which passengers travelling from Northern cities would reach from Chester via Wrexham General. Some might dispute this route's main line claims but I rest my case solely on the fact it occurs in the Ian Allan Main Line Gradient Profiles and its eminent 1947 *Railway Magazine* predecessor.

## Interest

Both routes were of particular interest to Railway Performance Society (RPS) steam specialist Michael Rowe, partly from his travels during the 1950s and partly from his Welsh nationality. He has generously allowed me to draw freely on his research.

The spellings I have used in the article are those of by R A Cooke in his seminal work *Atlas of the Great Western Railway 1947*. This decision means some names are not those in use at the date on which they are mentioned and many are incorrect in modern usage. For instance, even by 1958 Dolgelley had been altered by the local authority to Dolgellau, but 1947 is relatively central to the subject matter used. Similar licence has

been taken by using the 24hr clock.

The Cambrian Railway was formed in July 1864 after the amalgamation of the Llandiloes & Newtown opened 1859, the Oswestry & Newtown of 1861, the Newtown & Machynlleth (1863) and the nascent Oswestry, Ellesmere & Whitchurch. It is evident Newtown was an important location in the 1860s. In fact the Railway Mania of the 1840s seems to have been 20 years reaching mid Wales, as the Cambrian continued to expand by absorbing the Aberystwyth & Welsh Coast Railway in 1865 which had opened to the town of its title in 1864 and would reach Pwllheli in 1867.

It was 1869 before the Cambrian completed the Dolgelley to Barmouth link and only after the Great Western, frustrated by the Cambrian's dilatory dealings, had threatened to complete the connection itself. The Great Western was making advances into natural Cambrian territory via the Vale of Llangollen (opened 1863), Llangollen & Corwen (1865) and Bala & Dolgelley (1868).

The other chief protagonist in the area followed the Shrewsbury & Welshpool Act of

**The 14-mile climb eastbound from Machynlleth to the summit of Talerddig is a stern test for any loco and crew with the gradient 1-in-52 at its steepest. In August 1965, a BR 4MT 4-6-0 leads a 43XX towards Commins Coch, both locos work hard. COLOUR RAIL/G PARRY COLLECTION**



TABLE 1: SELECTED LOCO DATA

Loco	Cambrian '61'	Cambrian '94'	GWR 'Duke'	Dean Goods 2301-2450	Dean Goods 2451-2580	90xx* 'Dukedogs'	2251	43xx	Manor	BR 4MT
Date built	1893-1904	1904	1895-99	1883-1893	1895-99	1936-39	1930-48	1911-32	1938-50	1951-57
Wheel arrangement	4-4-0	4-4-0	4-4-0	0-6-0	0-6-0	4-4-0	0-6-0	2-6-0	4-6-0	4-6-0
Cylinders (in.)	18 x 24	18½ x 26	18 x 26	17 x 24	17 x 24	18 x 26	17½ x 24	18½ x 30	18 x 30	18 x 28
Coupled wheel diameter	6ft 0in	6ft 0in	5ft 7½ in	5ft 0in	5ft 0in	5ft 8in	5ft 2 in	5ft 8in	5ft 8in	5ft 8in
Tubes (sq.ft.)	1057	1166	1286	1079	1200	1001	1069	1228	1296	1301
Firebox (sq. ft.)	99.5	115	112.6	113.6	107.7	108	102.4	122.9	140	143
Superheater (sq. ft.)		Note B	Note C	Note D	Note D	81.2	75.6	245.8	182.3	258
Total evaporation area (sq. ft.)	1156.5	1283	1398.2	1192.6	1307.7	1190.2	1245.5	1560.7	1607.8	1702
Firegrate (sq. ft.)	17	20.5	19	16.4	17.33	17	17.4	20.6	22.1	26.7
Pressure (psi)	150	170	160	140	180	180	200	200	225	225
Loco weight (tons)	40.25	45.25	46	33.05	36.6	49	43.4	62	58.9	67.9
Tender weight (tons)	30	31.65	24	34.25	34.25	40	36.75	40	40	42.15
No. built	22 Note A	5 Note A	40	150	130	28	120	342	30	80

A One Class '61' and '94' were withdrawn following the 1921 Abermule accident  
 B No.98 (GWR No.1043) fitted with a S/H. Boiler total Evap 1313.5sq.ft including 75.3 S/H  
 C From 1903 onwards most were fitted with B4 boilers. Tubes 1168.9 sq.ft, Firebox 1168.9 Grate 17.2. Later superheated 1911-46, most 180 psi  
 D Dean Goods all subsequently fitted with cylinders 17½ in. diameter. Various boilers used e.g. total evaporation areas of 1133, 1370.7 and 1288.5  
 All bar eleven were fitted with superheaters, although some then later reverted to saturated steam  
 \* Renumbered in 9xxx series in 1946

1856 which opened to its western destination in 1862 and was operated by the London & North Western (L&NWR), becoming jointly owned by the company in partnership with the Great Western.

Open competition was a recipe for duplication and ultimately rationalisation. In reaction to the Beeching Plan, local authorities put up a fight for the Shrewsbury-Aberystwyth and Machynlleth-Pwllheli lines but sacrificed Ruabon-Barmouth Jct (which had been renamed Morfa Mawddach in 1960). Both routes traced similar terrain.

**Drama**

The more northerly route left Ruabon against a short 1-in-75 climb to Acrefair that led to a sharp drop at similar grades into the Dee valley and Llangollen where the double line section finished. Two miles at 1-in-80 up through Berwyn was followed by a shallow but continual rise at no worse than a brief 1-in-150 to Llanuwchllyn. Drama was to follow however, with three miles uphill at mainly 1-in-63/64 then a 700ft 12-mile descent to Penmaenpool with gradients as steep as 1-in-50, a special challenge to eastbound trains.

The Cambrian main line through

Welshpool started from an altitude of 347ft at Whitchurch, varying with a minimum of 233ft and a maximum of 414ft over the 52-mile stretch to Moat Lane with two pronounced humps, one at 1-in-80 between Ellesmere and Whittington and the other a 1-in-103 rise to Oswestry and 1-in 80 down towards Llyncllys. Track was dual between Oswestry and Llanymynech before the Shrewsbury line joined at Buttington Jct.

Next came the famous climb to Talerddig, less challenging westbound whereas eastbound trains are faced with 13 miles of hard work, including a final three miles at 1-in-52/56 from Llanbrynmair. From Machynlleth to Aberystwyth the topography is estuarine but even so there are a couple of short 1-in-75 sections to negotiate.

If there was justification for the network of lines that crossed these sparsely populated areas it was the agricultural traffic to the rapidly expanding Victorian industrial cities. For instance, Mr Rowe explains that before the railways, Cardigan Bay cattle had to be herded to London by drovers. The eventual corollary was opening the scenery of mid Wales to tourism but locally generated passenger traffic was always meagre.

**“Drama was to follow however, with three miles uphill at mainly 1-in-63/64 then a 700ft 12-mile descent to Penmaenpool with gradients as steep as 1-in-50...”**

TABLE 2: RUABON TO DOLGELLEY, 1930s

Loco Class	2462	-			
Load* Train	Dean Goods 0-6-0 9/238/- 12.52 from Chester	'2251' Collett 0-6-0 4/120/- 11.15 from Birm S H			
Date Recorder/Position	August 6, 1932 G J Aston	August 4, 1937 J Wrottesley			
Miles	Timing Point	M S	MPH §	M S	MPH §
0.00	RUABON d	0	footnote	0 00	63L
0.68	Llangollen Line Jct	2 35	15.7	2 15	18.0
1.50	Acrefair	6 05	14.1	4 20	23.8
2.48	Trevor	7 50	33.4	6 05	33.4
4.29	Sun Bank	9 55	52.2	8 25	46.6
6.18	LLANGOLLEN d	12 15	48.5	11 00	43.8
0.00		14 55		13 40	
0.40	Llangollen Goods Jct	2 50	8.5	1 50	14.4
1.58	Berwyn	6 40	18.4		
3.28	Deeside	11 30	21.1		
5.21	Glyndyfrdwy	14 55	34.0	10 35	32.4
7.46	Carrog	19 05	32.4	14 25	35.2
10.13	Corwen a	23 35	35.5	19 35	30.9
0.00		30 40		22 40	
2.08	Cynwyd	5 20	23.3		
4.76	Llandrillo	10 00	34.6	8 15	34.6
7.48	Llandderfel	15 25	30.0	12 30	38.3
10.90	Bala Jct a	22 40	28.3	18 15	35.7
0.00		31 25		20 35	
3.00	Llangorse Halt	5 35	32.2		
3.66	Flag Station	6 40	36.7	5 15	41.9
5.03	Llanuwchllyn	8 45	39.2	7 35	35.0
7.88	Garneddwen a			14 25	25.0
7.88	p/d	17 55	18.7	14 55	
11.24	Drws-y-nant	23 15	37.8	20 15	37.8
14.90	Bontnewydd a	29 35	34.7		
4.90	staff to alight d/p	30 35		25 40	40.6
17.43	DOLGELLEY a	35 50	28.9	30 30	31.3
Actual time (m.s.)		112.50		94.35	
Schedule (mins)		102		95	

\* Vehicles/tare/gross tons. G J Aston run was 22½L from Chester, TSR after Llandrillo  
 § Average mph



Llangollen station – from where the line from Ruabon passed on its way to Barmouth Junction, Here, an unidentified 'Manor' 4-6-0 restarts an eastbound train on August 2, 1953. COLOUR RAIL

**TABLE 3: WELSHPOOL TO SHREWSBURY**

<b>Loco Class</b>	2577 Dean Goods	3273 Duke
<b>Vehicles/tare/gross tons</b>	4/96/-	2/55/-
<b>Train</b>	15.15 from Welshpool	10.20 from Welshpool
<b>Date</b>	December 3, 1932	September 8, 1937
<b>Recorder</b>	G J Aston	G J Aston
<b>Miles</b>		
<b>Timing Point</b>	<b>M S</b> <b>MPH §</b>	<b>M S</b> <b>MPH §</b>
0.00 <i>WELSHPOOL d</i>	0 00   1½L	0 00   T
2.78 <i>Buttington</i>	5 50   28.6	5 19   31.3
5.69 <i>Breiden a</i>	13 15   23.5	10 59   30.8
0.00 <i>d</i>	14 00	11 35
2.74 <i>Westbury a</i>	6 35   24.9	5 14   31.4
0.00 <i>d</i>	7 15	13 00
3.93 <i>Yockleton</i>	6 05   38.7	5 35   42.2
5.95 <i>Crutckmeole Jct</i>	8 45   45.6	8 02   49.6
6.45 <i>Harwood</i>	10 00   24.0	8 54   34.6
10.53 <i>Sutton Bridge Jct</i>	17 55   30.9	14 54   40.8
11.38 <i>SHREWSBURY a</i>	21 30   14.2	sig stop 19 27
§ Average mph		



**Making a steady climb out of Talerddig with a nine-coach load is 43XX 2-6-0 No. 6388 in the summer of 1963. COLOUR RAIL/DAVID LAWRENCE**

Even by 1885 there were just four Down and three Up services between Ruabon and Dolgelly, with Barmouth served by connections. Barmouth was reached at 18.10 from a 10.00 (8hr 10min) Paddington departure with a corresponding arrival after leaving Manchester at 13.02 (5hr 8min). Passengers on the 10.00 from Euston and 12.00 from Manchester reached Aberystwyth at 19.25 (9hr 25min and 7hr 25min) but did not reach Barmouth until 21.47 (11hr 47min). There were five Down trains and six Up ones between Machynlleth and Welshpool, all of which served Pwllheli, Aberystwyth, Shrewsbury and Whitchurch by either through coaches or connections.

## Outbreak

By the outbreak of the First World War Barmouth was within 6hr 20min of Paddington (Manchester 4hr 20min) via Ruabon. Aberystwyth was by then also reached from Paddington in 6hr 10min and Barmouth in 6hr 42min via Machynlleth. Of particular note were the two trains from Paddington conveying through coaches to the Cambrian via Ruabon where they departed at 13.15 and 15.05. With through coaches also from Birkenhead

to Pwllheli, the trains called at Corwen and Llangollen, then by request from Llandrillo to Dolgelly, reached in 97min and 93min. They then called at all stations to Barmouth.

The 1958 timetable still reflected the postwar era of summer Saturday holiday trains with four limited stop expresses shown in the August timetable, the crack 13.13 carrying through coaches from Paddington to Pwllheli and detaching a restaurant car at Barmouth, 135min from Ruabon, after a single stop at Barmouth Jct.

There was a similar pattern on the Welshpool line with the Cambrian Coast Express departing Paddington at 10.10 then Shrewsbury at 13.23 with five stops to Aberystwyth arriving 17.10, having detached through coaches for Pwllheli which reached Barmouth at 17.53.

The Cambrian had been merged with the Great Western in 1922, prior to the full Grouping, similarly to the Lancashire and Yorkshire/L&NWR arrangement. Euston's influence on the Cambrian was severed by the administrative alliance with Paddington but 'The Wessie' was not entirely vanquished as it reappeared in the guise of the London Midland Region when it was given the Cambrian

section of the Western from January 1963. Michael Rowe comments this was "in much the same way and with a similar remit to the Western taking over the Southern lines west of Salisbury".

Mr Rowe's notes then turn to the locomotives in use. Table 1 shows the characteristics of the principal classes in use on both the featured routes. The Ruabon-Dolgelly route was 'uncoloured' for route availability purposes until 1927 when it was reclassified 'blue'. 'Uncoloured' corresponded with a 14ton maximum axle weight and meant it could not be used by any loco with a specific colour code. Before 1927 locomotives of 3201 and 3301 2-4-0 classes plus the Great Western's ubiquitous Dean Goods Class 0-6-0s were employed but the change of route availability increased axle weights to 17.6tons, permitting the use of Class 43xx 2-6-0s. In practice this was normally limited to the 15.05 from Ruabon with its Paddington through coaches as far as Barmouth where a lighter Dean Goods or Duke 4-4-0 would take over. 'Manor' 4-6-0s were introduced in 1938, one being noted at Barmouth in the summer of 1939.

## Gradient

Possibly the single most interesting collection in the RPS electronic archive is the collection of senior railway operations manager G J Aston, who travelled extensively throughout Britain. In 1932 he used the summer Saturday Birkenhead-Pwllheli train, a mere 94 miles by road but 119 by rail (and nowadays some 176) leaving Chester at 12.52. His small Dean Goods loco No. 2462 was by then 37 years old but it worked through to Barmouth, over the gradients described earlier in the article, with nine coaches – probably a holiday gross load of 270 tons. The loco had been fitted with a superheated boiler since 1926. See Table 2.

Five years later John Wrottesley journeyed over the route midweek. On the first run he had a Collett 0-6-0 of which 120 were built between 1930 and 1944. Although they were intended to replace elderly Dean Goods they were heavier and classed as yellow route availability so could not work north from Barmouth. The



**The crew of 2251 Class No. 2202 (left) take a breather at the isolated Dovey Junction station on May, 31, 1960 as 'Manor' 4-6-0 No. 7807 gets the road towards Machynlleth. COLOUR RAIL/LV REASON**



Crossing the 820 metre long Barmouth bridge spanning the Afon Mawddach and heading towards Barmouth is 2251 class No. 2261. In the distance, the exhaust of another train is visible at Barmouth Junction station, renamed Morfa Mawddach in June 1960. COLOUR RAIL

TABLE 4: MACHYNLLETH TO NEWTOWN

Loco	6321			5300/90xx			
Class	43xx 2-6-0			43xx 2-6-0/Dukedog 4-4-0			
Vehicles/tare/gross Train	10/271/- 14.15 Aberystwyth-Birm Snow H			11/324/- 09.30 Aberystwyth-Padd			
Date	September 4, 1948			September 3, 1949			
Recorder/Position	G J Aston			G J Aston			
Miles	Timing Point	Sch	M S	M P H	Sch	M S	M P H
0.00	MACHYNLLETH d	0	0 00	6L	0	0 00	T-/43
3.14	MP 72		6 16	38		5 54	34
5.13	Cemmes Road a				9½	10 24	*
0.00	p/d	9½	10 22	23½	11	19 29	
1.84	Commins Coch		14 08	32½/34		24 18	31/26
3.76	MP 66¼		18 03	-		28 10	36/26
5.31	Llanbrymair a		21 57	raise steam			
0.00	d/p		25 00			31 12	33
0.70	MP 64		27 25	21		32 41	24½/13½
1.70	MP 63		30 43	18		36 33	14½
2.70	MP 62		34 13	16½		40 01	20/19
3.36	Talerddig		36 48	14½/38	34	42 01	24/50
5.53						sigs 44.56-4516*	
0.00	Carno		40 30	30/45		46 19	-
3.08	Clatter		44 57	42		50 35	52
4.15	Pontdolgoch		46 29	40/46		51 49	53/56/25
5.75	Caersws		48 46	32	41	53 52	33
6.83	Moat Lane a	40	53 36				
0.00	d/p	42	54 20		44½	55 58	30
2.76	Scaffell		4 17	52/54		59 16	56/58
4.64	NEWTOWN a	8	6 53		52	61 45	

\* to pass down train

“Before 1927 locomotives of 3201 and 3301 2-4-0 classes plus the Great Western’s ubiquitous Dean Goods Class 0-6-0s were employed...”

TABLE 5: DOLGELLEY TO BALAJCT

Loco	75009			46521		
Class	Standard Class 4-4-6-0			2MT 2-6-0		
Vehicles/tare/gross tons	8/-/-			2/64		
Train	14.35 Barmouth-Padd			14.25 Barmouth-Bala Jct		
Date	August 1963?			January 16, 1965		
Recorder	R Moore			H Gould		
Miles	Timing Point	M S	M P H	Sch	M S	M P H
0.00	DOLGELLEY d	0 00		0	0 00	16L-/33
3.01	Bontnewydd a	7 17	24.8	6½	7 06	
0.00	d	7 38		7	7 22	-/28
1.69	Wnion a	6 18	16.1	5½	5 43	
0.00	d	6 35		6	6 21	-/25
2.00	Drws-y-Nant a	5 33	21.6	6½	5 28	
0.00	d	5 54		7	6 04	
3.35	Garnedden	8 50	22.8/50		7 36	28/-
4.71	Llys Halt a			9½	10 22	
0.00	d/p	11 20	32.7/52	10	10 44	-/55/sigs
1.50	Llanuwchyllyn a	14 27	28.9	4	4 39	
0.00	d	15 51		5	13 57	-/45
1.36	Glan Llyn a			3½	3 16	
0.00	d/p	3 12	25.5	4	3 27	-/46
1.50	Llangower a	6 19	28.9	2½	2 31	
	d/p			3	2 49	
2.15	Bala Jct a	11 17	11.4	5	5 51	

Decimal speeds are averages

recorder’s average of 24mph from the restart at Llanuwchllyn to Garnedden summit suggests a speed in the upper 20s on the 1-in-63 gradient whereas Mr Aston’s trip showed an 18.6mph average after passing Flag Station at 39mph so walking, perhaps jogging, pace at the summit might be surmised. However, the plucky Dean Goods was hauling nine times its own weight

if the tender is included in the load figure. See Table 2.

In the Up direction Mr Wrottesley had a 25xx Dean Goods with five bogies grossing 160 tons tackling the stiff climb from Dolgelley at speeds in the low 20s, a determined effort indeed. Mr Rowe quotes maximum unassisted loads in later years as being just 168 tons for

Class 22xx and 23xx 0-6-0s and only 252 tons for a Manor or a Class 43xx 2-6-0.

Unfortunately the RPS archive remains unusually silent on pre-Second World War runs west of Welshpool but Table 3 shows two runs recorded by G J Aston from Welshpool to Shrewsbury, one with a Duke 4-4-0 and another with a Dean Goods.

## TABLE 6: BARMOUTH TO RUABON

<b>Locos</b>	2222 + 2214			
<b>Class</b>	2251 0-6-0s			
<b>Vehicles/tare/gross tons</b>	9/280?/310?			
<b>Train</b>	07.20 Pwllheli-Paddington			
<b>Date</b>	August 27, 1960			
<b>Recorder</b>	F Manners			
Miles	Timing Point	Sch	MS	MPH*
0.00	BARMOUTH d	0	0 00	6L
1.76	Barmouth Jct	5	4 36	23
9.40	DOLGELLEY		19 58	29.8
12.41	Bontnewyd		25 58	30.1
14.03	Wnion		31 16	17
16.01	Drws-y-Nant		36 38	23/25
18.96	MP 35		43 58	20/-
19.45	Garnedden		45 30	21/29
22.28	Llanuwchyllyn		49 42	50/sigs22
27.30	Bala Jct	65	56 48	42.5
30.84	Llanderfel		62 09	39.7
33.48	Llandrillo		66 41	34.9
36.09	Cynwyd		70 27	41.6
38.19	Corwen a	85	73 04	48.2
38.19	d	93	89 51	water 2 locos
48.31	LLANGOLLEN		109 20	36.9
51.89	Trevor		116 23	21.3
52.61	Acrefair		118 28	20.9
54.36	RUABON a	126	121 07	39.6

\* Speeds with decimal points are averages

**“The 12 Manors allocated to the area in 1961 were gradually replaced by Standard Class 4 4-6-0s but the remnants of the Great Western class were still in charge of the line’s crack express in the summer of 1965.”**

## TABLE 7: SHREWSBURY TO MACHYNLLETH

<b>Loco</b>	7812		
<b>Class</b>	Manor 5MT 4-6-0		
<b>Vehicles/tare/gross tons</b>	8/267/290*		
<b>Train</b>	Cambrian Coast Express		
<b>Date</b>	April 15, 1965		
<b>Recorder</b>	M J Rowe		
Miles	Timing Point	MS	MPH
0.00	SHREWSBURY a	0 00	12L
0.85	Sutton Bridge Jct	2 53	
4.93	Hanwood	11 23	46
11.38	Westbury	21 00	22
14.11	Breiden		60
17.02	Buttington	30 08	42/55
19.80	WELSHPOOL a	34 20	
0.00	d	0 00	
4.14	Forden	7 21	42
6.23	Montgomery	10 47	24/49
9.85	Abermule	17 04	28/49
13.74	NEWTOWN a	24 56	
0.00	d	0 00	
1.88	Scafell Halt		56
4.39	Moat Lane	7 46	27/-
5.45	Caersws	10 17	32
7.06	Pontdolgoch	13 22	29/24/38
11.21	Carno	21 02	30/47
13.38	Talerddig	24 43	28/60
16.74	Llanbrynmair a	29 33	
16.74	d	30 17	-/60
20.46	Commins Coch	5 15	-
22.05	Cemmes Road	8 28	36/64
27.18	MACHYNLLETH a	15 52	

\*Plus van from Newtown 283/305t

Like the Ruabon-Barmouth route the Aberystwyth-Welshpool section was originally ‘uncoloured’ for route availability but in this case it was not upgraded until 1943.

The savage climb to Talerddig was hard with a Cambrian 4-4-0 but more so after their comparatively early withdrawal, especially with the loss of the larger Class 94s, two of which were allocated to Aberystwyth and Oswestry primarily to work the London and Manchester trains. Until the upgrade the route depended on the Dukes and Dean Goods plus the rebuilt 9000 Class crossbred ‘Dukedogs’. The old Cambrian Class 61s were permitted to take five coaches over the bank and the 94s six, although they were seen unassisted with seven on occasions. Dukes, on the other hand were limited to five. Shades of the HSTs being replaced by less capable IETs when in diesel mode? It was 1943 before the Manors were permitted to work into Aberystwyth and 1950 before the 43xx 2-6-0s appeared.

### Rough

Gerald Aston returned to mid Wales immediately after nationalisation and two of those logs are shown in Table 4. The run with No. 6321 was noted as being ‘short of steam and very rough’. The holiday train was presumably full as 5½min overtime was incurred at Borth ‘loading luggage’ and time was lost running to Machynlleth where the train departed 6min late. With 10 bogies probably grossing at least 300 tons the 2-6-0 stopped at Llanbrynmair for a ‘blow up’ before tackling Talerddig, to good effect as the loco attained 21mph on the 1-in-52, close to an unsustainable 1050 equivalent draw bar horsepower (edbhp), and took the summit at 15mph.

The second of these runs was performed by Class 43xx No. 5300 with 11 coaches, 324 tons tare, on the 09.30 Aberystwyth-Paddington. The heavy load earned the right to assistance in the form of a Dukedog 4-4-0. These locos had Bulldog frames, Duke cabs and new boilers so even the conflated name did not do full justice to their mongrel nature. After a delay of 7½min

at Cemmes Road waiting for a late down train, the two locomotives attacked Talerddig in the opposite fashion to No. 6321.

The 1-in-52 was reached doing 24mph, speed falling to 13½mph in the next mile before rallying to 20mph at MP 62 with a combined edbhp of about 1450.

On a down run in September 1949 Mr Aston had No. 7802 Bradley Manor on a 224 ton tare load gaining 2min on the 17min schedule to Talerddig averaging 38.8mph on gradients themselves averaging 1-in-153. Michael Rowe estimates the edbhp at around 700 plus or minus c. 25.

John Wrottesley continued to visit mid Wales regularly in the late 1950s and early 1960s, recording some interesting locomotive combinations on heavy trains loading up to the 14 vehicles, 450 tons tare such as that handled by Nos. 7823 *Hook Norton Manor* and 6371 on August 18, 1956. A year later he experienced No. 6378 and Dukedog No. 9013 on 12 bogies equalling 400 tons tare but by August 1961 the motive power position had changed so much that Standard Class 4 No. 75020 and Class 3 2-6-2T No 82033 were produced.

On lighter loads of nine and 10 coaches the train engine was assisted to Talerddig by a Moat Lane 4MT Class 45xx 2-6-2T banker, but on each occasion the combined edbhp of around 725 indicated neither loco was being extended. However, in August 1957 No.7309 was given Standard Class 3MT No. 78003 resulting in around 1050edbhp combined. In comparison No 7823 on 273 tons tare was completely unassisted in August 1962 and managed approximately 675edbhp.

Returning to the Ruabon-Barmouth route, the opening of Butlin’s holiday camp at Pwllheli in 1949 boosted summer Saturday business but the ordinary stopping trains rarely conveyed more than half the eight coach holiday loads given to a Class 43xx or, in later years, Standard Class 4.

The Beeching Plan conducted a traffic survey for week ending April 23, 1961 and it was obvious the route made a significant loss.



2251 class 0-6-0 No. 2260 passes Llanbadarn on the outskirts of Aberystwyth on May 16, 1959 on its way to Machynlleth. COLOUR RAIL/TREVOR OWEN



Collett 2251 class 0-6-0 No. 2276 gets a four-coach eastbound working away from Dolgelley towards Bala Junction in August 1962. COLOUR RAIL/PETER GRAY/GREAT WESTERN TRUST COLL'N

Critics will say that summer Saturdays should have been included but perhaps by then the accountants knew the retention of resources for a heavy seasonal peak was unremunerative. That is to say, as much as any railway accountant has ever mastered the joint nature of system costs.

Table 5 contains two runs from the early 1960s over the steeply graded climb from Dolgelley, the first with No. 75009 with eight coaches. Michael Rowe believes this is the 14.35 from Barmouth in August 1963, a conclusion partly derived by the Standard Class 4's reallocation from Templecombe to Machynlleth and subsequently in March 1963 to Wrexham Croes Newydd.

### Severed

Although Mr Moore's log could be described as sketchy, it shows the 51min schedule from Dolgelley to Bala Jct was covered in 47min 7sec. Indicated speeds of 30mph on the 1-in-91 before Bontnewydd and perhaps 22mph before Wnion represent the maximum that could be expected. The second run represents a sad occasion chronicled by Hugh Gould as London Midland 2MT No 46521 ambled its two coach load into Bala Jct on January 16, 1965, 26min late; the last day of public service. Flood damage the previous year had led to the route being severed and trains being replaced by buses between Bala Jct and Llangollen.

In happier days the 07.20 Pwhelli to Paddington would run the 54 miles from Barmouth to Ruabon inside the 126min schedule, which included an 8min booked water stop at Corwen, using a variety of motive power combinations. For instance on August 27, 1960 two Class 2251 0-6-0s Nos. 2222 and 2214 timed by F Manners left Barmouth 6min behind time and arrived at Ruabon just 1min in arrears hauling nine vehicles of say 300 tons tare, despite spending nearly 17min at Corwen where the train had to draw up so both locomotives could have their thirst slaked. The late Keith Farr referred to the

discovery of this log in his P&P 0-6-0 article in *RM* January 2020, but this article provides the opportunity to print more details. See Table 6.

After running the 9.45miles from Dolgelley to pass the milepost 35 summit at the top of 1-in-58 in 24min 1sec they were due some refreshment, their firemen also. Mr Rowe reckons this was another performance approaching maximum output with an edbhp of approximately 1170 over the last three miles of the climb for which Mr Manners supplied times for all quarter mileposts. Trains were sometimes banked out of Dolgelley but it was more common to take a pilot engine through to Ruabon, partly for operating convenience but also for the 1-in-75 gradient after Llangollen up to Acrefair.

Finally, let us take a nostalgic look back at the halcyon days of steam railways which many remember with a degree of wistfulness that perhaps masked painful economic reality. Table 7 shows a classic run through from Shrewsbury to Machynlleth with the Cambrian Coast Express headed by No. 7812 *Erlestoke Manor* on eight coaches, plus a van from Newtown, timed by Michael Rowe himself.

The 12 Manors allocated to the area in 1961 were gradually replaced by Standard Class 4 4-6-0s but the remnants of the Great Western class were still in charge of the line's crack express in the summer of 1965. No. 7812 made no inroads on the 12min arrears leaving Shrewsbury but lost no further time to Aberystwyth. The average edbhp over the 7.9miles from passing Caerswys to passing Talerddig amounted to the 675-725 range Michael had come to expect from these capable locos in the hands of their mainly experienced and fundamentally, no matter what region it said on the official stationery, Great Western crews.

Returning from what was a short Easter break Michael was treated to a double helping of Manors with Nos 7828 *Odney Manor* and 7827 *Lydbham Manor* hauling his eight coach 'Cambrian Coast Express' into Shrewsbury

TABLE 8: MACHYNLLETH TO SHREWSBURY

Loco Class	7828 + 7827 Manor 5MT 4-6-0s	75013 Standard Class 4 4-6-0			
Vehicles/tare/gross Train	8/266/290 Cambrian Coast Express	8/-/ 08.50 Barmouth- Manch. Ex.			
Date	April 24, 1965	August 13, 1966			
Recorder/Position	M J Rowe	C P Ritchie			
Miles	Timing Point	M S	M P H	M S	M P H
0.00	MACHYNLLETH d	0 00	-/-	0 00	10L -/41
5.14	Cemmes Road a			11 30	
5.14	p/d	8 37	29/37	24 15	
6.96	Commins Coch	11 28	32/41		36/27
10.44	Llanbrymair a	18 43			
10.44	d	19 38		35 55	30
11.14	MP 64	2 10	21		
12.14	MP 63	4 46	22		7
13.14	MP 62	7 16	24		13
13.80	Talerddig	8 07	24/45	46 55	46/55
15.96	Carno	12 27	28		
20.11	Pontdolgoch	17 44	54		sig stop 2min before Caersws
21.71	Caersws a	20 00		60 00	33
21.71	d	39 38	59/26	67 35	
22.79	Moat Lane	41 58	29	70 25	42
25.55	Scaffell Halt	45 22	59		58
27.43	NEWTOWN a	48 24		76 50	
0.00	d	0 00	-/48	0 00	-/52
3.89	Abermule	5 09	26/50	6 35	38
6.23	Montgomery	11 45	stop 3sec -/42	9 55	55/40
9.48	Fordern	15 25	40/58	13 30	50/63
13.74	WELSHPOOL a	21 13		18 25	
0.00	d	0 00		0 00	
2.78	Buttington	5 23		5 00	40/35
5.69	Breiden	9 54	34/38		38/42*
8.43	Westbury	14 28	27	13 14	47
12.35	Yockleton	19 08	59/61		62/69
14.88	Hanwood	21 45	50/55	18 20	
18.95	Sutton Bridge Jct	31 stop 30sec		sig stop 115sec	
19.80	SHREWSBURY a	sig 25		30 25	13L

\*38mph top of 1-in-80 / 42mph top of 1-in-100

6½min early. The full log is shown in Table 8. The following year, Paul Ritchie had a run with Standard Class 4 4-6-0 No. 75013, with a similar load, on the 08.50 from Barmouth. It seemed the closure of the Dolgelley route had caused congestion via Welshpool as departure was 21½min late. The determined crew had cut this by 10min before a frustrating signal stop on the outskirts of Shrewsbury. Uphill to Westbury the loco had achieved at least 1200 edbhp. Downhill, an adventurous 69mph was clocked.

When tested with Blidworth coal at 30mph and a firing rate of 3000 lb/hr a Standard Class 4 4-6-0 reached 1060 drawbar horse power (not 'equivalent') whereas No. 75013 on that August day in the 'December' twilight of steam, produced 1020. Mr Ritchie said the exhaust was 'absolutely shattering'. Admirable as the Manors were, their figure under the same conditions was 900dbhp.

On arrival at Shrewsbury with his Up Cambrian Coast Express on April 24, 1965 Michael Rowe cast a melancholy glance at the retiring Manors as he reflected it might be his last sight of the class. Little did he think that 48 years later, at an autumn gala day at the West Somerset Railway where he is a volunteer, he would travel behind not only these two locos, his 'Down' Manor No. 7812 but also the bonus of No. 7822 *Foxcote Manor*.

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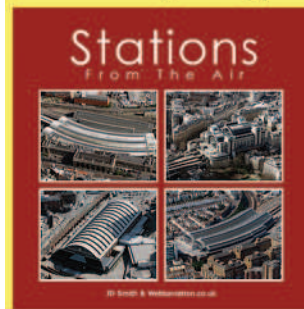
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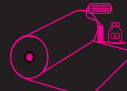
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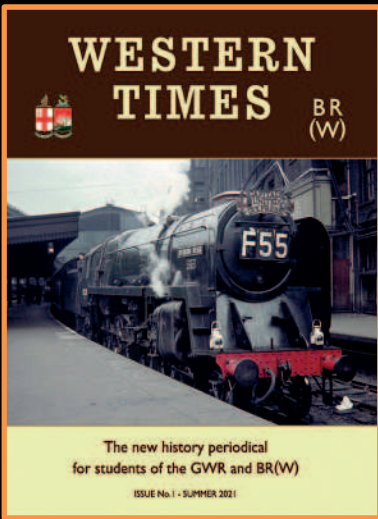


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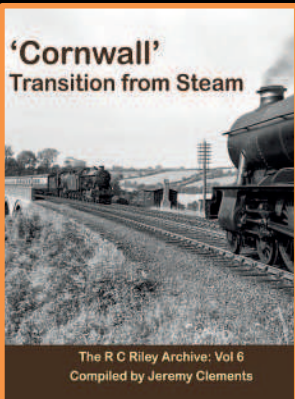
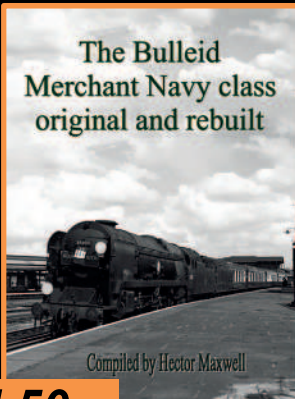
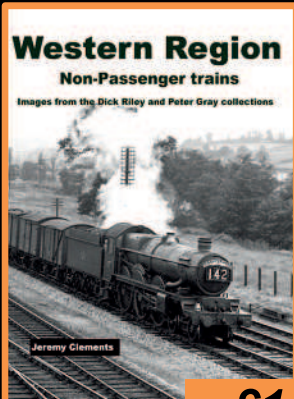
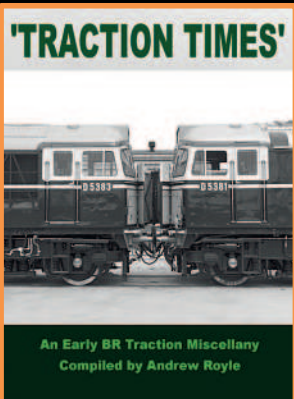
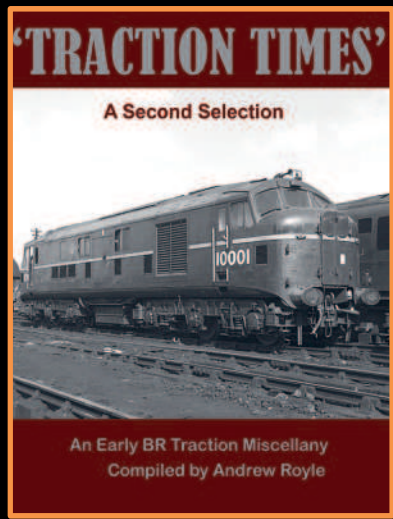


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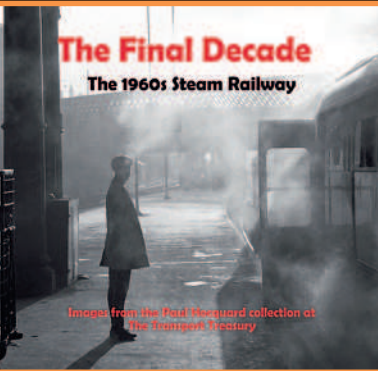
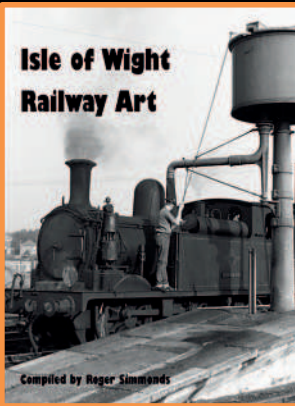
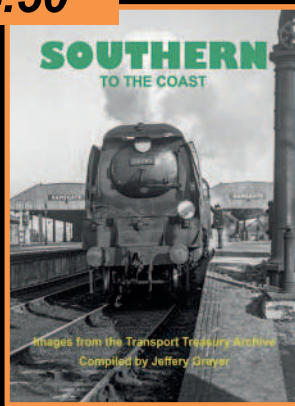
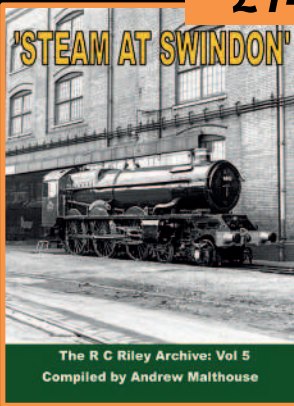
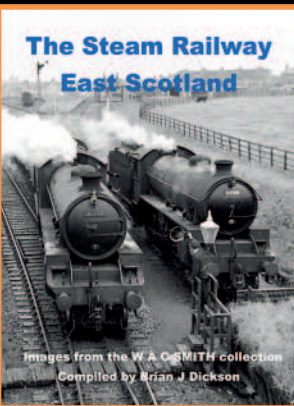


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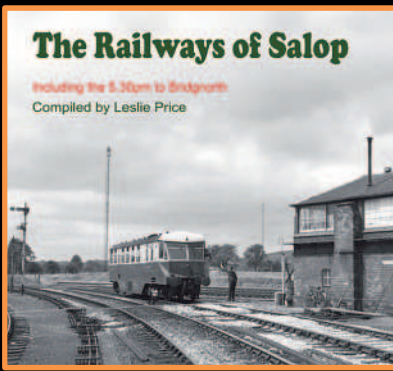
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# 50 years of Phoenix



The Phoenix Railway Photographic Circle, best known for the different approach to railway photography by its members, marks its 50<sup>th</sup> anniversary this year with the publication of a book. Here is the group's story...

**T**HIS year, the Phoenix Railway Photographic Circle, founded by Wyn Hobson in 1971, celebrates its 50th anniversary.

Wyn created the Circle partly to encourage and promote innovative styles of railway photography, using a variety of approaches to composition and techniques, and to expand and develop these through experimentation and discussion among like-minded railway photographers.

Fifty years on, Phoenix remains very much alive and well, creating imaginative photographs of the modern railway scene. Recent technological advances in both camera and processing technology have certainly opened many new avenues for members to explore.

In recognition of this significant milestone, to celebrate the occasion a book is being published that presents a representative selection of the work of members present and past. Of the 850 photographs submitted, there was space for 179 between the book's covers. Some of the photographs which didn't quite make the final publication are shown here, to give a flavour of the work of the Circle, and as an appetiser for what is to be seen in the book.

Wyn, who has written the introductory chapter, gives a fascinating insight into the events which led to the Circle's formation, and a description of the Circle's history and work over the past half-century.



Caught in the screen of a video camera, 60020 approaches Bull Street bridge in Brierley Hill, West Midlands, with a leg of Pathfinder Tours' 'The Mini Tug' railtour, from Round Oak to Oxford on January 2, 2016. NIGEL CAPELLE



Above: A DB Schenker-operated container train, with 66030 in charge, passing Little Downham near Ely on December 11, 2010. MARTYN FORDHAM

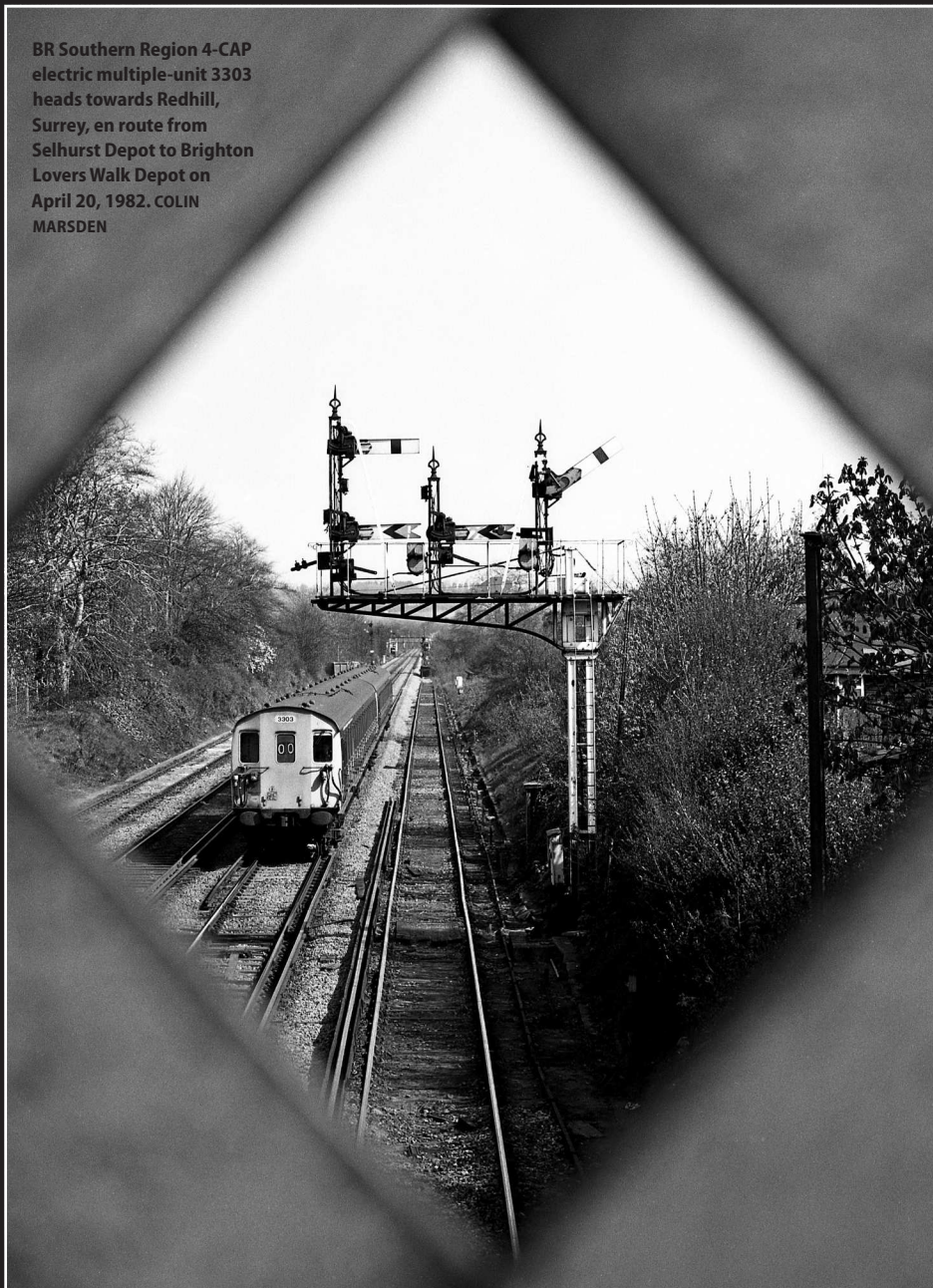


Daybreak at St Olaves, Norfolk, on the banks of the River Waveney. Abellio Greater Anglia's 156417 forms a Norwich-Lowestoft service on September 21, 2016.

NIGEL POWER

# RAILWAY PHOTOGRAPHY

BR Southern Region 4-CAP electric multiple-unit 3303 heads towards Redhill, Surrey, en route from Selhurst Depot to Brighton Lovers Walk Depot on April 20, 1982. COLIN MARSDEN



He commented: "Through its published books, magazine photo-features, public exhibitions, and individual members' editorial and online activity, the Circle has done much to normalise alternative approaches to the photography of diesel and electric rail traction."

The subsequent 13 chapters of the book show photographs in various styles and genres, depicting different aspects of the railway scene, predominantly in the United Kingdom, but also across the world.

Membership of the Circle brings many benefits, with members discussing images, approaches to photography, and image processing, and providing valuable critiques, aimed at helping those who want to hone their craft. Jim Knight, who joined the Circle seven years ago and is the current chairman, said: "Membership of Phoenix has had a positive effect on many members, improving their photography skills and techniques of camera set-up, composition and post-processing; I certainly feel it has been very useful to me."



47358 joins the West Coast Main Line at Carnforth with a southbound train of caustic soda tankers on August 24, 1987. A 'Pacer' diesel multiple-unit forming a train for Barrow approaches in the distance. DAVID FLITCROFT

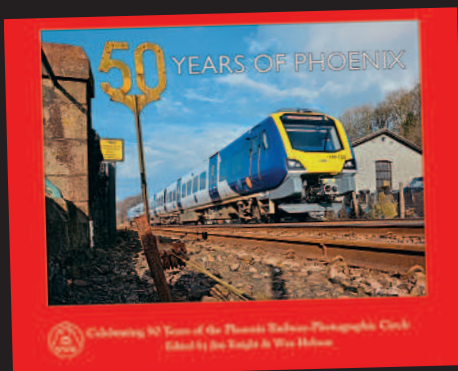
A Freightliner Class 66 with the 13.46 Carlisle Yard-Leeds coal train is about to cross Batty Moss, and Ribblehead viaduct, on the Settle & Carlisle line, in low evening light on November 23, 2014. Taken from high up on Park Fell, this image was the winner in the Lines in the Landscape category of the 2015 Landscape Photographer of the Year competition, jointly sponsored by the Sunday Times and Network Rail. ROBERT FRANCE



The 07.10 Tees Dock-Boulby Mine, a train of empty potash wagons for reloading, sweeps inland at Hunt Cliff near Saltburn, Cleveland, with 66531 at its head on September 27, 2016. TERRY CALLAGHAN

# RAILWAY PHOTOGRAPHY

Right: Chiltern Railways' 168004, forming the 07.12 Kidderminster-High Wycombe, waits for the right-away at Birmingham Moor Street station on February 9, 2019. Heading out of the rising sun is West Midlands Trains' 172343, forming the 07.00 Stratford-upon-Avon-Stourbridge Junction.  
STUART HASSELL



“There really aren’t any forums quite like the Circle, where open and frank discussion can be had, which has provided much thought-provoking assistance to me. Of course, we do not always agree with each other, but that is part of the fun!”

For those who are interested in photographing the railway scene, and who seek to improve their output and techniques, and can take positive criticism (as well as compliments of course!) there may be no better vehicle to help them onto the right track.

“Members of the Circle, which is currently 35-strong, share and discuss images both electronically via the website, and by circulation of portfolios of prints. Regular social events are normally held, but due to the pandemic have had to be held remotely by video link in 2021. Occasional events of other kinds are also organised, our next being an exhibition of members’ work at the ‘Brief Encounter’ gallery at Carnforth railway station heritage centre during July, August and September of this year.

“Anyone who is interested in finding out more, or perhaps even joining the Circle, can find further information on our website: phoenix-rpc.co.uk

“During the past 12 months or more, Wyn and I as co-editors, and our editorial team, have been planning and putting together the book; we hope it will be well



Above: Track relaying at Shrewsbury railway station, with Colas Rail’s 70805 in attendance at the head of an engineers’ train on July 9, 2016. A railway operative heads back towards the worksite. JIM KNIGHT

Right: Ketton signal, on the Leicester to Peterborough line on November 17, 2002. This was the last Midland Railway lower quadrant signal to survive on BR. The photograph was taken under supervision, and the finial was reinstated for the event, having been removed for safe-keeping by the line manager. DAFYDD WHYLES

received, and inspirational to some. I am grateful to the 52 members and ex-members who have contributed to it, and to those who have provided much valuable assistance in putting it together.”

The book, entitled 50 Years of Phoenix, is published by Silver Link Publishing, a subsidiary of Mortons Media Group, and is now available direct from [www.mortonsbooks.co.uk/silverlink](http://www.mortonsbooks.co.uk/silverlink)



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Mark Hopwood at the official opening of a new platform at Bristol Parkway on April 13, 2018. JACK BOSKETT

# FROM ENTHUSIAST TO MANAGING DIRECTOR

In the concluding instalment about his life on the railways, GWR managing director Mark Hopwood CBE talks to **Tony Miles** about the Privatisation years right up to the discovery of cracks on the IET fleet in May this year.



In 2000 Mark was working for Railtrack, in a role that involved liaising with franchise bidders, so he assumed that his call to a meeting with First North Western (FNW) MD David Franks in November of that year would be to discuss the refranchising of Wales and Borders, but it soon became clear that David had an ulterior motive.

Having been won by Great Western Holdings and then bought by First Group, FNW was in trouble; service delivery was poor, cancellations were rife and at one point the Oldham Loop line had no services at all for several days.

The franchise was on the brink of being terminated and David Franks had been brought in to turn the business round. Having worked with Mark at Reading some years earlier David knew he could play a key part in delivering the vital improvements. "I want to talk about you coming to do a job for me," was the offer, and in March 2001 Mark became operations director at FNW.

"For me personally that was a massive step," he recalls "I'd been in a reasonably important job operationally at Thames Trains, but it was a modest-sized business; I'd gone off to Railtrack where I was working in a team and suddenly I'd moved from where I lived 200 miles away to

Manchester and at 29 years old was managing 307 stations and 2500 staff."

Although some of FNW's problems had been brought under control by the time Mark arrived, the role was still seen as something of a poisoned chalice within the industry, however he feels that this may have been to his advantage at the time.

"If it had been seen as a lucrative operations director's job they probably wouldn't have come after me to do it!" he reflects, recalling that his role was considerably larger than the title suggested.

## Responsibility

"Although it was called operations director it was pretty much a chief operating officer's job with all the train crew, the stations and quite a lot of the head office functions as well. It was a big responsibility and it was really sink or swim time! The fact that people like David have been willing to take risks was obviously good for me, but it was an excellent learning opportunity. I met some fantastic people up there, like Kathryn O'Brien whom I appointed as a general manager permanently, and we worked really hard up there to sort out a lot of the issues around performance."

At the time the FNW network was



extensive, from Holyhead in the west, with Carlisle and Birmingham at the north and south extremities, yet reaching as far as Wakefield to the east in Yorkshire.

"I had three fantastic years, really enjoyed it, learnt a lot and hopefully improved one or two things along the way." Mark made sure he got to know the network: "My detailed knowledge of the geography was nowhere near what it had been from the Thames Valley so I had some learning to do.

"I remember a cab ride one night on a service back from Wigan to Manchester Victoria via Atherton; it wasn't long after Ladbrooke Grove, so there had been a lot of work going on around things like defensive driving techniques. We left the last station on the line, heading towards Windsor Bridge North Jct, and went past the single yellow signal. As we passed it the driver put his hand on the power handle and opened it up to full power; I clearly had a very alarmed look on my face. The driver looked at me, smiled and said 'I think you're probably wondering why I've just opened up the power handle having gone past a single yellow, but you don't want to ask me do you?' I told him he was spot-on and that it was exactly what I was thinking. 'Ah, well, he said, you might like to know the next signal is two-



To mark the end of HSTs on long distance services on the GWR on May 18, 2019, they were given a fitting finale. At the Paddington buffer stops are No. 43185 representing the InterCity era and No. 43002 *Sir Kenneth Grange*, the BR blue era. The latter power car is now part of the National Collection. CHRIS MILNER

and-a-half miles away and we've got a 1-in-80 gradient to get there, so a bit of power might be helpful.' Things like that are obviously how you learn as you go along."

Whilst Mark arrived after the running of the successful farewell trains, in conjunction with *The Railway Magazine*, which marked the end of the Class 309 EMUs and Class 37 loco-hauled trains, he still had a chance to mark the end of the Class 101 DMUs – a long drawn out affair as the replacement Class 175s from Alstom were late arriving and seriously troublesome in their early days.

### Farewell

As well as reintroducing loco-hauled trains over both the North Wales Coast line, in the hands of Class 47s, and between Blackpool and Chester top and tailed by Class 31 locos, Mark had to ensure the 101s soldiered on into their 47th year enabling a farewell tour on December 21, 2003, taking three sets to Blackpool and Barrow-in-Furness, getting local TV coverage in the process.

On their final day in service, December 24, 2003, with celebrity green set 101685 *Daisy* – the oldest train in passenger service on the UK mainland – apparently tied to some local duties around Manchester, Mark's trademark ability ▶



While at First North Western, Mark (seen on the platform) ensured the end of the Class 101s included a farewell railtour. Here is set No. 101685 *Daisy* with 101676 and 101693 during a photo stop at Preston, en route to Heysham on December 21, 2003. TONY MILES

# MANAGING DIRECTOR PROFILE

to make things happen resulted in what he described on the day as ‘an accidental diagram swap’; *Daisy* was off over the Hope Valley line to Sheffield one last time and after a bit more TV stardom became the final 101 in passenger service as the set worked the 21.10 Rose Hill Marple to Manchester Piccadilly.

Years later Mark reflects on how good it has been to have a mix of enthusiasts within the railways and, as long as they don’t let their passions get in the way of doing the ‘day job’, they can be a great asset.

“It’s great fun to run a train that like that; there was a time in BR where people who had an interest in the railway had to keep it to some extent in the closet and it was frowned on, which is quite odd actually because a number of those very senior people in BR like Dr John Prideaux, Chris Green and others are all rail enthusiasts in one way or another. People were so worried about being seen to be some sort of enthusiast for rail, but ever since I’ve known anything about the railway, functions like train planning and control offices have always been populated by many people with some railway interest or enthusiasm. It was the same at FNW when I was there and so why not allow that to go on; and believe it or not when we sent *Daisy* to Sheffield quite a few people turned up at the ticket office and bought a ticket for it, so we did make some money out of it as well as it being a little bit of fun.”

After three years at FNW, it was clear that the franchise was at an end and while First Group’s designated MD for TransPennine Express, Vernon Barker, was keen for Mark to stay on as operations director for the new business, the idea didn’t appeal to him. “I don’t think it had occurred to Vernon that I would do anything *other* than move to TPE, but they were going to have separate operations and customer service teams.

“So not only was it a much smaller business, but the jobs were much smaller and so I didn’t really find that attractive at all to be honest. I went to a conference in London and ended up sitting next to Dominic Booth, who had just been promoted from MD of Londonlines up to the divisional director’s job for National Express South; of course David Franks was



First North Western Class 175 Nos. 175009 and 175103 call at Manchester Oxford Road on March 20, 2003. TONY MILES

the divisional director for National Express North by now. Dominic was looking for someone to take over as operations director for Londonlines, which comprised c2c, WAGN, Silverlink County and Silverlink Metro and with a set-up very similar to the one I’d been enjoying at FNW.

## Speed

“Well, it was too good an opportunity and while people in the north may not like to hear it, the railway in London is just a lot busier and a lot more high profile, so in February 2004 I took that job, running probably 25-30% of the London commuter business, and did so for two years.”

One major effort during those years was a drive to improve train performance, especially on the East Coast Main Line. It enabled Mark to compare very different approaches to the removal of speed restrictions, which were having a major impact on WAGN services. It was well reported in the following years that long distance operator GNER was less enthusiastic about this, with their CEO Christopher Garnett suggesting at

one point that the compensation payments from Network Rail were key to the business remaining profitable.

“Some of my team really engaged with Network Rail and we got every speed restriction lifted; it did involve a lot of nagging! But while I think GNER was a fantastic business, you never saw anyone from GNER asking about the speed restrictions and they did quite well financially out of the Schedule Eight compensation regime.

“For me I think it was a matter of professional pride, but also what we saw as punctuality improved was revenue really took off, and actually commuters felt much more comfortable coming in using the product. We saw a lot of house building along the route and I think it was helped by the fact the railway was performing very well.”

Mark’s influence paid off and over two years, across all of the Londonlines companies, performance improved. However, the franchise map was changing, National Express lost WAGN to First Group and as First Capital Connect was set up First’s head of rail at the time, Andrew Haines, tried to recruit Mark into the new business. National Express countered by offering him the job as managing director of Londonlines, which would incorporate Gatwick Express from April 2006.

It wasn’t all plain sailing; a complex timetable change at c2c in December 2006 went disastrously wrong, overcrowding led to a collapse of performance in the peaks and customer anger was palpable. At one point, out on the route to see the problems for himself, Mark was pinned to the wall at Laindon station by a large group of angry commuters.

In an almost unprecedented move Mark admitted the company had got things wrong and on December 21, 2006, c2c announced that the old timetable would be reinstated in the New Year. At the time Mark told the local press: “A lot of people were clearly unhappy with the changes and we had to take notice of that. We recognise there have been a lot of concerns and, after a great deal of thought over the weekend, have decided to revert to the old timetable. We would like to apologise to our customers for any inconvenience they have experienced. We put together a new timetable, which we thought would improve the service, but have received a lot of complaints and have



Peering from the cab of No. 08874 is Mark Hopwood during the operation of the ‘Silverlink Swansong’ charter on November 11, 2003. The ‘Gronk’ worked the Pathfinder tour between Blechley station and the traction maintenance depot. PHIL MARSH



Upminster Station on March 21, 2007 and Mark works the last ever APTIS machine despite being managing director, shortly before the machine is used to issue the last ever APTIS ticket. TONY MILES



Refurbishment of the Class 180s under Mark was another key First Great Western initiative. Set No. 180103 arrives at Charlbury on July 18, 2012 to form the press launch trip to Worcester. CHRIS MILNER

to accept what the majority of customers want.”

Mark continued in the role until January 2008 and there are plenty more stories from that period but not room here to recount them all.

With preparations underway for the creation of LOROL (London Overground Rail Operations Limited), a number of important guests, including Peter Hendy and several senior railway journalists were being taken on a tour of lines around London in the route learning car ‘Caroline’ powered by a Class 33.

At one junction the train came to a halt as the signal showed the points set for the wrong line. A phone call to the signaller initially brought a response that suggested setting the correct route would be ‘too difficult’. Guests near to Mark recall him taking the phone and politely informing the signaller “Would you like me to come up and show you how to do it?”

Remarkably, within seconds, the aspects changed and the required road was set. “We ended up with the right result,” Mark recalls, “but it’s a technique that I’ve had to use quite a lot over the years because people say ‘oh we can’t do something’ and I say ‘well, I think you can do it’.”

Obviously it is slightly irritating sometimes, because you think ‘well why didn’t we just do that in the first place?’ It worries me that, perhaps, if someone didn’t know the capabilities of the system or the network, things that could be done might never happen. We do have to challenge people, ask the difficult questions and push the boundaries.”

### Swansong

Mark’s wide-ranging experience also came to the fore on March 21, 2007 when he visited Upminster station to witness the last-ever ticket to be issued via an ‘APTIS’ machine. As press representatives discussed with the member of staff on duty how the moment would be captured, passengers waiting at the window were briefly ignored, until Mark stepped into the breach and without being noticed for some time, took over sales duties; completely familiar with the equipment and causing a few raised eyebrows from passengers who perhaps wondered why the duties of the MD included selling tickets at their local station!

The end of the Silverlink franchise on November 10, 2007, gave Mark one more chance to ensure its last day was memorable, as

a special train branded ‘Silverlink Swansong’ saw Class 50 No. 50049 *Defiance* leading an eight-coach train tailed by 37410 out of Euston and over the DC lines to Watford Junction before taking in much of the Silverlink network including Barking, Clapham Junction, Bletchley Depot, the operable section of the line via the Bletchley flyover towards Calvert and the Siemens depot at Kings Heath, Northampton.

Mark continues to insist: “To this day I don’t know how a 50 and a 37 ended up on that, getting a train routed through Wembley carriage depot and full throttle on the 37 with exhaust rising then slowly descending and covering the crisp fresh line for the ScotRail sleepers in a layer of diesel soot and fumes!”

This tour was actually a repeat of a similar run the week before, had sold out in hours – although that one only saw Class 37s used for traction!

The days of Londonlines were over, Silverlink had gone and in April 2007, the DfT had announced that Gatwick Express was to become part of the Southern franchise from June 2008. However, at First Great Western things were not going well and there were calls for the franchise to be terminated. FGW ▶

Another triumph for GWR was the open day at St Philip’s Marsh depot on May 2, 2016, which included a line-up of HST power cars in a variety of liveries. Even the prototype HST power car gets a look in. CHRIS MILNER



# MANAGING DIRECTOR PROFILE

managing director Andrew Haines decided to have another go at recruiting Mark. The offer to become performance director and deputy MD, on a route Mark knew so well, was not only too good for him to refuse, but with his proven ability to deliver significant improvements in performance, his recruitment was actually a formal part of the remedial plan presented by First Group to the DfT that allowed it to retain the franchise.

## Improvements

“It was a big business with a lot of problems,” Mark reflects. “It had signed a franchise agreement containing a number of things that, quite frankly, were not deliverable or were exceptionally unpopular. Performance was rock bottom and the relationship with Network Rail was very poor. I remember the list of the 10 most overcrowded trains in the country was published and all of them were Great Western services. Stakeholders were very unhappy and MPs were screaming for the franchise to be removed.”

Mark got to grips with the business and improvements came rapidly, however Andrew Haines had decided to leave the railways for the CAA, the offer to take over as MD saw Mark stepping up to the new role from December 2008.

Early gains included agreements to return trains placed in store under the original contract and the arrival of additional capacity from other operators. Better engagement with staff who saw the company, right up to the MD, was committed to putting things right, led to significant improvements in performance and punctuality, higher scores in the National Passenger Surveys and a big improvement in staff morale.

In February 2010, barely two years after Mark joined FGW, it was named Train Operator of the Year in the Rail Business Awards; the



**Mark with Her Majesty the Queen on June 13, 2017, about to replicate the first Royal Train journey made 175 years earlier by Queen Victoria.**

JACK BOSKETT

first of many accolades under Mark’s tenure which included Rail Business of the Year in February 2018 and for him personally, Industry Leader of the Year in February 2017, also at the Rail Business Awards, and later that year Outstanding Personality at the National Rail Awards. As well as performance improvements, investment in the company’s rolling stock and stations also played a key role.

As Mark reflects: “I was really proud to move the business forward and obviously Great Western is a very different business today.”

One very significant moment came on October 20, 2015 when FGW became Great Western Railway, with a new livery and branding that enabled the company to build ever more strongly on its connections with the region it serves.

“The thing I really love about Great Western is that we’re not just a train operator, we are THE train operator. Okay, we do interface with other companies but for a lot of people in the Thames Valley and Bristol and



**Mark receiving an award at the 2015 Rail Business Awards ceremony, with former TV and radio presenter Gyles Brandreth on Mark’s left. TONY MILES**

Devon and Cornwall, Great Western provides all their trains, local or intercity.

## Investment

“It is a special business and it’s great to have seen so much investment come through, not just in the rolling stock and the depots, but the massive investment in stations including the complete rebuilding of Reading, double tracking the South Cotswolds line and parts of the North Cotswolds route, even the passing loop on the Falmouth branch. It’s all that type of stuff that has enabled us to run a much better service and deliver the things that people want, and we have the reopening to Okehampton that shows the work is continuing.”

It’s not all been plain sailing on GWR; the electrification scheme was cut back and that in itself created new challenges for Mark.

“I guess everybody in Network Rail, in DfT and beyond would accept that things like the electrification programme could have gone

Over the past five years, there has been a rolling stock transformation on the GWR, and crucially the introduction of electric services for the majority of Thames Valley routes has resulted in an almost diesel free Paddington station. Here Electrostar No. 387187 arrives into the terminus on April 19, 2018. CHRIS MILNER





**As part of a rolling stock cascade, Class 165/166 Turbos have headed west to replace Pacers around Bristol, and No. 166206 arrives at Temple Meads on January 27 this year. JACK BOSKETT**



**Hitachi Class 80x bi-mode trains form the backbone of GWR's InterCity operation. Set No. 800016 restarts a Hereford-Paddington train from Moreton-in-Marsh on April 1, 2019. CHRIS MILNER**

much better if we'd approached it in a different way. It was very concerning for us, as the train operator, to find bits of electrification cancelled without really any thought being given at all to the rolling stock strategy.

"There was probably a view in Government that Great Western would sort all this stuff out for them. We were determined not to just sit back and complain, so when the electrification to Bristol, Swansea and Oxford was cancelled we just put our foot forward very quickly and said 'all the trains will have to be bi-mode, you're going to have to uprate the engines to a higher power setting and we're going to need to keep more diesel trains'.

"We eventually convinced the DfT to allow us to keep 16 short HSTs and we successfully changed the EMU strategy from a planned mix of 365s and 387s to an entirely 387 fleet, with some additional units. Of course we've amended the fleet strategy, subsequently with things like the 769s coming in, which have been a lot harder work to get there than we'd like!"

The introduction of GWR's new fleet of Class 800 IETs, between October 2017 and 2019, was not only delivered with relatively little disruption but in true Mark Hopwood style the last HST service to serve London Paddington was marked appropriately on May 18, 2019, with power cars in various liveries, including one in the original 1976 BR Inter-City 125 colours.

## Sabbatical

After making such an impact at GWR, it was probably no surprise when FirstGroup asked Mark to make a temporary move to SWR for a year from January 2020, in which he was tasked with 'restoring punctuality and reliability as well as addressing key issues around industrial relations and resolving the future of the franchise'.

Indeed, with his expertise around performance, it was no surprise back in October 2016 Mark was asked to take over as chair of the National Performance Task Force (NPTF), the cross industry group that was working to develop cross business plans to address punctuality, reliability and train plan issues across all operators.

Stepping into a role previously held by David Franks and Chris Burchell was probably a natural move for Mark and undoubtedly the NPTF led a number of positive improvements.

"In every job that I've ever done, in performance terms, I've always improved punctuality and reliability – whether it was as Thames Trains' performance manager, then my experience with FNW, where not only did we improve punctuality but we halved the delay minutes we were responsible for. All of the Londonlines TOCs shot up in terms of punctuality while I was there and obviously the key reason I was asked to come to Great Western was because performance was not only bad, it was shocking!

"I got asked to go over to South Western and while the coronavirus timetable has helped performance at SWR, it has not only improved, but instead of being at the bottom end of the 'league table' there were several periods where SWR has been towards the top. In fact we beat GWR a couple of times which caused a bit of a disturbance!"

The brief sabbatical to SWR ended in January 2021 and coincided with the announcement that Mark was to receive a CBE for his services to transport, an accolade that delighted him immensely, although he doubts whether even after many encounters with the Queen and many of the Royal Family, she would recognise him immediately.

**The clever creation of short GWR 'Castle' HST sets has provided a capacity boost to the busy Cardiff to Devon and Cornwall corridor. Power No. 43022 rounds the curve at Magor with a Cardiff Central-bound train on March 8, from Taunton. JACK BOSKETT**



Slough was obviously a station that saw regular visits from the Royal Train. Shortly before he started work there, a mistake in measuring the station had seen the red carpet and welcoming committee in the wrong place and Her Majesty alighting alone, much further down the platform and wandering along it looking for the exit!

In 1995 the sounding of a fire alarm in the Royal Train saw its arrival back at Slough from Southampton delayed and Mark was given the task of apologising on behalf of the railway for the delay; The Queen's reply, as Prince Philip joined her, was along the lines of "No not at all. Actually Philip, we haven't had a fire on the train for ages have we? It was really quite good fun!"

## Royalty

Mark's list of other royals he has assisted includes The Princess Royal and Princes Charles, William and Harry, and his stories include one about an unusual encounter with a slightly tipsy royal nanny, who can't be named. Senior politicians are also regulars on the GW route, with former Prime Minister David Cameron introducing him to the Japanese Prime Minister Shinzo Abe at an event at Hitachi's North Pole Depot as "This is Mark Hopwood, he runs the trains on my local lines."

Not only does this story have little space for the challenges the industry and GWR

# MANAGING DIRECTOR PROFILE

in particular faced through the Covid-19 pandemic, although staff at SWR and GWR have praised the support given by the top teams led by Mark, throughout the very difficult period, but of course all of this was before the weekend of May 8-9, 2021 when the discovery of cracks in many of GWR's new Class 80x units saw availability decimated. Mark and his team worked tirelessly to prepare contingency plans and it is perhaps a measure of his standing in the industry as a whole that many senior people at other operators were contacting him with offers of help even before he had called for support.

Receiving his CBE did give Mark the chance to reflect on his time on the railway and indeed what happens next, which is still a little uncertain following the release of the Williams-Shapps review. He is adamant the progress in many areas of the industry needs to feed into improved training and staff engagement, ensuring that people with the right skills are recruited.

"Why people thought that just allowing anyone to come along and try their hand at leading operations on the railway was a good idea was something that I've never quite got my head around. The involvement of bodies like the IRO (Institute of Railway Operators) has been successful and I think we've moved on a bit from that now."

He is very keen that whatever the new structure looks like, experienced operators must be trusted to do their jobs.

## Decarbonisation

"The role of politicians and civil servants needs to be around setting policy and setting financial frameworks for the industry. We've absolutely got to try and encourage them to just step back from the detail of exactly how many people are employed, who does what and what time the trains run. There are far too many people at the moment pontificating about how to run the railway who don't actually have any responsibility for running it."

Mark's final comments concern not only the impact of railways on our lives, but what he sees as the biggest challenge going forward.

"My interest in railways has developed from the trains themselves to the way they actually impact people, and I think that's probably the most fascinating thing for anybody who has studied the history of the world, but in particular the UK and how the railways have played a massive role.

"My final wish really is around that decarbonisation agenda. As fond as I am of smoky, smelly noisy diesel trains I do know that they're not great for the environment, and I have to say that I'm sick and tired of people talking about decarbonisation and not actually moving it forward."

His thoughts on the "endless whole load of rubbish" used to support hydrogen power would need an article in themselves, but his conclusion is simple: "Really, electrification is the way that we're going to solve this. We don't need to electrify the whole network overnight, but if we had clear commitment from Government that there's enough money to do a bit each year, and we gradually move towards that over the next couple of decades, then I think that would be fairly sensible."

All of this, of course, has failed to mention Mark's family, of whom he is very proud. Glossing over the naming of one of his daughters Coco (who is probably glad he

**Right: Not the standard driver's attire! Mark Hopwood in his morning suit on his wedding day, in the cab of a Class 50.**

**"There are far too many people at the moment pontificating how to run the railway who don't actually have any responsibility for running it."**

**Below: Mark and his wife Tanya posed for photos by all three Class 50s on the Quainton Road platform at the Buckinghamshire Railway Centre on July 28, 2018. The locos, Nos. 50007 Hercules, 50035 Ark Royal and 50049 Defiance had been moved in total secrecy.**



didn't prefer Class 40s), one of his biggest surprises, and treasured memories, was at his wedding in 2018 to Tanya at the former Rewley Road, Oxford station building at Quainton Road, Bucks. Previously a fully qualified driver for GWR, Tanya's carefully planned surprise saw Class 50 Nos. 50007, 50035 and 50049 waiting at Quainton Road station, after being delivered from the Severn Valley Railway by GBRf, to form the backdrop of the post-wedding photoshoot.

Tanya and the Class 50 Alliance were determined to surprise Mark and worked directly with GBRf to make it happen. Although Tanya had been part of the planning, the need for secrecy from someone who was

bound to be checking movement logs even on his wedding day was critical. Mark explains that Tanya ensured this with the help of Network Rail Chairman Sir Peter Hendy, who arranged for the loco movement to be 'hidden' on industry operational systems. This in itself is a matter of pride for Mark who boasts "Only the Queen and Mark Hopwood have had their trains removed from the system in this way!"

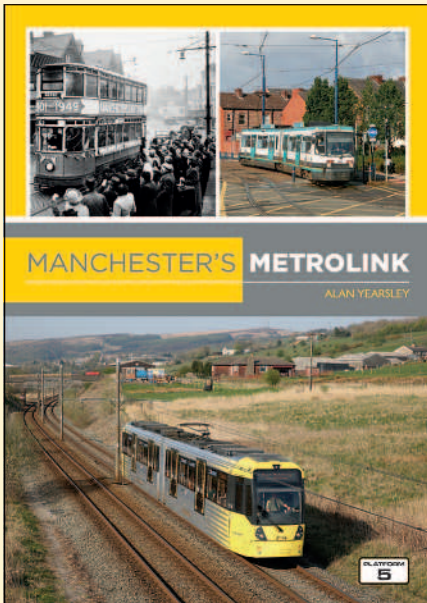
Last, but not least, in February 2021 Mark was invited to take on the voluntary role of president at the Cholsey & Wallingford railway 'to provide support, leadership and advice as the railway develops, and in May 2021 he insisted he currently has no intention of retiring!



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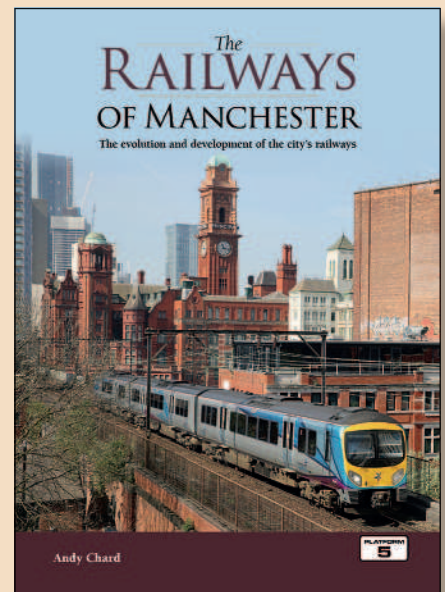
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# WOODHEAD REMEMBERED

Marking the 40th anniversary of its closure as a through route, **Graeme Pickering** chronicles the rise and fall of Britain's first all-electric main line.

**T**HE story of the 41.5 mile long Woodhead route, through the Pennines between Manchester and Sheffield, is a compelling one. Brought to life through the efforts of hundreds of workers carving their way through the remote landscape, after a century of service it was transformed into the most modern railway line in Britain. But its closure a mere 30 years later, despite a fight by unions, councils and transport campaigners to keep it open, is still the cause of much reflection today.

The route was formally opened on December 22, 1845 although it had been completed in sections over the previous four years. Its owner the Sheffield, Ashton-under-Lyne & Manchester Railway (SA&MR) had been formed in response to demand for a connection that would allow easier and cheaper transfer of goods between Sheffield and Manchester and onwards to Liverpool.

The line's best-known feature is the three-mile (4.8km) Woodhead Tunnel. While it was an awe inspiring feat of engineering, as with other railway projects of the period, the human cost of building it was high. Work continued 24 hours a day, seven days a week with little regard

for welfare. During the construction of the first bore alone, around 30 workers were killed and 200 seriously injured.

Outside their 12 hour shifts, the navvies lived in a sprawling encampment on the nearby moor, sometimes with as many as 15 of them to a hut. An outbreak of cholera during the construction of the second bore of the tunnel led to a further 28 deaths.

Among the line's other notable engineering features were the 1455ft-long (440m) Dinting Viaduct, standing 125ft high, and its shorter but taller neighbour at Broadbottom.

Within 20 years, the original timber structures had been replaced by girder bridges that used the original piers, although these too later required strengthening and additional piers. Both continue to carry trains between Manchester and Glossop/Hadfield today.

## Expansion & modernisation

The SA&MR initially used the Manchester and Birmingham Railway's temporary station in Travis Street as its Manchester terminus, but by the time the line via Woodhead had been completed throughout, its services were using a new joint station at Store Street, which in 1847

was renamed London Road. Expanded in 1881 with the addition of two spans to the train shed roof, the station was redeveloped by British Railways and renamed Manchester Piccadilly in 1960.

Having already amalgamated with the Barnsley Junction Railway, negotiations with the Sheffield & Lincolnshire Junction and the Great Grimsby & Sheffield Junction companies saw the SA&MR superseded by the Manchester, Sheffield & Lincolnshire Railway in January 1847. In order to push east from Sheffield towards Lincolnshire, an impressive viaduct and station were built to the east of the SA&MR's existing Bridgehouses terminus. The 'Wicker Arches' carried the route across the River Wicker and supported the new Sheffield Victoria station, which opened on September 15, 1851.

The Sheffield Independent newspaper described the original architectural style of the station as "very simple". It had a glass and iron roof, which was 400ft long and over 80ft wide and covered two island platforms. A new roof was constructed a quarter of a century later and subsequently three additional platforms were built. In 1908, the Great Central Railway (the



**Above:** The main feature of the Woodhead Route are the three-mile (4.8km) tunnels under the Pennines – the original twin bore being replaced by a new dual bore for electrification in the early 1950s. This view at the Woodhend (western) end on April 26, 1950 shows LNER O1 Class No. 63886 emerging from the earlier tunnel with a westbound coal train. Work is underway on the right on the new tunnel.  
BEN BROOKSBANK/CC BY-SA 2.0



The new Woodhead Tunnel was completed in 1953 but officially opened to electric trains in June 1954. Until then electric locos could work east of Penistone – such as on June 7, 1953 when No. E26013 hauled the RCTS' 'South Yorkshire Rail Tour No.2' from Wath to Penistone, where it is seen about to run round for the run back to Wombwell.

**Left:** Primarily a freight route, the Woodhead line was also the Great Central Railway's main passenger line across the Pennines between Manchester and Sheffield, for which the EM2 (Class 77) was built to haul services. Pioneer No. 27000 is pictured at Sheffield Victoria in 1968, just before the seven-strong fleet was withdrawn and then later sold to Dutch national railway operator Nederlandse Spoorwegen as NS1502. COLIN WHITFIELD/RAIL PHOTOPRINTS



Woodhead's electric locos (EM1/EM2) and units (Class 506) were based at a new purpose-built depot in Reddish, South Manchester – which opened in June 1954 but was still being finished off when this shot was taken the month before with No. 26040 present. HAWTHORNE COLLECTION

**Below:** A view at Woodhead on August 2, 1953, of the new tunnel being built alongside the old tunnels. WALTER DENDY/CC BY-SA 2.0



name taken on by the MS&LR in 1897) made changes to the station entrance, including the addition of a clock tower. It was facelifted again in an art deco style in the 1930s. Unlike the station, which was demolished in 1989, the adjacent Royal Victoria Hotel (built for the railway in the 1860s) remains open today.

The GCR opened a major marshalling yard at Wath in 1907, which trains reached by leaving the main Woodhead line at Barnsley Junction (east of Penistone) and the Worsborough branch. Loaded trains from the numerous local collieries would operate to the yard, where their wagons were reformed into longer distance trains. Empties were returned and separated into local trains in the same manner.

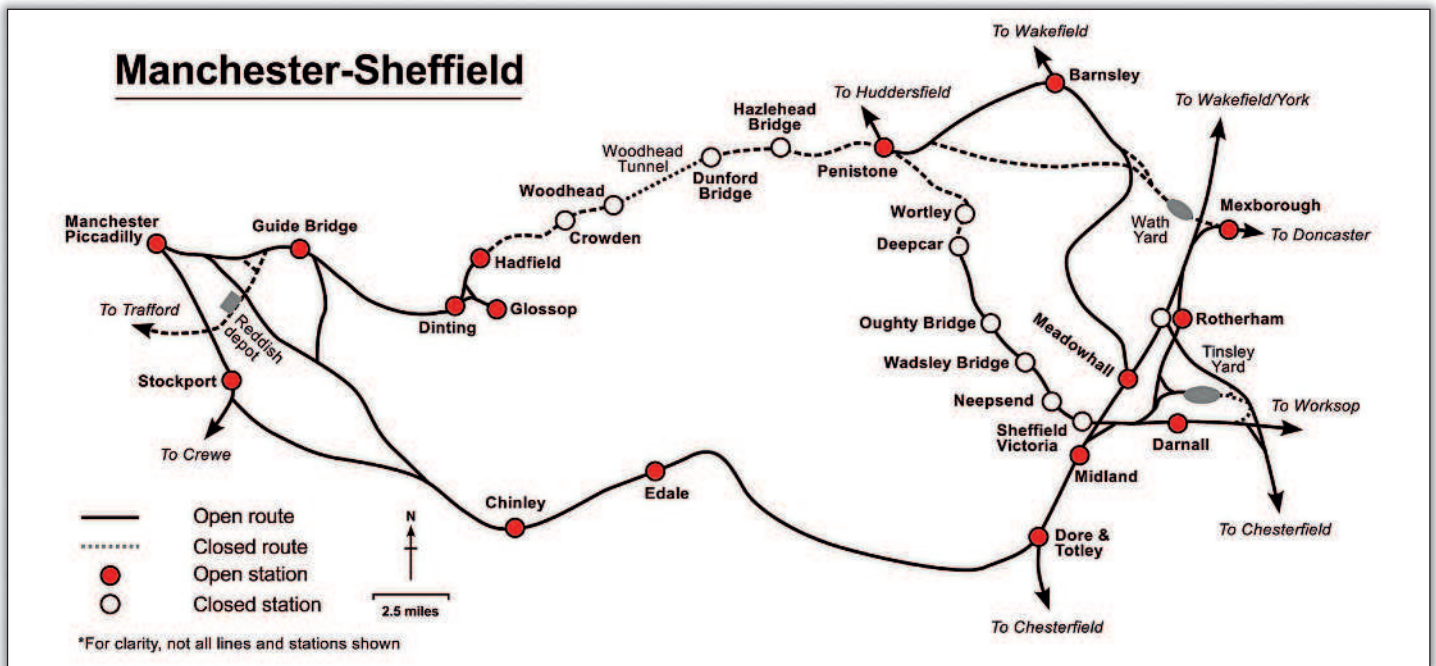
### Freight focus

As the investment at Wath demonstrated, coal continued to be of major importance to the company, but the challenging gradients meant that the route's capacity was hampered by steam haulage of such heavy trains. Electrification was considered by the GCR, but it was not until 1926 that a detailed scheme was examined and a report prepared for the

**“Woodhead Tunnel was an awe inspiring feat of engineering, but the human cost was high”**



▶ A publicity picture of No. 27000 heading east at Crowden in 1954.



chief general manager of the London & North Eastern Railway (the GCR's successor). Haulage of freight and passenger traffic would be transferred to electric locomotives. The project was shelved, but revived with some modifications in 1936.

By 1939, construction of overhead catenary for the 1500V DC system was underway, but it was suspended within months of the outbreak of the Second World War. Work was allowed to resume in 1946, but a review of the project two years earlier saw a reversal of prewar policy and an emphasis on higher speeds and lighter trains.

Woodhead Tunnel, which had been earmarked for repair under the prewar scheme, would be replaced with a new double-track bore alongside at an estimated cost of £2.8m. The original single bores, which over the past century had gained notoriety among locomotive crews for their poor ventilation, lacked the necessary headroom for overhead lines and were considered to be deteriorating so badly they would require major reconstruction within a decade.

At Thurgoland (between Penistone and Barnsley), the existing tunnel had very limited clearances and so was converted to single track, with a second single track tunnel created alongside. Much of the route was converted to colour light signalling.

## Electrification

Electrification and modernisation was completed in four stages, the first in February 1952 when electric locomotives were introduced on traffic between Wath, Penistone and Dunford Bridge (at the eastern end of Woodhead Tunnel).

Stage two, from Manchester to Penistone and the branches serving Glossop and the new depot at Reddish, along with spurs from Guide Bridge towards Stalybridge and Ashton Moss, was completed on June 14, 1954, although the official opening of the new Woodhead Tunnel (final cost £4.25m) had been performed on June 3 by the Minister of Transport & Civil Aviation Alan Lennox-Boyd.

*The Railway Magazine* remarked at the time that the tunnel was “one of the most important and monumental railway works of the century”,

but added: “The work was hazardous: in spite of all precautions and an excellent health service, six men lost their lives, and the fact that there were at least two bad rock falls should dispel any thought that modern tunnelling has been divested of all risk.”

As the route either side of the tunnel followed a new alignment, replacement stations were built at Dunford Bridge and Woodhead – in the latter case replacing a castellated design which had blended in with the facing of the old tunnel.

Stage three from Penistone to Sheffield was inaugurated on September 20, 1954, six days after the official ceremony, while the final

## “Trains heading to Penistone from Wath faced a ruling gradient of 1-in-40 for more than two miles”

section from Sheffield Victoria to Rotherwood Sidings was opened on January 3, 1955. Electrification was extended to the new Tinsley Yard, which also had a locomotive depot, in 1965.

## Locomotives

Fifty-seven mixed traffic Bo+Bo locomotives (the ‘+’ meaning the two-axle bogies were linked by a coupling, and the drawgear and buffers were mounted on the outer ends of the bogies rather than the locomotive body) classified as EM1 and later Class 76, were built at Gorton Works in Manchester, with electrical equipment fitted at the Metropolitan Vickers plant at Dukinfield.

They entered service between October 1951 and August 1953, but the fleet followed the construction and testing of a single prototype numbered No. 6701 (later No. 6000 and No. 26000), which had emerged from Doncaster Works in 1940. The prototype had been trialled under tow on the East Coast

Main Line and under its own power on the Manchester South Junction & Altrincham route before being loaned to Netherlands Railways (which already had 1500V DC electrification) for further evaluation.

Having acquired the nickname ‘Tommy’ from Dutch Railway staff, based on that given to British soldiers serving in the two world wars, the loco would officially receive this name after its return to the UK. In its working life, the pioneer would cover 700,000 miles before being withdrawn in 1970 and scrapped two years later.

The production locomotives adopted a modified suspension arrangement that had been configured after testing of the prototype, and also had larger cabs. The first 10 were trialled between Liverpool Street and Shenfield, and moved north once the Wath section of the Woodhead route was energised.

Seven Co-Co machines, classified EM2 (Class 77) and visually similar to the EM1s, were completed at Gorton between 1953 and 1954. Although both classes were conceived with some interchangeability in mind (steam heating was fitted to all EM2s and nine EM1s, a further five gaining it in 1955), the EM2s had a maximum speed of 90mph as opposed to 65mph for the EM1s. Their design also followed a more conventional arrangement, with buffers and drawgear mounted on the body under-structure and no link between the bogies.

In addition to the locomotives, eight three-car electric multiple units (later known as Class 506s and similar to the Class 306s built for London Liverpool Street-Shenfield services) were constructed to operate local services between Manchester and Hadfield/Glossop. Each consisted of a motor coach, trailer and driving trailer. Birmingham Railway Carriage & Wagon Company built the driving trailers and Metro-Cammell built the driving motor coaches and intermediate trailers.

## The route

In its coverage of the electrification project, *The RM's* November 1954 issue drew readers' attention to gradients on the line: “Apart from the crossing of the valley at Dinting, and two



Sheffield Victoria and another RCTS railtour, this time the 'High Peak Rail Tour' to Middleton Top on June 27, 1964 – which had B1 No. 61360 in charge as far as Parsley Hay via Guide Bridge, but seen waiting to leave Sheffield with EM2 No. E27002 stabled alongside.



Steam and electric always seems an odd combination of old and new, but here is EM1 No. E26050 merrily steaming away heating carriages as it calls at Guide Bridge with a Sheffield-bound working in the mid-1960s.

short stretches at Guide Bridge, there is a not a level section in 19 miles from Manchester to Woodhead." Trains from Sheffield faced an almost continuous climb to Penistone "four miles at 1-in-132 to Oughty Bridge [sic], followed by about five miles at 1-in-120 to a point just east of Thurgoland Tunnel, and the rest at 1 in 131-160."

Trains heading towards Penistone from Wath Yard faced a ruling gradient of 1-in-40 for more than two miles between Wentworth and West Silkstone Junction. Once on the main line, the climb continued to the summit at Dunford Bridge.

In an article for *The RM*, guard Neil Hammond – who in 1979 took-up a temporary transfer to work the Woodhead route – described a road learning trip with empty merry-go-round wagons from Godley Junction to Wath: "There was the sensation with the riding qualities of the Bo+Bo like a spring bouncing up and down and then, every now and again, hitting a piece of concrete. Soon we passed Mottram Yard where the Fiddler's Ferry Power Station coal trains are recessed. Round the curve and the great Dinting Viaduct lay ahead. We headed past the Dinting Steam Centre and through Hadfield, then past Valehouse Reservoir. High up, looking down on the valley, the chain of reservoirs glittered as the bleak hills came into focus."

Having passed through Woodhead Tunnel,

he remarked upon the changing landscape: "Downhill all the way to Penistone and after Dunford the scenery, though hilly, is less wild. After Penistone, Thurgoland Tunnel is reached and we rattle and clatter over the points, taking the left fork for Wath at Barnsley Junction. Through more tunnels and this is now a 20mph railway as we carry on cautiously, Jimmy [Bagley] keeping the train well in check.

"Once again our pair of Class 76 locomotives were in regenerative braking action; we were now not far from the complex of yards at Wath Hump. A loaded train passed heading for Mottram, which would require the power of two Class 76 Bo+Bos for the toil up Worsborough Bank. Just over two hours from Godley Junction and Wath was upon us. Threading into the sidings after a routine run, I was well satisfied at my first experience over this unique railway."

### Initial decline

The British Transport Commission's decision in 1956 that 25kV AC would be the standard for future electrification schemes spelt an end to any hopes of the EM2s operating at their full speed on a wider 1500V DC network and, after a reduction in the line speed on the Woodhead Route from 65 to 60mph, British Rail concluded that it could do without them altogether and that EM1s could cope on their own with freight and passenger duties. ▶



The old tunnels were taken out of rail use when the new one opened. This is a classic view at Woodhead as an unidentified EM1 bursts into the light with a Manchester-bound train in September 1969.



Eight Class 506 EMUs handled the local stopping trains between Manchester and Glossop/Hadfield from 1954, working beyond the closure of the through route until the line was upgraded to AC power in December 1984. There were no set numbers as such, but "Set No. 3" with vehicle No. M59603M leading is pictured at Hadfield on December 4, 1984 – the by-then closed route to Penistone heads away into the distance. FERNDAL MEDIA



The seven EM2s were officially withdrawn from service in October 1968. All were purchased in September the following year by Netherlands Railways. Although No. 27005 was cannibalised for spare parts, the remaining six – which had been extensively modified after delivery to their new owners – survived until the 1980s. Three were preserved: Nos. 27001 (NS 1505) at the Manchester Museum of Science and Industry, 27000 (NS 1502) by the EM2 Locomotive Society, and 27003 (NS 1501) in the Netherlands.

By the time the EM2s were sold, British Railways had announced its intention to withdraw passenger services from the line and introduce a replacement service between Sheffield Midland and Manchester Piccadilly via the Hope Valley instead. The Woodhead route would be developed for express freight.

Public opposition resulted in a two-year enquiry, but in August 1969 Minister of Transport Richard Marsh gave his consent to BR's proposals for the withdrawal of all passenger services between Hadfield and Penistone, and for the closure of Dunford Bridge and Sheffield Victoria stations. Electric multiple unit services would continue to operate from Manchester to Glossop/Hadfield, and on the eastern side of the Pennines a Penistone-Sheffield Midland DMU service

would be provided. The minister noted that the closure would cause hardship, but stated he was satisfied that a combination of additional bus services connecting with the remaining local rail services on the route, and the provision of an express service on the Hope Valley line, would offer those affected a reasonable alternative service.

Woodhead ceased to have its own passenger service from January 5, 1970, but continued to be used for through passenger traffic diverted from other routes by engineering work.

## Further review

In December 1976, BR publicly admitted that trans-Pennine links were once again under review. Just 20 years after being marketed as an efficient mover of passengers and freight, and less than a decade after the confirmation of its future as part of the railway's modernised freight network, Britain's first all-electric main line was described as an "unnecessary financial burden."

BR claimed that converting the electrification to the now standard 25kV AC system would cost at least £24m, and new locomotives and trains another £20m. It added that retaining the line would incur maintenance costs of over £14m over the following 10 years, and the Class 76s

would soon be in need of refurbishment.

BR said there was 'over-capacity', with the four trans-Pennine routes (Hebden Bridge, Diggle, Woodhead and Hope Valley) able to carry 360 trains a day, but the maximum requirement was 154. Only 39 of these used the Woodhead route, giving it the greatest surplus, and BR said research had not revealed further potential business.

There was some scepticism amongst attendees at BR's briefing events regarding its calculations and lack of context. The quoted 39 trains a day only applied to the section of the route that was under threat, rather than the line as a whole, and no comparative costs were given for renewals for the other lines over the next decade.

BR had concluded there was "no requirement for re-electricification as part of the strategic electrified network", which seemed to suggest it had already ruled-out the potential of connecting the line to the existing 25kV main line network from Manchester, even though its western end would subsequently be re-electricified as far as Hadfield (and Glossop) for suburban services.

But by 1980, the presentation's gloomy prediction that traffic on the line was "bound to fall" with "no potential whatsoever for winning more business to sustain it" appeared an accurate one. In a parliamentary debate, Penistone MP Allen McKay told the House of Commons that from March 31 that year, supplies of coal from South Yorkshire to Fiddler's Ferry Power Station near Warrington (one of the key traffic flows on the line) would drop from 60,000 to 25,000 tons [sic] a week. Coal imported via Birkenhead would form the bulk of the power station's supply, with

**“Just 20 years after being marketed as an efficient mover of passengers and freight, Britain’s first all-electric main line was described as an unnecessary financial burden”**



The defining images of the Woodhead Route are of Class 76s on coal trains, this shot on July 7, 1981 was taken in the final days of through traffic as Nos. 76025+76027 head west with Yorkshire coal for Merseyside at Torside reservoir. PETE BERRY/RAIL PHOTOPRINTS



After closure in 1981, one track was left in place for five years in case of an upturn in traffic, but then track lifting got underway leading to sad sights like this at Crowden in the second half of the 1980s, with No. 47329 at one end of a track recovery train. LES NIXON



The Class 76s were withdrawn after the line closed in July 1981, the remaining locos stored at Reddish depot until called for scrapping. No. 76051 is pictured with at least three others at Reddish on March 5, 1983.

Yorkshire coal being used instead for energy generation east of the Pennines.

Accusing British Rail of doing nothing to persuade the Central Electricity Generating Board to make more use of the line, Mr McKay said: "British Rail's previous actions lend plausibility to the view that it has played no small part in this latest diversion of traffic."

Confirming the likelihood of a decrease in demand for coal from South Yorkshire, Transport Minister Kenneth Clarke said: "There is no way in which British Rail can compel the Central Electricity Generating Board to accept the fuel for its power stations along particular railway lines."

## Final working

Despite a trade union-sponsored inquiry held in Sheffield in May 1981, which concluded that it would be "unwise" to close and remove track and equipment from the line until strategic decisions had been taken about main line electrification, and a Sheffield City Council report (which advocated the

re-electrification of the Woodhead route as a vital part in a jigsaw that would connect South Yorkshire and a potentially-electrified Midland Line with the North West and the West Coast Main Line), Woodhead closed as a through route following the passage of the Harwich-Liverpool Speedlink service on the morning of July 18, 1981.

Local services continued to use the Penistone-Sheffield section of the route until May 1983, after which trains were diverted via Barnsley. Today, the eastern end of the line remains in situ as far as Stocksbridge to serve the steelworks. At the Manchester end, local electric services – which were converted

to 25kV AC in December 1984, spelling the demise of the Class 506 sets – continue to Glossop and Hadfield worked by Class 323 units.

Forty years on, while the York-Leeds-Huddersfield-Manchester rail corridor is the subject of a multi-billion pound programme of upgrades to improve east-west connectivity, leaders in the North are again holding-on for answers regarding strategic rail plans. This time, they await publication of the Government's Integrated Rail Plan, which they hope will provide certainty to proceed with the business case for the Northern Powerhouse Rail project. ■



Left: No. 76020 (26020) is the only complete Class 76 to be preserved, and is part of the National Collection at the NRM in York, where it is seen on April 30, 2005. Cabs from Nos. 76039 and 76051 have also been saved.

Right: Three of the seven Class 77s have been preserved – No. 27003 in Holland, No. 27000 at Butterley and No. 27001 at the Manchester Museum of Science and Industry – the latter loco pictured at MOSI on January 13, 2006. CHOWELLS/CC BY-SA 3.0



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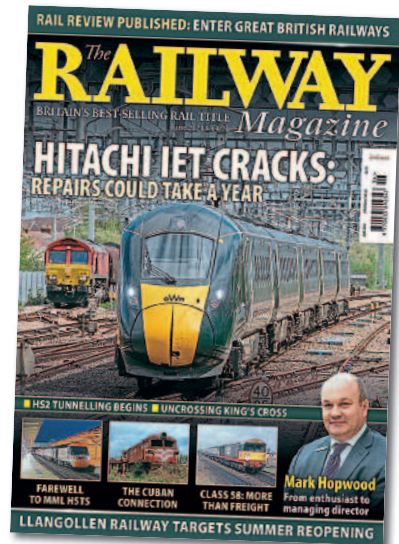
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Colas Rail Class 56 No. 56094 works away from Craven Arms with the 16.02 log train from Baglan Bay to the Kronospan processing plant at Chirk on May 17. ED WEAVER



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# Readers' Platform

Send your letters to: *The Railway Magazine*, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR. email: [railway@mortons.co.uk](mailto:railway@mortons.co.uk)  
NB. Publication of a letter does not imply that the Editor or staff of *The Railway Magazine* necessarily agree with its contents.

## An air-con con?

YOUR response to the email from Gordon Bell regarding air conditioning (Readers' Platform, May issue) gave me pause for thought.

I am in agreement with Gordon regarding the effectiveness of any air filtering, and would suggest that filtering capable of removing any residual Covid germs would certainly not be fitted in a conventional air conditioning unit.

The main reason for recirculating the air is one of cost (and profit), as the units are deliberately designed taking into account the recirculation, thus enabling the units to be relatively effective with smaller heating and refrigeration capabilities than would be required if the units were dealing only with fresh air.

At one time, though, wall units were popular because they were made in Spain and other countries for a market where the ambient temperatures were higher than is the norm in Britain. The units were relatively cheap, having less need to deal with a large temperature range. These units fell out of favour when faced with our cold wet winters.

Turning to the studies you mention, I find these somewhat bizarre. The figure for the risk of catching Covid on board a train of 1-in-11,000 journeys would suggest that someone commuting five days a week, 48 weeks in a year should catch the infection after 20 years!

I would respectfully also suggest that air being distributed by a fan would be far more effective at moving the germs about than the force of convection.

Malcolm Storey  
By email

## ★ STAR LETTER

# Time to re-create the first express electric loco?

IN VIEW of the ongoing replica builds of extinct steam locomotives, and with the 200th anniversary of the Stockton & Darlington Railway coming up in 2025, consideration should be given to building a replica of Britain's first electric express passenger locomotive, North Eastern Railway 4-6-4 No. 13.

As with the replica steam builds, it could use modern technology to create a 'No. 14', such as 25kV traction motors on the front and rear bogie wheels, and roller bearing axle boxes. The previously powered six centre wheels (using 6ft 8in 'Pacific' style castings, with replica quill drive attachments) could have plain straight axle sets fitted with roller bearings. The then relatively empty centre driving cab area could be used for any necessary supplementary electrical equipment or ballast weighting.

There would be no heavy forging needs, no high pressure boiler maintenance, no need for warm-ups, coal or watering facilities, boiler washouts, ash and firebox clinker,

clean outs and disposal.

Construction would be in two stages: first a rolling chassis and body as No. 14 for 2025 in NER passenger green livery; then installation of 25kV motors and supporting electrics to complete an operational locomotive. The NRM in York has the drawings for the original locomotive construction, plus detailed photographs of the construction of No. 13 in the NER's Darlington workshops at various stages.

With the ongoing construction

of the replica LMS mainline diesel locomotive No. 10000, a replica of NER No. 13 would correct early follies of 'committees' in the past in not preserving two pioneering and historical locomotives.

Such a locomotive crewed by professional modern traction drivers could be used on the East Coast, West Coast, Great Western or Great Eastern main lines.

Dr Ing. Prof. FW Hampson  
Newcastle



## Cambrian ticketing

I HAVE recently returned from a holiday in Porthmadog. In addition to the obvious attractions, which were all very good, and with two Rail Travel Vouchers from a delay repay claim burning a hole in my pocket, I also took an evening trip up the Cambrian Line to Pwllheli. Very nice it was too.

But how was I expected to pay? I did not have a printer with me, so could not book a ticket online. My 'not that smart' phone has a version of Android that will not take the Transport for Wales app, and the guard – charming as he was – did not have any way of issuing me a ticket, and as far as I can see there is no ticket machine on the entire Cambrian system.

Clearly this raises a number of issues – amongst other things, of course, over revenue loss and the issuing of Rail Travel Vouchers that cannot then be easily used.

However, if we are to have a 'public' rail service, then that means accessibility in terms of ticketing – such as the ability to buy tickets from a staffed counter at stations or on the train, and pay in cash or to book them in advance by phone and have them sent by post.

Not everyone can afford or use electronic ticketing and, to paraphrase one American commentator, why should I have to pay £300 for a smartphone just so I can make an occasional train journey?

John Boxall  
Freme

## Wonderful Copenhagen

I THOROUGHLY enjoyed the recent Track Record Special (June 2021), but since when has Copenhagen Tunnel been called Holloway Tunnel?

I must have had my head buried in the sand since we moved from the north London area up to Norfolk some years back, but the name Copenhagen Tunnel is deeply rooted in the history of King's Cross, and the GNR for that matter.

I cannot find any reference to the tunnel being officially renamed. Was this just a Network Rail engineering 'name' given to the tunnel?

John Anderson  
North Norfolk

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## Class 58s: Not just freight locos

THE above titled article (June 2021 issue) resonated with me in that the two runs with them were both mentioned.

First up (page 23) was No. 58017 on the 17.40 Paddington to Wolverhampton (pictured).

It was a regular 'pay day' outing from our Waterloo office, and having selected Reading (the trips were only ever to loco-hauled destinations), upon turning up at Paddington No. 58017 lured some of us away from the non-enthusiast members of the group and headed for Banbury (the comatose one is of me enjoying the rare 'Bone' mileage).

We caught up with the others having taken No. 50002 to Reading, all of us then taking No. 50042



back to Paddington.

The other journey with a '58' was on Saturday, December 21, 1991 (page 27) when somehow some of us wangled a free journey in the organiser's coach from Clapham Junction to Ramsgate



and back with No. 58042 on 'The Man of Kent' railtour.

Whilst the participants wolfed down their breakfast and Christmas dinners, we had our sandwiches and a few pints at Ramsgate during the

two-hour stop there.

Excellent magazine – keep up the good work.

Keith Widdowson  
By email

# Old Ghan recalled



HAVING just received the March edition of *The Railway Magazine*, I read with interest the story of the locomotives working in the UK and Australia.

For interest, I have included some photographs of the 'Ghan' during a stop at Finke, and later negotiating the crossing of the Finke River bed and, as you will notice, the remnants of track that had been dislodged during one of the regular floodings of the Finke River.

I guess this is one of the reasons why the new track misses this part of the country altogether!

Mike Chandler  
By email



## More on Thompson

I HAVE enjoyed reading the article (April issue) and subsequent letters about Edward Thompson and his locomotives.

The last Thompson 'Pacific' went to the scrapyards in 1965 and none have been preserved. It therefore follows that no one under the age of 60 can have any recollection or experience of his 'Pacifics'. They only know they were inferior to the other LNER 'Pacifics' because they will have read it somewhere.

Perhaps what is needed is a new-build Thompson A2/3, a friendly rival to No. 60163 *Tornado*. Once the present 'County', 'Grange', 'Patriot' and 'Clan' new-

builds are completed, with the exception of the solitary W1 No. 60700, a Thompson 'Pacific' will be the only large express locomotive of the BR era not in existence.

James Rogers  
Harrogate

WE are indebted to Nicola Fox for ending a long-standing misconception concerning Edward Thompson. It is appropriate that she has concluded with Richard Hardy's epitaph.

Regarding the rebuilding of the P2 Class, one could not say that their performance was poor, but there was a question mark over their effect on the

track. It was probably assumed that their rebuilding was uncontroversial, but an engineer was sent from the CME's office to Scotland to advise that further criticism of the decision to rebuild would be a career-limiting action.

The rebuilt P2s were speedy engines, but unfortunately lacked adhesion – which was the reason for their being banished from Scotland. It is possible that the Class was not transferred because of a reputation for becoming derailed on short radius curves, such as in loco depots.

Robin Russell  
Waikato, New Zealand

## Cuban mystery solved

CHRIS West's article on British locos exported to Cuba (June issue) was an excellent piece of research, and I am sure many readers shared my surprise at some of the revelations.

The caption to the picture of the Leyland Olympic brought back an early childhood memory of the story of the buses bound for Cuba that ended up in the Thames. They suffered little damage and were later cleaned up and sold abroad (presumably not to Cuba, though).

A contributor to my father's quarterly magazine, *European Railways* (1949-1982), was a fine railway photographer called Akira Minegishi, who arranged for my father and I to look round a Japanese ship in King George V Dock that had been involved in a collision. The vessel was NYK Lines' brand-new Yamashiro Maru, which at about 1am on October 27, 1964 collided with outbound East German freighter Magdeburg, carrying the buses it had loaded at Dagenham.

Although the consequences were dramatic, the accident seems to have been a simple navigational error in a tricky stretch of the river in fog. Had there been a CIA conspiracy, as some journalists alleged, we would not have been allowed near Yamashiro Maru. I was fascinated by the engine control room and steaming vats of rice being stirred in the galley.

Bob Couttie convincingly debunked the conspiracy theory on his Maritim Accident Casebook website.

Stephen Spark  
Balham

I HAVE just read the Cuban article and on checking my notes, on August 23, 1965 I saw Nos. 2503 and 2504 being towed through Loughborough Midland by No. D7530.

My recollection is that they were heading in the Up direction, but have no photos I am afraid. At a later date I have added "for Cuban Railways", but after all this time I don't remember where I found that information.

Of course, Loughborough Midland is adjacent to the Brush Falcon Works.

Patrick Fitz-Gerald  
Isleworth

THE article on Cuba fails to make it clear that before the revolution, Cuba was an integral part of the North American railway network with freight interchanged via the train ferry to Florida. It thus followed the standards of the AAR (Association of American Railroads).

Locomotives with their by-no-means-unusual Buckeye couplers were only one of the many compliant items no longer obtainable from USA under the embargo. One typical small example was switchmen's hand lanterns. The Lamp Manufacturing and Railway Supplies Co. here in the UK had to make a batch for Cuba to the AAR specification. I have one from their reference collection.

John R. Batts  
Banbury

## MEETINGS

### TUESDAY, JULY 6

**RCTS (Watford branch).** Zoom meeting at 19.30. 'That was the Year that was 1962': Jeff Plumb. Send an email to [watford@rcts.co.uk](mailto:watford@rcts.co.uk) to register your attendance.

### FRIDAY, JULY 9

**Slough Railway Society.** Zoom meeting at 19.30. TBA. To register, send an email to [info@swrs.co.uk](mailto:info@swrs.co.uk).

### MONDAY, JULY 12

**RCTS (Croydon branch)** Zoom meeting at 19.30. 'Mounted Exhibition Prints of the late Malcolm Ranieri FRPS': Tony Bowles. Send an email to [croydon.web@rcts.org](mailto:croydon.web@rcts.org) to register your attendance.

**Southern Electric Group (Sussex branch).** Deall Room, Southwick Community Centre, Southwick BN42 4TE (close to Southwick station). 19.30. 'A look at the Railways of Mid Sussex': Colin Burnham.

### TUESDAY, JULY 13

**RCTS (Hitchin branch).** Zoom meeting at 19.30. 'Scottish Steam in the 1950s & 60s': David Kelso. Send an email to [dandjelsdon@waitrose.com](mailto:dandjelsdon@waitrose.com) to register your attendance.

### FRIDAY, JULY 16

**Slough Railway Society.** Zoom meeting at 19.30. TBA. To register, send an email to [info@swrs.co.uk](mailto:info@swrs.co.uk).

### MONDAY, JULY 19

**RCTS (South Essex branch).** Zoom meeting at 19.30. 'Confessions of a Narrow Minded Enthusiast': Colin Brading. Send an email to [southessex@rcts.org.uk](mailto:southessex@rcts.org.uk) to register your attendance.

### FRIDAY, JULY 23

**Slough Railway Society.** Zoom meeting at 19.30. TBA. To register, send an email to [info@swrs.co.uk](mailto:info@swrs.co.uk).

### FRIDAY, JULY 30

**Slough Railway Society.** Zoom meeting at 19.30. TBA. To register, send an email to [info@swrs.co.uk](mailto:info@swrs.co.uk).

## EDITOR'S NOTE

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



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# Panorama



As sunset approaches, 'West Country' No. 34046 *Braunton* speeds across Dutton Viaduct, on the West Coast Main Line near Acton bridge, with the return leg of 'The Fellsman' railtour from Carlisle to Crewe on May 26. MIKE HEATH

LSL's blue-liveried No. 47614 is pictured at Bath on June 9, bringing up the rear of Saphos Trains' 'Devonian Express' from Solihull to Plymouth. Train loco No. 47593 handed over to Nos. 46100+45231 at Bristol Temple Meads, but No. 47614 remained at the rear. GLEN BATTEN

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The sheep seem uninterested in No. 801111 (heading north with the 1506/07.30 King's Cross-Edinburgh) as they seek shade against the ruined castle walls at Berwick-upon-Tweed on June 17. MIKE DODD





# Panorama

LSL's 'Blue Pullman' HST set, with power car No. 43046 seen bringing up the rear, crosses the M5 south of Gloucester on June 13 while forming an empty stock move from Bristol Parkway back to its base in Crewe. JACK BOSKETT

Preserved EE Type 4 No. 40013 *Andania* thrashes north at Bay Horse, Lancashire, on June 3 with the final few miles of Saphos Trains' 'Welsh Marches Whistler' back to Lancaster from Bristol Temple Meads. STEVE SIENKIEWICZ



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Reflections on a 'B1' at Portsmouth & Southsea on June 20 as No. 61306 *Mayflower* stands at the buffers having brought in the stock from Fratton Yard for a Steam Dreams trip to Brockenhurst. Maunsell 'Mogul' No. 31806 was at the other end to head the train away. IAN DOCWRA

A meeting of LNER giants at Didcot Railway Centre back on August 27, 2017 as 'A3' No. 60103 *Flying Scotsman* and 'A4' No. 60009 *Union of South Africa* are prepped for their working day ahead. MARTYN TATTAM



## FROM THE RAILWAY MAGAZINE ARCHIVES

**100 YEARS AGO**  
 JULY 1921

### Lake District proposal

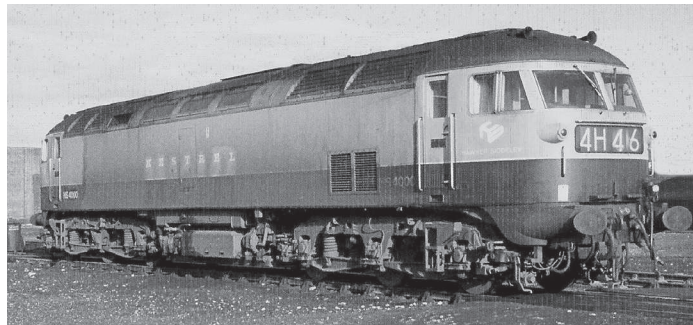
A SCHEME for a light railway between Ambleside and Keswick has been submitted for the approval of the Westmorland County Council. It is proposed to run the railway between the head of Windermere Lake and the Keswick Station on the Cockermouth, Keswick and Penrith Railway by way of Grasmere and Thirlmere. The length of the line will be 16 miles, and the estimated cost of construction is £150,000. Five lakes would be seen en route, plus some of the finest scenery in the Lake District. Petrol-electric engines would be employed, and there would be no smoke and little noise.

**50 YEARS AGO**  
 JULY 1971

### York site confirmed for museum

LORD Eccles, Paymaster-General and Minister responsible for the Arts, announced on May 11 that the Museum of British Transport in Clapham, London, would be closed in about 12 months time, and the railway exhibits transferred to York where the National Railway Museum will be established.

The Government is to consult with the Greater London Council and the Science Museum about arrangements for storing in London the road transport collection from Clapham until it can be



**50 YEARS AGO: The one that got away – prototype No. HS4000 at Clipstone Colliery on May 9, 1968 – four months after entering service and three years before being sold to Russia. PHIL SANGWELL/CREATIVE COMMONS (CC BY 2.0)**

properly shown to the public.

Lord Eccles said that the alternative plan for a national transport museum at Crystal Palace revealed several snags – one of which, diversion of the BR line through the old station, could not have been carried out for about four years. In addition, this scheme would have cost about £1 million against the £500,000 for York.

### Kestrel sold to Russia

HAWKER Siddeley Group has sold the 4000hp prototype diesel-electric locomotive No. HS4000 *Kestrel* to the USSR Railways. It has been modified to the Russian gauge of 5ft and will be displayed at the USSR International Exhibition of Railway Rolling Stock in

Moscow from July 1-20, after which it is to enter service with USSR Railways.

**20 YEARS AGO**  
 JULY 2001

### TGV runs 663 miles in 3½ hrs

IN a journey described by our chief correspondent Peter Semmens as "the most remarkable I have ever made, let alone timed", a specially-adapted TGV set has travelled the 663.1 miles from Calais to Marseilles in 3hr 29min 55sec for an average of 189mph.

Set No. 531 touched 229mph and reached Marseilles via the brand-new TGV-Méditerranée line more than 20 minutes faster than SNCF had envisaged.

The world record-breaking train was

carrying mainly engineers and a handful of invited railway journalists.

### 66-mile runaway train

A TRAIN in the USA loaded with hazardous chemicals ran for no fewer than 66 miles on May 16 before a railway worker managed to leap from another moving loco and bring it to a halt.

The driver of a CSX Railroad loco had climbed down in Stanley, Ohio, to change a point. Although he claims to have applied two of the three braking systems, the 47-wagon train started rolling.

Pursued by emergency vehicles and helicopters, it reached up to 46mph through sharp curves as signallers battled to keep the line clear. It even smashed through a deliberate derailing apparatus and kept going.

The runaway was finally stopped at Kenton after a pair of chasing locos hooked on to the rear, reducing speed to 10mph and enabling another driver to leap aboard.

### End for Northern Spirit as two TOCs get new names

THE names Northern Spirit and Merseyrail Electrics are no more. In future, the two train operators will be known as Arriva Trains Northern and Arriva Trains Merseyside.

At present, the names relate solely to the operating company but Arriva, which bought the franchises from MTL in February 2000, is already in discussions about rebranding its trains too.



## The RCTS: then and now

FOR over 90 years, the Railway Observer has recorded the chronology of the railways of Britain, and to a lesser extent of those abroad, through the eyes of its membership – covering the minutiae of day-to-day running and allocations, through to headline-making events.

Unfortunately among these events are the accidents, minor and major, that have occurred from the earliest days of the passenger-carrying railway when on September 15, 1830 Stephenson's Rocket fatally injured William Huskisson MP on the opening day of the Liverpool & Manchester Railway.

Railway accidents more often than not are the result of human error, a driver or fireman missing a signal, a signalman momentarily forgetting where a train is in his section of line, a guard not ensuring sufficient brakes are applied on a loose-coupled freight, or a permanent way fault not detected by a linesman.

The resulting carnage can be catastrophic, as witnessed at Harrow & Wealdstone on the foggy morning of October 8, 1952 when three passenger trains were involved causing 112 fatalities and 340 serious injuries. 36 years later on December 12, 1988 three trains again collided in the cutting

outside Clapham Junction station when 35 people lost their lives and another 484 were injured.

Browsing through the 1948 volume of the RO, the reader will come across a description of the derailment of Thompson A2/1 4 No. 60508 *Duke of Rothesay* when working the 7.50pm Edinburgh to King's Cross from Grantham on Saturday, July 17.

With a load of 11 coaches, the King's Cross crew of driver Bill Hoole and fireman Albert Young expected to be able to make up some of the arrears leaving Peterborough some 20 minutes behind schedule, and by Hatfield they had regained 10 minutes.

On the falling gradient towards Wood Green, speed increased to between 60-70mph, the limit at the time being 60mph, but as No. 60508 was not fitted with a speedometer driver Hoole had only his experience to help judge the speed. Halfway through Barnet Tunnel a rattling noise was heard coming from the right-hand side of the engine, the trailing axle of the bogie had derailed to the right on a rail joint that had been left three-quarters of an inch high after permanent way work the previous Sunday.

Then 300 yards from the tunnel there was a facing crossing on which



the whole bogie derailed and the dislodged rail caught the fireman, throwing him off the footplate. The coupling between the tender and first coach parted and the engine and tender turned over and slid along the up main line until it came to rest.

The RO today carries frequent sightings of the various track recording trains, which have the underlying purpose of finding any track faults before they lead to a disaster. However,

even these cannot detect the likes of the landslip at Carmont where once again a chain of events led to disaster. The driver would have expected the line to be clear having recently passed the problem area, and following the derailment caused by the landslip, the train may well have come to rest without serious injuries if it had not hit a bridge parapet.

For information on the society, visit [www.rcts.org.uk](http://www.rcts.org.uk).

**Network Rail trains of all types roam the system today, monitoring the tracks in a bid to prevent defects leading to a disaster. On February 24, DRS No. 88008 was an unusual visitor to Perth on such network duties. G BETT/RCTS**



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# The RAILWAY Magazine

Booking/copy deadline for the August issue of The Railway magazine is **Wednesday 21st July**

Contact Craig - 01507 529537  
[cames@mortons.co.uk](mailto:cames@mortons.co.uk)

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**KENT & EAST SUSSEX RAILWAY**

# TRACKRECORD

*The Railway Magazine news digest*



On its first day back in traffic since March 2020, LNER 'A4' Pacific No. 60009 *Union of South Africa* glides through Little Burrs cutting with the 14.50 service from Bury Bolton Street to Rawtenstall on the East Lancashire Railway on May 29.  
MARTYN TATTAM



## P62 STEAM

IoWSR celebrates 50 years



## P91 CLASSIC TRACTION

Type 3's preservation debut



## P100 TRACTION & STOCK

Battery-hybrid DMU tested

## ALSO INSIDE:

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# Rother Valley TWAO inquiry to begin: crossing concerns overcome?

## SIDELINES

### Preparations for Bahamas

AHEAD of its travels in the South of England, LMS 'Jubilee' No. 45596 *Bahamas* has been fitted with a replacement brick arch in the firebox. As reported last month, the 4-6-0 is booked to haul 11 main line charters in the coming months, starting on July 18 with a Steam Dreams London Paddington to Salisbury excursion. It is also due to operate on the Nene Valley Railway on August 21/22 and 28-30.

### Parts in partnership

THE overhaul of 'Terrier' 0-6-0T *Sutton* at the Spa Valley Railway is being helped by a joint project with the Isle of Wight Steam Railway. Both parties need a new air brake valve for their respective engines (*Sutton* and E1 *Yarmouth*) and want something prototypical. With the use of 3D scanning, a CAD model has been made of an island 'Terrier' brake valve. From this a pattern will be created for casting the main body. After that will be the machining.

### EV chargers at Kidderminster

THE Severn Valley has become the latest heritage line to offer Electric Vehicle (EV) charging points. Two EV points have been installed at Kidderminster station car park, provided, funded and installed by Econetiq. The two 22kW chargers offer an average of over 80 miles of charge per hour, at a cost of 25p/kwh. The chargers use a type 2 socket and customers will need to bring their own connection leads, which are locked in position when in use. As take up increases, the intention is to increase the provision available.

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The Public Inquiry (PI) into the proposed Rother Valley Railway (Bodiam to Robertsbridge Junction) Transport & Works Act Order was due to start on July 6. The order is being applied for by the Rother Valley Railway Limited (RVR), working in partnership with the Kent & East Sussex Railway (K&ESR) which runs the existing heritage line between Tenterden and Bodiam.

The project is to replace the missing link between Bodiam and Robertsbridge, a station on the Tonbridge to Hastings main line.

A pre-inquiry meeting was held on May 19 to enable all concerned to discuss procedural matters relating to the PI, which is largely due to be held in a virtual format on the Microsoft Teams platform. Inspector Ian Jenkins confirmed he will preside over the PI.

After Highways England (HE) and the legal representative of the owners of Moat Farm and Parsonage Farm, Salehurst reiterated their request that the inspector observe bank holiday peak flow conditions on the A21 trunk road at Robertsbridge

(including the roundabout), the inspector confirmed he would endeavour to arrange an unaccompanied visit to the area on May 31. The inspector said that he would also visit the sites for the proposed level crossings over Northbridge Street in Robertsbridge (up to which the RVR has laid track from Robertsbridge station) and the B2244 at Udiam. The latter was formerly the site of Junction Road Halt – track to it from Bodiam is already in place.

### Dialogue

The pre-inquiry meeting heard that discussions between the RVR and HE were ongoing and that this could lead to the withdrawal of HE's objection.

HE's suggestion that highway matters be programmed as a topic, with the associated expert witnesses appearing one after another, was supported by RVR and the farms' legal representative. HE also suggested that the topic be dealt with towards the end of the PI as its position may change as a result of the determination of RVR's Departure Application (relating

to the A21 crossing design), which is under consideration. The inspector confirmed that he will bear these matters in mind.

In a letter to the PI inspector dated May 21, Ian Raxton, HM principal inspector of railways states that after reviewing updated information from the RVR, the industry safety body has now removed its previous concerns regarding the type of crossings that the RVR proposed for the reinstated crossings, including that over the A21.

In words which are echoed in reference to the other public road level crossings, Mr Raxton writes: "The revised description of the operation of the (A21) crossing is now consistent with those seen on the main line railway and would appear to be an arrangement that reduces risks to as low as is reasonably practicable."

Referring to the bridleway crossing, Mr Raxton writes: "It seems likely that on a railway with a relatively straight alignment, good sightlines, properly set up and maintained warning equipment, and a good crossing surface, that a tolerably

safe crossing arrangement could be created. It remains of course our view that not having a level crossing will always be a safer situation, but that does not mean that the residual safety risk of such a crossing cannot be delivered with risks reduced to as low as is reasonably practicable and at a tolerable level.

### Arrangement

"ORR (Office of Rail & Road) has noted the objections of the local authority to the creation of a grade-separated crossing of the railway and bridleway, which appears to affect the practicability position that ORR took previously.

"If it is necessary for the bridleway to remain, we believe that a tolerable safe crossing using appropriate technology could be created, but it is for the PI to decide if the residual risk of an at-grade crossing is outweighed by the benefits of the creation of the railway."

The PI is scheduled for 16 working days, though the inspector is allowing for some contingency so it may run until August 6.

## Mogul makes the grade!

SR 'U' No. 31806 made a welcome return to the main line on June 20 when it operated in top and tail formation with Thompson 'B1' 4-6-0 No. 61306 *Mayflower* as part of a Steam Dreams charter.

The 2-6-0, which is based at the Swanage Railway and owned by the Bunch family, last appeared on the main line in April 2018 on a trip from Cardiff to Swanage.

The June 20 diagram saw it work an excursion from Portsmouth & Southsea to Brockenhurst, which operated as an 'add on' to the main London Paddington to Portsmouth Harbour tour run earlier in the day hauled by No. 61306.

No. 31806 headed the train towards Southampton, before *Mayflower* hauled the train to Eastleigh, where the train reversed once more, before retracing its steps to Portsmouth.



SR 'U' 2-6-0 No. 31806 pounds up the gradient towards Beaulieu Road station in the heart of the New Forest National Park on June 20. No. 61306 *Mayflower* was on the rear of the train. MARK V PIKE

David Buck, chairman of Steam Dreams, said: "We were extremely pleased to have been able to secure No. 31806 on this special tour alongside *Mayflower* and would like to thank the Swanage Railway for making it happen.

"Having two steam locomotives on a tour always adds an extra dimension to the day."

Kevin Potts, director of Swanage Railway, said: "We were delighted to work with Steam Dreams for the first time and indeed for the

locomotive's second ever trip on the main line since preservation.

"We were excited to have this opportunity to showcase the mogul over what would have been familiar territory for the locomotive in its Southern Region days."



**LUXURY IN THE VALLEY:** The Severn Valley Railway (SVR) welcomed its first incoming main line charter train of the year on June 5. Formed of the prestigious VSOE Pullman cars, the outward leg from London Victoria was worked by GBRf Class 66 No. 66737 *Lesia* with Class 50 No. 50049 *Defiance* at the rear. The 'Hoover' was detached upon arrival on SVR metals, with the Class 66 continuing to Bridgnorth. The SVR's resident air-braked steam locomotive, SR West Country Pacific No. 34027 *Taw Valley* headed the train from Bridgnorth with a trailing load of 620 tons. Bedecked with the 'Golden Arrow' regalia, the Bulleid 4-6-2 makes an impressive sight as it crosses Oldbury viaduct. No. 34027 *Taw Valley* was replaced by No. 50007 *Hercules* at Kidderminster, which hauled the train back to London, No. 66737 *Lesia* being attached to the rear. JOHN TITLOW



**HALF A CENTURY OF STEAM:** The Isle of Wight Steam Railway celebrated its 50th anniversary with a gala on June 4-6. Making its first visit across the Solent in 85 years was LBSCR 'Terrier' No. 2678 *Knowle*, visiting from the Kent & East Sussex Railway. The 0-6-0T was temporarily renumbered and renamed with vinyl numberplates as No. W14 *Bembridge*, for the gala. The 'A1X' had re-entered service on May 21 at the head of celebratory members' specials as its home line reopened following the easing of Covid-19 restrictions. Among the highlights was what is believed to be the IOWSR's inaugural triple-header – from Haven Street to Wootton on the Saturday morning – followed by the opportunity to photograph all three locomotives at Wootton station. Pictured during the aforementioned photo line-up are, from left to right, LBSCR 'A1X' No. W11 *Newport*, LSWR 'O2' 0-4-4-T No. W24 *Calbourne* and No. W14 *Bembridge*. JORDAN SKINNER

## Patriot progresses

AN alternative supplier for the new axle material that is needed for No. 5551 *The Unknown Warrior* has now been found. An 18-month lead time was initially expected from the South African supplier, but this has now receded.

After the discovery of cracking on one of the driving wheel pans, it was decided that the other five driving wheels would be tested. These wheels have yet to be shot-blasted before the testing can be carried out. Active liaison with Riley & Son (E) Ltd to get this done is ongoing. The left-hand side expansion link has been successfully fitted to No. 5551 at West Shed, Butterley and the inside expansion link has been removed for assessment. Face-to-face engineering meetings have now resumed at West Shed for the first time in many months with the easing of restrictions.

The latest meeting, at the end of May, focused on the vital technical assessment and quality assurance reviews which have started with The Princess Royal Class Locomotive Trust – the main contractor which is assembling No. 5551.

Heritage Boiler Steam Services has completed the task of tooling the lateral stays on the boiler. This work has been steadily underway since the Covid-19 pandemic started, with about 1500 stays tackled over that period. Next will be completion of the slide bars, followed by work on the transverse stays.

Contractor Leaky Finders, which is working on the tender frames for No. 5551 will now move on to the brake shaft support brackets, hand-brake linkage and support brackets.

Donations to the LMS-Patriot Project can be made by visiting [www.lms-patriot.org.uk](http://www.lms-patriot.org.uk). Membership of the Project or the '5551 Club' – to get a seat on the first train, can also be made via the website.

# Steam & Heritage Track Record

## Tender start for *Dame Vera Lynn*

THE return to steam of a popular member of the North Yorkshire Moors Railway (NYMR) steam loco fleet is stepping up a notch – with the tender overhaul about to commence.

An appeal to raise the estimated £600,000 plus needed to fully restore WD 2-10-0 No. 3672 *Dame Vera Lynn* currently stands at over £175,000. It is estimated another £450,000 is still required to fully fund this significant project. However, with the finance raised so far the NYMR has announced the start of the locomotive's restoration, proceeding with the tender.

The restoration of the tender will be undertaken by Riley & Son (E) Ltd and involves the renewal of a whole new tender water tank, new springs, new axle box bearings and an overhaul of the brake gear. As this issue went to press, preparations were at an advanced stage for it to travel from Grosmont to Newbridge yard for onward movement by road.

It is hoped the No. 3672 can return to action by 2024/2025, to tie in with the locomotive's 80th birthday and the 80th anniversary of VE Day.

Built by the North British Locomotive Company, Glasgow, in 1944 for use by the British Army, No. 3672 was named by the Dame herself on August 6, 1985 at the loco's then home, the Lavender Line.

Clifford Brown, who

purchased *Dame Vera Lynn* and SR 'Schools' 4-4-0 No. 926 *Repton* in the late 1980s, put both locomotives in trust to the NYMR when he began to suffer ill health. While *Repton* has enjoyed regular overhauls and spells in traffic, '*Dame Vera*' has sadly remained out of action.

The 2-10-0 last ran in November 1998, when having amassed well over 100,000 miles on the NYMR, it was taken out of traffic for a much-needed overhaul.

### Fleet update

Meanwhile, the overhaul of LMS 'Black Five' No. 44806 is moving on at a pace. The driving springs have been removed, while primer has been applied in the cab area and the inner frames have been fully cleaned in front of the cab. The bogie is now in a state of rebuild – at the time of writing, it was awaiting its springs.

The new copper tubeplate is nearing completion for BR '4MT' 4-6-0 No. 75029 *The Green Knight*, having been formed and machined in-house. All the crown stays have been drilled for SR Bulleid 'Pacific' No. 34101 *Hartland*. BR '4MT' 2-6-0 No. 76079 has now been recertified for Whitby to Battersby running.

No. 926 *Repton* has also been receiving attention at Grosmont. New elements are being fitted to the boiler and all the small motion is being removed for assessment, a clean, exam and any new bushes and pins that



SR 'S15' 4-6-0 No. 825 waits to depart a busy Goathland station on June 12 with 14.00 Whitby to Pickering service. The loco had returned to traffic two days earlier after its 28 day washout and exam. Running repairs carried out included attention to the right-hand water delivery pipe to the injector between the engine and tender; cylinder drain cock repairs; and the re-whitemetalling of the right-hand big end to remove excessive wear. PAUL BIGGS

may be needed after the wear assessment is complete. The lubricator has been taken off to enable a full kit of spare fittings to be made. A full set of piston packings is also

being produced in-house.

Ian Riley's LMS 'Black Five' No. 44871, which as reported last month had been on hire to the NYMR, left Grosmont on June 11 for use on West Coast Railways'

Fort William-Mallaig 'The Jacobite' service.

■ Visit [www.nymr.co.uk/DVL](http://www.nymr.co.uk/DVL) to find out how you can help support the restoration of *Dame Vera Lynn*.

## Injector push for new-build 'P2'

THE A1 Steam Locomotive Trust's (A1SLT) new-build Gresley 'P2' No. 2007 *Prince of Wales* project is aiming to raise at least £50,000 with its new Injectors Club from 50 supporters each donating £1000 plus Gift Aid (in up to four payments of £250). This will fund the acquisition and manufacture of the live and exhaust steam injectors.

To remain on schedule to complete No. 2007 within the next three years, both injectors need to be ready for installation at Darlington Locomotive Works (DLW) in 2022.

The A1SLT is manufacturing a new Davies and Metcalfe class K exhaust steam injector using patterns borrowed from No. 71000 *Duke of Gloucester* and also measuring an example borrowed from No. 70000 *Britannia*. All the interior components have been drawn as 3D CAD models by the Trust's Martin Shepherd whilst David Elliott has completed the 3D modelling of the injector body.

Meanwhile, both machined outside connecting rods have now been delivered to DLW. ■ Details at [www.p2steam.com](http://www.p2steam.com) or by calling 01325 460163.

## Toddington's BR 'Standard 4' No. 76077 rewheeled

THE restoration of Toddington Standard Locomotive Limited's (TSL) BR '4MT' 2-6-0 No. 76077 passed a major milestone on June 17, when the driving wheels and pony truck were installed under the frames for the first time in more than 30 years.

The rewheeling was carried out in just 90 minutes in a well-planned and slick operation at Locomotive Maintenance Services (LMS) at Loughborough.

A considerable amount of work, carried out by both volunteers and the professional services of LMS, preceded the event: not least refurbishment of the heavily corroded frames, a brand-new fabricated rear dragbox, considerable new metal in the front dragbox, new buffer beams and buffers, new platework in the cab area as well as new horn stretchers.

The pony truck has been completely rebuilt, reversing damage sustained following a suspected derailment.

The wheelsets have been overhauled at South Devon Railway Engineering.

Andrew Meredith, engineering director of TSL and a member of staff at LMS said: "Although thanks to Covid-19, this has happened about six months later than planned, it is nevertheless a tremendous step forward in the loco's restoration.

### Operation

"The newly-overhauled axle boxes were earlier fitted on to the driving axle journals and they slid perfectly between the refurbished horn faces. Similarly, the frames dropped on to the pony truck perfectly, albeit with a minor adjustment to the steam heat pipe which had previously been fitted under the frames."

Work will now press ahead with completion of the chassis, including honing the valve and cylinder bores, assembling the valve gear and braking system – plus assembly of the cab and smokebox – for which a new door and chimney have already been delivered.

Meanwhile, the boiler – which remains at Toddington on the Gloucestershire

Warwickshire Steam Railway (GWSR) – is due to be professionally inspected later this year to assess the scale of work needed for its overhaul.

"All this future work will need funding, of course," said Ian Crowder, TSL marketing director. "We will shortly be launching a push to attract new shareholders while our successful component sponsorship scheme remains open. This enables investors to choose and 'buy' any of the many remaining parts

needed to complete the engine.

"We are using the best possible skills to see the engine overhauled to the highest standard for eventual use on the GWSR. Provided we continue to attract investors then it's not unrealistic to expect that No. 76077 will be running in about five years."

■ Information about becoming a shareholder or component sponsor can be found online at [www.standard76077.com](http://www.standard76077.com)



BR '4MT' 2-6-0 No. 76077 was lowered on to its wheels at Locomotive Maintenance Services' Loughborough premises on Thursday, June 17. IAN CROWDER



**BACK ON THE BATTLEFIELD:** WR 'Modified Hall' No. 6989 *Wightwick Hall* has returned to Leicestershire for another season on the Battlefield Line. The 4-6-0 is pictured at Shackerstone station on May 29, at the head of its first train on the line in 2021 – the 15.30 to Shenton – having arrived from its Buckinghamshire Railway Centre home earlier that week. The main locomotive all day was Class 20 D8110 and *Wightwick Hall* was added for the last train as a test run. The 'Chopper' was added to the front shortly after this picture was taken and the pair double headed out and back, the Class 20 leading in both directions. ALISTAIR GRIEVE

## Autumn hope for 'Grange'

THE completion of No. 6880 *Betton Grange* is now scheduled for the autumn, with Tyseley Locomotive Works (TLW) commissioned to finish the work in the absence of volunteer parties being given access to the inside of the works shed.

Owning group, the 6880 *Betton Grange* Society, said the project has been hampered by the Covid-19 pandemic, and, more recently, by the need to complete TLW's commitments to its own Vintage Trains requirements.

The main outstanding task on No. 6880 is the superheater assembly, with

pipework and cab fittings taking shape. More labour will be directed at the new-build 4-6-0 from late summer with a concerted effort made to get it across the line 'sometime in the autumn'.

It will be steamed for the first time behind closed doors for donors and supporters before moving to a heritage line for running in. A hired tender will be paired with No. 6880 while volunteers construct a new one.

The society's GWR 'Hall' No. 5952 *Cogan Hall* moved from Llangollen to TLW on June 28/29. The Barry wreck is to be cosmetically restored for display around the turntable.

## 'Wizzer' £1m 'SOS' appeal

THE West Somerset Railway (WSR) has launched an emergency 'SOS' funding appeal for £1 million to see it through to next May.

It follows the rejection of two appeals after the line's bid for £432,200 in the second round of the Government's Culture Recovery Fund for Heritage was turned down – plus an expected 2021 trading revenue shortfall for the truncated operating season due to fewer trains running and a reduced capacity resulting from Covid-19 restrictions.

A further blow is the news that the modernised Seaward Way level crossing in Minehead is unlikely to reopen to passenger trains before October. The level crossing operates for

passenger trains under a legal Level Crossing Order (LCO).

### Authorisation

There has been one in place for the last 30 years, and once the crossing is fully tested there will be a new one in place for the years to come. However, once the equipment had been dismantled – which needed to be done – the LCO ceases to be valid and it is no longer legal for passenger trains to pass over the crossing until the new crossing is complete.

Discussions are ongoing with the Office of Rail and Road and the local authority.

The WSR Plc board is also considering another share issue for specific projects needed on the line.

## SIDELINES

### Image tuition on the North York Moors

PHOTOGRAPHY courses have resumed at the North Yorkshire Moors Railway. Led by professional landscape photographer, author and teacher John Potter, the one-day workshops are designed for photographers of all abilities, and so are offered at a beginners and an intermediate level. The courses cost £125 per person, which includes train travel and refreshments. Book at [www.nymr.co.uk/digital-photography-workshops](http://www.nymr.co.uk/digital-photography-workshops)

### 'D49' progress

THE Scottish Railway Preservation Society continues to progress the overhaul of LNER 'D49' 4-4-0 Morayshire. The driving axle, both bogie wheelsets and the tender wheelsets have gone to South Devon Railway Engineering in Buckfastleigh to have the journals skimmed and polished. The driving crank pins also require attention on the quartering machine. The trailing drivers are in good condition, however. Donations can be made online at [www.virginmoneygiving.com/fund/246Morayshire](http://www.virginmoneygiving.com/fund/246Morayshire)

### Collett coach returns

GWR third class compartment carriage No. 1086 has returned to traffic at the Severn Valley Railway after a heavy overhaul. The 1938-built Collett had not received major attention for nearly 20 years. "After such a time, we found pins and bushes needing replacement, a failed bearing and oil pad, pull rods needing chopping and rewelding, as well as the usual bits during wear and tear," said fitter-machinist Alan Brookes. "We also had to remove all the footsteps due to corrosion and descale them, repair and rivet them on. We found multiple vacuum leaks and had to resolve that during the process."

### 'Standard 5' on course

THE intermediate overhaul of BR 'SMT' No. 73802 *Camelot* is making good progress, with the boiler tested and back in the frames, and contractor Heritage Painting having completed a touch-up and repaint as required. Mechanical work on the Bluebell Railway-based 4-6-0 is progressing at Sheffield Park. When it returns to service later in the summer, the Derby-built 4-6-0 will have a new boiler certificate with the potential for another 10 years' use.

### SPEYSIDE STEAM:

Public services resumed on the Strathspey Railway on May 21, following the easing of Covid-19 restrictions. Looking the part in its smart Caledonian Railway blue livery, McIntosh '812' class 0-6-0 No. 828 prepares to take the 10am service from Aviemore to Broomhill on May 31. TREVOR GREGG



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## SIDELINES

### 'T3' boiler progress

WORK continues on the boiler of the Swanage Railway's LSWR Adams 'T3' 4-4-0 No. 563 at the Flour Mill workshops in the Forest of Dean. The foundation ring has been installed at the bottom of the inner firebox, while the girder stays are now being fitted to the top of the firebox. The angle ring for the front of the boiler has arrived from South Africa and it will soon be offered up alongside the front tubeplate, which is currently being worked on. Discussions are ongoing about the manufacturer of the stays and other parts needed to finish the boiler. Although progress on the boiler has been good, it is anticipated that the work will continue on this until the end of the year. Visit [www.563locomotivegroup.co.uk](http://www.563locomotivegroup.co.uk) for details of how you can help.

### Piston focus on '8P'

STEADY progress continues with the overhaul of No. 71000 *Duke of Gloucester* at Tyseley Locomotive Works. The new piston heads, front and rear covers have been machined and it is currently planned that they will be reassembled into the frames by the end of July. On the support coach appeal, 53% of the sponsored 'lengths' have been sold – while well-wishers have donated 75% of the total required for the flue tubes and 47% for the small tube appeal. Details of how you can help No. 71000 can be found at [www.theduke.uk.com](http://www.theduke.uk.com)

### Digital developments

USERS of social networking platform LinkedIn can now follow *The RM* on [www.linkedin.com/company/therailwaymagazine](http://www.linkedin.com/company/therailwaymagazine) – our recently launched page. It includes links to our latest videos and podcasts, which can also be enjoyed on The Railway Hub channel on YouTube.

### Anniversary display

THE Horncastle History and Heritage Society will open its exhibition which commemorates the 50th anniversary of the closure of the railway to the Lincolnshire market town on July 29. It will be hosted at The Joseph Banks Centre in Bridge Street until September 4. Admission will be free and it will be open on Thursdays-Saturdays. More information at [www.horncastlejbc.info](http://www.horncastlejbc.info)

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# Reopening date target for Llangollen Railway

THE Llangollen Railway Trust (LRT) is aiming to resume operations on July 16 – a date that could be brought forward to July 9 if the necessary approvals are received.

A Llangollen to Berwyn shuttle will run initially on Fridays to Sundays, with hourly departures from Llangollen between 11.00 and 16.00, allowing a 15-minute stopover at Berwyn. All services will use the Class 108 DMU provided by Llangollen Railcars, with the Class 109 Wickham set in reserve.

"We are looking to restart a limited service between Llangollen and Berwyn on Friday, July 16," said LRT operations director Mike Williams.

"However, if the Dee Bridge works are completed on time and the permanent way is signed off, we will bring this forward to July 9 by way of a 'shakedown weekend operation' for trains and staff, pending a more formal reopening when elected local representatives will be invited to travel on the trains and lend their support."

### Maintenance

Scheduled to restart on June 28, the work on the Dee Bridge was expected to take a week to complete. The volunteer Permanent Way (PW) team have to fit the check rails to the timbers, align the track and weld up the rail joints to complete the work started in March when new baulk timbers were installed prior the plc's receiver suspending work. The works will then be inspected by an independent engineer and, if all is well, the bridge will be signed off. The railway's PW engineer will then inspect the

track between the bridge and Berwyn Tunnel before trains can start running to Berwyn.

Looking beyond Berwyn station, there are essential engineering works needed in the Berwyn Tunnel, the West end point work at Glyndyfrdwy to relay and repairs to occupational crossings at Carrog.

Once the Berwyn Tunnel work is finished, train services can extend to Glyndyfrdwy, initially again using DMUs until the west end points become available. When round facilities are operational at Glyndyfrdwy, the options are for using steam or diesel loco-hauled services. Upon completion of the occupational crossings, it is hoped to run to Carrog by early August.

The option then is for an engineering train to run to Corwen and drop ballast on the point work and station loop, prior to the tamping of the track through the station, as a longer-term aim.

As part of the railway's reawakening, further rolling stock has left the line. They include privately-owned blue RB coach No. 1697 to Buckfastleigh for use on South Devon Railway; Hudswell Clarke 0-6-0T *Jennifer* (1731/1942) has gone to the Aln Valley Railway; Barclay 0-6-0T 'No.17 NCB West Ayr' (1338/1913) has been reassembled and is going to the Gwili for completion; and the hulk of GWR Hall No. 5259 *Cogan Hall* is going to Tyseley to join No. 6880 *Betton Grange*.

As previously reported, LRT-owned Kitson 0-6-0ST *Austin 1* has gone on hire to the Somerset & Dorset Railway Heritage Trust at Midsomer Norton.

Further details have come to



**A PICTURE PAINTS A THOUSAND WORDS:** GWR '2884' 2-8-0 No. 3802 made a welcome sight as it worked light engine into Llangollen station on June 14. The Collett locomotive is now available for traffic. GEORGE JONES

light on the Llangollen Railway plc's state of affairs in the Statement of administrator's proposal, published on May 17. It has been confirmed that the Spa Valley Railway paid £30,550 for RMB coach No. 1864 that was sold prior to the May 12 auction (*RM* June 2021).

The document also includes details of the creditors. These include outstanding steaming fees owed to the 80072 Group (£40,926) and 5199 Group (£28,773).

### Figures

Listed under engineering disputes are the Scottish Railway Preservation Society (£120,000); the LMS Patriot-Project (£100,000); the 4709 Project (£9000); and the 3814 Loco Owners (£50,000).

Meanwhile, work has

continued on the preparation of the line's resident fleet as part of the line's reopening by the LRT. GWR 2-8-0 No. 3802 has passed its steam tests and has run into Llangollen station. A1A Locomotives' Class 31 No. 31271 is also now fit for traffic.

Work on the overhaul of BR '4MT' 2-6-4T No. 80072 has started at Llangollen with the removal of the cab roof and bunker. A new bunker is to be fabricated locally. An appeal is to be launched shortly to help return the popular performer to action.

→ Donations to support the revival of the railway can be made online at [llangollenrailway.enthouse.com](http://llangollenrailway.enthouse.com) or by cheques made payable to Llangollen Railway Trust Ltd, sent to: The Station, Abbey Road, Llangollen LL20 8SN.



Stanier '8F' 2-8-0 No. 48305 gets away past Charnwood Water signals with the empty coaching stock to Quorn & Woodhouse station on June 6 that would go on to form the 13.45 Quorn-Leicester-Quorn service. Other locos operating during the June 5/6 First Hurrah gala included BR 'SMT' No. 73156, WR 'Modified Hall' No. 6990 *Witherslack Hall* and BR '2MT' No. 46521. ANDREW SOUTHWELL

## All stations go for GCR

THE Great Central Railway reopened all four of its stations from June 26. During recent months, all passenger trains have been running from Quorn & Woodhouse station, with only a single round trip service available due to Covid-19 restrictions.

Now however, passengers can also board and disembark at Loughborough, Rothley and Leicester North stations. The all-day rover ticket has also been reintroduced, costing £18 per adult. This will enable visitors to once again explore the full length of the line, including Loughborough shop, the Butler Henderson cafe, Ellis tea rooms and the quirky Tin Shed Shanty Bar at Quorn.

## Kent 'Terrier' rallies to the rescue at Yorkshire gala weekend

IN addition to its exploits across the Solent on the Isle of Wight Steam Railway (see page 62), LBSCR 'AIX' 0-6-0T No. 2678 *Knowle* starred in the Embsay & Bolton Abbey Steam Railway's

June 25-28 Railway Rally gala. The Kent & East Sussex Railway-based 0-6-0T was a last-minute but nonetheless welcome visitor sourced after Caledonian Railway '439' class 0-4-4-T No. 419

from Bo'ness was unable to make it due to mechanical problems.

Other visiting locomotives included Cockerill 0-4-0VBT *Lucie* from the North Yorkshire Moors Railway and the

Tanfield Railway's Hawthorn Leslie 0-4-0ST Keighley Gasworks No. 2.

Two members of the resident fleet also took part – Hunslet 0-6-0ST *Beatrice* and the NER Autocar No. 3170.

**Below: 'Terrier' 0-6-0T No. 2678 *Knowle* heads a service from Embsay just west of Hollywell Halt on the afternoon of June 26. MARTYN TATTAM**



## Didcot gears up for gala

MAJOR celebrations to mark the 60th anniversary of the Great Western Society (GWS) are to be spread across two separate gala weekends at the society's Didcot Railway Centre base, as ongoing Covid-19 restrictions continue to limit capacity at the 21-acre Oxfordshire site.

The Diamond Jubilee Gala – Part 1 will take place on Saturday, July 31 and Sunday, August 1 and is set to feature five or six locomotives in action and working passenger trains on the centre's two demonstration lines.

### Variety

The line-up will include Lambton Colliery No. 29, which is visiting for the summer from the North Yorkshire Moors Railway. Recently restored GWR 0-4-0ST No. 1340 *Trojan* will also be in action, along with 'Saint' No. 2999 *Lady of Legend*.

Furthermore, two of the centre's diesels will play their part in the celebrations, with Class 14 No. D9516 and 'Gronk' No. 08604 *Phantom*, which is normally confined to shunting duties, taking a turn on passenger workings.

As the *RM* closed for press,



**Lambton 0-6-2T No. 29 is visiting Didcot Railway Centre for the summer season from the North Yorkshire Moors Railway. The 1904-built 0-6-2T is due to be a regular performer on Didcot's demonstration lines in July and August. GWS**

the GWS was hoping to finalise arrangements for the Churnet Valley Railway's S160 No. 6040 to join the celebration. It is three-quarters-of-a-century since American 2-8-0s were allocated to Didcot as part of the US lend-lease programme during the Second World War.

"Most things are in place but the process to approve transport across Network Rail metals from Didcot West Yard to the centre takes a little time," explained Graham Hukins, head of visitor experience and marketing.

"We're keen to have No. 6040 here as the class is one of the

few that were based at Didcot in GWR days that has not made an appearance in the preservation era."

### Attractions

In addition to passenger trains, the event will feature goods workings, demonstrations of the 70ft turntable in action, a chance to see locos taking coal from the Grade II Listed 1932 coal stage and dramatic action as a coal truck is propelled up the steep incline to the coal stage – all sights that were once commonplace at the steam depot and all of which can

be delivered without further relaxing of Covid-19 regulations.

Graham added: "We're planning 'Part 2' of the celebrations to round off the season in October, which will give us time to see the shape of the new normal and look at how we can showcase vehicles such as the GWS' first carriage, Auto Trailer No. 231 and GWR diesel Railcar No. 22."

Tickets are limited and must be booked in advance at [DidcotRailwayCentre.org.uk](http://DidcotRailwayCentre.org.uk) where readers can also find full details and updates on the event – or telephone 01235 817200.

## DIARY

### July

17 Mid-Norfolk Railway: Summer Craft Fair  
17-18 Bluebell Railway: Road Meets Rail Working Steam Festival  
17-18 Spa Valley Railway: Summer Steam Up!  
18 Gloucestershire Warwickshire Railway: Diesel Enthusiast Day.  
18 Epping Ongar Railway: Dinosaurs at the Railway  
22-25 Great Central Railway: Beer Festival and Vintage Weekend.

24 Epping Ongar Railway: Real Ale Train  
24 Nene Valley Railway: SteamEnGin Express  
24-25 North Norfolk Railway: Mixed Traction Weekend

31-Aug 1 Bluebell Railway: Model Railway Weekend  
31-Aug 1 Didcot Railway Centre Diamond Jubilee Gala – Part 1

### August

1 Mid-Norfolk Railway: Vintage Bus Day  
7-8 Mid-Norfolk Railway: Railway at War  
7-8 Severn Valley Railway: Vintage Transport Extravaganza



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## Tanfield 'Austerity' joins North Tyneside anniversary gala line-up

ROBERT Stephenson & Hawthorns-built 'Austerity' 0-6-0ST No. 49 (7098/1943) will be making a very rare visit away from its Tanfield Railway home on July 9-11, when it appears at the North Tyneside Steam Railway's (NTSR) 30th Anniversary gala.

The event, which will also feature 'J27' 0-6-0 No. 65984 (*RM*, June), will see No. 49 return to part of its former stamping ground for the first time in preservation.

During its National Coal Board career at Backworth Colliery, No. 49 regularly ran between Backworth and the coal staithes at Whitehill Point and would pass through the site of the NTSR's Middle Engine Lane base and following the route of the current heritage line.

The NTSR and Stephenson Steam Railway want the gala to not only celebrate the

achievements of the past three decades, but also pay tribute to the history of the area and its railways. The presence of the NELPG-owned 'J27', for example, is a direct throwback to the steam era when what is now the NTSR's terminus in Percy Main was a regular haunt for 'J27's'. The shed there was almost exclusively filled with these locos right up until the closure of the depot in 1965.

Joining the two guest engines will be resident Bagnall 'New Standard' 18' 0-6-0ST No. 401 (2994/1951), resplendent in its eye-catching Steel Company of Wales maroon livery. The Bagnall is currently the only operational steam loco on the line, but visitors to the gala will have the opportunity to see the other members of the steam fleet, including under overhaul Peckett 'OX1' 0-6-0ST *Ashington* No. 5 (1970/1939), RSH 0-6-0T



Tanfield Railway 'Austerity' 0-6-0ST No. 49 was back in action over the late May bank holiday weekend after some 14 months out of use. The loco, which is to visit the North Tyneside Steam Railway in July, is pictured with a service train on May 31. MATT DITCH

No. 1 (7683/1951) and Kitson 0-6-0PT *A No. 5* (2509/1883), as well as inspect progress on the restoration of Hunslet 'Austerity'

0-6-0ST No. 69 (3785/1953). For more information visit [www.ticketsource.co.uk/stephensonrailway/e-bxpmoa](http://www.ticketsource.co.uk/stephensonrailway/e-bxpmoa)

### SIDELINES

#### Horden enters traffic at Tanfield...

NEWLY restored Andrew Barclay 0-6-0ST *Horden* (1015/1904) formally entered Tanfield Railway traffic on June 13, working its first ever revenue-earning passenger trains in the process. The 117-year-old veteran was also rostered to work on June 19/20 and 26/27, and again on July 4.

#### ...as 'Cochrane' facelift begins at Marley Hill

TANFIELD Railway volunteers have begun work on a refurbishment of its stalwart RSH 0-4-0ST *Sir Cecil A Cochrane* (7409/1948). The former Redheugh Gas Works, Gateshead, loco is to have a new tank fitted and undergo a full repaint into the attractive RSH lined works livery. By June 6, the old tank had been removed, coupling and connecting rods taken off, and the paint work rubbed down.

#### Keighley No. 2 returns to Yorkshire

ANOTHER Tanfield Railway locomotive, ex-Keighley Gas Department Hawthorn Leslie 0-4-0ST No. 2 (2859/1911), spent much of June away at the Emsbay & Bolton Abbey Railway. The visit marked the loco's first return to Yorkshire in over 80 years, having left Keighley in around 1940 for a new career in Scotland serving the munitions industry.

#### Austin No. 1 to spend summer in Somerset

THE Llangollen Railway Trust's Kitson 0-6-0ST *Austin No. 1* (5459/1932) is to go on hire to the Somerset & Dorset Railway Heritage Trust at Midsomer Norton. The ex-Longbridge loco was expected to star alongside the now-unique ex-Croydon Gas Works Sentinel 4wVBT No. 7 *Joyce* (7109/1927) at the railway's Mixed Traffic Gala on July 2-4 and will remain in Somerset until September.

#### Mid-Hants Railway to overhaul Kilmersdon

THE Somerset & Dorset Railway Trust has reached an agreement with the Mid-Hants Railway (MHR) to overhaul Peckett 'R3' 0-4-0ST *Kilmersdon* (1788/1929) at Ropley. The loco, which arrived at the MHR in March, has already been stripped and will require firebox work and new tyres before it can return to steam. The overhaul is due to be completed by next spring.

## Northampton & Lamport Pecketts offered for sale

TWO Peckett-built locomotives based at the Northampton & Lamport Railway (N&LR) are being offered for sale by their owner, Nick Gilbert.

Mr Gilbert, who also co-owns GWR 'Hall' 4-6-0 No. 5967 *Bickmarsh Hall* and '2884' 2-8-0 No. 3802, said that a change in focus and a re-evaluation of his projects has prompted the decision to part with part-restored 'B2' 0-6-0ST *Westminster* (1378/1914) and cut-down 'R4' 0-4-0ST No. 2104

*Westminster* has yet to run in preservation, having started its career at the Larkhill and Fovant Military Railways before

finding employment with Associated Portland Cement Manufacturers (APCM). It was officially withdrawn from APCM's Kidlington works in April 1971 and eventually moved to the N&LR in 1998 via a number of temporary homes.

#### Status

*Westminster* is currently in a dismantled state and will require repairs to the frames to be completed, said to be mainly riveting work. A new front dragbox has been made, the angle pieces renewed and both bufferbeams replaced. Brand-new Peckett-pattern buffers

have also been cast to replace the dumb buffers it carried during its APCM career.

The motion is complete and has been substantially overhauled, axleboxes have all been refurbished and repaired, and the tyres and journals turned. The boiler requires a new inner firebox and front tube plate, although new boiler fittings have been made and a new chimney obtained.

No. 2104 on the other hand was the N&LR's sole operational steam locomotive until January 2017. Constructed in 1948 as one of three (Nos. 2103-2105) for the Central Electricity

Generating Board's Croydon B Power Station, the loco was built to a reduced height of 9ft 10in.

#### Background

It remained at Croydon until 1972 when it was bought for preservation along with No. 2105. Both moved to Quainton Road where No. 2104 operated for several years before being withdrawn for boiler repairs. It transferred to the N&LR in 1989 where it was returned to service.

Further information about the two locomotives can be obtained from Nick Gilbert at [nickgilbert@sawfordengineering.co.uk](mailto:nickgilbert@sawfordengineering.co.uk)



Peckett 'B2' 0-6-0ST *Westminster* lies out of use at APCM's Shipton on Cherwell Quarry on March 29, 1970. It was withdrawn from Kidlington the following year. GORDON EDGAR



Reduced-height 'R4' 0-4-0ST No. 2104 heads a Northampton & Lamport Railway service near Pitsford on May 29, 2016. PETER LEIGH

## Transport Trust grant helps restore *Teddy's* original fixtures

AN ONGOING project to restore lost fixtures and fittings to sole-surviving Peckett 'Yorktown' 0-4-0ST *Teddy* (2012/1941) has been boosted by a £1500 grant from the National Transport Trust (NTT).

The project was selected to receive the NTT's Alan Moore Award for 2021; the money being used to return

the 80-year-old locomotive to as close to original 'as built' condition as possible, as part of its impending 10-yearly overhaul at the Chasewater Railway.

The project will see a number of lost and/or missing original features restored to the loco such as the original cab sandpots and equipment, and

four genuine Peckett buffers of the correct pattern to replace the ex-brakevan ones it currently carries. Pipework will also be rerouted back to its original position, returning the whistle to the cab roof and the injector overflow further forward from under the cab.

One of the most notable changes will be the addition

of a full height cab back sheet complete with 'lift up', circular brass spectacle frames. These will be cast new unless an original pair can be obtained. Work on restoring the various fittings is already underway, with the loco expected to take its place in the Chasewater workshops during the early summer.



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# Steam Portfolio Track Record



**DOUBLE-HEADED DELIGHT IN SUSSEX:** SECR 'H' class 0-4-4T No. 263 leads SECR 'O1' class 0-6-0 No. 65 at Waterworks bank on May 29. 'The Pioneer' service operates at weekends from Sheffield Park to East Grinstead. Tickets are available for booking online up to midnight on the date before travel, they can also be bought on the day from Sheffield Park, subject to availability, including for solo travellers. **DAVE BOWLES**

**EVENING SUNLIT STEAM:** Thompson 'B1' 4-6-0 No. 61306 *Mayflower* climbs away from Shalford Junction with the 'Sunset Steam Express' on June 8, in the last of the evening light. Operated by Steam Dreams, the service is booked to run on Tuesdays until September 14. Departing from London Victoria at 18.15, it traverses a circular tour via the Surrey hills, arriving back at Victoria by 21.40. **JAMES CORBEN**





**WEST HIGHLAND GREENERY:** LMS 'Black Five' 4-6-0 No. 45407 *The Lancashire Fusilier* heads 'The Jacobite' amid the lush countryside on May 24, passing the surviving Permanent Way hut at Beasdale. The West Coast Railways Fort William-Mallaig service is due to operate daily until October. DAVE COLLIER



**MASTERPIECE IN MINIATURE:** Belying its size, this atmospheric image was taken in a controlled and safe position during a photographic charter on the 10¼in gauge Stapleford Miniature Railway on June 20. No. 752 is based on a New York, Chicago and St Louis Berkshire Class 2-8-4. GAVIN THOMSON

# *Steam Portfolio* Track Record



**SCOTSMAN'S CIRCULAR EXCURSIONS:** The National Collection's 'A3' Pacific No. 60103 *Flying Scotsman* descends from the Forth Bridge – the piers of which are visible in the background – over Jamestown viaduct towards Inverkeithing with the second of the day's three 'Fife Circle' trips from Steam Dreams on June 25. ROBERT AVERY





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## SINGLE LINES

■ **FFESTINIOG & Welsh Highland Railway (Ff&WHR)** submitted its second round bid to the National Lottery Heritage Fund (NLHF) for the Boston Lodge Redevelopment & Interpretation Project on May 27. The £4.2 million project secured a first round pass last year (*RM*, February 2020). A decision on the second round application is anticipated in early September.

■ **FULFILLING** a 30-year ambition, Lancashire Mining Museum at Astley Green's new passenger carrying 2ft gauge railway was officially opened on May 30, by the Mayor of Wigan. The railway presently runs to Whitehead Lane with plans to extend to the Salford boundary.

■ **THE Isle of Man Steam Railway's Dubs 0-6-0T No. 15 Caledonia** hauled the first train to pass under a newly constructed bridge between Ballawoods and Ballahick crossings on May 24. The test train performed clearance tests under the structure, which will carry a new Ballasalla by-pass road.

■ **CROWLE Peatland Railway** volunteers commenced laying a 450 metre extension to the running line at the beginning of June. This follows the opening of the line's new facilities, including a new cafe, on April 30, in advance of public opening over May 1/2.

■ **AMERTON Railway** has been awarded the Queen's Award for Voluntary Service. This is the highest award available to voluntary groups in the UK and widely recognised as equivalent to an MBE.

■ **THE West Lancashire Light Railway** has received a £10,000 National Lottery Heritage Fund grant for improvements centred on making the railway more accessible to visitors and staff with disabilities.

■ **FFESTINIOG Railway's** new-build Manning Wardle 2-6-2T *Lyd* undertook a test run on May 25 following completion of its 10-year overhaul.

■ **THE WELSHPOOL & Llanfair Light Railway** has ordered the points and sleepers required to reinstate a passing loop at Sylfaen. Work is expected to start in mid-September.

# Tallyllyn marks 70 years of preservation

THE Tallyllyn Railway's (TR) May 14, 1951 train was the first in the world to be operated by a preservation society. Bill Trinder, chairman of the Tallyllyn Railway Company and then newly formed Tallyllyn Railway Preservation Society (TRPS) cut a ceremonial ribbon and the train proceeded from Tywyn Wharf to Rhydyronen.

The 70th anniversary of this event was marked on May 14, 2021 when the original tape (also used in 2001 during 50th anniversary celebrations) was cut again by John Bate, a pioneer volunteer from 1951, TR's chief engineer between 1963-1994 and now an honorary TRPS vice-president. Five original 1951 TRPS members rode on the commemorative train hauled by Fletcher Jennings 0-4-0WT No. 2 *Dolgoch* and Kerr, Stuart 0-4-2ST No. 4 *Edward Thomas*.



Left: Tallyllyn Railway's No. 2 *Dolgoch* and No. 4 *Edward Thomas* approach Rhydyronen station on May 14, hauling the train marking the 70th anniversary of the first ever train to be operated by a preservation society.  
BARBARA FULLER

## More railways reopen

HAVING reopened the Welsh Highland Railway between Caernarfon and Beddgelert (*RM*, May), Ffestiniog & Welsh Highland Railway trains between Porthmadog and Beddgelert commenced on May 30.

After remaining closed through 2020 due to the coronavirus pandemic, the Vale of Rheidol Railway restarted passenger operations on May 24 while the Brecon Mountain Railway hoped to reopen on July 1.

The Narrow Gauge Railway Museum at the Tallyllyn Railway's Tywyn Wharf fully reopened on May 17 following Covid-19 safety work aided by grants totalling £49,630 which covered installing a new picture window facing Neptune Road and the employment of

staff to supplement volunteer attendants.

The Corris Railway's new carriage No. 23 entered service on May 30, when the line reopened after not operating during 2020.

The Hampton & Kempton Waterworks Railway recommenced operating on June 26 and plans to run on every Sunday until November.

The Toddington Narrow Gauge Railway hoped to reopen in late June. Hunslet 0-4-2T 2075/1940 *Chakaskraal* No. 6 (*Chaka*) and Arn. Jung 0-4-0WT *Justine* (939/1906) are ready for traffic having passed annual boiler tests. Brigadelok 0-8-0T No. 1091 (Henschel 15968/1918) has been stripped awaiting assessment of required boiler work.

## Washford peat line relocates to developing Westonzoyland museum

THE collection of ex-Eclipse/Fisons Peat Works narrow gauge equipment at Washford station is being relocated to Westonzoyland Pumping Station Museum on the Somerset Levels where it was once employed.

A Lister Railtruck, a peat wagon chassis and two complete replica peat wagons were moved on May 18. Further equipment to be collected includes track, points and wagon turntables which comprise

the demonstration line at Washford and more wagons.

The equipment, owned by the Somerset & Dorset Railway Trust (S&DRT), is on long term loan to Westonzoyland as the S&DRT departs the Washford site on the (standard gauge) West Somerset Railway.

Development of the railway at Westonzoyland continues with construction of a turntable outside the recently erected locomotive and rolling stock shed.



**NEW-BUILD PROGRESS:** This May 10 overview of the North Bay Railway Engineering Services works in Darlington shows (left) replica 3ft gauge Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth* being built for the Southwold Railway Trust and (right) construction of the new 2ft gauge Bagnall 'Sipat' 0-4-0ST which will provide steam-hauled trains for West of Fife Munitions Railway at Lathalmond, apparently to be named *Big Dave* after one of the people who commissioned it. JAMES WAITE

## Parracombe trackbed secured for L&BR revival

THE Lynton & Barnstaple Railway Trust has purchased the site of Parracombe Halt, complete with its 1988-built bungalow which will remain occupied by the existing tenants for the foreseeable future, and the surviving original small concrete platform shelter. The acquisition of the halt on the closed section of L&BR was made possible by a generous legacy.

The trust has also purchased four fields at the western end of Parracombe of which three will be sold on. The fourth will be retained since it covers part of the old L&BR trackbed between Bridge 57 (Rowley Cross) and Bridge 58, which includes a filled in cutting requiring eventual excavation.

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## Leighton Buzzard deviation construction in progress

EARTHWORKS are in progress for a deviation of Leighton Buzzard Railway (LBR) away from a short section of its historic route alongside Vandyke Road between Meadway and Shenley Hill Road.

Financed by property developer Arnold White Group, the deviation will take the line slightly north of its present alignment down into a cutting to enable the line to pass under a new Leighton Buzzard Eastern Link Road forming part of an extensive development north-east of Leighton Buzzard. The line will climb back to rejoin the existing route on the approach to LBR's Stonehenge Works terminus.

Construction of the deviation will enable the LBR to continue

operating between its existing termini almost completely over its historic route. The main contractor for the project is Fox (Owmbly) Limited supported by railway contractor Alan Keef Ltd.

The deviation into a 45 metre long rail underpass will be built, including new track, without impacting on LBR operations. The new section is expected to be linked to the existing railway at each end in November after LBR's main operating season has ended. The link road over the current railway alignment will then be completed.

**Right: Earthworks for the deviation of LBR to pass under a new link road pictured from the Stonehenge Works side of the site on April 28.**  
JON HOPPER/LBR



### SINGLE LINES

■ THE replica Pickering brake carriage constructed at Ffestiniog Railway's (FR) Boston Lodge for Welsh Highland Heritage Railway (WHR) was delivered to WHHR on May 23. The FR's England 0-4-0STT *Welsh Pony* initially hauled it to Minffordd, then back across Porthmadog to Pen y Mount where it was handed over to WHHR's 0-4-0DM *Emma* to complete delivery to Gelert's Farm.

■ EVESHAM Vale Light Railway's (EVLRL) July 10/11 Annual Railway Gala & Historic Transport Show will feature a visit by Lappa Valley Railway's David Curwen/Berwyn Engineering 0-6-0T *Muffin*. Built in 1969 for Longleat Safari Park, *Muffin* moved to the Lappa Valley line in 1976. The visit will reunite *Muffin* with Martin Shepherd's 1970-built Severn Lamb 0-6-2 *Dougal*, which also worked at Longleat in the early 1970s.

■ CLEETHORPES Coast Light Railway (CCLR) has acquired ex-Fairbourne Railway carriage No. 108 from the Kirklees Light Railway. CCLR will add extensions at each end, fit new doors and repaint the vehicle to match modifications made to the three similar carriages already at the 15in gauge line. The four carriage set should be running later this year.

■ KERR, Stuart 0-4-2ST *Stanhope* (2395/1917) returned to service on May 29 during a May 29-31 'Welcome Back Stanhope' event at Apedale Valley Light Railway. *Stanhope* had been out of action for two years undergoing 10-year overhaul.

## Handyman joins Statfold museum collection

THE National Railway Museum (NRM) has permanently transferred 3ft gauge Hudswell Clarke 0-4-0ST 573/1900 *Handyman* to the Statfold Narrow Gauge Museum Trust (SNGMT). The semi-dismantled loco was moved to Statfold at the end of May and was displayed during Statfold's June 12/13 Trangkil 50 event.

Originally built for the Burton Ironstone Company in Northamptonshire,

*Handyman's* working life ended in 1963 at Scaldwell Quarry. It entered preservation under private ownership but was never fully restored.

Acquired by the NRM in 2008 its intended purpose never materialised, hence the NRM invited expressions of interest from organisations wishing to become its custodians (*RM*, September 2020). *Handyman*, will now be cosmetically restored for display.

## Flood defence upgrade boost for Bala extension

NATURAL Resources Wales secured planning permission from Snowdonia National Park Authority on May 19, to upgrade flood defences around Bala.

The project will incorporate additional work financed by Bala Lake Railway Trust (*RM*, April) to allow laying an extended Bala Lake Railway on top of the north shore

lake defences. This section covers about one third of the projected 1200 metre extension to a new Bala Town station. The trust will now seek planning permission for the extension.

Hunslet 0-4-0ST *Winifred* worked passenger trains over a length of temporary track at the planned new Bala station site over June 12/13.



**'GREEN' TRACTION:** The Clayton-built hybrid battery-diesel locomotives constructed for Snowdon Mountain Railway, left No. 15 *Moel Eilio* (although not apparently yet carrying its name) and right No. 14 *Glaslyn*. Delivered in July 2020 and pictured at Llanberis on May 27 fitted with the passenger 'pods', neither appear to have entered service yet, being understood to still be awaiting commissioning. RICHARD GENNIS

## Ogwen restoration enters final straight

THE boiler for Martyn Ashworth's Avonside 0-4-0T *Ogwen* was delivered to 'Workshop X' in north Derbyshire on May 5, and mounted in the frames on June 8.

Extensive boiler work undertaken by Locomotive Maintenance Services included producing a new firebox, front

tube plate and smokebox – plus new tubes, stays, studs and fusible and washout plugs. The boiler passed a hydraulic test on April 29 and steam test to 180psi on May 5 – the latter date being the first time a fire had been in the boiler for 56 years.

*Ogwen* was repatriated from the USA in May 2012 and

following display at Beamish arrived at 'Workshop X' on March 13, 2018. Up to arrival of the boiler, volunteers have logged 6766 person-hours over 123 days on *Ogwen's* restoration. The target is for *Ogwen* to steam at a private launch at the Statfold Barn Railway in July before a public unveiling.



Andrew Barclay 0-4-0WT *Cegin* (1991/1931) returned to operation on June 4, 56 years after it last steamed, and made its public debut at Statfold Barn Railway's June 12/13 'Trangkil 50' event, where it is pictured leading ex-Penrhyn Avonside 0-4-0T *Marchlyn* (2067/1933) on June 13. *Cegin* originally worked for Durham County Water Board (as did *Ogwen*) and was bought by Penrhyn in October 1936. Shipped to the USA in the mid-1960s, *Cegin* subsequently went to Puerto Rico for a project which never came to fruition and was repatriated to Britain in April 2016 to join the Statfold collection, where it has undergone extensive restoration. CLIFF THOMAS

## La'al Ratty to celebrate 60 years of preservation

THE RAVENGLASS & Eskdale Railway is holding a July 10/11 gala to celebrate the 60th anniversary of the Ravenglass & Eskdale Railway Preservation Society saving the line from scrapping in 1960. The event was scheduled for 2020 but postponed

due to coronavirus. Motive power will include recently overhauled Clarkson 2-8-2 *River Mite* which hauled its first public train following overhaul on May 19, and being built in 1966 can claim to be the first new-build steam locomotive in the preservation era.

# Narrow Gauge Track Record

## SINGLE LINES

■ NEW Welsh Highland Railway carriage No. 2048 was launched into traffic on May 31 with a ceremonial ribbon cutting by Peter Campbell, who financed its construction.

■ AMERTON Railway will steam five locos over July 17/18. Home-based Bagnall 0-4-0ST *Isabel*, Hunslet/Kerr Stuart 0-4-0ST *Wren Jennie*, Kerr Stuart *Wren* 0-4-0ST *Lorna Doone* and Phil Mason's Kerr Stuart 0-4-0T *Diana* will be joined by Graham Morris' visiting Kerr Stuart 0-4-0ST *Wren Peter Pan*. With *Peter Pan* now finished in Devon County Council (DCC) livery this will be the first time ex-DCC locos *Lorna Doone* and *Peter Pan* have steamed together in their original liveries for over 70 years.

■ TWO 1937-built 15in gauge 'Dusseldorf' bogie carriages have been acquired by Bressingham from Bure Valley Railway (BVR). Prior to arriving at the BVR in 2014, where they were used as non-operational 'picnic coaches' at Aylesham, the vehicles had been at the Perrygrove Railway. They will now be returned to traffic.

■ PAUL Walkinshaw, treasurer of Lincolnshire Coast Light Railway Historic Vehicles Trust (LCLRHVT), died on May 7. Born in 1961, he became a Lincolnshire Coast Light Railway (LCLR) director in his 20s. He owned Cleethorpes Coast Light Railway-based replica Heywood loco *Effie* (gifted to the line shortly prior to his death), Motor Rail Simplex 9264/1947 (donated to LCLRHVT) and was the driving force behind the 2015-2017 return to steam of LCLR Peckett 0-6-0ST *Jurassic*.



Exmoor 2-6-2T *Christopher* visiting from Littlehampton Miniature Railway hauls a 'Littlehampton Coast Express' back from Barmouth Ferry to Fairbourne on May 30. CLIFF THOMAS



A 15in gauge shuttle on the dual gauge section headed by Windmill Farm Railway's 0-4-0WTT *Mountaineer* with Rhyl Miniature Railway's Cagney 4-4-0 No. 44 on the tail. CLIFF THOMAS

## Happy days as Fairbourne returns gala events to NG calendar...

FAIRBOURNE Railway heralded a welcome return to something approaching post-lockdown narrow gauge normality with its May 29-31 Steam Gala featuring visiting steam and intensive operations.

The 12.25in gauge line to Barmouth Ferry was worked by home-based Milner 0-4-0STT *Sherpa* and 2-6-4T *Russell* together with rebuilt Exmoor 2-6-2T *Christopher* visiting from the Littlehampton Miniature Railway.

Since reporting the return to steam of the latter (*RM*, February) it has been named and its grey livery completed with large WD markings on the side tanks.

Between main line services a 15in gauge shuttle ran on the dual gauge section alongside Beach Road top-and-tailed by the Windmill Farm Railway's 0-4-0WTT *Mountaineer* and Rhyl Miniature Railway's Cagney 4-4-0 No. 44. The shuttles



Left: The penultimate departure from Barmouth Ferry back to Fairbourne on May 30 ran with resident locomotives 0-4-0STT *Sherpa* and 2-6-4T *Russell* double-headed. CLIFF THOMAS

employed 15in gauge open bogie carriages built in 1950 for Dudley Zoo, which at one time ran at Fairbourne Railway and have latterly been at Windmill Farm Railway. These carriages, which have visited previously for Fairbourne galas, will stay at the line having been purchased by Fairbourne volunteer

Graham Billington.

Also visiting was Littlehampton MR's 12.25in gauge 0-4-0DH tram loco *Daisy* which hauled the morning water train to Barmouth Ferry and was then displayed at Fairbourne station, along with 15in gauge Lister *Gwrril* on loan from Windmill Farm.

Missing from the line-up was Fairbourne's Curwen 2-6-2T *Yeo* which requires replacement of all three wheelsets.

An appeal was launched at the gala to raise the £10,000-£15,000 quoted by an engineering company to undertake the work in advance of the summer peak season.

## DIARY

NOTE: all subject to Covid-19 restrictions in force at the time. Please check with railway before travelling.

### JULY

10-11 Apedale Valley Light Railway (AVLR) classic diesels and steam

10-11 Evesham Vale Light Railway (EVLRL) annual gala

10-11 Statfold Barn Railway (SBR) 150 years of Quarry Hunslets

17-18 Amerton Railway steam gala

24 Welsh Highland Railway 'The Snowdonian'

25 Ffestiniog Railway 'The Snowdonian'

31 Bala Lake Railway (BLR) A day with Alice

### AUGUST

7-8 AVLR military trains

14 Richmond Light Railway, Kent charity steam fair

28-30 BLR steam gala

30 AVLR cars and steam trains

### SEPTEMBER

TBC Alan Keef open day

4-5 Corris Railway No. 4 100th anniversary

11 Amerton Railway Everything goes

11 Poppleton Community Nursery Railway, York railway day

11-12 SBR Road, rail and ale

11-12 Talylyn Railway No. 4 100th anniversary

25 EVLR diesel day

25/26 Lynton & Barnstaple Railway gala

## ...and Statfold lays on a steam feast

STATFOLD Barn Railway steamed 14 locos for its June 12/13 Trangkil 50 event, 13 of them narrow gauge.

Star attractions were George England 0-4-0STT *Prince* visiting from the Ffestiniog Railway,

ex-Penrhyn Andrew Barclay 0-4-0WT *Cegin* (1991/1931) back in steam after more than half a century (picture page 71)

and Bagnall 0-4-2T *Isaac* making its debut as a Statfold loco. *Isaac* left the Lynton & Barnstaple

Railway earlier this year on expiry of its contracted hire period and moved to Statfold having been put up for sale (*RM*, February). Statfold now confirms it has purchased the locomotive from Tim Wilkinson.



Visiting George England 0-4-0STT *Prince* and resident Fowler 0-4-2T *Saccharine* pictured on June 13 as they worked top-and-tail trains over Statfold Barn Railway's upper field line. CLIFF THOMAS

## SINGLE LINES

■ THE boiler from Ffestiniog & Welsh Highland Railway's Garratt NG/G16 No. 143, which went out of ticket at the beginning of this season, was lifted on May 24 preparatory to assessment. The boiler from ex-SAR NG/G16 No. 129, which has already been overhauled by Locomotive Maintenance Services, will go into the frames of No. 143.

■ RESTORATION of the Lynton & Barnstaple Railway's Chelfham station to its original 1898 appearance was further enhanced on May 26 when a load of road planings was spread and compacted over the Up platform surface. This work followed removal of the post-1935 extensions to the station building in April (*RM*, June).

■ GROUDLE Glen Railway's replica battery-electric *Polar Bear* returned to the Isle of Man on May 19, following overhaul at John Fowler Engineering in Cumbria.

■ LONDON Museum of Water & Steam's Lister Blackstone 12hp diesel *Alister* (44052/58) has gone to Alan Keef Ltd for restoration.

# LMS 10000

## ‘Gaining Traction’ The New Appeal



Photo: 10000 on display at Derby, 1947. Tom Coleman courtesy of Tim Graves

### Engineering overview: the new D16/1 chassis design

The Class 58 chassis is very similar in design to Ivatt's original design for 10000, although considerably more robust and with the benefit of a proven track record on Network Rail. The chassis will be modified to provide a greater degree of structural strength, but also increase its weight.

The primary modifications that will be made to the chassis are the inclusion of cross stretchers to accept EM2 type bogie pivots and transfer the weight of the body onto the bogies via traditional bogie bolster pads to the EM2 design. The chassis height will be higher than it was on 10000, as the class 58 chassis height will be maintained. This will create additional space between the bogies and the chassis, which removes the need for a cab floor that is higher than the chassis itself, thereby saving weight.

The cab structure will be a fabricated frame, directly welded to the chassis from the nose bulkhead to the engine room bulkhead. The cab nose structure has been designed to deform and absorb energy in a crash scenario. It is also designed to minimise potential chassis override as far as reasonably practicable.

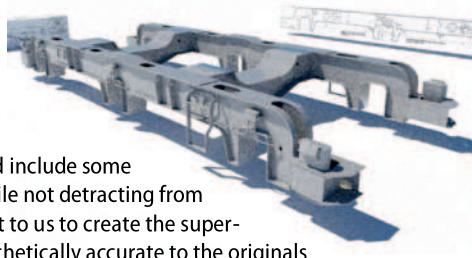
It has been possible to include these improvements to the original design without altering the aesthetic appearance of the original in any way; indeed it has made it possible for us to simplify our cab construction method.

The cab and bulkheads provide support to the body structure between them, much as in the original loco. This structure will be of lightweight construction that will carry no additional weight other than its own structure. All internal components will be fitted to the chassis. This will overcome the issue of flexing during operation that is a feature of all chassis based locomotive designs.

Utilising the proven class 58 chassis also increases the stability of the loco over the original design. The higher level of the 58 chassis compared to the original means that the crankshaft height of the 16SVT power unit will be lower to the rail height, as the engine will sit between the chassis longitudinal beams rather than above them, as in Ivatt's original design.

LMS 10000 is intended for heritage use only and will not be operating on timetabled passenger/ freight workings on a daily basis. However, during the detailed evaluation of the chassis design, the latest European standards for railway locomotives have been researched, and the criteria set out by the latest crashworthiness standards have been implemented, as far as reasonably practical.

The majority of the original superstructure fabrication drawings exist, and are already in our possession.



We have managed to identify and include some improvements to the original while not detracting from the original design. It is important to us to create the superstructure of the loco to be as aesthetically accurate to the originals as possible, while incorporating the improvements identified.

Next month we will look at further aspects of the design. See the full engineering summary at our website [www.LMS10000.co.uk](http://www.LMS10000.co.uk)

### Phase 1: Creating a rolling chassis: £60,000

The immediate aim is to create 10000's rolling chassis with its distinct bogies painted silver.

The chassis of 58022 will be lifted and inverted then set on a 'Sturgeon' wagon purchased by the Society courtesy of a loan from a member. It is seen here with the Society's ex-Caledonian Sleeper in the background.



This inversion of the chassis will enable us to modify it to fit the former EM2 bogies.

### Benefits for donors

- £10,000 or more—you will be offered private invitations to milestone events, a copy of Mark Langley's painting of the twins and 5 other benefits once the locomotive is completed.
- £500 or more—you will be offered a free seat on 10000's first passenger train.
- The more you donate, the more benefits you will be offered. For the full list of benefits see [www.LMS10000.co.uk](http://www.LMS10000.co.uk)

### How to donate

- **Cheques** - made out to the "Ivatt Diesel Recreation Society" post to IDRS, 46 Biddick Village Centre, Washington, NE38 7NP
- **Online banking** - donations to Lloyds 30-94-77 50405860
- **Paypal** Giving Fund via our website: [LMS10000.co.uk](http://LMS10000.co.uk)

Please also offer Gift Aid if you can.

### Open days and meeting Trustees

Centenary Works will be open to the public during galas at the Ecclesbourne Valley Railway. Come along to see progress on August 6th-8th and September 3rd-5th.

Trustees will be on hand to discuss plans in advance of donations being made. We encourage potential donors to arrange a personal visit with us to discuss plans and opportunities.

### Contact & Details

Ivatt Diesel Re-creation Society  
[info@LMS10000.co.uk](mailto:info@LMS10000.co.uk)

Charity no: 1147032  
0755 162 1685

### Set your own Membership rate!

All donors of £24 or more per year are entitled to be members of the Society at no extra cost.

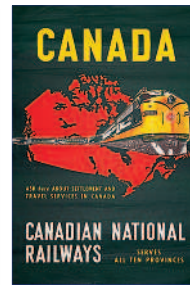
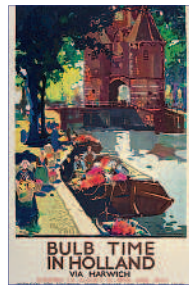
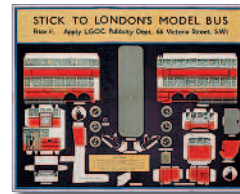
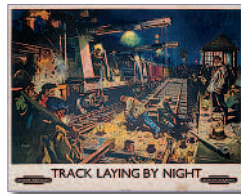
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## SIDELINES

### Normal Edinburgh Trams service resumes

EDINBURGH Trams ran a normal service for the first time in almost 16 months on June 7 as Covid-19 restrictions eased. Ticket inspections have resumed. Penalty fares of £10 will be issued to those travelling without a valid ticket.

### Tram option for Poulton-le-Fylde

THE former Fleetwood and Poulton-le-Fylde railway could be reopened either as an extension of the Blackpool tram network, a hybrid tram-train route, or as a conventional rail link. The three options are included in a business case prepared for Lancashire County Council.

# Underframe cracks halt West Midlands trams temporarily

WEST Midlands Metro (WMM) services were suspended for four days in June, following the discovery of cracks on the underframe structure during maintenance inspections on its 'Urbos 3' trams.

The 21 CAF-built trams, which make-up the system's entire operational fleet, were withdrawn for checks on June 11. WMM said the manufacturer had been unable to assure that the cracks did not represent a safety issue if they continued to operate.

Sufficient trams had passed inspections to resume operation of a 10 minute service between

Wolverhampton St Georges and Bull Street from June 15. WMM added that repairs to the remainder, on which the fault had been found, were already underway. It intends to increase services as more trams are confirmed as safe to operate.

**Right: West Midlands Metro CAF 'Urbos 3' No. 28 awaits departure from Birmingham's Library stop on May 17, 2020. Pending the opening of the extension to a new Edgbaston terminus on Hagley Road later this year, services currently turn around at the foot of Broad Street. ALISTAIR GRIEVE**



## Waterloo & City Line services recommence

HAVING been closed since March last year, the Waterloo & City line reopened on June 7, a fortnight earlier than scheduled.

Services are operating from 06.00-10.00 and 15.30-19.00 from Monday-Friday at five minute intervals on the London

Underground route, which connects Waterloo and Bank stations.

During the closure, drivers were redeployed to allow as many services as possible to run while maintaining social distancing on the Central line.

## Preston plans progress 'this year'?

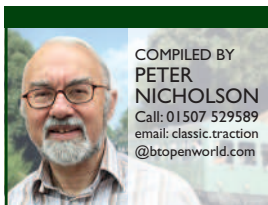
PRESTON Trampower (PT) director Lincoln Shields has said he's "very confident" that work will finally start later this year on a demonstration line for the city's proposed tram route.

It is over a decade since PT revealed its plans for a £25m privately-funded route linking the University, the city centre and commercial areas on the

northern edge of the city.

The firm has bought Ribbleson station house on the former Deepdale branch for use as its headquarters. It intends to use a 200 metre stretch of the route between Skeffington Road and West View Leisure Centre for demonstrations, once an agreement has been reached with Network Rail.

# Miniature Track Record



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# End of the line for Norfolk's Wells Harbour Railway?

THE 10 $\frac{1}{4}$ in gauge Wells Harbour Railway (WHR) at Wells-next-the-Sea, Norfolk, is to be sold as soon as buyers can be found for the stock and equipment. The line will continue to run until then.

The 1200-yard-long WHR was opened in 1976 by the late Lt Cdr Roy Francis, and runs alongside Beach Road to Pinewoods Holiday Park near the beach.

It has been operated by Gary and Alison Brecknell since 2003,

who now plan to retire. Their lease of the land on which the railway runs expires in 2022, and they wanted to renew this for another 10 years so the railway could be sold as a going concern.

However, the Holkham Estate has stated it wishes to "find better solutions for getting people to and from the beach - ones that offer an easier and safer experience."

For operating details see website [www.wellsharbourrailway.com](http://www.wellsharbourrailway.com)



**The Wells Harbour Railway has three Alan Keef-built 0-6-0 diesel-hydraulic locomotives with Perkins engines. This is *The Duke* (Keef 95 of 2014). The others are steam-outline *Densil* (Keef 54 of 1998) and *Howard* (Keef 74 of 2005). KEITH FENDER**

## Poole Park Railway on track for reopening

THE long-running saga of the 10 $\frac{1}{4}$ in gauge Poole Park Railway, Dorset, appears to be nearing a successful conclusion. The railway closed in 2017 following an unsuccessful season of volunteer operation.

The local authority considered complete renewal of track and infrastructure was called for.

A press release on June 15 stated: "Following successful tender bids for the track and engine shed, the new train and carriages will be sourced, with volunteer training to make the railway operational taking place later in the year."



**BACK IN BUSINESS:** The 7 $\frac{1}{4}$ in gauge Moors Valley Railway, near Ringwood, Dorset is open daily with trains running weekdays 11.00 to 16.00, and on weekends 10.15 to 17.00. Pre-booking is not required but only return trips from Lakeside station are currently operated. This a busy scene at Kingsmere station during the autumn steam gala, 2019. The event is due to take place this year on September 11/12. PETER NICHOLSON

■ Coverage in this now-monthly feature is railways 7 $\frac{1}{4}$ in gauge to 12 $\frac{1}{4}$ in gauge inclusive. Only railways open to the public, or private lines that hold open days, are included.

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# Heritage Trams Track Record



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## SIDELINES

### Nottingham artefacts donated

NOTTINGHAM Express Transit operator Nottingham Trams Limited has donated buffers from the Old Station Street tram stop and old signage to the National Tramway Museum at Crich. The museum is looking to display the signs as part of an exhibition telling the story of the city's trams. The buffers are now in use at the Glory Mine end of the Crich system.

### Success for Seaton

SEATON Tramway held its second annual online 'Tramathon' on June 5/6, with the live streaming of a full 24 hours of tram journeys along the system, presented by volunteers and guests, to raise funds towards its continued operation. June 1 was the tramway's busiest day for visitors since services resumed in April, with trams Nos. 6, 8, 9, 10, 11 and 12, as well as historic cars Nos. 2 and 4 all in service.

### ShIPLEY Glen reopens

WEST Yorkshire's ShIPLEY Glen Tramway is operating services from 12.00-16.00 each Sunday, having reopened on May 23. Tickets can be purchased from the bottom station at the tramway by card or exact fare only in cash.



Blackpool's Rigby Road tram depot pictured in March 2017. DENNIS SMITH

## Roof repair appeal for Rigby Road

AN appeal has been launched to raise £1m for a new roof at Blackpool's Rigby Road tram depot, the last working example of its kind in the country.

The building, which dates from 1935, is the maintenance and restoration base for the fleet of around 20 trams that are used on heritage tours. It is managed by Blackpool

Transport's Heritage Team, which includes a workforce of over 60 volunteers.

Until the system's modernisation in 2012, which included the introduction of a fleet of Bombardier Flexicity 2 trams and the construction of a new depot at Starr Gate, Rigby Road was the base for Blackpool's entire tram fleet.

Blackpool Transport says that

replacing the roof is the key to halting deterioration of the building, which is believed to be one of only three operational historic depots in the world designed to accommodate double deck trams.

It would be the starting point and single biggest expense involved in the gradual restoration of the building, with the overall aim of providing

a new visitor attraction.

The company says the need to move heritage engineering facilities out of the nearby bus depot, which is due to undergo modernisation, has added extra urgency to the project.

It is aiming to find one million people to each donate £1 to its appeal at: [www.crowdfunder.co.uk/vital-funds-to-continue-running-heritage-trams](http://www.crowdfunder.co.uk/vital-funds-to-continue-running-heritage-trams)

## Gateshead tram overhaul resumes at Beamish

WORK has restarted on the heavy overhaul of Gateshead No. 10, based at Beamish Museum in County Durham. Extensive work is required on the trucks, which have seen a very hard life in service and are thought to be onto at least their third owner.

Attention has mainly focused so far on some individual components. Although no timescale has been set for the completion of the overhaul, No. 10's eventual return to service would allow similar heavy work to be done on Oporto 196 and other overhauls on the fleet.

## Great Orme back in action

JUNE 21 saw the reopening of the Great Orme Tramway at Llandudno with some changes to allow social distancing.

Tramcars are restricted to a maximum of 24 people and passengers must stay in their allocated seats. Tickets are only available from Victoria station.



## Pete relaunches historic tramway

RECORD producer and railway enthusiast Pete Waterman launched the first tram back into service on Manchester's Heaton Park Tramway at its reopening on Saturday, June 5.

The return of tram services, which were suspended due to the Covid-19 pandemic, followed the news that the Manchester Tramway Museum Society had been given the Queen's Award for Voluntary Service.

Pete Waterman is pictured at the controls of Stockport Tram No. 5, which operated the first service on June 5 following a seven year overhaul, with Manchester Transport Museum Society chairman Phillip Heywood (left) and Manchester Tramway Museum Company chairman Keith Whitmore (right). PAUL ABELL



**BACK IN ACTION:** The Manx Electric Railway's 2021 season began on May 22 with car No. 20 forming the first departure from Derby Castle to Ramsey. On May 29, passenger services on the Snaefell Mountain Railway resumed for the first time since 2019. Car No. 4 operated the first public service up the mountain and is seen here at Laxey station. ANDREW SCARFFE



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## New through platform for Oxford in £69m plan

A NEW through platform and west entrance have been announced for Oxford as part of a £69m plan to improve capacity and journey times. Funding is being provided by the Department for Transport and work could begin in 2022.

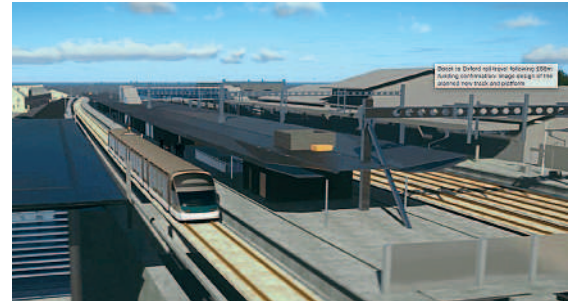
A new track and an additional platform will be created alongside the existing platform 4 on the west side of the station complex, along with a new western entrance from Botley Road. The extra platform will also provide additional new capacity for East West Rail services from 2024.

Within the £69m budget, money has been allocated to replace the 13ft (4m) overbridge adjacent to the station on Botley Road while at the same time lowering the road to permit double decker

buses underneath for the first time. Redesign of Botley Road will include a four-metre wide cycle/footpath to encourage sustainable transport and improve safety.

To the north of Oxford, two level crossings at Sandy Lane and Yarnton Lane will be closed and three high-speed crossovers will be installed at Oxford North Junction. All of these changes will help reduce journey times by up to two minutes, and the whole scheme will create paths for up to 12 additional freight trains per day.

Consultations have begun with local residents ahead of a planning application to Oxford City Council. Further funding is required for the full implementation of the scheme and the Full Business Case for the project will be submitted



A computer generated image of the new through platform at Oxford. The inclusion of electrification masts in an interesting aspect. NETWORK RAIL

to DfT later this year, with a decision on final funding expected in spring 2022.

Claire Mahoney, Network Rail programme director, said: "We are delighted to have been awarded this funding. With

Oxford station close to full capacity, these plans for a new platform and western entrance are key to enabling an increase in passenger services, such as East-West Rail, paving the way for wider development."

### SIDELINES

#### £6m for Hither Green station refurb

A £6m refurbishment of one of London's busiest suburban stations, Hither Green has been undertaken by Network Rail.

Work undertaken includes upgrade of the platforms, rewiring all the electrics in the station and replacing all the lighting, removing and replacing the old timber canopy on Platforms 2 and 3 with a tubular steel and glass one, as well as work to improve the station buildings and footbridges.

#### Free wi-fi at Temple Meads

THE installation of a new, free wi-fi network at Bristol Temple Meads station has been completed.

London Paddington, Victoria, Euston and London Bridge stations have already introduced free wi-fi and this rollout is part of Network Rail's plans to make free wi-fi available in all of its major stations by the end of 2021.

#### Closure for high risk crossing in SE London

A FOOT crossing on the freight line to Angerstein Wharf is to be closed by Network Rail after a series of safety-related incidents. NR said a review of the crossing identified it as the highest risk of 342 level crossings in the Kent route area.

#### 3000th apprentice for Network Rail

NETWORK Rail has taken on its 3000th apprentice following the launch of the apprenticeship levy launched in April 2017.

He is signalling apprentice Thomas Briggs, who is based at Saxmundum, Suffolk. The levy was introduced by the Government to fund new apprenticeships, creating opportunities for school leavers.

#### Work steps up at Motherwell

AS the second phase of the £14.5m upgrade of Motherwell station progresses, the introduction of night and weekend working will further the progress and ensure the project moves to phases three and four on schedule later in the year.



### Planning approval for Inverness station

APPROVAL by Highland Council has been given for a new station to serve Inverness Airport.

The Scottish Government has committed £14m towards the two platform station with step-free access on the Inverness-Aberdeen line, with

the provision of 64 car parking spaces including charging for 10 electric vehicles, four disabled spaces and cycle parking. A nearby level crossing at Petty will close.

At present no start or projected completion dates have been outlined.

### 16,000 sleepers delivered for Levenmouth link in Fife

IN preparation for rebuilding the rail link to Levenmouth, 16,000 new sleepers have been delivered to Thornton Junction yard over a four-week period.

Work to deliver the five mile line from Thornton will begin in earnest next year, clearance of the old track, along with

vegetation has been taking place.

The Levenmouth project will create new stations at Leven and Cameron Bridge with the provision of two trains per hour into Edinburgh with one via Dunfermline the other via Kirkcaldy. Reopening is expected by 2024.

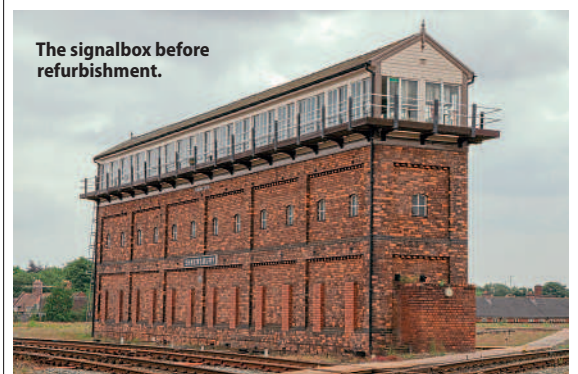
### £250,000 spent on world's largest signalbox

SHREWSBURY'S Grade II listed Severn Bridge Junction signalbox has emerged from a £250,000 refurbishment, the biggest on the structure in a decade.

In a project partly funded by the Railway Heritage Trust, Network Rail and contractor MPH construction have replaced the original single-glazed windows, dating from 1903, with new double-glazed units.

Other improvements to make the structure weatherproof include new timber cladding and holding repairs to the external walkway gantry, and a full exterior paint job – including the famous 'Shrewsbury' signs that greet passengers travelling into the historic town by train.

The 'box still uses 89 of its original 180 levers during the process of signalling around 280 trains every day.



The signalbox before refurbishment.

### £33m upgrade for Cadder yard

NETWORK Rail has confirmed a £33m investment to provide a new train depot with staff accommodation facilities within the existing Cadder railway yard, between Bishopbriggs and Lenzie.

The investment will include the construction of three new service platforms and night-time accommodation for six HSTs and a building to

accommodate up to 250 staff. The new service platforms will be complemented by the installation of a new cleaning facility and refuelling unit which will be used during night-time cleaning, servicing and maintenance periods.

Operational activities will start from the end of June 2021 with the full facility in use by December 2021.

## Fresh plans for Leicester station upgrade emerge

NEW plans for an upgrade of the access and facilities at Leicester station has been revealed by Leicester City Council along with a bid for £20m funding from the Government's Levelling Up Fund to undertake major changes in the immediate area around the station.

Two years ago, the council revealed a £100m plan to change the focus of the station and create room for commercial development, and the latest plans incorporate some of the 2019 thinking.

Station Street would be developed into a tree-lined public space which would

contain the new main entrance to the station, rather than facing London Road as at present. Some demolition of an existing bar and taxi office is proposed. The taxi rank and short stay drop off would be moved to nearby Fox Street, and this would allow a proportion of the area under the porte-cochere to be used for food and beverage sales, as part of more spacious concourse area.

The council submitted its funding bid on June 18 and will hear in the autumn whether it has been successful. If it is, work could begin at the end of 2022 with completion by March 2024. Leicester mayor Sir Peter



An impression of how the revamped area could look.

Soulsby said: "The aim is that we do things stage by stage, and sorting out the immediate

area around the station will hopefully be the catalyst to the further regeneration."

## Captain Sir Tom Moore memorial seat in place

A SPECIAL memorial platform seat to celebrate the life of Captain Sir Tom Moore has been installed at his local station Millbrook, on the Marston Vale line between Bedford and Bletchley.

Captain Tom's daughter Hannah Ingram-Moore unveiled the bench which now takes pride of place on the

platform next to a specially-commissioned poem in Captain Tom's honour.

The project was funded by the Marston Vale Community Rail Partnership (CRP) and Marston Moreteyne Parish Council.

Captain Sir Tom, who died in February, raised more than £32m for NHS charities by walking around his garden.



## Signalling project grows as 'boxes' decline

A PROJECT to document on film the wide range of British signalling practices, equipment and buildings with the people carrying out the job has now covered more than 160 locations.

Funding has been provided by the Railway Heritage Trust and the Friends of the National Railway Museum. Other partners in the project are the Institution of Railway Signalling Engineers (IRSE), Institution of Railway Operators (IRO), National Railway Museum (NRM), Heritage Railway Association (HRA), Retired Railway Officers' Society (RROS)

and, the Signalling Record Society (SRS).

With semaphore signalling being replaced by rail operating centres, FARSAP (Film Archive of Railway Signalling & People) began documenting the 'boxes' seven years ago to create a free, publicly available permanent record for generations to come. Apart from the national railway and heritage locations covered, the archive also includes a further 36 films with explanatory signalling demonstrations and signallers' personal memories.

More info and videos at [www.s-r-s.org.uk](http://www.s-r-s.org.uk)

## Fugro awarded Scotland survey contract

GEO-intelligence and asset integrity provider Fugro has been awarded a contract to survey Scotland's entire rail network and provide Network Rail with a holistic gauging database that includes clearance data from the track to lineside structures, platforms, objects, and the train-to-train passing interface.

The routewide gauging project will support the continued safe operating of the network and facilitate the introduction of new rolling stock.

The project started at the end of April and will survey approximately 1700

route miles (2750 route km), spanning 93 different route sections and 638 station platforms. The use of Fugro's train-mounted RILA (Rail Infrastructure Alignment Acquisition) monitoring system will remove the need for surveyors to be on or near the track during data collection, providing a great safety benefit. It will also afford unrivalled speed of survey data acquisition.

The acquired data will provide a 3D representation of the railway and help in the process of infrastructure and vegetation management, and planning future electrification.

## Stephenson-designed viaduct restored

WORK to restore a 181-year-old viaduct designed by railway pioneer George Stephenson in the Calder Valley has been completed by Network Rail at the end of May.

The Grade II listed Gauxholme viaduct in

Todmorden, which dates from 1840 and spans the Rochdale Canal, has been strengthened, deep cleaned and repainted black as requested by the local authority in a project costing £3.7m.

NETWORK RAIL



## Refurbishment for Forth Bridge approach span

NETWORK Rail has begun a £7.5m renovation project to refurbish and repaint the northern approach spans to the iconic Forth Bridge from North Queensferry.

The project, which commenced in February 2021, has now moved to the grit blasting stage to remove layers of old lead paint from the approach to the 130-year-old structure.

Contractor Balfour Beatty has created an encapsulated zone to remove the old paint before repainting it with a glass flake epoxy-based system, just as the main cantilever sections were treated some years ago. The paint will mean repainting will not be needed for a further three decades.

Network Rail has engaged with the local community who have property under or close to where the work is taking place, which will run into early 2022. Rail services are unaffected.

## Ealing Broadway access now step-free

A NEW ticket hall at Ealing Broadway station opened on May 27, with new lifts which will enable step-free journeys on TfL Rail, London Underground (District and Central lines) and Great Western Railway.

The station will be a key one on the Elizabeth Line when it opens in full, and Network Rail has completed a significant transformation to build a large new ticket hall, with more space for customers. A glass frontage makes the entrance brighter with a longer gateline replacing the previous cramped entrance previously used to enter and leave the station.

The extended platforms are capable of accommodating the longer nine-car Crossrail trains, which are more than 200m long. The station also benefits from improved lighting, signage, and customer information screens, providing an overall better customer experience.

The station will get three new retail units. These will be leased by Transport for London with all revenue reinvested into public transport improvements.

## Leeds becomes first major station to get electric car charging

THE multi-storey car park at Leeds station, which has been closed since May 2019 to accommodate the construction of the new Platform Zero,

reopened on June 1 with the addition of electric vehicle charging points.

Operated for Network Rail by APOCA, the car park has 307

pre-bookable spaces and, in two phases, 56 electric charging points will be installed, making Leeds the first major station to receive them. Thirty went live

from June 1, the remainder will do so in the autumn. Network Rail wants to install electric vehicle charging at its managed car parks by March 2024.

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# Charity tour sells out as enthusiasts and industry rally round

A THREE-DAY railtour, covering in excess of 1200 miles, organised by the Branch Line Society (BLS) has raised £24,500 for The Railway Children charity.

Each year, the charity operates a fundraising event, sponsored by Porterbrook, to transport walkers by rail between the mountains of Snowdon, Scafell and Ben Nevis. Capacity is normally restricted to team participants only.

However, the decision in February to postpone the main event to September 2021 presented an opportunity for enthusiasts to enjoy a mammoth itinerary with double-headed LSL Class 37 haulage from the comfort of a

Mk.3 Inter-City liveried first class carriage.

"Because the train was still available, we were offered the chance to make use of it if we believed we could still raise funds for charity," said Tim Brawn, a volunteer with The Railway Children and the BLS.

## Itinerary

"We came up with a slightly different route around the Midlands and towards South Wales. We then stuck to the 'Three Peaks' route as much as we could on days two and three, taking the train round North Wales and the Cumbrian Coast, and then Scotland and back on the third day.

"We decided to go to Oban instead of Fort William as it was more attractive to the enthusiast market. Lots of charters go to Fort William, not many visit Oban."

Due to the substantial outlay and uncertainty over Covid-19 restrictions, and whether enthusiasts would feel confident enough to book such a trip, organising the charter was not without its risks for the BLS. Thankfully, concerns over demand quickly evaporated.

"Tickets went on sale at 19.00 one evening and sold out within 10 minutes," recalled Kev Adlam, BLS fixtures secretary. "It was the single fastest project we've ever had! This was the

first genuine long-distance enthusiast rail charter since March 2020. There's a lot of pent up demand out there in the railtour community."

The train was loaded to LSL's Covid capacity, i.e. 66%, which meant everyone was either in bubbles or socially distanced on board.

"Passengers respected the Covid-secure procedures we put in place and all staff and volunteers were lateral flow tested before we took a train out," continued Kev. "One of the immensely unloved parts of organising a charity railtour is all the hours of volunteer work which goes in both beforehand and on the day. A member of our team who was responsible for train presentation – a matter that is now more important than ever – recorded 30,000 steps on the Oban leg. That was going up and down the train cleaning, checking supplies in the WCs etc."

## Considerations

Those volunteers also all paid a fare – there were no discounts or free rides for helpers.

Kev said another consideration was the choice of locomotive. "We try to get the right blend between traction and track interest, so we have two communities to fill a train – rather than an exclusively rare track or traction only. Doing so means we can generate a good yield. 'Tractors' have a loyal following of course."

Tim stressed LSL was

"supportive all the way through." He also praised the quality of the rolling stock. "Being able to charge phones or devices onboard was great."

"One of the things which impressed me was the professionalism in terms of execution," added Tim. "LSL provided an on-train cleaner on all three days – she was brilliant. We've never had that before."

"We also had a travelling fitter on the first two days – and a member of the management team was present. Any issues were dealt with immediately. We couldn't fault it."

The tour, which ran from Thursday, June 10 to Saturday, June 12 had each daily segment named separately to link between the traction and the three peaks. Therefore, Thursday was 'Malvern Mountaineer', Friday was 'Coast & Peaks' and Saturday was a 'Haggis, Peaks & Tractors' – instead of neeps and tatties. Over the three days, 300 different people were carried.

A total of £24,500 was raised – a combination of farebox, raffles, real ales and a surplus from the buffet. This figure was boosted by industry support.

If Covid-19 restrictions allow, the Three Peaks 'proper' is due to take place on September 9-11. LSL will again be the operator.

"If the main event got postponed again, I think there's an appetite for us to run it for enthusiasts," concluded Kev.

➔ See also **Classic Traction** page 91.



The 'Three Peaks from a Seat 2021' charter was operated by LSL using two Class 37s. Nos. 37521 and 37677 power through Malvern Wells with a return excursion from Hereford to Crewe on June 10. JACK BOSKETT

## Tyseley's 2021 tours prove popular

VINTAGE Trains (VT) says its railtour programme is proving a big success with tickets selling well. The mix of 'staycation' diesel-hauled seaside trains and mainline expresses running behind steam provides an appealing programme for enthusiast and family audiences looking to escape with the easing of Covid-19 restrictions.

A waiting list is now available for single-seat bookings anticipating an early removal of social distancing rules.

The Seaside Express series family tickets are already sold out on the Skegness, Llandudno and Scarborough trains. Pullman and Club 'bubbles' of four have availability.

Both anniversary trains in the

steam series have proved to be a must for enthusiasts. Pullman class is sold out on the 'Return to Steam 50th Anniversary' special with some space still available on the 'SLS Special'. Pullman class is also virtually sold out on 'The White Rose' on December 18. VT says the message is clear – book soon to avoid disappointment.

## Bookings

While railtours have a great appeal to single travellers, with social distancing restrictions in place, VT says tour operators have needed to restrict sales to multiple 'bubble' ticket holders only. Anticipating changes to the social distancing rules, VT has established a waiting list for single travellers – please

telephone 0121 708 4960 or email bookings@VintageTrains.co.uk to reserve your seat.

Meanwhile, VT's regular Birmingham to Stratford-upon-Avon 'Shakespeare Express' operation, which was due to start on July 17, is now booked to run over the five Sundays in August – 1st, 8th, 15th, 22nd and 29th.

VT's faithful Class 47 No. 47773 has returned to Tyseley from the Severn Valley Railway where it ran as a special guest at the 2021 Spring Diesel Bash. Its visit to the SVR included time at Kidderminster diesel depot where it has undergone body repairs and a full repaint to its original two-tone green livery with small yellow warning panel.



Pullman Car *Eagle* has been undergoing a bogies-out wheel change and brake overhaul before it joins the operational carriage fleet for the first time. Following its extensive restoration in 2018, featured in the Channel 4 TV series *Great Rail Restorations* with Peter Snow, *Eagle* has undergone further mechanical work and is now almost ready to serve its first dining passengers. Repaints are also underway on other members of the fleet. VT



**PULLMAN LUXURY:** A smart-looking pair of Locomotive Services Limited BR Blue liveried Class 47s head Statesman Rail's premium dining train on June 5. No. 47853 (as No. 47614) leads No. 47593 *Galloway Princess* on the approach to Park South, near Askam with the 'Lakeland Statesman' returning from Appleby to Cardiff Central. AIDAN FORT

## JULY/AUGUST: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
<b>July</b>				
One to 30	Jacobite	Fort William - Mallaig x2	45407/45212/62005	WCRC
5	Northern Belle	London Victoria - Bournemouth	TBA	NB
6	Royal Windsor Express	London Victoria - Windsor x3	61306	SD
6	Sunset Steam Express	London Victoria circular	61306	SD
7	Fellsman	Crewe - Carlisle - Crewe	TBA	ST
8	Scarborough Spa Express	York - Scarborough - York	46115/35018/45699	WCRC
9	End of Southern Steam	London Waterloo - Yeovil Junction	35018	RTC
10	Steam Dreams Excursion	Southend East - Hastings. Eastbourne - London	TBA	SD
10	Lakelander	Rugby - Carlisle - Rugby	TBA	ST
11	Royal Duchy	Taunton - Par - Taunton	60163	RTC
11	Waverley	York - Calisle - York	60103	RTC
13	Royal Windsor Express	London Victoria - Windsor x3	61306	SD
13	Sunset Steam Express	London Victoria circular	61306	SD
13	Dalesman	Hellfield - Carlisle	46115/35018/45699	WCRC
14	Fellsman	Crewe - Carlisle - Crewe	TBA	ST
15	Cheshireman	London Euston - Chester - Euston	60163	RTC
15	Scarborough Spa Express	York - Scarborough - York	46115/35018/45699	WCRC
17	Cumbrian Mountain Express	Liverpool Lime Street - Carlisle - Lime Street	46115/35018/45699	RTC
18	North Wales Coast Express	Liverpool Lime Street - Holyhead - Lime Street	46115/35018/45699	RTC
18	Steam Dreams Excursion	London Paddington - Salisbury - Paddington	45596	SD
18	Steam Dreams Excursion	Salisbury circular	45596	SD
20	Viking Venturer	York - Edinburgh	60163	TR
20	Royal Windsor Express	London Victoria - Windsor x3	61306	SD
20	Sunset Steam Express	London Victoria circular	61306	SD
20	Welsh Mountaineer	Preston - Blaenau Ffestiniog - Preston	46115/35018/45699	RTC
20	Pendle Dalesman	Lancaster - Carlisle	46115/35018/45699	WCRC
21	Severn Valley Enterprise	Crewe - Bridgnorth - Crewe	TBA	ST
22	Aberdonian	Edinburgh - Aberdeen - Edinburgh	60163	TR
22	Kentish Belle	London Victoria - Faversham - Victoria	45596	RTC
22	Dalesman	Hellfield - Carlisle	46115/35018/45699	WCRC
24	West Somerset Steam Express	London Paddington - Minehead - Paddington	45596	RTC
24	Golden Age of Travel by Steam	London Victoria - Surrey Hills circular	35028	BEL
24	Hadrian	Doncaster - Carlisle - Darlington	60103	RTC
27	Pendle Dalesman	Lancaster - Carlisle	46115/35018/45699	WCRC
27	Royal Windsor Express	London Victoria - Windsor x3	61306	SD
27	Sunset Steam Express	London Victoria circular	61306	SD
29	Scarborough Spa Express	York - Scarborough - York	46115/35018/45699	WCRC
30	Settle & Carlisle Steam Special	Carnforth - Carlisle	6201	NB
31	Aberdonian	Edinburgh - Aberdeen - Edinburgh	60163	TR
31	Northern Belle	Carnforth - Carlisle	6201	NB
31	Steam Dreams Excursion	London Paddington - Weymouth. Southampton - Paddington	TBA	SD
<b>August</b>				
1	Royal Duchy			RTC
3	Dalesman	Hellfield - Carlisle	46115/35018/45699	WCRC
4	Fellsman	Crewe - Carlisle - Crewe	TBA	ST
5	Scarborough Spa Express	York - Scarborough - York	46115/35018/45699	WCRC
5	Shakespeare Express	Birmingham Snow Hill - Stratford upon Avon - Snow Hill	7029/5043	VT
5	Dorset Coast Express	London Victoria - Wymouth - Victoria	45596 + 31806	RTC

## Grab a 'rare' 'Growler' for haulage to aid good causes!

ENTHUSIASTS are being invited to enjoy a day tour of the Midlands behind sought-after traction this autumn – which will have the added benefit of supporting two railway-related charities.

Career railwayman Alan Spencer, 74, who is no stranger to organising railtours both in the UK and in Switzerland, is behind the excursion, which is due to run on October 2.

Starting in Derby, the train is booked to run to Kingsbury Junction, then along the Hams Hall arrival line, before heading to Sutton Park and Dudley turnback siding. After a reversal, it will continue to Gloucester via Walsall, Sutton Park, Camp Hill and Bromsgrove.

Following an hour's break in Gloucester, the train will return to Derby via the Cheltenham High Street loop, the Worcester through siding, the Lickey incline, Camp Hill, Water Orton, Nuneaton and Toton centre, before taking 'The Old Road' to Sheffield and Chesterfield.

### Traction

Rail Operations Group's (ROG) Class 37 No. 37510 *Orion* has been requested to run top and tail with a ROG Class 57.

Explaining the choice of traction, Alan told the *RM*: "I began my railway career at Bromsgrove in 1963 on steam – Class 37s were the first diesels we had in late 1964 for banking. I also know there's a big following for Class 37s.

"Apart from perhaps doing a charter in 2011 and a couple of galas, I don't think No. 37510 has hauled a passenger train since it headed a sleeper service in 1995. It's a popular loco to get.

"Because we're using Mk.3 stock from ROG, we need another loco to provide electric train heating – hence the Class 57.

"The Class 37 will be on the front climbing the Lickey – I couldn't have it any other way!"

Proceeds from the charter will be donated to The Railway Children and The Railway Mission. Adult tickets cost £110 and £65 for children. Catering will be available on board, including Brunswick ales.

Email Stuart Smith on smithstuart@btinternet.com for bookings.

# Railtours Track Record

## BOOKING CONTACTS

BEL – Belmond  
0845 077 2222  
BLS – Branch Line Society  
www.branchline.org.uk  
NB – Northern Belle  
01270 895844  
MP – Midland Pullman  
0800 038 5360  
PT – Pathfinder Tours  
01453 835414  
RCS – Rail Charter Services  
01768 353200  
RTC – Railway Touring Company  
01553 661500  
SD – Steam Dreams  
01483 209888  
SR – Statesman Rail  
0345 3102458  
SRPS – Scottish Railway Preservation Society  
0131 202 1033  
ST – Saphos Trains  
0800 038 5320  
TR – Tornado Railtours  
01325 488215  
UKR – UK Railtours  
01438 715050  
VT – Vintage Trains  
0121 708 4960  
WCRC – West Coast Railways  
01524 737751

## COVID-19

■ NOTE: This list was current at the time of writing. 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.

## JULY: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
5	Great Corby Syphon	York - Falkirk Grahamston	DBC Class 66 x2 + DRS Class 37 x2	BLS
7	Cornish Riviera Statesman	Shrewsbury - Penzance	LSL Class 47 x2	SR
7	British Pullman	London Victoria-Bath	DBC Class 67 x2	BEL
8	RHS Hampton Court Flower Show	Swansea, Cardiff, Newport-London Victoria	WCRC Class 57	NB
9	Cornish Lunch via Dawlish	Bristol, Taunton-Penzance	WCRC Class 57	NB
10	SRPS Excursion	Dunfermline - Scarborough	TBA	SRPS
10	Blue Boys Merry mixer	Eastleigh - Crewe	DRS Classes 37x2, 66, 68, 88, 57	PT
10	Dorset Maiden	Peterborough - Bournemouth	DBC Class 67	UKR
10	Weymouth Harbour & Dorset Coast	Cardiff - Weymouth	WCRC Class 57	NB
10	Yorkshire Coast Statesman	St Albans City - Scarborough	LSL Class 47 x2	SR
11	Weymouth Harbour & Dorset Coast	Coventry, Birmingham-Weymouth	WCRC Class 57	NB
14	Glamis Castle	Darlington - Dundee	WCRC Class 57	NB
15	Golden Age of Travel	London Victoria-Kent circular	DBC Class 67 x2	BEL
15	Classic Afternoon Tea	Glasgow, Edinburgh circular	WCRC Class 57	NB
16	Dinner hosted by Ollie Dabbous	London Victoria-North Downs circular via Guildford	DBC Class 67 x2	BEL
17	Cumbrian Freighter	Banbury - Appleby	DBC Class 66 x2	PT
17	Winchester at Leisure	Hull - Winchester	WCRC Class 57	NB
17	Yorkshire Coast Statesman	Potters Bar - Scarborough	LSL Class 47 x2	SR
17	Heart of Wales Pullman	Preston - Llandrindod Wells - Cardiff	Blue Pullman HST	MP
17-22	Staycation Express	Skipton - Carlisle	LSL HST	RCS
18	Llandudno at Leisure	York - Llandudno Junction	WCRC Class 57	NB
21	Le Manoir Aux Quat'Saisons	London Victoria- Oxford	DBC Class 67 x2	BEL
23	Highclere Castle	London Victoria-Newbury	DBC Class 67 x2	BEL
23	Edinburgh at Leisure	Crewe, Liverpool, Wigan - Edinburgh	WCRC Class 57	NB
24	Winchester at Leisure	Derby, Nottingham, Leicester - Winchester	WCRC Class 57	NB
24-29	Staycation Express	Skipton - Carlisle	LSL HST	RCS
28	Cumbrian Coast Statesman	Hereford - Ravenglass	LSL Class 47s	SR
28	Golden Age of Travel	London Victoria - Kent circular	DBC Class 67 x2	BEL
28	Cumbrian Coast Statesman	Hereford, stations to Tame Bridge Parkway - Ravenglass	LSL Class 47 x2	SR
29	Glorious Goodwood Races - Ladies Day	Birmingham, Coventry, Oxford - Chichester	WCRC Class 57	NB
30	Glorious Goodwood	London Victoria - Chichester	DBC Class 67 x2	BEL
30	Kennet Navigator	Trowbridge, Bath Spa, Bristol circular	Colas Class 37 x2	PT
30-31	Taffy Buffer Puffer	Bristol Parkway-Maesteg-Coryton-Ebbw Vale-Severn Beach	Colas Class 37 x2	PT
31	Dorset Coast Statesman	Chester - Bournemouth	LSL Class 47s	SR
31	Cotswold Canter	Bristol Parkway - Cheltenham Spa	Colas Class 37 x2	PT
31	Thanet Thunderer	East Midlands Parkway - Margate	50008 + DBC Class 66 x2	BLS
31-Aug 5	Staycation Express	Skipton - Carlisle	LSL HST	RCS



**A IDYLIC BRITISH SCENE:** LNER 'A3' Pacific No. 60103 *Flying Scotsman* crosses the Avon at Fladbury (Worcestershire) with the Railway Touring Company's 'Cotswold Venturer' on June 12. The London Paddington to Worcester Shrub Hill charter ran out via Evesham and returned via Stroud and Kemble. JACK BOSKETT

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- Reverser
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- Drain cocks
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BRAUNTON

34046

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The **St. Helens & Wigan Junction Railway**, first mooted in 1877, would be 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, TJS etc. Hardback, colour jacket. ISBN 9780955003066.

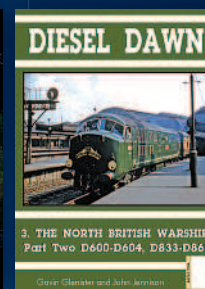
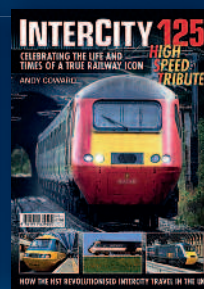
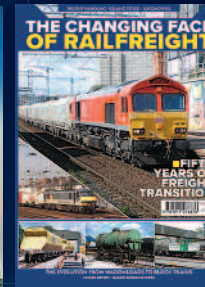
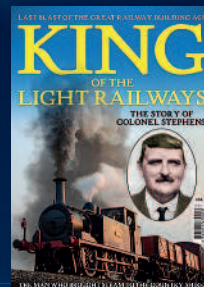
As reviewed by **Steam Days:-**

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.

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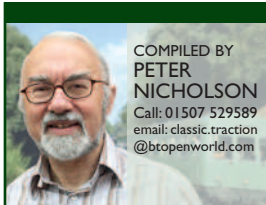


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## SIDELINES

### 'ED' for Cambrian Heritage Railways

CLASS 73 No. E6036 (73129) arrived at Cambrian Heritage Railways, Oswestry on June 15. The former Gloucestershire & Warwickshire Railway electro-diesel has recently changed ownership.

### WSR's Class 47 North Star heads north

THE Diesel & Electric Preservation Group on the West Somerset Railway has agreed for Class 47 No. 47077 *North Star* to be based on the North Yorkshire Moors Railway on long-term hire. It was due to be moved in late June.

### Brake van rides on offer at Barry

THE Barry Tourist Railway, now mainly a rolling storage facility, is running brake van rides and has announced dates to the end of July. These run from the Good Shed, Hood Road for a couple of hundred yards hauled by Class 08 No. 08503, or an ex-industrial steam loco. For booking details see website [www.ticketsource.co.uk/whats-on/barry/barry-tourist-railway](http://www.ticketsource.co.uk/whats-on/barry/barry-tourist-railway)

### A further date for SVR's 'Pioneer' service

THE Severn Valley Railway has added another day to the Pioneer series of trains (*RM* June p21). On July 11 traction will be Class 52s Nos. D1015 *Western Champion* and D1062 *Western Courier*.

### Robel trolley preserved

THE Rail Trolley Trust has secured a Robel Type 56.27 inspection trolley, No. 56.27-10AG36 of 1983. It has been purchased from RMS Locotec at Meldon Quarry, Devon.

### Island Line 1938 stock becomes a cafe

CLASS 483 set No. 483004 is to have a new life on the Isle of Wight serving as a cafe. It is located at Holliers Park and House of Chilli arts and crafts centre, on the A3056 Newport Road, Branstone.

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# Telford Type 3 makes its preservation debut

PRIVATELY owned Class 37 No. 37263 operated its first passenger trains in preservation on June 13 at the Telford Steam Railway. It worked a series of top-and-tailed trains with Class 08 No. 08757 for the Branch Line Society's 'Gronk and Growler' event.

Three round trips were undertaken with Mk.2 stock, running from Horsehay & Dawley to Spring Village via Lawley Village, as well as photographic run pasts.

**Class 37 No. 37263 departs from Lawley Village on the Telford Steam Railway with its first run with a passenger train in preservation. Trains had to stop short of the platform as it had shifted and is currently out of gauge. This was also the first working of the 'Growler' since February 16, 1998, although it had made a few test runs on the TSR previously. ALISTAIR GRIEVE**



## Record-breaker HST power car donated to the NRM

PORTERBROOK Leasing has donated HST power car No. 43102 *The Journey Shrinker 148.5mph The World's Fastest Diesel Train*, to the National Collection. Together with No. 43159 on the rear of the train, it broke the world speed

record for diesel traction on November 1, 1987 when reaching 148.5mph between Northallerton and York.

Later numbered No.43302, it was repainted in InterCity 'Swallow' livery by A1 Pro Paint at Neville Hill, the colours it

carried at the time of its record-breaking run. It had been officially renumbered back to No. 43102 on the national vehicle register on January 25. The new nameplates replaced a sticker which had marked the power car's achievement.

It will be displayed outside, by the entrance to Locomotion. The NRM also has HST prototype power car No. 41001 on static display at Locomotion, while production power car No. 43002 *Sir Kenneth Grange* is exhibited at York.

**HST power car No. 43102 *The Journey Shrinker 148.5mph The World's Fastest Diesel Train* (sic) arrived at Locomotion, Shildon on the evening of May 25, having been donated by Porterbrook Leasing to the National Collection. NRM**



**REOPENING PREPARATIONS:** The Weardale Railway was planning to resume operations in late June. A line inspection was run on May 18 from Stanhope to Primrose Hill, on the outskirts of Bishop Auckland using privately owned Class 144 No. 144010. The 'Pacer' conveyed officials from Weardale Railway Limited and The Auckland Project, the owners of the line. This was the first time this 'Pacer' had travelled the full length of the line since it arrived at the railway on August 3, 2020. It is seen heading west en route for Witton-le-Wear, Wolsingham and Stanhope. The adjacent bridleway, built on old railway land, links Engineman's Terrace with Witton-le-Wear. At one time, there were four tracks at this location, known as Witton West. JOHN ASKWITH

## SIDELINES

### Last 'Pacers' withdrawn, but more are saved

FINAL main line operations of 'Pacers' on the national network occurred on May 29, when Transport for Wales withdrew the last Class 143s from the South Wales valleys lines. The much-delayed demise of the type was brought to a conclusion by set Nos. 143601 and 143609, with the units coming off-lease from Porterbrook on May 31.

Set Nos. 143606 and 143607 have passed to the Llanelli & Mynydd Mawr Railway.

The long-term future of No. 143607 is to become a ticket office, shop and cafe. Until then, it and No. 143606 will complement No. 142006 in the operational fleet. It is hoped to be able to hold a 'Pacer' Gala Day prior to the retirement of No. 143607. Both Class 143s will go into the care of the South Wales Railcar Group (RM April p70)

No. 143622 has been donated by TfW to the separate Llanelli Goods Shed Trust. Its use is yet to be decided, but it could become a meeting or classroom space, and even used for short rides within the site. Four panels of track have been donated to the trust by Network Rail.

Other new homes for 'Pacers' are No. 143602 destined for the Nene Valley Railway, Nos. 143601 and 143616 are going to the Tanat Valley Railway, and No. 143625 to the Keighley & Worth Valley Railway.

Nos. 144006 and 144007 owned by Cambrian Heritage Railways (CHR), stored at Gobowen since arrival by rail from the KWVR last year, were moved by road to CHR's Oswestry site on May 18/19.

### Bulleid 4-DD EMU pair to be reunited

BULLEID-DESIGNED double-deck DMBS No. S13004S from EMU set No. 4002 is to join the only other surviving 4-DD car at Sellindge, Kent.

It was handed over to the Northamptonshire Ironstone Railway Trust (NIRT) at Hunsbury Hill in February 2009, but has seen little restoration and has been kept in open storage.

Following the passing of Nick Robinson, his son and the NIRT have gifted the 4-DD to the Sellindge-based Bulleid 4-DD Double Deck EMU Supporters' Group. They became the owners of DMBS No. S13003S in November 2018 and have been progressing its restoration.

Transport for No. S13004S to Kent has been organised, but the date of the move is not yet known.

### Booked diesel runs on the WSR this summer

THE West Somerset Railway (WSR) has agreed to Diesel & Electric Preservation Group (DEPG)-owned 'Hymek' No. D7018 running on July 17 and 31, August 14 and September 25. In addition, it is hoped to run Class 33s Nos. D6566 and D6575 in multiple on August 21 as a 60th birthday tribute to the pair.

# WSR 'Teddy Bear' returns to service

CLASS 14 No. D9526 is now back in traffic following the completion of a 250-hour service that was started in late 2019, having been delayed by the impact of Covid-19.

The loco's owners, the Diesel & Electric Preservation Group (DEPG) ran the 0-6-0DH light engine from Williton to Bishops Lydeard on May 22. This was to enable the pit facilities at Westridge shed to be used to complete the underframe exam, so the loco could be signed-off as fit for service on the West Somerset Railway (WSR).

The loco was pressed into service on May 29, albeit still 'running-in', when it assisted 'excursions'. This was the first day of trains running through to Watchet, but with no run-round facilities there, a diesel was required to top-and tail the train between Williton and Watchet.

### Operation

Normally, this would have been one of the two Class 33s, but with No. D6575 unavailable and No. D6566 engaged on a crew-training, route-refresher special between Williton and Dunster,

Newly returned to service on the West Somerset Railway following withdrawal for attention in 2019, Class 14 No. D9526 heads past Splash Point on the approach to Watchet on May 29. This was the ECS with 4-6-0 No. 7828 *Odney Manor* on the rear, going back to Watchet having swapped the locos around at Williton so the 13.45 Watchet to Bishops Lydeard would be steam-hauled throughout. This was just one of two trains run each day over weekend, 'Crompton' No. D6566 performing the diesel duty on the Sunday.

PETER NICHOLSON

the Class 14 was used for one day only.

The operation was unusual. The train departed Bishops Lydeard at 12.00 and the diesel attached to the rear at Williton. On arrival at Watchet, all passengers had to alight.

The 'Teddy Bear' then hauled the stock and steam locomotive the 1½ miles back to Williton where the two locos changed

ends. No. D9526 then returned the train to Watchet.

The steam loco then headed the train to Bishops Lydeard, dropping off the diesel at Williton. This then waited for the train to make its second, and final journey of the day from Bishops Lydeard at 15.30, to Watchet.

The reason for the double empty coaching stock journey

each time was to avoid passengers having a diesel on the front in place of steam for the short section between Watchet and Williton.

An alternative would have been for the two locomotives to have been swapped around at Williton on the return journey.

No. D9526 is now visiting the Kent & East Sussex Railway until October.



## Sulzer Type 2 returns to traffic as B&KR reopens

THE Bo'ness & Kinneil Railway reopened to the public on May 29. Using steam and diesel traction, three trains a day are operating on weekends and Tuesdays, between Bo'ness and Manual stations.

The last train of the day, at 15.00, on May 30 saw Class 27 No. 27001 making its first passenger run since it failed in

2019 with a generator problem. Since then, No. 27001 (D5347) has had a generator rebuilt along with other maintenance.

Class 27 No. 27001 is seen about to depart Bo'ness with what was advertised as the 'First diesel service since 2019'. This was the 15.00 to Manual on May 30. JAMES HENDRIE



**NORTHAMPTON IRONSTONE LINE REOPENS:** The Northamptonshire Ironstone Railway Trust is located at Hunsbury Hill Country Park, Camp Hill, NN4 9UW, south west of Northampton. The line is about 1½ miles in length, but only about a ¼ mile is currently available for operation due to the condition of the wooden sleepers. The remaining track is now being relaid, along with other infrastructure improvements. Brake van rides are run on occasions, such as on April 17, when Fowler 0-4-0DH No. 4220001 of 1959 was in operation. ALISTAIR GRIEVE

**SPA VALLEY TRACTION:** The Spa Valley Railway ran its first passenger trains this year on May 22. These have been top-and-tailed by steam (SR 4-6-2 *Sir Keith Park*) and a diesel. The first departure from Tunbridge Wells West was the 10.50 to Eridge using Class 31 No. 31430 *Sister Dora*. On Bank Holiday Monday, May 31, Somerset & Dorset Locomotives' Class 20 No. D8188 leads and Bulleid Pacific No. 34053 tails, with the 15.00 Tunbridge Wells West to Eridge service. It passes through Groombridge Cutting which has a manicured-look comparable with the linesides of the 1950s. This was achieved by a group of socially-distanced volunteers, including members of the railway's loco department and the photographer while the line was closed in late 2020 and early 2021. PHIL BARNES





**BRUSH TYPE 3 TO REMAIN AT WIRKSWORTH:** Class 31 No. 31601 *Devon Diesel Society* passes Rolands Crossing with the 10.55 Wirksworth to Duffield service on June 8. At the time, this was thought to be its final running day on the Ecclesbourne Valley Railway (EVR) before moving to another line. However, due to a change of plan, the locomotive is to remain on the EVR and was rostered to run on June 29 and July 20, as well as the diesel gala on August 6-8, Covid-19 restrictions permitting. STEVE DONALD

## Unique Class 71 electric loco restored at Shildon

THE sole-surviving BR Class 71 has been cosmetically restored at Locomotion, Shildon (RM April 2020, p81).

Finished in BR blue as TOPS No. 71001, it is displayed coupled to Wagon-Lits sleeping car No. 3792. Originally No. E5001, the Bo-Bo electric loco was used on BR's Southern Region. This included working the 'Night Ferry' and 'Golden Arrow' trains from London Victoria.

The 24 'booster' locos, as they were known, were built at BR Doncaster in 1958-60 for Kent Coast electrification scheme passenger and freight duties. They were third-rail and overhead wire electric locos, but 10 were later rebuilt as Class 74 electro-diesels. No. 71001 was withdrawn along with all remaining members of the class in November 1977.



**National Collection Class 71 No. 71001, originally No. E5001, as restored to its later appearance, at Locomotion Shildon. NRM**



**Class 14 No. D9520 has been bought for the Mid-Norfolk Railway by catering manager Marie Saville and her husband, general manager George Saville, from the Iron & Steel Traction Group at the Nene Valley Railway. The 0-6-0DH is seen at Dereham on June 8 following road delivery from Wansford. Both are very familiar with the type, George learning to drive a Class 14 when aged 21 and has been involved with the type for 36 years. Marie has also driven 'Teddy Bears' for many years, so when the opportunity arose to acquire one, they jumped at the chance. MNR**

## Iron & Steel Traction Group sells its locomotive fleet

THE Iron & Steel Traction Group (ISTG) is a small group of volunteers within the Nene Valley Railway (NVR). They have been involved in the preservation and restoration of diesel locos and rolling stock, but have decided it is time to dispose of their locomotive collection.

The ISTG's main interest is industrial railways, locos and operations, particularly the iron and steel industry including the local East Midlands' ironstone quarrying.

An important aspect of the group's activities is gathering and maintaining information and archive material on these

subjects; also, to make this knowledge and information available to the general public.

The group's two Sentinel diesels, 0-4-0DH *Barabel* (Rolls-Royce 10202 of 1964) and 0-6-0DH, ex-London Transport No. DL83 (Rolls-Royce 10271 of 1967) have been acquired by the NVR.

ISTG's two Class 14 'Teddy Bears' have also been sold. BR blue No. D9529 has been bought by an NVR supporter and will remain at the Cambridgeshire heritage line. Green-liveried No. D9520 has been acquired for use on the Mid-Norfolk Railway, arriving there on June 8.

## DIARY

**Note:** all subject to Covid-19 restrictions in force at the time. Please check with railway before travelling.

### July

**10/11** Chasewater Railway diesel gala  
**24/25** Heritage Shunters Trust, Peak Rail diesel shunter gala

### August

**6-8** Spa Valley Railway diesel gala  
**21** West Somerset Railway Class 33 60th birthday running

### September

**3-5** Great Central Railway diesel gala  
**10-12** KWVR mixed traction gala  
**10-12** Chinnor & Princes Risborough Railway diesel gala  
**16** East Somerset Railway DMU day  
**17/18** East Lancashire Railway (ELR) diesel gala  
**25/26** Chasewater Railway coal train days  
**25/26** Mid-Norfolk Railway diesel gala  
**31-Oct 3** Severn Valley Railway diesel gala

### October

**10-12** Nene Valley Railway diesel gala (tbc)  
**16/17** S&D at Midsomer Norton end of season gala  
**17** Isle of Wight Steam Railway Ryde Pier tram debut

## SIDELINES

### Wensleydale launches 'Pacer' appeal

THE Wensleydale Railway has acquired a Class 143 to complete the set of three 'Pacer' classes, already having examples of 142 and 144. This is likely to be the only railway to be able to make such a claim. The latest example is set No. 143623 (DMS No. 55664 and DMSL No. 55689), a former Tyne & Wear PTE unit.

Having been unable to run a fundraising railtour due to Covid-19 restrictions, an urgent appeal to raise the cost of transport of the vehicles to the railway was launched. There is also the Help a Poorly Donkey appeal to pay for tarpaulins to cover the vehicles. See website [wensleydale-railway.co.uk/pacer-donation/](http://wensleydale-railway.co.uk/pacer-donation/)

■ Our thanks to contributors: John Askwith (Weardale Railway); Simon Baylis (NRM); Mark Bladwell (DEPG); Josh Brinsford; Cambrian Heritage Railways; Alistair Grieve; Peter Livesey (NRM); Ian Lothian; David Mee; Porterbrook Leasing; Ian Robins and Andy Royle (DEPG); Peter Singlehurst (MNR); David Staines (Spa Valley Railway); Wensleydale Railway and 125 Group.

# Classic Traction Portfolio



**SEASIDE 'RAT':** Class 25 No. D7628 (25278) gets under way from Whitby on Network Rail metals with the 10.00 North Yorkshire Moors Railway working to Pickering on June 15. PAUL BIGGS



**BLUE 'PEAK':** A cloudless day at the Nene Valley Railway on June 13 sees BR Blue 'Peak' No. 45041 get under way from Wansford with the delayed 10.00 departure to Peterborough, standing in for 'Polish Tank' No. 5485. HAYDEN SHEPPARD



**SCOTTISH 'McRAT':** Another view of recently repaired Type 2 No. 27001, this time as it leaves Bo'ness on June 13 with the 15.00 to Manuel. IAN LOTHIAN

**GREEN 'PEAK':** Great Central Railway-based 'Peak' D123 (45125) passes Kinchley Lane on June 5, with a Loughborough to Leicester North mixed freight working as part of the line's 'First Hurrah' mini gala. NICK WALCH





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## SIDELINES

### First track for Belturbet station

THE Belturbet Heritage Railway, which occupies the former GNR(I)/Cavan & Leitrim Railway joint station in Belturbet, County Cavan, has completed the laying of its first lengths of 3ft gauge track. The materials were obtained from Bord na Móna, and the railway plans to lay around 100m of track as part of the first phase, with a plan to lay around 1km in total. In due course the BHR hopes to operate train services over the relaid line, having already restored the former GNR(I) goods shed complete with a short length of 5ft 3in track.

### Whitehead Museum reopens

AFTER nine months of temporary closure the RPSI's Whitehead Railway Museum reopened to the public on June 3. As an appetiser the society operated passenger rides over the late May Bank Holiday weekend with GNR(I) 'O' 4-4-0 No. 131 doing the honours. Details of further steam dates can be found on the RPSI website at [www.steamtrainsireland.com](http://www.steamtrainsireland.com)

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# Minister welcomes new Ballina-Waterford Port freight service

A NEW twice-weekly intermodal freight service linking Ballina, in County Mayo, with Waterford Port was expected to commence at the end of June in a new joint venture between Iarnród Éireann-Irish Rail (IE) and XPO Logistics.

The new service begins as IE finalises its new national rail freight strategy, which aims to identify growth and investment opportunities to allow it to expand its rail freight operations. Furthermore, the XPO operation is intended to be another tick in IE's 'green' offering, having the potential to remove around 5000

truck movements from road to rail, reducing carbon emissions by some 70% per unit.

### Sustainability

"The way we choose to connect communities and businesses will be critically important as we look to halve our emissions by 2030. Rail and other sustainable solutions will play an important role on our journey to achieving net-zero emissions by 2050," said Minister for Transport, Eamon Ryan TD.

"This new freight service offers a climate friendly option connecting enterprises from the

west to the south-east of the country and onwards to export markets, and we look forward to growing our rail freight operations soon."

Meanwhile IE is working with both existing and potential customers, as well as freight forwarders, Ports and the Irish Exporters Association, to identify new opportunities and trends for rail freight within the Irish and European markets. The new service joins the existing freight operations that include the International Warehousing & Transport (IWT) container 'Liner' from Ballina to Dublin

Port, pulpwood from Ballina and Westport to Waterford Port, and the zinc ore trains from Tara Mines in Navan to Dublin Port.

### Operation

However, the IWT Liner was suspended until further notice from June 10 owing to Dublin Port Company refusing permission for the train to run into the Common User Container terminal. Congestion issues are understood to be behind the decision, and it is estimated that the suspension will add in excess of 120 truck movements each week to the Dublin-Ballina road.

## Dundalk becomes New York for Hollywood sequel

THE glitz and glamour of Hollywood descended upon the Dublin-Belfast main line on May 28, when Dundalk station became the fictional New York station of Monroeville for the filming of a forthcoming Walt Disney Pictures movie.

Filming for *Disenchanted*, the sequel to the 2007 Disney hit *Enchanted*, was largely centred on Enniskerry, County Wicklow, but when railway scenes were required Iarnród Éireann-Irish Rail (IE) gave over the use of Dundalk, together with 22000 Class unit No. 22015.

The railcar had previously been in the Connolly Valeting Plant undergoing refurbishment, and for the filming was adorned with vinyls declaring it to be part of the fictitious

Metro-North Railroad. It was transferred to Dundalk on May 27 ahead of filming the next day. Filming took most of the day, with Hollywood star Patrick Dempsey and a host of extras, being present.

No. 22015 returned to Connolly that evening to have the movie additions stripped off, but was erroneously used on 08.05 Connolly-Rosslare Europort service the next morning instead of No. 22030 before the vinyls had been removed. It worked back to Dublin on the 12.55 service and was swiftly dispatched to the valeting plant upon arrival at Connolly. Following removal of the vinyls the railcar was released back to service on June 1.



Actor Patrick Dempsey waves to the crowd that had assembled in the car park at Dundalk to watch the filming of *Disenchanted* on May 28. DOUGLAS BARNES

## Railway projects benefit from Heritage Council awards

BOTH the Railway Preservation Society of Ireland (RPSI) and the Cavan & Leitrim Railway (C&LR) at Dromod have been successful in obtaining grants from the Republic of Ireland's Heritage Council.

The RPSI's Dublin Operations team received a €15,000 (£12,900) award towards the restoration of a steam heating boiler in Mk.1 generator van No. 3173. The coach is one of 22 ex-BR Mk.1 vehicles sold to Córas Iompair Éireann (CIE) in the early 1970s to be converted for steam heating and generator duties. It was acquired by the society in 2007 and since 2015 has been part of the main line railtour set.

Once overhauled, No. 3173's Spanner boiler will be used to heat the Cravens passenger stock during winter railtours; without it the RPSI would be unable to run in winter.

The C&LR's €9900 grant, meanwhile, will further the 3ft gauge line's restoration of Tralee & Dingle Railway (T&DR) bogie carriage No. 7T. Specifically the funding will be used to restore an original (T&DR) bogie, recovered from carriage No. 48C. The bogie, along with the rest of the carriage, is currently at Old Hall Farm in Cumbria for restoration. Anyone wishing to support the project can do so at [www.cavanandleitrimrailway.com/vintage-train](http://www.cavanandleitrimrailway.com/vintage-train)



**NANCY MARKS C&LR'S RE-LAY MILESTONE:** Avonside 0-6-0T *Nancy* was steamed at the Cavan & Leitrim Railway on June 6 to mark the line's re-lay project reaching two thirds of the way towards Clooncolly. The former ironstone locomotive steadily ran over the re-laid section (RM, June), closely observed by project leader Nigel Billett and the small band of volunteers who have been working to revitalise the railway. The loco is pictured during the trial run with C&LR volunteers (from left) Darragh Connolly, Keith Suffin, Peter Williams, Micheal Kennedy and Nigel Billett. C&LR



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The electrification will replace diesel loco hauled trains. KTM Class 24 diesel No. 24121 is seen at Labis between Gemas and Johor Bahru on July 9, 2013. The 26 Class 24 locomotives which incorporate a 2400hp Pielstick SP16 PA4V 200V engine were all built in 1987 by Toshiba in Japan. **DARREN WOOD**



Most of the KTM Class 93 trains were assembled in Malaysia. Set No. 204, which was the last wholly built in China, is seen at Gemas on March 20, 2019. **JULIAN WILLIAMS**

## Progress with Nigeria's new standard gauge railways

NIGERIAN President Mr Muhammadu Buhari opened the 150km Lagos-Ibadan standard gauge line on June 10, 2021. The double track line, which also has a 7km branch, forms the southernmost section of the planned 1343km line from Lagos to Kano. The new railway, which is being built in sections, will replace the 1067mm gauge line that was completed by British companies in the 1920s.

The extension of the new line north into neighbouring Niger is planned and Portuguese construction firm Mota-Engil was awarded a \$2 billion contract to build the 284km cross-border Kano-Maradi line in February.

### Network

The first 187km standard gauge section to open in Nigeria in July 2016 from the Nigerian capital Abuja to Kaduna was an entirely new route but will be connected to the new Lagos-Kano line when it is completed.

Abuja has been largely built since the 1980s and became Nigeria's capital in 1991. A separate 327km standard gauge north-south line linking Itakpe and Warri that had been under construction for nearly 35 years officially opened in September 2020. This line will be connected to Abuja via a planned 200km Chinese built and run line from Itakpe; construction and finance was agreed in 2019.

Chinese construction companies are undertaking most of the work with substantial loans from Chinese banks funding the projects. In early June the Nigerian government announced it would directly fund the \$3 billion northern Kano-Kaduna section after two years of negotiation with Chinese lenders had not led to agreement.

To operate services, Chinese rolling stock manufacturer CRRC has supplied 17 diesel locos and four Class NDJ3N seven-car diesel passenger trains with powercars at each end, from its CRRC Qishuyan site. CRRC Tangshan has supplied 64 passenger coaches.

ELECTRIFICATION of the last section of Malaysia's main north-south route is on track for completion in 2022.

The RM9.5 billion (£1.7 billion) project, which is being funded by the Malaysian government, will upgrade or replace the existing 197km old single track route operated by national railway company Keretapi Tanah Melayu Berhad (KTM) from Johor Bahru north to Gemas, with an electrified double track 140km/h line.

New Electric Train Service (ETS) EMUs will replace diesel loco hauled trains, and travel times between Kuala Lumpur and Johor Bahru (across the Strait of Johor from Singapore) will be reduced to

four hours from seven hours currently. Eleven stations will be upgraded and three new stations built, including one at Senai near to the airport, replacing the old halt.

KTM Class 93 six-car ETS EMUs, supplied by CRRC in China but mostly assembled in Malaysia, already run north from Gemas on the line to Kuala Lumpur and Butterworth (opposite Penang) and further north to the northern tip of Malaysia at Pandang Besar. Nineteen Class 93 trains are in use and another 10 are planned.

### Rapid transit

Plans for a new high speed line between Kuala Lumpur and Singapore were

formally abandoned by both governments in January 2021. However, in early 2021 construction began on both sides of the border for a new 4km long double track Rapid Transit System from the Johor Bahru station to Woodlands North in Singapore, where connections to Singapore's new Thomson-East Coast MRT line will be possible.

The 43km Thomson-East Coast MRT line will open in stages until 2027, but the northernmost section from Woodlands North to Woodlands South opened on January 31, 2020, enabling connections to the rest of the MRT network at Woodlands MRT.

The Johor Bahru-Singapore Rapid Transit System, which will

cross the Straits of Johor on a bridge, is due for completion in December 2026 and will ease the busy Causeway border crossing between the two countries which has been in place since 1924.

KTM long distance rail services used to operate over the causeway but they ended in 2015; services to the historic Tanjong Pagar railway station in Singapore itself having ended in June 2011. A shuttle service currently runs frequently between Woodlands KTM and Johor Bahru, but this will cease when the new Rapid Transit system opens.

■ Our thanks to Julian Williams for some of the information in this item.

## Steam for final 2021 sugar train in Florida

THE last train of the 2021 harvest, carrying sugar cane to the US Sugar Corporation's Clewiston processing plant on May 31, was steam-hauled using a 101-year-old Pacific which has been converted to run on waste vegetable oil from local restaurants.

The loco, built by Alco in 1920, spent its main working life in Florida. Constructed for the Florida East Coast Railway (FEC) as No. 148, it was used extensively on the FEC system, including the short-lived line to Key West which was closed following a hurricane in 1935, only 23 years after opening.

Bought by US Sugar in 1952, the loco was used to haul cane trains on the company's private network until the 1960s when it was sold for preservation,



US Sugar Corporation 4-6-2 No. 148 approaches San Luis Avenue, Clewiston, while ceremonially hauling the final sugar cane train of the season to the processing plant on May 31. **ADRIAN BRODIE**

first in New Jersey and later in Colorado. US Sugar decided to buy the locomotive back in 2016 and has since restored it to working order.

US Sugar runs an extensive private network known as the US Sugar Railroad, serving its sugar cane growing fields on

the west and south sides of Lake Okeechobee in southern Florida, with around 800 wagons used to carry cane. It is the only standard gauge sugar cane railway in the world.

The company also owns a 'short line' rail freight operator, South Central Florida

Express, which works for other customers as well as moving sugar cane or products. Both operators rely on a fleet of EMD built 'GP' series BoBo diesel locos.

■ Our thanks to Adrian Brodie for some of the information in this report.

**MAINLINE STEAM RETURNS IN FRANCE:** Mainline steam with passengers resumed in France in June following lockdowns which had prevented travel. Limoges-based Train à Vapeur en Limousin is offering a variety of day trips in 2021 and in late May ran test trains on some of the routes. Three cylinder 2-8-2T No. 141 TD 740 built in 1933 is seen leading No. 1919, Vulcan Foundry-built 2-8-0 No. 140 C 38 (works No. 3237) with a test train at Bussy Varache, east of Eymoutiers on May 30, 2021. More information is available in English at [www.trainvapeur.com](http://www.trainvapeur.com).  
AD VAN STEN



## New EMUs rapidly replacing French classic Nez Cassé electrics

THE classic French loco design with an angular front nose – known in French as the Nez Cassé or ‘broken nose’ is rapidly disappearing, as new EMUs replace loco hauled trains on both longer distance regional services and commuter routes serving Paris.

In many cases, loco hauled trains formed of classic SNCF ‘Corail’ coaches are being replaced by the Bombardier designed (now Alstom made) ‘Omneo’ largely double-deck EMU design.

Only a few of the once 65-strong Class BB15000 25kV

AC locos (built 1971-78) remain in use; a handful from Paris St Lazare where new ‘Omneo Premium’ EMUs and even TGVs drafted in temporarily have replaced most loco hauled trains from Paris to Le Havre and Cherbourg. A small fleet of BB15000 locos is also still used with push-pull stock for peak hour services between Paris Nord and Amiens although withdrawal in 2022 is likely.

### Withdrawal

The more numerous, once 240-strong, 1.5kV DC Class BB7200, built by MTE and



The small Class BB7600 of 14 locos carry a special ‘Île de France’ livery. The first locomotive was withdrawn earlier this year and all but one of the other locos is scheduled for withdrawal by December, replaced by new double deck Z57000 ‘Omneo’ EMUs. Last of the Class, No. 807614 (originally BB 7337) is seen at Versailles Chantiers on June 30, 2017. KEITH FENDER



A rare view inside Paris Le Landy depot near Paris Nord station, with BB15000 25kV AC locos Nos. 515049 and 515058, in different liveries, plus on the right No. 122339, one of the more modern Class BB22200s, all waiting to work evening peak services on January 3, 2019. New ‘Omneo’ EMUs will replace all the remaining loco hauled trains from Paris Nord from 2022 onwards. KEITH FENDER

Alstom between 1976 and 1985, is now much reduced and is rapidly losing passenger work. Large numbers of services between Paris Austerlitz and Tours/Orleans have been converted to EMU operation in 2020-2021 with a fleet of 32 new Class Z56700 ‘Omneo’ EMUs replacing them; all loco hauled work on the route is expected to be replaced by December 2022.

Large numbers of Class Z57000 ‘Omneo’ EMUs have already begun operating from Paris Gare de Lyon, replacing older EMUs, and from Paris Montparnasse replacing Class

BB7600 locos, which were converted from Class BB7200 in 2012-13 for use with refurbished VB 2N double-deck push-pull coaches, mainly on the route to Rambouillet. The new Class Z57000 EMUs will also replace much more modern Alstom ‘Prima’ BB27300 locomotives operating VB 2N double-deck push-pull sets from Paris Montparnasse from later in 2021.

### Delivery

More ‘Omneo’ EMUs are on order that will replace much of the current widespread use of

BB7200 and dual voltage (1.5kV DC/ 25kV AC) Class BB22200 (built 1976-86) working regional trains to destinations east and south of Lyon. The first of 29 new ‘Omneo’ EMUs are expected ‘in 2021’.

Regional TER trains on the Lyon-Dijon-Paris route, currently hauled by BB7200 locomotives, will be operated by a fleet of 16 new ‘Regiolis’ EMUs by late 2022.

Class 22200 work from Paris Nord to Maubeuge and Saint Quentin will end in 2022-2023 when a fleet of 19 new ‘Omneo’ EMUs replaces loco hauled trains.



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## Scottish fleet contract agreed

SIEMENS Mobility has agreed a five-year contract extension for maintenance of ScotRail's Class 380 electric multiple units at Shields depot in Glasgow.

The agreement also covers modifications, overhauls and spares supply, as well as ensuring the safety and reliability of the 38-strong fleet, which has covered almost 50 million miles since being delivered by the German firm a decade ago.

Kilmarnock-based Brodie Engineering has been awarded a time-based contract for the overhaul of ScotRail's 21 Class 318 EMUs. Due to begin in November, it includes the overhaul of traction equipment, doors, heating and ventilation systems and re-livery of the trains.

## Bicycle '153s' on the move

THE last two of ScotRail's five 'active travel'-converted Class 153s, Nos. 153373 and 153380, left Brodie Engineering's Bonnyton Works in Kilmarnock on June 4.

The other three units, Nos. 153305/370/377, had left the works in April. Nos. 153373/380 began driver training runs between Eastfield, Anniesland and Glasgow Queen Street on June 7. On June 13, No. 153380 was paired with Class 156 No. 156458 for a test run on the West Highland Line, operating from Eastfield to Oban.

Working with Class 156s, the units have been redesigned to carry bicycles, sports equipment and luggage on the route.

## Bogie drop for Crown Point

Sheffield-based depot equipment specialist Mechan has designed and built a bogie drop unit for use with Greater Anglia's Stadler and Bombardier-built trains at Norwich Crown Point depot.

It allows the bogies to be changed without uncoupling vehicles, saving time during servicing.

It can be used to remove underframe equipment including bogies, wheelsets, transformers and cooling units.



Unit No. 168329 in the station yard at Wirksworth after a demonstration run from Duffield on May 26. BOTH: CHRIS MILNER

# First HybridFLEX DMU tested at heritage line

TESTING of the first 'Turbostar' multiple unit to be converted to run on hybrid power has been taking place at the Ecclesbourne Valley Railway heritage line in Derbyshire.

The battery-diesel set, owned by Porterbrook and tagged 'HybridFLEX', is undertaking a programme of tests between Duffield and Wirksworth, before returning to Chiltern Railways. The tests will allow engineers to fine-tune the software ahead of live main line trials.

Unit No. 168329 has been fitted with a Rolls Royce MTU hybrid drive which will cut noise emissions in stations and deliver zero emissions when operating under battery power.

New underframe equipment has been fitted by Gemini Rail Services at Wolverton which has seen the replacement of the original compressor, alternator, removal of the hydrostatic equipment and installation of an MTU power pack and small electric motor. A new fuel efficient ZF six-speed gearbox is also part of the package, creating a self-charging hybrid train. Exhaust aftertreatment has also been added with AdBlue being injected.

By starting off from, or arriving at a station on battery power,



The battery for the hybrid unit is not particularly large in capacity, but is housed in this specially reinforced tray under the body.

air quality in the vicinity will be much improved, and in many cases this technology will eliminate the need for units to tick over, pumping out diesel emissions at station stops. The diesel engine kicks in at a set speed, away from the station.

### Opportunity

Explained Chiltern MD Richard Allen: "We have some major challenges and opportunities, not least in supporting the decarbonisation of the railway from our current position as an all-diesel operator with an average fleet age of 25 years. We need investment to modernise and this exciting use of new

technology in an older train is a potentially very significant opportunity."

Modelling of duty cycles on Chiltern Railways' London to Birmingham route suggests potential reductions of around 20% in fuel consumption and 70% in NOx emissions. In addition to improved air quality and reduced noise, HybridFLEX units are also expected to deliver journey time and route capacity improvements, as the combination of diesel and electric power will offer enhanced acceleration capabilities.

Furthermore, it is anticipated that the Rolls Royce MTU hybrid

drives will produce maintenance savings through reduced wear and tear on consumables, such as brake pads and discs.

### Operation

Later in the year, the set will be trialled on Chiltern services.

Porterbrook has also finalised a contract with Gemini to carry out work on a new HydroFLEX unit, the first version of which (No. 799001, converted from Class 319 electric multiple unit No. 319001) underwent main line trials last year.

The second unit, No. 799201, converted from No. 319382, will be modernised and refurbished by Gemini. The firm will also design and install a battery energy storage system which will work in conjunction with a hydrogen fuel cell. The train will also be able to take traction power from an overhead 25kV AC supply.

Network Rail is working with rolling stock partners to showcase zero emissions trains at November's UN Climate Change Conference in Glasgow. The unit will incorporate a boardroom and could be used to host meetings and transport visitors to the event. A similar demonstration is planned of a Vivarail battery train.





**GBRf Class 66 No. 66794 carries a version of former British Rail Trainload Petroleum livery and is named Steve Hannam. It was unveiled at Eastleigh Works on May 28. CARL WATSON**

## Mk.4 stock enters service in Wales

June 7 saw the launch into public service of Transport for Wales' (TfW) first set of Mk.4 coaching stock and Driving Van Trailer (DVT) between Holyhead and Cardiff.

The first train departed Holyhead at 05.34, leaving on its return journey from the Welsh capital at 1712hrs. The four-coach consist was led by TfW-liveried Mk.4 DVT No. 82229 on the outward service with Class 67 No. 67008 at the rear.

In addition to the stock in ex-LNER condition, TfW has purchased an additional 30 fully-refurbished Mk.4 coaches, which had originally been destined for use by Grand Central between Blackpool North and Euston. Four five-car trains, which will operate between Swansea and Manchester from December 2022 will be sourced from the refurbished stock.

## GBRf honours engineers

GB Railfreight has named two of its Class 66s in honour of engineers involved in the railway industry.


Class 66/7, No. 66764 was named *Major John Poyntz – Engineer & Railwayman* on June 16. Major Poyntz, who died in November last year, aged 82, was a former Principal Inspector of Railways with Her Majesty's Railway Inspectorate. He retired in 2006 after 25 years in the position, which followed a 35 year Army career with the Royal Engineers and later with the

Royal Corps of Transport.

It follows the unveiling on May 28 of classmate No. 66794 in former British Rail Trainload Petroleum livery, with the name *Steve Hannam*. Mr Hannam, who retired in June, was one of the first UK engineers to develop expertise in working on EMD locomotives, beginning with the Class 59/0s which were delivered to Foster Yeoman in the 1980s and continuing with the Class 66s as they became the mainstay of UK freight operations.



**Class 66 No. 66764 was named Major John Poyntz in a ceremony at the Rail Live event at Quinton Rail Technology Centre in Long Marston, Warwickshire, on June 16. GB RAILFREIGHT**

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## East Coast Class 803 testing underway

WITH Hitachi having completed the five Class 803 five-car sets for FirstGroup's open access operation East Coast Trains Limited, No. 803001 began overnight

testing on the East Coast Main Line on May 25, between Darlington and York.

From October, East Coast Trains is due to begin operating five services a day between

London King's Cross and Edinburgh. In unbranded base blue, No. 803002 is seen at Peterborough on June 1, on a King's Cross-Darlington test run. RYAN WALKER



## New colours for 50008

Hanson & Hall-owned Class 50, No. 50008 *Thunderer*, emerged from Arlington Fleet Services at Eastleigh in early June carrying the firm's new grey livery, which denotes its partnership with the Munich-based RailAdventure group. With prominent H+H branding in green and light

grey towards the middle of the bodyside, the livery is an adaptation of that already used by RailAdventure and unveiled on former HST power cars Nos. 43480 and 43484 in April. No. 50008 underwent main line testing on June 7-9 prior to its return to service. CARL WATSON

## Sprinters reformed at Northern

Northern has formed four three-car Class 150s for Rochdale and Manchester-Clitheroe trips. Class 150/2s No. 150209 (57209+57212) and No. 150224 (57224+52224) have been disbanded to provide gangway-fitted centre cars. Following on

from Nos. 150001/002, the only Class 150s built as three-car sets, the new units are numbered 150003 (formerly 150116, plus centre car 57209), 150004 (150112 plus 57212), 150005 (150117 plus 57224) and 150006 (150147 plus 52224).

# Traction & Stock Track Record

## Welsh 'Pacer' farewell

CLASS 143 units operated their final services in Wales on May 29, their withdrawal marking the end of revenue-earning duties for 'Pacers' on the national rail network.

Nos. 143601 and 143609 were the last of the class remaining on South Wales Valleys diagrams. Both were in operation on the final day, with the last service of all, the 22.02 Rhymney-Cardiff Central being worked by No. 143601.

Originally numbered No. 143001 and No. 143009 respectively, both units were delivered new to Heaton depot

in Newcastle, along with the rest of the 25-strong class, the first of which entered service in 1985. All were reallocated to Wales or south west England in the early 1990s.

Transport for Wales (TfW) estimates that they have operated the equivalent of over five trips to the moon and back in their working lives. TfW says several units will be donated to heritage railways and community projects, with No. 143602 expected to find a new home at the Nene Valley Railway, and Nos. 143606/607 destined for the Llanelli & Mynydd Mawr Railway.



On May 29, No. 143601 leads Class 150, No. 150237 through Gilfach Fargoed while working the 13.02 Rhymney to Penarth. Later the same day the 'Pacer' worked the last revenue-earning service for the class, the 22.02 Rhymney to Cardiff Central. It was officially withdrawn on May 31. Gilfach Fargoed has been out of use since the start of the pandemic. Transport for Wales says its short platforms mean there is too little space to socially distance passengers and train staff when operating doors. STUART WARR

## Leicester stabling for Class 170s

Overnight servicing and maintenance of CrossCountry Class 170s, which had been stabled in station platforms at Leicester, switched to UK Rail Leasing's nearby depot at Beal Street in May. Previously, trains had to return to Tyseley depot for anything but basic checks, leading to a reduction in fleet flexibility.

On May 15, Nos. 170398 and 17114 were being serviced overnight at UKRL's Beal Street depot at Leicester. STEVE DONALD



## WAGON REPORT

by S F Lappage

WASCOSA is making a major investment in the UK, providing finance for 570 new infrastructure and engineering wagons to be leased to Network Rail. Its current involvement is limited to a batch of 50 JNA-T/Ealnos box opens Nos. 81 70 5500 454-0 to 503-4, built in 2017 by Astra Rail, Droeta-Turnu Severin, Romania, and hired to GB Railfreight.

Porterbrook Leasing is financing the construction of 100 new twin-platform FEA container flats for GB Railfreight. Greenbrier Europe will build them at its WagonySwidnica site in Poland. Delivery is due to begin midway through 2022.

Unusual visitors to DB Cargo workshops at Stoke have been London Underground's Chinese-built ballast wagons Nos. BW 001/002 and flat wagons Nos. FW 001/002.

During the 1960s many privately owned wagon builders went out of business.

A decade later there were two new entrants. First was the impressively named but short-lived Installation and Manufacturing Contractors Limited (IMC) of Ware, Hertfordshire.

A new workshop was built at a site in Hartlepool during 1970. The first wagons to appear were a batch of 11 novel side discharge hoppers for the transportation of gravel from Havant to Drayton a distance of just five miles. Rail transport was mandated to keep the traffic off the roads around Chichester.

Based on a French design they were constructed from Cor-Ten steel and owned by Francis Parker carrying Nos. FR 17001-011. Gross weight was 90 tonnes with a 67.3 tonne payload. Fabricated bogies of Y25C design were supplied by Societe Franco-Belge of Raimes, France.

A larger order for PCA cement tanks was carried out in 1972/73 for Tunnel Cement,

Nos. TC 9883-9018. Built with BSC Pedestal Suspension they were 51 tonnes gross weight.

Based at Tring and later Ketton, trains ran to terminals in the London area and Southampton. All were stored by 1995.

More prolific was Redpath Dorman Long, Middlesbrough. Between 1972-77, it built three fleets of PTA bogie tipplers to carry imported iron ore for its parent company the British Steel Corporation. They were similar in concept to North American 'bathtub' gondolas, the design being by Hawker Siddeley (Canada) Ltd.

Based on Teesside were Nos. BSTE 26450-563, in South Wales Nos. BSSW 26564-677 and in Scotland Nos. BSRV 26678-26850. Axle Motion primary suspension bogies were fitted, allowing a gross weight of 102 tonnes. Rotary knuckle couplers were fitted to the outer wagons in each rake, allowing discharge to take place without uncoupling

the wagons. Unfortunately, all of the steelworks for which they were built, Consett, Ravenscraig and Redcar, are closed.

The wagons have fared better than the steelworks. While many have been scrapped, more than a hundred remain in use, converted to JNA box opens or JSA steel coil carriers, Nos. VTG 4020-076/091-139.

Latest disposals have been: JGA bogie roadstone hoppers Nos. ERG 17308-

310/310-316/319/321-323; OBA 'Bass' opens Nos. 110300/548; OCA opens Nos. 112125/126/138/240/295; HHA bogie coal hoppers Nos. 370413-417/419/420/431-435/437/438/442-444/446; MEA/MFA box opens Nos. 391445/ 533/696; BDA/ BFA bogie bolster flats Nos. 950167/234/333/ 425/596/ 615/676/958; and YLA/YQA 'Mullet/Parr' railflats Nos. DC 967503/513/521/550/578/600/ 603/605/614/631/633/641/643.



An unusual visitor to DB Cargo's Stoke-on-Trent works on April 5 was London Underground ballast wagon No. BW 001. S F LAPPAGE



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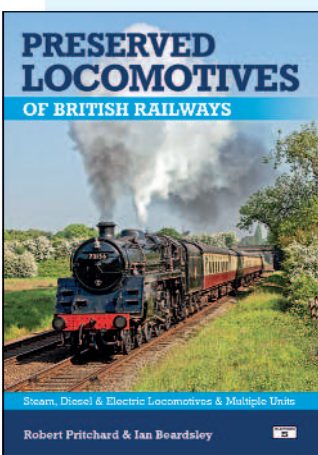
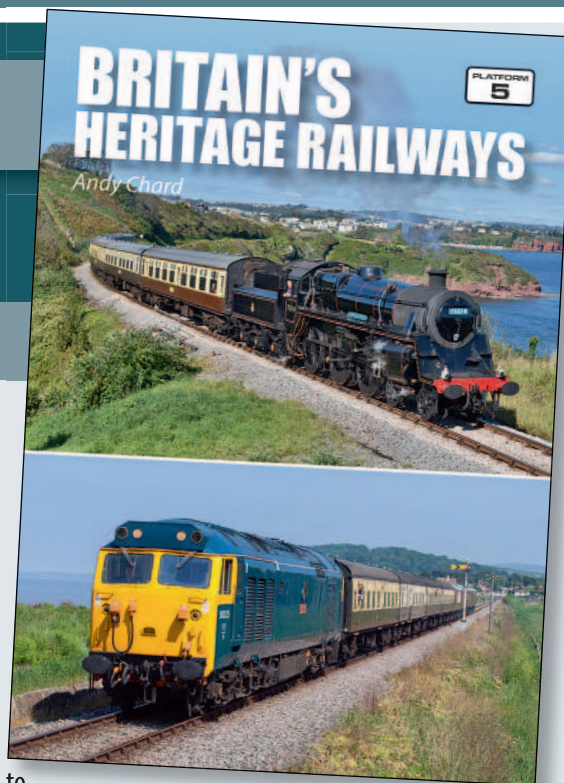
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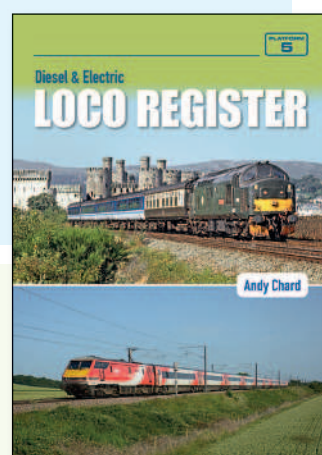
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# Operations Track Record



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FROM about 11.00 on Saturday May 8 the West Coast Main Line was closed, with further works being undertaken in the Thankerton-Symington area, at Beattock Summit and at Law Junction. The trains involved at Beattock Summit included 6X08/10.45 from Carlisle New Yard, top-and-tailed by Class 66 Nos. 66550+66952; 6K35/09.35 from Millerhill worked by No. 66302; and the 6U12/11.44 from Abington worked by No. DR73114.

In the Thankerton area trains included the 6K01/11.40 from Millerhill, top-and-tailed by Nos. 66093 and 66099; the 6K03/10.15 from Carlisle New Yard top-and-tailed by Nos. 66760 and 66771; the 6U17/15.53 from Carstairs operated with No. DR73111 and the 6J98/16.08 from Carstairs operated by No. DR77001.

In the Law Junction area trains included the 6K10/22.13 from Millerhill, top-and-tailed by Nos. 66025 and 66127; the 6K11/22.43 from Millerhill operated by No. 66706; the 6K12/23.13 from Millerhill operated by No. 66429, and the 6K15/00.43 (Sunday) from Millerhill top-and-tailed by Nos. 66783 and 66786.



FOLLOWING the problems associated with its Azuma fleet, LNER was reported to have had 31 Class 80x sets available to cover 48 diagrams on May 11. Three days later it confirmed that it had 46 of its 65 Azuma sets available for use. On Tuesday, May 11, LNER returned to traffic a number of its IC225 train sets, which had been placed in store pending the end of remodelling work at London King's Cross in June. A visit to King's Cross station on the afternoon of Friday, May 14, found No. 91106 *Battle of Britain Memorial Flight* at the buffer stops on platform 5 having brought in the 1A30/12.45 from Leeds. The same set, but with driving trailer No. 82213 leading then formed the 1D20/15.33 to Leeds. The 1A31/13.15 from Leeds was then seen arriving at platform 6 led by driving trailer No. 82223 with No. 91106 at the rear. No. 91110, which is in special 'Lest We



TransPennine Express 'Nova 1' No. 802209 heads south at Lamberton towards Berwick-upon-Tweed on June 4, with the 10.21 Edinburgh-Newcastle. ROBIN STEWART-SMITH

Forget' livery, was then at the head of the 1D22/16.33 to Bradford Forster Square, which was apparently taken out of service at Grantham "due to an issue with the train crew".



THE introduction of the new timetable on Sunday, May 16, was overshadowed by the discovery of cracks around the jacking points on the aluminium bodysHELLS of Hitachi Inter-city trainsets of Classes 800, 801 and 802, resulting in safety checks being carried out on all 182 trains.

Over the weekend of May 8/9 a significant number of train services were cancelled and on the morning of Sunday, May 9, it was reported 75 sets had failed inspections at GWR. On the evening of Monday, May 10, GWR was able to extend its Class 387-worked London Paddington to Didcot shuttle service as far as Swindon. Other support included Cross Country's introduction of a shuttle service between Swindon and Bristol Temple Meads. From Monday, May 24, some Class 387 services worked through to Bristol Parkway.

To help boost the GWR Class 387 fleet during the Hitachi issues, three c2C units Nos. 387301/02/06 have been temporarily hired to GWR. They were hauled to Reading Traincare Depot on May 12 by Class 57 No. 57306.

On Tuesday, May 25, No. 387302 was seen at Reading West working the 2K33/11.06 from Newbury to Reading, while No. 387306 was on the 12.09 from Newbury to Reading. The third unit No. 387301 could be seen in the siding by Reading Traincare Depot.

CLASS 769 No. 769932 was moved from Brush Loughborough to Nemesis Rail, Burton, by Class 37 No. 37800 on May 17, followed by No. 769939 on the same move behind Class 57 No. 57305 on May 21. The Class 57 was in use again on June 14 moving No. 769922 from Loughborough to Nemesis. On June 16, No. 769943 was on a test run from Reading to Gatwick and return.



CLASS 317 units are gradually coming out of service, and either being stored or sent for scrap. On May 13 Class 57 No. 57310 moved No. 317662 from Ely to Raxstar at Eastleigh Works. This was followed on June 21 when the Class 57 took No. 317722 to Ely. On June 9 Class 37 No. 37800 moved Nos. 317714+317723 from Ilford to Ely. Two days later Nos. 317732+317729 were also moved to Ely, this time by No. 57305.

CLASS 321 units are also being taken out of traffic and put to store, mostly at Gascoigne Wood. On May 13 Class 57 No. 57305 took Nos. 321439+321443 from Clacton to Gascoigne Wood followed on May 20 by the same loco taking Nos. 321408+321444 on the same diagram. The following week, May 27, No. 57305 took Nos. 321431+321445 on the same route, followed by Nos. 321402+321405 on June 2. A change on June 10 had Class 37 No. 37800 move Nos. 321428+321432 from Clacton to Worksop.

NUMEROUS moves of Class 720 units have been reported including No. 720554 top-and-tailed from Derby to Wembley by Nos. 66770+56081 on May 19. Returning from Worksop to

Derby on May 24 was No. 720555 top-and-tailed by Nos. 47749+47739. A double move on May 27 saw Nos. 66781+56081 take No. 720571 from Derby to Worksop, returning with No. 720570. A similar diagram on June 2 had Nos. 47749+47739 move No. 720567 to Worksop and return with No. 720565 but to Leicester where 47739 was declared a failure. It was replaced the next day by No. 56081 and the unit returned to Derby. The pairing of Nos. 47727+56081 on June 10 took No. 720533 to Worksop, returning with No. 720532. A further move employing Nos. 47749+56081 on June 15 took No. 720546 to Worksop and bringing No. 720512 back to Derby.

OBSERVATIONS of the Class 317 units moving in and out of Harwich Parkeston Quay yard prior to moving to Ely for storage or Eastleigh Works (see above) included the following: visible on the afternoon of May 20, now alone, was Class 317/3 No. 317344, its previous compatriots Nos. 317723 and 317714 having vacated their positions after a stay of some six weeks. Two movements from Ilford EMD to Harwich Parkeston Quay yard on June 1 saw four Class 317/7 units arrive for 'warm storage' – namely Nos. 317708 with 317729 and 317710 with 317732. Between June 6-8 the three Class 317s on the re-commissioned line between Harwich International and Dovercourt – namely Nos. 317338, 317883 and 317340 along with No. 317344, had been removed. On June 9, Nos. 317710+317732 that had been in 'warm storage' for just a week departed Harwich Parkeston Quay for Ilford EMU.

AN AVENTRA Class 720 test run into Harwich Town, with unit No. 720566, was noted at Harwich International on May 21,

with station-stopping and door-opening tests taking place en route. June 1 saw the launch of new traction on the Harwich Town-Manningtree branch service, but not as expected in the form of Class 720 Aventura units but with a Stadler Class 755 No. 755405.

A TRIP from Liverpool Street to Hackney Downs on Bank Holiday Monday May 31 was made on the 2034/13.42 to Hertford East, which was formed of Class 317 Nos. 317886+317885. At Hackney Downs Nos. 317348 and 317882 were seen forming the 13.39 from Hertford East to London Liverpool Street.

OBSERVED at Platform 3 at Harwich International on June 6 were Class 720s Nos. 720553 and 720536 in what is believed to be the first use of this Class on the 20.30 'Boat train' service to London Liverpool Street.

DURING the week commencing June 7, Renatus-upgraded Class 321s made a return on the Harwich Town-Manningtree branch service, with No. 321309 noted on June 8, and No. 321304 on June 10.



CLASS 43 No. 43012 and Mk3 No. 42029 involved in the Dalwhinnie derailment have been moved on May 13, by road, from Haymarket to Assenta Rail Hamilton for accident damage repairs.

FOLLOWING overhaul at Crewe LNWR Class 170 No. 170430 returned north to Haymarket on May 28, with No. 170452 going south the following day.

THE ScotRail Class 153s commenced crew training on

June 7 with Nos. 153373+153380 working from Eastfield HS-Anniesland-Glasgow Queen Street-Anniesland. On June 13 No. 153380+156458 worked a test train from Eastfield to Oban via Glasgow Queen Street then returning to Glasgow Queen Street and Eastfield HS.

THE final rake of four long-stored HST coaches left Dundee behind Class 37608 on June 16, destined for scrapping at C.F. Booth, Rotherham.



THE 12.13/1M42 Reading-Manchester Piccadilly on June 1 formed of Voyagers Nos. 220003+221130, departed Leamington Spa four minutes late via the line to Solihull rather than its intended route of Coventry and Birmingham International, to reach Birmingham New Street. This was followed by the 11.45/1M46 Bournemouth-Manchester Piccadilly service, formed by Nos. 220012+220031 which arrived a minute early at Leamington Spa but was then held. The driver reported that there had been a points failure at Coventry which had been fixed, but had failed again. No sooner had he said that than three track engineers appeared and started working on a point at Leamington Spa North Junction, which is only 360 metres from the station's datum point, but considerably closer to the driver's cab. Having completed their work, the engineers left the track and 1M46 departed 14 minutes late and like 1M42 was routed via Solihull.



A VISIT to the Settle & Carlisle line on Bank Holiday Monday May 4 found Class 158 No. 158906 with no more than 25 passengers work the 07.45 Leeds-Carlisle heading north, one south-bound service was passed while no freight was seen. Returning to Leeds on the 14.50 service, consisted of Class 158 Nos. 158869+158867, with 70 passengers. It ran to time until Kildwick level crossing, where all signals were red, due to an electrical fault in a sub-station. After a short stop, the train was hand signalled to Keighley. Arrival at Bingley was eight late.

CLASS 155 No. 155342 was a change to the usual Class 158 on the 09.16 Knottingley-Leeds service through Woodlesford on May 27. A further observation on June 1 produced two Class 150/2 units passing at Woodlesford, bringing back memories of the old days with No. 150228 on the 14.38 Leeds-Sheffield and No. 150203 on 14.16 Knottingley-Leeds services.

NORTHERN Class 153s have been moved from Heaton to Ely for storage with Nos. 153317+153304+153315+153378 moving on

June 7, followed by Nos. 153301+53351+ 153352 the next day.



WHILST other long-distance operators out of King's Cross have been struggling, Grand Central has continued much as normal. On Friday 14, May 14, the 1N94/16.25 to Sunderland, was seen leaving platform 3 at King's Cross formed of Class 180 No. 180103.



THE use of Class 143 Pacers came to a close at the end of May. Little time was wasted in moving the remaining units to Landore prior to disposal. A number are destined for preservation whilst others were quickly moved by road to Sims Metals, Newport for scrapping, commencing on June 4.



CLASS 730 No. 730002 was returned to Derby from Crewe by Class 37 No. 37608 on May 24.

OBSERVED leaving Northampton for Long Marston on May 28 was No. 350119 hauled by Class 57 No. 57310.

CLASS 323 No. 323221 was hauled from Soho to Doncaster Wabtec by Class 57 No. 57305 on June 4 for overhaul.



AS PREDICTED, Chiltern's service to West Ealing has not reappeared with the new timetable. In consequence the line between Greenford LUL Bay Junction (South Junction) and Northolt Junction has closed. Apparently, the last Chiltern service to carry passengers on this line ran on March 23, 2020, immediately prior to the first lockdown.



MAKING an unusual appearance on EMR Intercity services on May 6 was EMR purple-liveried Class 170 Turbostar No. 170531, which worked the 1P99/16.27 Derby-Kettering via Oakham and 1F57/18.10 Kettering-Sheffield via Market Harborough.

THE use of Class 43 HSTs on the Midland Main Line out of St Pancras came to a close on May 15, after 39 years service on the route. Power cars in operation during the last week were Nos. 43102, 43251, 43257, 43272, 43274 and 43309. The



Above: Greater Anglia Class 720/5 Nos. 720517 and 720537 runs down Belstead Bank, Ipswich working 1Y08, the 08.02 Liverpool Street-Ipswich on May 24. KEITH PARTLOW



Left: In Arriva livery, No. 150217 works the 10.12 Llandudno to Blaenau Ffestiniog and arrives into the former slate mining town on May 19 through a Transport for Wales service. JAMIE SQUIBBES

Right: The final week of engineering work at London King's Cross saw a small number of Hull Trains services diverted via the Midland Main Line to St Pancras. On June 6, a Class 802 'Paragon' unit passes Chesterfield about to take 'the old road' via Bighton to emerge at Rotherham Masboro. ROBERT FALCONER



final day saw Nos. 43272+43309 and 43102+43274 operate a Neville Hill-Leeds-London St Pancras-Cricklewood-London St Pancras-Leeds-Neville Hill diagram each; the final passenger service being the 1F70/20.02 London St Pancras-Leeds with Nos. 43102+43274 having the honour. A commemorative Last HST from London headboard was carried by this train, as not only was it the last HST operated by EMR, but also the last timetabled passenger HST service from any London terminal.

FOLLOWING the end of the use of the HST sets, EMR wasted no time in sending the sets away from Neville Hill with power cars Nos. 43309+43295 moving Nos. 44061+40750+42146+42238 to Ely on May 17.

Two days later Nos. 43102+43272 moved Nos. 41095+40701+42110+42109+40702+41165+40701+41095 to Nemesis Rail, Burton. The following day, May 20, Class 66 No. 66781 moved Nos. 44075+42237+42326+42159+44057 to Newport for scrapping by Sims Metals.

OBSERVATIONS of Class 360 units working between Corby and St Pancras during the evening of May 20 produced Nos. 360108 + 360106 18.40 Corby-St Pancras; 360120+360115 19.15 St Pancras-Corby; 360102+360112 19.11 Corby-St Pancras; 360101+360110 20.15 St Pancras-Corby; 360117+360111 19.40 Corby-St Pancras; and 360113+360119 20.11 Corby-St Pancras.



NORMALLY on Saturdays and Sundays c2c services into London routinely run into Liverpool Street station. On Sunday, May 30, with platforms 5 to 12 at Liverpool Street out of use, some c2c services ran from Stratford to Fenchurch Street station.

Running into London these trains, having called at platform 8 at Barking, took the line towards Woodgrange Park from Barking station Junction crossing over the District Line on the flyover.

They then took the curve from

Woodgrange Park Junction to Forest Gate Junction to join the Great Eastern slow lines now normally used by TFL Rail.

At Stratford, the stop was at platform 5 from where, continuing towards London, the c2c train left the Great Eastern at Bow Junction, which is close to the entrance to the new Crossrail tunnel entrance, before running on the single line to Gas Factory Junction, where the line into Fenchurch Street was regained for the final run through Limehouse.

In the reverse direction the c2c trains called at platform 8 at Stratford and platform 7 at Barking.



PASSENGERS in the rear coach of the 20.12 Great Northern service from London King's Cross on May 22 found the train stopped short of the platform at Welwyn Garden City, a scheduled stop. The doors did not open, no announcement was given, and

# Operations Track Record

the train then departed nonstop to Cambridge.

Around 10 passengers had to make their own arrangements to take taxis back to Welwyn Garden City – about an hour's drive. Overall, a journey that should have lasted 30 minutes took over three hours!

THREE more Class 387 units Nos. 387204-06 moved from Brighton to Hornsey on May 24, for use by Great Northern following the cessation of the Class 365 units.

**southeastern.**

CLASS 707 No. 707003, in distinctive SWR red livery, was noted from a passing train on Tuesday, May 4, at Slade Green Traction & Rolling Stock Maintenance Depot.



MAY 28 was not a good day for Southern, with delays, cancellations, diversions and even a line closure. Class 313 No. 313210 found itself trapped in the sidings at Littlehampton with no power, causing the cancellation of the 05.29 service to Bognor Regis and trapped the 06.47 stock Nos. 377455+377437+377420, for London Victoria, for most of the day. The 06.47 service was stepped up with Nos. 377408+377134+377135 and likewise the 07.12 was also stepped up with Nos. 377441+377141+377159. This left a shortage of stock for the 07.42 which was borrowed from Bognor Regis

with units 377149+377403. Worse was to come when the 06.12 Portsmouth Harbour to Littlehampton failed at Emsworth with an air leak on unit No. 313214, resulting in the 07.26 to Bognor Regis being cancelled and the line being closed for a few hours, between Chichester and Havant, while fitters attended to the unit, with buses replacing the trains until the removal of No. 313214. Services were diverted to Littlehampton and Bognor Regis as a result. No. 313201 was provided as the assisting unit at around 09.50 and when on the move to Brighton Depot was diverted via Littlehampton for turn round purposes with the line reopened around 10.00. Even by 13.30 services were still disrupted with train crew being displaced. Meanwhile, back at Littlehampton, No. 313210 was

declared a failure and the 12.55 service to Portsmouth was Class 377 No. 377155 with Nos. 377433 and 377146 used as alternatives on the Littlehampton-Bognor Regis shuttles, as no other Class 313s were in the area.



OBSERVATIONS of the Class 701 units found Nos. 701006 and 701023 both noted from a passing train on Tuesday, May 4, at Wimbledon EMU Depot. On Monday, May 10, No. 701028 was seen standing at platform 13 at Waterloo forming the 5Q51/11.24 from London Waterloo to Staines Up Loop.

DELIVERIES of new Class 701 units saw No. 701022 brought south from Derby to Eastleigh by Class 47 No. 47749 on May 12. This was followed on May 18 when the Class 47 delivered No. 701029 from Old Dalby to Eastleigh. Two days later it brought No. 701022 from Derby to Eastleigh. A change on May 27 found Class 47 No. 47739 move No. 701005 from Derby to Eastleigh. Returning to Derby, the Class 47 moved No. 701032 south to Eastleigh the next day.

THE new Class 701 units are being sent to Widnes for modifications prior to entering traffic. On May 13, No. 701007 was moved north by Class 47 No. 47749. No. 701005 which arrived at Widnes in April was returned south by Class 47 No. 47739 on May 26 which had arrived with No. 701008.

NO LONGER required by SWR, the Class 442 units are now passing through Wolverton Works where they will be stripped of any reusable components before being sent at a rate of one set per week by road to Sims Metals, Newport. On May 26, Nos. 2419+2410 were top-and-tailed from Bournemouth to Wolverton by Class 73 Nos. 73212+73213. These were followed two days later when Nos. 2402+2420 were moved by Class 66 No. 66759 top-and-tailed with Class 73 Nos. 73212+73213. The next reported move was on June 14 when Nos. 2403+2409 were moved by Nos. 66703+73119 and 73201. The first reported moves to Newport commenced during the week commencing June 7 when vehicles from 2416 were reported on the road.

## Charter Trains

THE steam hauled rail tours got underway in May. Observed during the morning of May 18 was Bulleid Pacific No. 35018 *British India Line* steaming up Ripley Bank (1 in 98) with 1Z52, the WCR's Lancaster to Carlisle (via Blackburn) Pendle Dalesman special. The same Bulleid Pacific was in action again on May 22, noted leaving Carlisle on The Cumbrian Mountain Express to Preston. Following its departure south from Carlisle, A1 No. 60163 *Tornado* arrived on The Pennine Explorer from Leicester which

had started the day hauled by Class 47 Nos. 47813+47832, the former on its first outing with West Coast Railway.

WEST Coast Pullman liveried Class 57s Nos. 57313 *Scarborough Castle* and No. 57601 *Windsor Castle* top-and-tailed a rake of Northern Belle-liveried coaches on the 'Crewe Circular' rail tour (1Z86) on Sunday, May 23, taking in Liverpool and Blackburn, the train being seen passing south through Lancaster at 17.14.

THE Scarborough Spa Express with Class 37 Nos. 37685 and 37706 was observed through Woodlesford on May 27.

THE Locomotive Services Charter forming the 08.08 Settle & Carlisle Circular from Newcastle was top-and-tailed by Class 47 Nos. 47593 and 47614 through Woodlesford on May 29.

LSL Class 40 No. D213 (40013) brought the 'Welsh Marches Whistler' excursion train from Bristol into Lancaster at 21.53 on June 3. Later, the Class 40 took the ecs on to Carnforth, before returning south to Crewe, being seen passing through Lancaster at 22.47.



THE 14.24 Liverpool (Seaforth) to Mossend container train on May 13, pulled by Class 66s Nos. 66089 and 66127, was seen passing through Lancaster at 20.24 235 minutes late.

A CONVOY of three Class 66s, Nos. 66055+66142+66168, headed south at Euxton on Friday afternoon May 14. Apparently, Nos. 66142 and 66168 were working on OK27 and failed near Lancaster. No. 66055 arrived from Arpley to rescue them.

THE Class 325 Royal Mail units are visiting Toton for tyre turning. Moves reported included No. 325012 being towed across from Crewe ETD by Class 67 Nos. 67016+67028 on May 17. This was returned to Crewe on May 21 by Class 67 No. 67025 plus Class 66 No. 66175. On the same day Nos. 325013+325015 went to Toton hauled by Nos. 67005+66162+66142. No. 325013 was returned to Crewe by Class 67 No. 67017 on May 26, and No. 325015 by No. 67013 on May 28, the latter being replaced by No. 325009 which had been delivered by No. 67013 earlier in the day.

A BURTON to Immingham scrap train ran on May 18 hauled by Class 66 No. 66139. Other scrap moves included No. 66199 on a Cardiff Tidal-Saltley-Cardiff Tidal diagram on May 21. Two days later No. 66155 worked a Liverpool-Saltley-Liverpool turn. On May 26 No. 66119 had charge of a Liverpool-Kingsbury-Liverpool diagram. The following day No. 66185 was on an Immingham-Stanton Gate-Cardiff Tidal diagram. No. 66176 was noted working the regular



Above After numerous delays, Class 769 bi-mode units are entering service with Northern. On May 19, set No. 769424 eases away from Southport on a service to Stalybridge. FRED KERR

Right: CrossCountry HST power car No. 43357 leads the 12.27 Plymouth to Edinburgh through Clay Cross Junction, Derbyshire on June 11. The working is one of three HST diagrams on weekdays. ROBERT FALCONER



The failure of DRS Class 88 No. 88001 *Revolution* on a Dagenham-Garston train of new Ford vehicles saw No. 57002 *Rail Express* sent as the rescue loco, and the train is seen approaching Lichfield Trent Valley on June 17. IAN NIGHTINGALE

DC Rail Freight Class 60 No. 60029 *Ben Nevis* passes Downham Market in charge of working 6Z17, the 04.53 Chaddesden Sidings-Middleton Towers empty box wagons on June 14. Later that day, 60029 worked a loaded working to Ravenhead Sidings train with 2000 tonnes of sand destined for Pilkington Glass in St Helens. CALLUM HAYES



Cardiff Tidal-Saltley-Cardiff Tidal diagram on May 29. It was No. 66155 in use again on June 1 on a Cardiff Tidal-Burton-Immingham turn. On the same day No. 66131 had charge of a Toton-Beeston-Cardiff Tidal working.

The following day No. 66155 worked back from Immingham to Stanton Gate and through to Cardiff Tidal. June 3 found No. 66131 work off Cardiff Tidal to Attercliffe and then through to Liverpool.

The next day No. 66176 was observed leaving Liverpool bound for Swindon, returning the loaded wagons later in the day. A similar move on June 5 had No. 66007 on a Liverpool-Saltley-Liverpool diagram.

THE regular moves of concrete segments for London's Super-sewer found Class 66 No. 66061 returning empty wagons from the Isle of Grain to Tallington on May 27. Two days later, No. 66149 took a loaded rake south.

OBSERVED at Dollands Moor Yard on June 9 were the following three DBC France locos all in EWS colours, Nos. 66010+66028+66190, awaiting a move to Toton.



A CONVOY of three Freightliner Class 66s, Nos. 66951+66554+66536, headed north from Crewe to Carlisle on Saturday afternoon May 8. A further convoy of five Class 66s Nos. 66503+66518+66566+66569+66951 made the same journey north on the afternoon of Saturday, May 22, for overnight engineering works.

The following day Nos. 66566 and 66593 top-and-tailed a train of low sided engineers' trucks from Shap (dep 09.58) to Crewe.

CLASS 66 No. 66597 *Viridor* was seen approaching Motpur Park station at the head of the Acton Terminal Complex to Tolworth Day Aggregates train on Wednesday, May 12.

Returning to Motpur Park on Wednesday, May 26, Class 66 No. 66549 was seen at the head of 7002 from Acton Terminal Complex to Tolworth Day Aggregates.

CLASS 59 No. 59204, still in DB red, but without logos, was seen at platform 15 at Reading station on Thursday, May 13, on 6L91 from Whitley Quarry to Dagenham Dock A.R.C.

CLASS 90 Nos. 90024 and No.90031 together pulled the 'runs-as-required' Tesco container train from Mossend (dep 07.03) to Daventry on May 14, seen passing through Lancaster on time at 11.11.

On the same day, the 4M87 from Felixstowe North Freightliner Terminal to Trafford Park Freightliner Terminal was noted from a passing train near Caledonian Rd & Barnsbury station double-headed by Class 90 Nos. 90014, in orange livery, and green 90043.

MAKING an unusual move on May 24, Class 66 No. 66510 worked a rake of box wagons from Stoke Gifford to Machen where they were loaded before going to Appleford, nr Didcot.

NOTED at Wigan North Western on June 2 was Freightliner Class 66 No. 66563, dragging Class 90 No. 90013 from Crewe to Leeds for tyre turning.

CLASS 90 Nos. 90019 and 90036 pulled a runs-as-required Mossend (dep 07.07) to Daventry container train on June 7. This same Class 90 duo returned to Mossend later that same day from Daventry (dep 18.39) with another fully loaded container train.



OBSERVATIONS of flask trains included Class 68s Nos. 68003 and 68004 pulling a two-flask payload from Sellafield (dep 17.30) to Crewe on May 11. Class 68 Nos. 68002 and 68006 pulled a two-flask payload from Sellafield (dep 16.44) to Crewe via Carlisle on May 24.

DRS Class 88 No.88006 *Juno* (with pantograph raised) and Class 68 No 68016 (with engine running) double headed the 12.18 Daventry to Mossend container train on May 31.

NOTED passing Willesden Junction on the Daventry to Tilbury Riverside Container Terminal on Monday, May 31, was Class 66 No. 66430 at the head of a Tesco train.

CLASS 68 No. 68016 hauled Class 66 Nos. 66428 and 66109 on the 0216/08.12 Motherwell TMD to Kingmoor through Thankerton on Tuesday, June 1.

## GB Railfreight

GBRf Class 66 No. 66764 pulled three covered wagons and two open trucks from Carlisle (dep 19:33) to MoD Kineton on May 10, seen passing through

Lancaster 47 minutes early at 21:47. A further MoD move occurred on May 17, when Class 66 No. 66774 worked a Kineton-Donnington service. The next reported move was on June 2 and involved No. 66750 on a Marchwood-Bicester-Bescot diagram, continuing to Donnington and Kineton the following day. The same locomotive was out again on June 7 on a Ludgershall-Kineton diagram. A further change on June 15 found No. 66767 on a Southampton-Donnington turn.

A NEW traffic flow commenced on May 12 when Class 66 No. 66786 worked a spoil train from Renwick Road, Barking to Roxby Gullet, Scunthorpe. A further run was reported on May 17 worked by No. 66791. No. 66755 was in charge when the train was observed on June 15.

A RAKE of empty scrap wagons ran from Mantle Lane (Coalville) to Stanton Gate on May 13, hauled by Class 66 No. 66778. Here they were loaded and continued through to Immingham.

CLASS 66 No. 66753 was noted passing through Richmond station on Thursday, May 13, at the head of train 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard. The train, which was mainly loaded JNA wagons, was running about 10 minutes early.

ELECTRO-DIESEL Class 73 Nos. 73119 and 73141 were seen passing through Staines station on Thursday, May 13, forming train 0Y73 from Tonbridge West Yard to Eastleigh Works. The two Class 73s are understood to have later collected barrier vehicles at Eastleigh and taken them to Tonbridge.

NOTED from a passing train just to the north of Gasworks Tunnel on Friday, May 14, were Class 66 Nos. 66725 and 66768. At around 16.00 the same day No. 66730 was seen working into platform 7 at King's Cross station on an engineers' train. No. 66730 was reported to have worked train 6G20 from Whitmoor Yard Local Distribution Centre to Belle Isle with No. 66752 reported as on the rear of the train.

NORMALLY, the locomotive allocated to the now predominantly weekly Harwich Refinery-North Walsham run, does the outward and return journeys. However, on May 19 it was No. 66765 on 6A41 to North Walsham but 6A32 return on May 20 was worked by No. 66718 *Sir Peter Henty CBE*, with the former going from Felixstowe to Masborough with an Intermodal on the night it had taken the tanks to North Walsham, and the latter moving from Felixstowe to North Walsham the following morning.

Noted mid-afternoon on Friday, May 21, at Harwich International was No. 66762 bringing in an unexpected 4E20 Intermodal from Felixstowe, rerouted from Harwich Parkeston Quay yard because of gusting high winds affecting the container port operations at the latter site. With the winds having calmed down, it left in the early hours of May 22 to leave the yard vacant for the normal two stopover Intermodal occupants expected later in the day. The Doncaster i-port was powered by No. 66741 *Swanage Railway* while the Hams Hall was behind No. 66781.

CLASS 59 No. 59003 was observed waiting outside the south end of Eastleigh station with an aggregate freight at

# Operations Track Record

midday on Thursday, May 20, having arrived from Westbury via Southampton Central.

A PAIR of Class 66s Nos. 66704+66795 ran light from Longport to Doncaster Roberts Road on May 21.

THE 6M61/10.14 Acton-Bardon Hill stone train on May 21 was top-&-tailed by GBRf Class 66 No. 66744 *Crossrail* + Class 73 No. 73964 *Jeanette*. A visit to Bardon Hill on May 24 found the Class 73 still present.

ON TUESDAY June 1 Class 73 Nos. 73119 and 73201 passed through Hastings whilst working from Eastleigh to St Leonards Depot.

A BURTON-Immingham scrap metal train ran on June 3 with Class 66 No. 66729 at the helm.

MAKING an unusual appearance at Fenchurch Street on Bank Holiday Monday, May 31, was Class 66 No. 66715 seen standing at platform 3 from where it would continue to Ripple Lane West Sorting Sidings. A little later it was seen passing through platform 7 at Barking, having been routed from Fenchurch Street via Stratford.

CLASS 66 No. 66751 worked a 5Q60 Merchants Park to Darlington on June 7 conveying new Class 803 No. 803002, for East Coast Trains, to Darlington to reach overhead power before the unit worked 5Q61 to Edinburgh.

A NEW weedkilling train was moved from Derby to the Severn Valley Railway on June 16, top-and-tailed by Class 66 Nos. 66771+66709, where it will undergo testing.



COLAS Rail Class 70 No. 70816 ran light from Carlisle to Rugby on May 11.

CLASS 70 No. 70807 was a rare sight of the class on the 13.38 Hunslet Yard-Oxwellmains cement working through Woodlesford on June 1.

COLAS Rail Class 70 No. 70815 pulled a lengthy train of short wheel-based NR engineers' trucks from Carlisle (dep 20:00) to Crewe on Sunday June 6.

CLASS 70 No. 70801 pulled a rake of empty log carriers from Chirk

(dep 08.05) to Carlisle via Shap on June 8.

COLAS Class 56 No. 56302 was a rare sight through Woodlesford on June 9, on a light engine shuttle working the following diagram: 08.04 Doncaster-Neville Hill via Castleford-Milford Sidings-Neville Hill-Castleford-Doncaster.



BLACKBURN was the place to be for Class 47 fans on June 1. Within a 20-minute period Class 47 No. 47813, recently acquired by WCR, was dragging dead sister No. 47245 on a late running Chester to Carlisle charter. Shortly afterwards, Class 47 No. 47830 was running light engine on a Crewe Basford Hall to Manchester Victoria route learner.



AN UNUSUAL move on June 17 saw Class 20 Nos. 20901+20118 hired-in from HNRC work a 6Z20 Kellingley Colliery to

Chaddesden sidings, with 13 empty long-stored JRA wagons. Two days later, the wagons were taken forward to Cardiff by DCR Class 60 No. 60029.

## Locomotive Services Ltd

LSL's green liveried Class 37 Nos. D6817 and D6851 (37521 and 37667) passed through Lancaster 70 mins early at 16.18 on May 11, double-heading a Corbridge to Crewe ecs train made up of six red/cream and two Pullman liveried coaches.

THE Blue Pullman HST set was seen passing through Settle Station heading northbound around 10.30 on May 10, the set working from Crewe to Carlisle via the Settle and Carlisle.



DC Rail Class No. 60029 worked a rake of box wagons from Chaddesden to Middleton Towers on May 21, where they were loaded with sand and taken to Ravenhead near St Helens. The same occurred on May 28, but only as far as Middleton Towers, the train continuing to Ravenhead the next day.

DC Rail's Class 60 No. 60028 pulled a set of blue-liveried VTG bogie 'Cappagh' mineral wagons from Humberstone Road, Leicester (dep 14.24) to Carlisle on May 26, seen passing through Lancaster at 19.33. On the same day, No. 60029 had charge of a Chaddesden-Brandon-Chaddesden stone train.

CLASS 60 No. 60029 was seen on June 6 working 6Z26 Chaddesden Sidings-Peak Forest Cemex Sidings with Empty Blue VTG Stone Boxes while getting ready for the loaded return run back to Chaddesden Sidings.

## Hastings Diesel Ltd

HASTINGS Diesel Ltd's preserved No. 1001 undertook a test run on May 28 from its base at St Leonards Depot to Tonbridge and return, via a reversal at Hastings in each direction.

## Derby RTC & Network Rail

COLAS Rail Class 37 Nos. 37116 and 37219 top-and-tailed a rake of Network Rail liveried coaching stock from Derby (dep 10.53) to Carlisle via Whitehaven on May 11.

AN 1Q54 from Eastleigh Arlington to Tonbridge West Yard on Thursday, May 13, was seen pulling away from platform 3 at Virginia Water headed by Class 73 No. 73963 *Janice* with No. 73962 *Dick Mabbutt* at the rear. The train was formed of Generator 6263, Laboratory coach 977974, Brake force runner 72639 and Radio survey coach 9481.

THE monthly 1Q69/12.22 South Croydon-Derby RTC had superpower on May 22, when it was top-and-tailed by GBRf Class 73 Nos. 73963+73962 on the front and 73965+73961 on the rear. The following day Nos. 73965+73962 top-and-tailed a test train from Derby to Moorgate then to Hornsey-Moorgate-Hornsey-Moorgate and then to Cambridge.

CLASS 43 Nos. 43290 and 43299 worked a Network Rail assessment train from Derby to Edinburgh on May 25.

COLAS Rail's tampers Nos. DR73117+DR73907 moved from Carlisle CE (dep 12.48) to Crewe PAD on May 28, observed passing through Lancaster at 14.40.

OBSERVED at East Grinstead station on the morning of May 29 was GBRf Class 66 No. 66772 at the head of a rake of yellow Network Rail/Transport for London wagons. Later No. 66740 was also present. They were being used in connection with relaying the track through Platform 1 at the station.

GBRf Class 73 Nos. 73961+73962 were seen passing through New Mills South Junction with 1Q41 Derby R.T.C to Crewe CS via Altrincham and Wrexham Network Rail Test Train on June 7.

COLAS Rail's Class 37 Nos. 37175 and 37254 top-and-tailed a rake of Network Rail inspection coaching stock on June 8, from Derby (dep 11.06) to Carlisle via Whitehaven.

## Our thanks

THE Railway Magazine's thanks for information go to: John Atkinson, Paul Atkinson, Simon Auger, Richard Barber, Mike Bechley, Gene Collins, Mike Cooper, Phil Dalton, Alan Deans, David Gurr, Barry Knock, Ken Larkins, Richard Mann, Sean Morris, Richard Moxon, Chris Newton, Tony Page, Mark Reynolds, Terry Smart, Jake Wallace, Craig Wellum, Chris West, Roger Williams and Derek Wilson.



The West Coast Railway pairing of Nos. 57313 Scarborough Castle and 57601 Windsor Castle pass Bay Horse between Preston and Lancaster on the last leg of 5M50, the Carnforth-Carnforth (via Hellifield & Blackburn) Northern Belle test run on May 18. STEVE SIENKIEWICZ



The Royal Train led by Class 67 No. 67006 *Royal Sovereign* is captured on the sea wall at Teignmouth with Her Majesty The Queen on board, on her way down to Par for an official engagement with the G7 Summit world leaders on June 11. JACK BOSKETT

# Stock Update Track Record



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**Stadler-built Merseyrail EMU No. 777002** ran battery-powered demonstration trips at the Rail Live event at Long Marston (Warwickshire) in mid-June, this shot taken on June 16.  
IAIN SCOTCHMAN

## POOL CODES

HVAC Hanson & Hall Class 50

## LOCOMOTIVES

### Allocations

43045 COTS-SBXL  
43060 COTS-SBXL  
43140 HQ/SCXL-HA/HAPC  
43159 SBXL-ICHP  
43295 EC/IECP-HQ/SCXL  
43305 EC/IECP-HQ/SCXL  
43306 EC/IECP-HQ/SCXL  
43309 EC/IECP-HQ/SCXL  
43310 EC/IECP-HQ/SCXL  
43316 EC/IECP-HQ/SCXL  
43319 EC/IECP-HQ/SCXL  
43320 EC/IECP-HQ/SCXL  
50008 DCRO-HVAC  
66060 WBAR-WBRT  
66098 WBAE-WBRT  
66099 WBBE-WBRT  
66111 WBAE-WBRT  
66114 WBBT-WBRT  
66116 WBAE-WBRT  
66143 WBAE-WBRT  
66151 WBAE-WBRT  
66155 WBAE-WBRT  
66161 WBAE-WBRT  
66174 WBAE-WBRT  
66183 WBAE-WBRT  
66186 WBAR-WBRT  
66194 WBAR-WBRT  
66199 WBAE-WBRT  
66599 LD/DFIN-FD/DHLT  
66953 LD/DFIN-FD/DHLT  
69001 Newly registered RR/GBGS  
69002 Newly registered RR/GBGS  
69003 Newly registered RR/GBGS  
69004 Newly registered RR/GBGS  
69005 Newly registered RR/GBGS  
69006 Newly registered RR/GBGS  
69007 Newly registered RR/GBGS

69008 Newly registered RR/GBGS  
69009 Newly registered RR/GBGS  
69010 Newly registered RR/GBGS  
69011 Newly registered RR/GBGS  
69012 Newly registered RR/GBGS  
69013 Newly registered RR/GBGS  
69014 Newly registered RR/GBGS  
69015 Newly registered RR/GBGS  
69016 Newly registered RR/GBGS  
90036 CE/WEDC-WQ/WQAA-CE/WEDC

### Liveries

**Blue+GBRf and Beacon logos:** 66797  
**BR green:** 37198  
**Dark grey+H&H logos:** 50008  
**FL orange:** 90048  
**GBRf:** 08703, 60087  
**GBRf+ UK and USA flags:** 69001  
**InterCity Executive:** 43044  
**Freight Petroleum:** 66794

### Named

43134 *Gordon Aikman BEM MND Campaigner 1985-2017*  
66764 *Major John Poyntz – Engineer & Railwayman*  
66794 *Steve Hannam*  
69001 *Mayflower*

### Names removed

43480 *West Hampstead PSB*  
90015 *Colchester Castle*  
91102 *City of York*  
91126 *Darlington Hippodrome*

### Returned from France

66010/28, 66190

### Preserved

125 Group: 43159

### Stored/stopped locations

**Basford Hall:** 66953  
**Carnforth:** 47760  
**Crewe DMD:** 43047/49  
**Eastleigh Works:** 57311  
**Ely:** 43305/06/16/19  
**Leeds Midland Road:** 66599, 66953  
**Nemesis Rail, Burton:** 43045/60  
**Neville Hill:** 43307/17  
**NRM Shildon:** 43102

### Operational

20901, 43140

## MULTIPLE UNITS

### Allocations

153316 NH/EDHQ-HQ/SBXH  
196112 newly delivered HQ/EJHQ  
317671 IL/EBHQ-HQ/SCEC  
317708/09/10/14/19/23/29/32 IL/EBHQ-HQ/SCEC  
319451/53/55 off registration - scrapped  
321402/05/08/28/31/32/44/45 IL/EBHQ-HQ/SAXU  
387204-06 SL/HWHQ-HE/ETHQ  
442405/08/24 BM/HYHQ-HQ/SCXH  
701003 newly delivered HQ/HYHQ  
720567/73/76 newly delivered HQ/EBHQ  
730103 newly delivered HQ/EJHQ  
803001-05 newly registered BN/HBHQ  
71959 IL/EBHQ-HQ/SAXU

### Liveries

**Avanti West Coast:** 221101/02/18/25, 390039/45, 390103/12/25/27/34/37/48  
**EMR purple:** 170517  
**Pride:** 334006  
**SWT:** 450005/15/33/38  
**TfW:** 150240/42/54, 153906/26, 175115

### Named

390044 *Royal Scot*  
800022 *Tulbahadur Pun*  
800030 *Henry Cleary/Lincoln Callaghan*  
800301 *Paddington Bear*

### Names removed

153376 *X24-Expedition*  
321361 *Phoenix*

### Renumbered

319009-769502  
319459-769959

### Now in 9-car formation

345010

### Now in passenger traffic

345010/31/46/48  
710376/77  
720561

### Preserved

**Keighley & Worth Valley Railway:** 143625  
**Llanelli Goods Shed Trust:** 143622  
**Llanelli & Mynydd Mawr Railway:** 143606/07  
**Nene Valley Railway:** 143602  
**Tanat Valley Railway:** 143601/16  
**Wensleydale Railway:** 143623

### Stored/stopped locations

**Barrow Hill:** 156907/09/16/17  
**Derby Litchurch Lane:** 701017, 720512/25/32/55/65/70, 701505  
**Ely:** 153301/04/15/17/51/52/78, 317708/09/10/14/19/23/29/32  
**Etches Park:** 153319  
**Gascoigne Wood:** 321402/05/31/45  
**Hertford North CS:** 365510  
**Kirkdale:** 777004/06  
**Long Marston:** 153316  
**Nemesis Rail, Burton:** 769922/39  
**Peterborough:** 365520/22  
**Slade Green:** 465247, 465913, 466006  
**Warrington:** 777016/18  
**Widnes:** 701008  
**Wolverton:** 2402/03/04/08/09/10/11/19/20  
**Workshop:** 321428/32, 465017/19, 465236/45/46, 466004/16, 701003, 720527/30/33/46/67/73/75/76

### Disposals

**C.F. Booth, Rotherham:** Arrival dates: May 17: 229. Cut dates: May 14: 63112; May 17: 72004; May 26: 71998, 78287/93.  
**Sims Metals, Newport:** Arrival dates: June 2: 55671 (143605); June 3: 55646 (143605), 55680 (143614); June 4: 55655 (143614), 55665 (143624); w/c June 7: 442406; June 7: 55690 (143624); June 8: 55674 (143608); June 9: 55649 (143608), 55643 (143610); June

10: 55676 (143610), 55670 (143604); June 11: 55645 (143604); w/c June 14: 442416; June 17: 55650 (143609); June 18: 55675 (143609); w/c June 21: 442423.

## HAULED COACHING STOCK

### Allocations

12073 off registration – preserved  
12105/10/32/47 off registration – preserved  
40622 off registration - scrapped  
40705/11/40/50 NL/EMHQ-HQ/SCEC  
41099 NL/EMHQ-HQ/SCEC  
41100 NL/EMHQ-HQ/SCEC  
42007 off registration - scrapped  
42116/2/46/86/91/92/93/98/99 NL/EMHQ-HQ/SCEC  
42145 off registration - scrapped  
42238/39 NL/EMHQ-HQ/SCEC  
42564 off registration - scrapped  
44061/63/77/80 NL/EMHQ-HQ/SCEC

### Liveries

**Alzheimer's Society Cymru branding:** 82226  
**InterCity:** 11077/91, 82127  
**ScotRail InterCity:** 42078

### Renumbered

42570-48136  
42582-48137

### Sold

**Citizen Songwriters C.I.C.:** 40701

### Preserved

**Wensleydale Railway:** 40702  
**West Somerset Railway:** 10542

### Stored/stopped locations

**Bay Studios, Swansea:** 40402  
**Castle Donington:** 11093/99, 10249  
**Eastleigh Works:** 3119, 5009  
**Nemesis Rail, Burton:** 5945/55, 6027, 9521/27/39  
**Neville Hill:** 40748, 41120/50, 42091, 42150/54, 44094  
**Slateford:** 42078  
**Weardale Railway:** 40701

### Disposals

**C.F. Booth, Rotherham:** Arrival dates: June 16: 41126, 42261, 42344, 44030. Cut dates: June 8: 42118, 44023  
**Sims Metals, Newport:** Arrival dates: May 25: 12472; May 26: 12534; June 17: 11298, 11401, 82207; June 18: 11301, 12307, 12414

■ STOCK CHANGES CORRECT AS OF JUNE 27, 2021.

**Class 442 'Wessex Electric' No. 442410** is pictured at Wolverton Works on June 14. No longer needed by South Western Railway, the fleet is now being scrapped – including the refurbished sets.  
JAMIE SQUIBBES

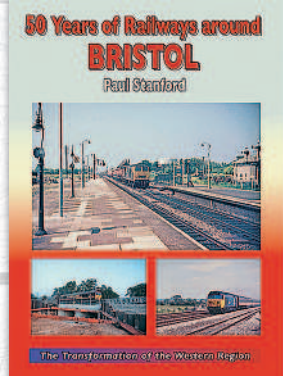




**THE GENERATION GAME:** Three railway ages meet at Bristol Temple Meads on June 23, as ex-BR HST (with power cars Nos. 43304/43285) departs with CrossCountry's 1V44/06.11 Leeds-Plymouth, while behind in the station is LMS-built 'Black Five' No. 45231 (which replaced No. 47593 on a Saphos Trains' excursion from Shrewsbury-Kingswear) and GWR's 'masked' IET No. 800321. JACK BOSKETT



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## THE RAILWAY TO ADVENTURE

By Charlie Lewis & David Payling

INTEREST in the South African narrow gauge has never been higher, especially with several of the locomotives featured in this interesting book now forming part of the fleets at both the Welsh Highland and Brecon Mountain railways.

While stock and track material from several South African narrow gauge lines is enjoying a second life on a host of British heritage railways, this publication focuses on a network which was, until the early years of the present century, one of the world's longest and busiest 2ft gauge railways.

West out of Port Elizabeth, the railway meandered for 177 miles to the tiny hamlet of Avontuur – Afrikaans for 'Adventure' – hence the title of this book. For over 100 years, it served the fruit growing region known as the Langkloof. Closer to Port Elizabeth, an important branch to Patensie tapped the fertile vegetable lands and citrus groves of the Gamtoos valley. During the 1920s, quarries were established near Patensie by the Eastern Province Cement Company and limestone was hauled by rail to Chelsea siding, from where a 12-mile private line ran to the cement factory at New Brighton. This was essential business as it provided the railway's base traffic for over 70 years.

Following a conventional chronological order, the book tells the railway's fascinating and compelling story, particularly the political shenanigans which plagued its turbulent latter years. These are recounted from the first-hand

experience of the author (Charlie Lewis), the regional engineer responsible for the line from 1981 to 1986.

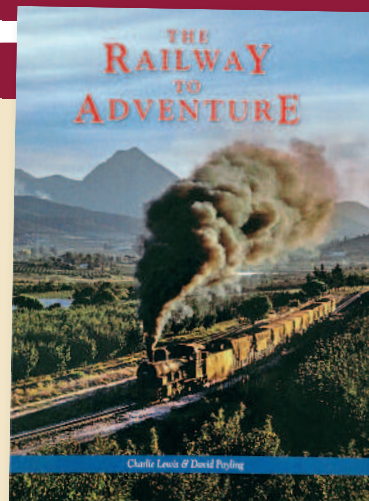
The operation of passenger excursions running as the 'Apple Express' is covered, along with the introduction of new wagons to carry palletised produce to save manual handling and modern wagons to carry limestone traffic more efficiently.

Other investment included upgrading the main line to a heavier axle loading and the introduction of 20 Class 91 diesels in 1973. Steam aficionados may take comfort from the fact the saying among the fitters was that with a steam locomotive it took five minutes to find the fault and all day to repair it, whereas with diesels it took all day to diagnose the problem and five minutes to fix it.

### Memories of a bygone age

Presented in a large format, high quality style, the text, which is enjoyable to read, is complemented by a wide selection of photographs with informative captions, many previously unpublished and the majority in colour which the authors believe will form the definitive record of the railway in its latter years. The images serve as a poignant reminder of a bygone age – and the impressive capabilities of a narrow gauge line using both steam and diesel traction in wonderful scenery, providing a vital transport artery for many years.

A table of the current status and whereabouts of the NG15 and Class 91 locomotives as of April 2020, along with a route map and gradient chart can be



found at the rear.

The book is dedicated to the memory of David Payling, a long-time supporter of the Ffestiniog and Welsh Highland Railways and author of the best-selling Garratts and Kalaharis and of Fairlie Locomotives of North Wales, who sadly passed away early in 2020 after a long illness. David arranged for *The Railway To Adventure* to be published by the F&WHR in the same high quality style as his own books.

This book was hard to put down – even for those of us who have never been fortunate to see narrow gauge in action in South Africa ourselves. It comes highly recommended and worth every penny. GE  
Ffestiniog Railway Co, [www.festrail.co.uk/shop](http://www.festrail.co.uk/shop), 265pp, hardback, ISBN 9780901848253. £37.50

## British Rail Around the Derbyshire Peak District

By Peter Gater

OLDER readers will probably remember the name Peter Gater, whose photographs regularly appeared in *The Railway Magazine* and other publications from the mid-1980s onwards.

A Derbyshire-based cameraman, Peter was a local government officer whose work took him around the county, with the added benefit of having an eye for a good railway picture. Having prepared to produce a book that reached initial proof stage before he passed away in 2009 aged 80 – now, some 11 years after his passing, sons Philip and Neil

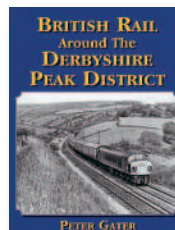
have seen his wish accomplished.

This book takes the reader on a nostalgic trip around the county. Split into six chapters, Peter's photographs cover from Derby in the south to New Mills and Buxton in the north, and from Dore to Chinley on what is today a busy east-west artery. Many of the images are published for the first time, and several stand out – particularly the BREL test trains on the now preserved Wirksworth branch, and the old ICI hopper workings around Chinley and Peak Forest.

Nicely printed with basic captions and large photographs, this is definitely worth buying to indulge in the memories of the era – more so as royalties from sales of

this book will be donated to the Ashgate Hospice in Chesterfield, who provided invaluable palliative healthcare to Peter and supported his wife Dorothea.

A second book on the Erewash Valley and Chesterfield is in preparation and eagerly anticipated. CM  
Pynot Publishing, email info@pynotpublishing.co.uk, 96 pages, softback, ISBN 9780956270689. £9.95



## TRAVELLING ART GALLERIES

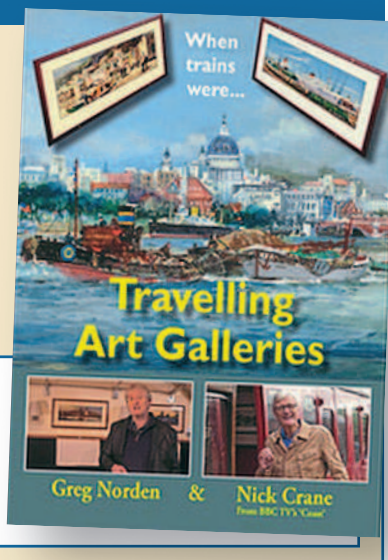
By Greg Norden & Nick Crane

TRAVELLING Art Galleries is a film documentary covering the history of railway carriage prints, and is a joint project between Greg Norden, his sons James and Sam, and TV presenter Nick Crane.

An initial visit to Yorkshire secured still and aerial camera drone shots of various carriage print locations, including Robin Hoods Bay, Scarborough, Pickering and Whitby. This was followed by visits to London Underground's Northfields and

Upminster stations filming 1938 Tube stock; with further visits to Wolverton viaduct, the Llangollen Railway, and the Bluebell Railway.

In the film Nick puts under the microscope the artists who drew the carriage prints and also recalls memories of one of those artists, his great-aunt Freda Marston, who exhibited countrywide and was the only female artist commissioned by the LMS, LNER and BR to produce carriage prints and posters.



### READER OFFER

Travelling Art Galleries is filmed in HD for streaming and downloads, and produced as a DVD, while a six-minute trailer is also available. To see the trailer, buy the DVD, or stream the video in HD, visit [www.travellingartgallery.com](http://www.travellingartgallery.com) or telephone: 01604 456882. Use voucher code 'MORTONS' to buy the video at £17.95 (inc p&p) instead of £19.95 (+p&p).

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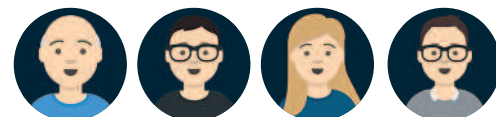
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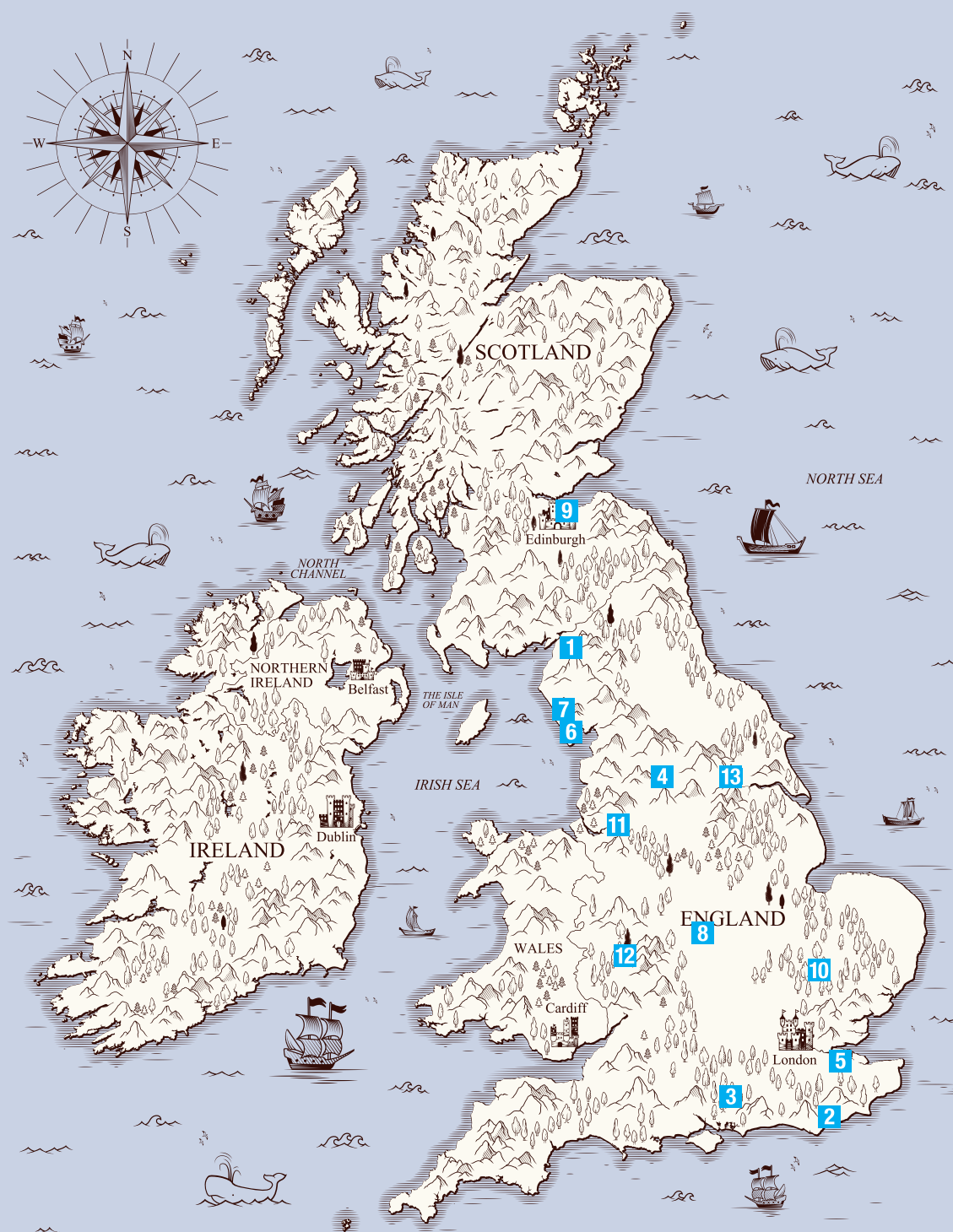
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# Heljan 'O' gauge Class 26s and 27s

HELJAN revealed further engineering prototypes for its 'O' gauge Class 26 and Class 27 diesels in May – showing corrections over earlier samples, and the models now undergoing final assessment prior to livery samples being commissioned.

Both pictures show the character of the locomotives has been captured, although Heljan is keen to stress the models are samples and subject to further fine-tuning.

The specification is in line with Heljan's 'O' gauge range, with each motor bogie fitted with its own motor, flywheel and mechanism. Lighting circuits allow a range of running light positions to be selected together with cab and engine room lighting when fitted with a decoder.

The first picture shows the Class 26 in late condition

with smooth cab fronts and air tanks between the bogies. The Class 27 model has seen adjustment to the shape of the headcode box and beading across the cab front.

Four liveries are offered on the Class 26/1, including Railfreight and civil engineers yellow and grey. No less than

eight liveries are offered on the Class 27 including BR green with various warning panel options, together with BR blue including Highland Rail stags as No. 27032. Most of the models are supplied without numbers except the weathered and special editions of the model.



Above: Second sample of the forthcoming Heljan 'O' gauge Class 26/1, including the underframe air tanks and late condition features.



Heljan 'O' gauge Class 27 with improvements to the headcode box and cab features. The model will be produced in eight different liveries.



A livery sample of special edition 'O' gauge Class 47 No. D1670, which has been commissioned by Kernow Model Rail Centre.

## Western Region 'namer'

KERNOW Model Rail Centre has announced that a Western Region Class 47 'namer' in 'O' gauge will be added to its limited edition range in late autumn or early winter this year.

The chosen locomotive is No. D1670 *Mammoth* in BR two-tone green livery as delivered from late 1965 onwards. The model will be fitted with the appropriate detail, including illuminated four-character headcode

boxes and train heating boiler detail alongside the appropriate livery colours for the mid-1960s.

The Cornish connection comes from its use on the first china clay slurry train worked between Burngullow in Cornwall and Sittingbourne in Kent for Bowater paper. The model is being produced by Heljan based on its brand-new Class 47 tooling.

## Saloon nears completion

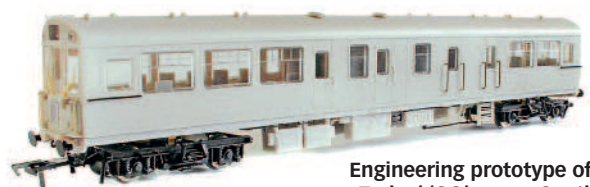
ENGINEERING prototypes of the forthcoming Revolution Trains 'OO' gauge model of the Southern Region General Manager's Saloon No. 975025 *Caroline* were revealed in May, showing a model which has the slab-sided character of the former Hastings long-frame DEMU buffet car.

The picture shows the BR version of the saloon, with the characteristic Southern Region waist-height multiple working cables and brake pipes apparent in the image, alongside the two-digit headcode box and lights above the cab windows. A second tooling incorporates later features as applied in the 2000s, including light

clusters and a cleaner front end with the waist-height pipes and cables removed.

The model is fitted with flush glazing showing a detailed interior, whilst the underframe is also highly detailed including the bogies and headstocks. Revolution Trains has examined the prototypes and has compiled a list of enhancements that will be applied before livery samples are approved.

Revolution Trains hopes to have the three versions of the model ready for delivery by the end of the year: Network Southeast, BR green and the original BR blue and grey scheme.



Engineering prototype of Revolution Trains' 'OO' gauge Southern Region General Manager's Saloon.



The two new Mk.3 coach models as used in Network Rail's New Measurement Train.

## Network Rail coaches in 'OO'

HORNBY has released additional coaches as used in current test trains, including Mk.3 DVT as No. 82129 in unadorned yellow livery except for the Network Rail logo.

Two Mk.3 coaches are also included in this release of coaches, decorated for the New Measurement Train. No. 975984 'Lecture Coach' and No. 977995 'Standby Generator Coach' are based on Hornby's standard Mk.3 models with some overprinting of the window glazing to better match the full size vehicles without additional tooling.



Mk.3 DVT No. 82129 dressed in Network Rail yellow.

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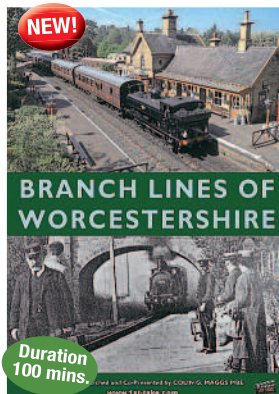
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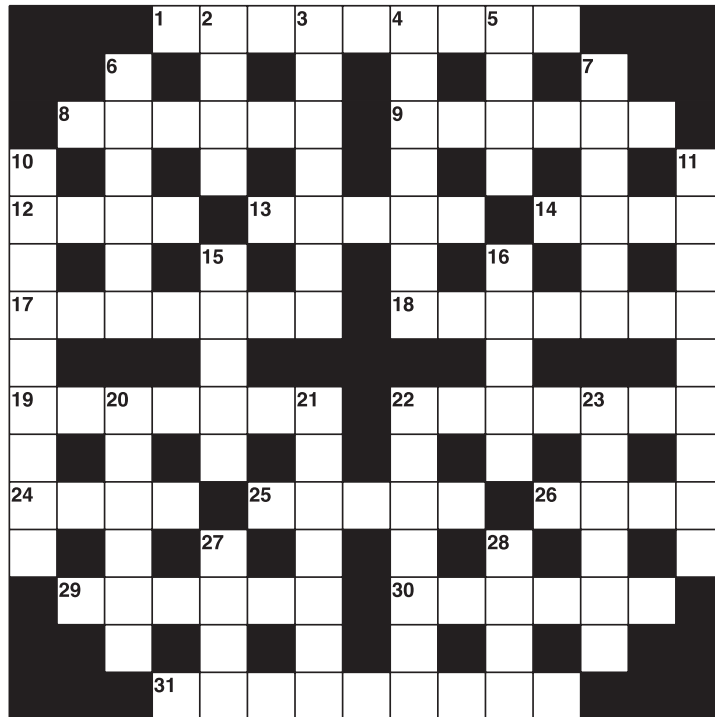
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## Across

- 1 \_\_\_ Steam Railway, heritage line based at Paignton (9)  
 8 and 10 down 'Merchant Navy' No. 35004 (6,5,4)  
 9 \_\_\_ & Dingle Light Railway (6)  
 12 \_\_\_ Park, North British Locomotive Co works (4)  
 13 and 14 'Britannia' No 70026, involved in the 1955 Milton derailment (5,4)  
 17 Open braced framework used to support a viaduct, as at Meldon (7)  
 18 Intermediate station on the Llandudno branch (7)  
 19 Location of the Royal 30 across Bridge (7)  
 22 Station between Newtown and Machynlleth (7)  
 24 Portsmouth \_\_\_\_, station in Devon (4)  
 25 See 4 down  
 26 'Twopenny \_\_\_', nickname of the deep-level Central London Railway (4)  
 29 Former junction for the GWR Cirencester and Tetbury branches (6)  
 30 \_\_\_ Hall, GWR No 4983, which contributed to the rebuilding of preserved Rood Ashton Hall (6)  
 31 Joseph \_\_\_\_, GWR Locomotive, Carriage & Wagon Superintendent, 1864-77 (9)



## Down

- 2 Class 50 No. 50046 (4)  
 3 Telegraphic code name for a GWR fish wagon (7)  
 4 and 25 across Loch Eil \_\_\_\_, West Highland line station (7,5)  
 5 Road-going railed vehicle (4)  
 6 Bonnie \_\_\_\_, 'A1' No 60159 (6)  
 7 Preserved 'Schools' Class No. 926 (6)  
 10 See 8 across  
 11 Manchester Metrolink stop on the Ashton-under-Lyne route (9)  
 15 A Brush with \_\_\_\_, David Shepherd's autobiography (5)  
 16 Burton \_\_\_ Hall (5)  
 20 Sir \_\_\_\_, preserved 'King Arthur' No 777 (6)  
 21 Nickname for Class 50 locos (7)  
 22 'Warship' No. D808 (7)  
 23 Word following Euston and Leicester in London Underground station names (6)  
 27 Site of former water troughs on the North Wales Coast (4)  
 28 Callander & \_\_\_ Railway (4)

## July crossword entry form

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Send completed form (photocopies are accepted) to: July 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 September 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](mailto:RMcomp@mortons.co.uk) Please list the answers to the clues for across, then down.  
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## Solution to the May issue.

Across: 1 Gifford 5 Ludlow 9 Red Star 10 Andania 11 Sun 12 Allan 13 Dingley 14 Eye 15 Dorothy 17 Rose 21 Keys 24 Bermuda 27 Par 28 Roeder 29 Bibby 30 Ian 31 Stephen 32 Tornado 33 Primes 34 Rossett

Down: 1 Gerrards 2 Fiddlers 3 Orton 4 Dursley 5 Leander 6 Dodinas 7 Dundle 8 Radyr 16 Hay 18 One 19 Dunblane 20 Maryport 22 Evesham 23 Springs 24 Brentor 25 Cross 26 Meteor 29 Bures

May winner: Mr Trevor Chalmers, Whitby, North Yorkshire  
 Runners-up: Mr Peter Stowe, Poynton, Stockport; Mr Paul Harmston, Eastwood, Nottingham.

The closing date for this month's crossword is Friday, August 6, 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's photo (right) shows the passenger ramp and covered walkway from platform 1 at Market Harborough station. The station building at the end of the walkway dates from September 1884 and is Grade II listed. At one time, lines from the station served five destinations – Leicester, London, Northampton, Peterborough and Rugby – but today the station is served by East Midlands Railway trains between St Pancras and Leicester/Nottingham. Now for this month's question – can you identify where this interesting piece of track is (left), which demonstrates different types of sleepers, chairs, clips and even third-rail? Answer next month.



**Next month**

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R8213 DCC Select digital control unit ..... £98



IE0007 ADL Enviro400 MMC - "Dublin Bus" **NEW** ..... £51  
UK6520 ADL Enviro400 MMC - "Stagecoach South - 700 Coastliner" ..... £51



2S-002-006 Class V 'Schools' 4-4-0 30939 "Leatherhead" in BR green early emblem **NEW** ..... £123.21



2S-002-007 Class V 'Schools' 4-4-0 930 "Radley" in SR wartime black **NEW** ..... £123.21



2S-007-025 Class 57xx Pannier 0-6-0PT L95 in London Transport red ..... £79.86



2S-007-028 Class 57xx Pannier 0-6-0PT 5775 in Great Northern and Southern Railway ochre - as in "The Railway Children" ..... £82.65



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



K10-1671 Class 800/0 5-car BIMU IET 800021 in GWR green ..... £178



K10-1674 Class 800/0 5-car BIMU IET 'Azuma' 800209 in LNER **NEW** ..... £178

**O Gauge (1:43 Scale)**

**Dapol - Coaches**

7P-001-202 Mk1 SK second corridor 524169 in BR green ..... £169.15

7F-031-006 6 wheel milk tanker United Dairies 44018 **NEW** ..... £67.99  
7F-031-009 6 wheel milk tanker Unigate Creameries 44013 **NEW** ..... £67.99



7F-037-002 Conflat 'H7' flat wagon 39612 in GWR grey BD2 type container in GWR brown "Door to Door" **NEW** ..... £57.14



7F-037-102 Conflat 'A' flat wagon 5735201 in BR bauxite **NEW** £39.54  
7F-037-103 Conflat 'A' flat wagon 5735233 in BR bauxite **NEW** ..... £39.54



H7-TC115-001 Gresley Teak coach Diagram 115 Corridor Third unnumbered LNER Teak **NEW** ..... £179  
H7-TC115-002 Gresley Teak coach Diagram 115 Corridor Third 23896 in LNER Teak **NEW** ..... £179



H7-TC115-004-GA Gresley Teak coach Diagram 115 Corridor Third IE12675E in BR carmine & cream ..... £179  
H7-TC115-001 Gresley Teak coach Diagram 186 Open Third unnumbered LNER Teak **NEW** ..... £179



H7-TC175-002 Gresley Teak coach Diagram 175 Brake Corridor Composite 24068 in LNER Teak **NEW** ..... £179  
H7-TC186-001 Gresley Teak coach Diagram 186 Open Third unnumbered LNER Teak **NEW** ..... £179



H7-TC186-002 Gresley Teak coach Diagram 186 Open Third 23956 in LNER Teak **NEW** ..... £179

**Heljan - Steam locos**

H7-A3-001A Class A3 4-6-2 unnumbered single chimney, standard dome and unstreamlined corridor tender in LNER Grass Green 1929-1948 (RRP £750) ..... **BARGAIN** ..... £579



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-A3-002B Class A3 4-6-2 unnumbered single chimney, banjo dome and unstreamlined non-corridor tender in LNER Grass Green 1934-1948 (RRP £750) ..... **BARGAIN** ..... £579

H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender (RRP £750) ..... **BARGAIN** ..... £579

H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender (RRP £750) ..... **BARGAIN** ..... £579

H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (RRP £750) ..... **BARGAIN** ..... £579



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (RRP £750) ..... **BARGAIN** ..... £579



H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (RRP £750) ..... **BARGAIN** ..... £579

H7-A4-006B Class A4 4-6-2 unnumbered single chimney and streamlined non-corridor tender in BR Express blue 1949-1952 (RRP £750) **BARGAIN** ..... £579

H7-A4-007A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in BR green early emblem 1952-1958 (RRP £750) **BARGAIN** ..... £579



H7-A4-009 Class A4 4-6-2 60008 "Dwight D Eisenhower" in BR green late crest and streamlined non-corridor tender (RRP £750) ..... **BARGAIN** ..... £579



1901 GWR AEC diesel railcar in 29 GWR chocolate and cream grey roof and coat of arms emblem ..... £466.65



4944 Mk1 RMB mini buffet in BR blue and grey ..... £186.15  
4958 Mk1 BG full brake in BR blue and grey ..... £186.15



4996 Mk1 57' GUV general utility van in Intercity Motorail branding **NEW** ..... £169.15



**Any or Multiple Scales**

**Hattons Originals - Digital decoders**

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  
R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) ..... £63  
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder ..... £16  
R8249 Box of 6 ..... £92

# SIGNAL BOX ARCHIVE

A unique look inside over 70 signal boxes taken from Video 125's archive filmed over a period of 30 years. With our privileged access you'll see 'boxes of all shapes and sizes, all kinds of operating methods from 19th century mechanical lever frames to 20th century panels to 21st century state-of-the-art Rail Operating Centres.

## Highlights include:

- The last London Terminus with semaphore signalling
- Old Oak Common Panel signal box in 1989
- New Street Birmingham panel 'box in 1995
- The remotest signal box in the UK
- One of the oldest signal boxes still working in 2021
- Underground boxes in operation that are now museum pieces
- Wooden level crossing gates opened and shut by hand (including one on an InterCity 100 mph 25KV main line)
- Electric key tokens, tablets and train staffs
- Tyers and Webb & Thompson token machines in use
- Reedham swing-bridge operation



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Taking advantage of the pandemic lockdown, we trawled through hundreds of hours of footage to produce this fascinating signal box tour of the British Isles. Note: this is not an Open University-style production, more an interesting and entertaining visit to each box in turn.

There are useful explanations of the workings in many cases and simple observations in others. Much footage is new, some seen before, but in most cases, further extended from the original rushes.

This is a high-definition production with sections of older footage filmed in standard definition. It runs for 2 hours 8 minutes with narration by Jonathan Kydd, but in accordance with our current policy, there is also a commentary-off option - so you can sit back and enjoy the bells and whistles in high quality stereo.

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