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# *The* **RAILWAY**

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September 2021

*Magazine*

## **The GWS at 60**

**Founders recall the past  
and plan for the future of  
Didcot-based museum**

**124  
PAGES**  
OF THE BEST NEWS,  
FEATURES &  
PHOTOGRAPHY



■ **Pendennis Castle steams again!**

**SHOULD FARES BE FROZEN? ■ GWSR TRACKBED THREAT**



# The Cumbrian Mountain Express

Saturday 9th October

The Cumbrian Mountain Express provides a wonderful opportunity to get out and about during the spring, summer and autumn months, with the added bonus of steam haulage over the Northern Fells, including the spectacular Settle & Carlisle Railway. We have a high speed journey down the West Coast Main Line to Carnforth, hauled by a blue class 86 electric locomotive. We then enjoy a circular steam tour outwards via Shap to Carlisle and back via the Settle and Carlisle line. We return from Preston to London behind our blue electric locomotive.

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**This issue was published on September 1, 2021.**  
**The next will be on sale on October 6, 2021.**



Leeds' proposed HS2 station is described as a 'gateway to the North', but if the high-speed line's eastern leg to the city is cancelled, it will be a massive blow to the Government's climate credentials ahead of November's COP26 global climate change conference to be held in Glasgow. HS2

# Action needed, not just words

**R**EADERS will have struggled not to have seen and heard recently the many reports from around the world of various weather-related natural disasters – from heavy rains and floods in Northern Europe, to extreme forest fires in California and Australia, and many other devastating events elsewhere. Most people would agree that climate change is driving the frequency of these events, and the general scientific consensus is that it is mostly man-made climate change caused by burning fossil fuels.

It feels there is a growing recognition of mankind's role now, with many industrialised countries committing to some kind of a change. Our own UK Government has set ambitious targets to reduce carbon emissions in 2030 by at least 68% from 1990 levels, and by 78% in 2035 on our way to achieving net zero by 2050.

When it comes to transport, rail has a massive part to play in reducing carbon emissions. Commuting and longer-distance passenger travel can reduce car and airline use, both of which are significantly more polluting than rail, while one freight train can replace multiple lorries on our road network.

However, for rail to play its maximum role in reducing carbon emissions, it needs support from the top down – and that means the Government must follow through on its words with action.

As this issue closed for press, there was a strong indication that the eastern leg of HS2 north of Birmingham to Leeds would be shelved for the foreseeable future and effectively cancelled. This would be a massive blow not only for Leeds, but for the East Midlands, the North East, and Scotland. HS2 will shave off



## TRAIN OF THOUGHT Editor's Comment

more than an hour from current London to Leeds journey times, and bring London well under four hours from Edinburgh – enough to compete better with airlines on timings when you factor in getting to and from the airports and city centres.

The first phase of HS2 under construction to Birmingham is still almost a decade away from opening, but there is much that could be done in the meantime, and fares are an obvious way to attract or deter potential passengers. Eye-watering increases are not going to get passengers back on seats, and ultimately now – with the previous franchises system replaced by operating contracts – it is for the Government to determine if it wants to get people out of cars and onto trains, or keep moving fresh air around. The answer is surely obvious, a 'win-win' all round, but a possible 4.8% rise in fares (see *Headline news*) will not help achieve this.

Other emissions-lowering initiatives – such as the proposed Tees Valley trial of hydrogen-powered multiple units (page 6) – have also been talked about, but so far not been acted on.

The buck stops at the top, so if the ambitious carbon targets are to be met, it is time to act – on investment, on fares, and on the use of alternative fuels.

PAUL BICKERDYKE, Editor

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September 2021. No. 1,446. Vol 167. A journal of record since 1897.

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Llangollen Railway services steamed back to Carrog from August 21, hauled by GWR 2-8-0 No. 3802. GARETH EVANS

Government urged to commit to hydrogen train fleets; Floods cause further setback for Island Line revamp; GWSR seeks to secure Broadway to Honeybourne trackbed; Northern ticket machines back online; Inflation threatens a big fares increase; *Pendennis Castle* returns to steam.

## On the cover

**MAIN IMAGE:** Didcot Railway Centre is an invaluable time capsule, aiding the recreation of scenes that were once common in the past. As a result, it is a popular choice for photographic charters – a prime example being this image of No. 4079 *Pendennis Castle* captured on February 24, 2018. JACK BOSKETT



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Class 37 No. D6898 has returned 'home' after it was donated by Network Rail to the Head of Steam. ANDREW JEFFEREY

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Left: Assisted by Class 08 No. 08444 at the rear, visiting BR '2MT' No. 41312 hauls the 'Murder Mystery' train on the Bodmin & Wenford Railway at Charlie's Gate on August 10. WILL DINGLE/BWR



A scene involving a replica steam loco crashing into a quarry for the latest *Mission: Impossible* film has been shot at Darlton Quarry, Stoney Middleton, Derbyshire. These images were taken on August 20 from the other side of the valley 1km away. "I punched the air the moment the train disappeared," said photographer Villager Jim. "The weird bit was the colossal bang which came seconds after the train went out of view, but it was the distance sound travelled – amazing!" PICTURES COURTESY OF WWW.VILLAGERJIM.COM

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Class 37 No. 37884 gets a friendly wave. DAFYDD WHYLES

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# Features

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A letter in the August 1961 issue of *The Railway Magazine* appealing to save an ex-GWR '14XX' 0-4-2T

locomotive proved to be the catalyst to creating Didcot Railway Centre. Chris Milner shares some of the early founders' memories and looks at some of their achievements.

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John Heaton FCILT experiences the literary 'twitch upon a thread' and returns to the West Somerset Railway to see how it is recovering from the Covid-19 lockdowns and other challenges to running a successful heritage railway operation.



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**TRAVELLING HOPE:** Leeds-York in the 1950s – p30



**MINEHEAD REVISITED:** West Somerset Railway – p46

## Government urged to commit to hydrogen train fleets

Outline strategy is welcomed by RIA, but gives little detail on the way forward for rail.

By Graeme Pickering

THE Railway Industry Association (RIA) says ministers must make an immediate commitment to ordering hydrogen-powered trains.

Commenting on the publication of the Government's hydrogen strategy, the RIA – which represents over 300 businesses in the railway supply sector – welcomed the plans, but added that they needed to be followed-up with action to support green jobs and investment across the country.

RIA technical director David Clarke said: "Network Rail has identified that up

to 1300 kilometres of railway lines will require hydrogen trains in order to achieve the Government's 'Net Zero by 2050' goal. Yet, as we say in RIA's Rail Decarbonisation Campaign 21, if we are to successfully decarbonise our rail network we need to get started today, in 2021, both electrifying railway lines and beginning the production of hydrogen and battery trains."

### Strategy

Published on August 17, the 'UK Hydrogen Strategy' document outlines plans for the use of low carbon hydrogen in industry, power generation,

heating and transport in order to help meet the 2050 net zero carbon emissions target.

Whilst it acknowledges that "hydrogen is likely to be fundamental to achieving net zero in transport, potentially complementing electrification across modes of transport such as buses, trains and heavy goods vehicles" it contains few details about potential application for railway fleets other than adding that it is envisaged hydrogen will be in use for lorries, buses and rail by 2030.

The document continues: "To decarbonise currently unelectrified parts of the

network, electrification will likely be the best solution because electrified trains are faster, quicker to accelerate, more reliable and cheaper.

"There will also be a role for new traction technologies, like battery and hydrogen trains, on some lines where they make economic and operational sense."

### No trials yet

Although there has been investment in projects to convert existing rolling stock to demonstrate hydrogen technology – for example HydroFLEX, a University of Birmingham and Porterbrook

venture using a modified Class 319 EMU, began main line tests last year – no commitment has yet been made to fleet orders of hydrogen trains.

It is over two years since plans were first announced for the Tees Valley (subsequently designated the UK's first hydrogen transport hub) to be the base for the country's first fleet of hydrogen multiple units. However, as announcements were made in August on the trial of hydrogen road vehicles in the region, Tees Valley Combined Authority told *The RM* it could offer no update on the progress on the rail scheme.



**JOHN FARROW SALUTE:** UK Railtours ran a charter celebrating the life of its founder and railtour empresario John Farrow on August 18, with 'Merchant Navy' No. 35028 *Clan Line* hauling the 08.46 Victoria-Sherborne (Dorset) and 16.55 return on August 18. John was well known and highly regarded in the railway world, and had been involved in running tours since the 1970s until his death in April. The Bulleid 'Pacific', said to be one of his favourite locos, is seen bursting out of the eastern portal of Buckhorn Weston Tunnel (between Templecombe and Gillingham) at the head of the return trip. STEPHEN GINN

# GWSR seeks trackbed assurances

## Heritage line wants to secure possible future northbound extension to Honeybourne.

By Chris Milner

HOPES of transferring the trackbed of the closed line from Broadway to Honeybourne to the Gloucestershire Warwickshire Railway (GWSR) has hit a stumbling block because the Department for Transport (DfT) is refusing to sanction the transfer. The reason relates to a covenant over future maintenance of bridges.

Back in the mid-1980s, British Rail's Property Board offered the trackbed to the railway for £5, but because of circumstances at the time, the offer was not taken up. Several years ago, the 4½-mile trackbed was transferred by the DfT to Railway Paths Limited (RPL), a subsidiary of Sustrans funded by the Department. RPL has decided the trackbed no longer fits its current plans and, with disposal in mind, approached the GWSR knowing its intentions to reopen to Honeybourne.

RPL has undertaken minimum maintenance, with the result that the bridges have deteriorated and several are propped up to cope with the

weight of road traffic. The GWSR is also very mindful of the recent plan by Highways England to infill bridges to provide support while at the same time totally preventing a line from being reopened in the future.

### Infill fears

"It appears the policy of DfT is that heritage railways cannot provide a sufficiently strong covenant to secure the continuing maintenance of road bridges that cross such redundant lines," said GWSR chairman Richard Johnson. "This is of concern, given the current controversy surrounding the Highways England strategy to infill or demolish a number of such structures on redundant railways across the UK."

"My understanding is that consideration will only be given to transferring ownership to a body such as a local authority which, by definition, has the necessary resources to maintain the bridges. In such a case, an option would be that the line would be leased back to the heritage railway concerned."

"We have written to the DfT

to confirm that this policy is indeed correct; whether it could be waived in this case and to seek confirmation that nothing will be done to the bridges or trackbed that could compromise potential reuse as a railway line."

Baroness Vere, Minister for Roads Buses and Places, has since confirmed in the House of Lords that there is currently no intention to infill or demolish the bridges on that route. The GWSR has also begun talks with Worcestershire County Council.

The area is soon to see a £200m capacity increase investment planned for the North Cotswold line, a £70m upgrade for Oxford station, and a bid to reopen the Honeybourne-Stratford line as part of a Restore Your Railways project for which £50,000 funding has been allocated. The GWSR sees protection of the trackbed as vital as part of a future sustainable transport plan.

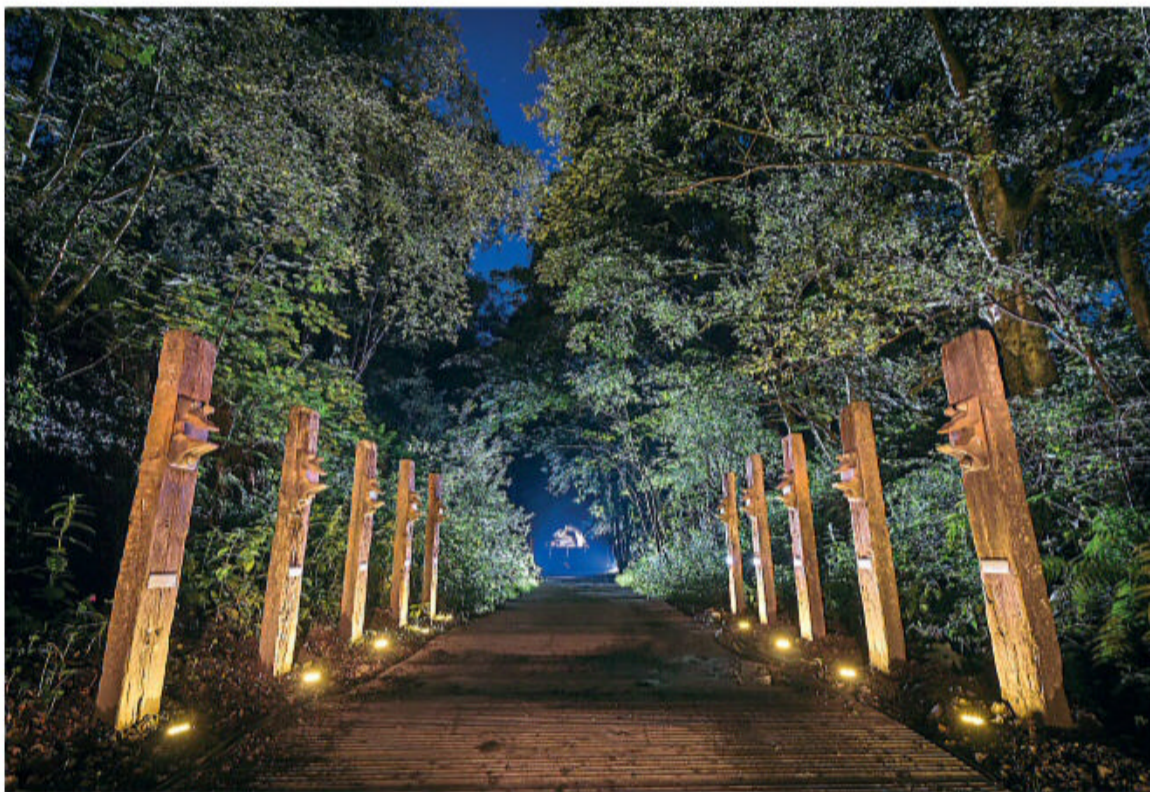
Heritage railways are also seen within the recent Great British Railways report as providing a vital role in the national public transport network.



The support under the bridge at Collin Lane in Willersey, north of Broadway. The Gloucestershire Warwickshire Railway is working to ensure the bridge does not get filled in. JO ROESEN



The current limit of the GWSR track just north of Broadway station, seen on August 8. Jack Boskett



**TUNNEL NAVY MEMORIAL UNVEILED:** Campaigners hoping to reopen a disused West Yorkshire railway tunnel as part of cycle route have installed a memorial to the 10 men known to have died during its construction. Queensbury Tunnel, on the former GNR line between Bradford Exchange and Halifax, took four years to build from 1874 to 1878. The Queensbury Tunnel Society has now erected a memorial to the men who died, comprising two rows of five wooden railway sleepers that stand either side of the path linking the Great Northern Railway Trail to the tunnel entrance. The materials were mostly donated



by the Keighley & Worth Valley Railway. The tunnel itself has been earmarked for partial infilling on safety grounds, but Bradford

Council has commissioned Sustrans to develop options for cycling routes connecting Bradford, Keighley and Halifax. QUEENSBURY TUNNEL SOCIETY



**FIRST STEAM TEST FOR PENDENNIS:** Ex-GWR 4-6-0 No. 4079 *Pendennis Castle* – which has not worked since being returned from Australia in 2000 and not at all since 1994 (see also the feature on Didcot, pages 22-27) – had a preliminary steam test at Didcot on August 13 to ensure its boiler does not leak and also to test the main steam pipes at the front end. Happily it passed on both counts, taking it one step closer to a full return to action. FRANK DUMBLETON/GWS



**TRACTOR SMASH:** The 4L02/04.10 Hams Hall to Felixstowe South intermodal hit a farm tractor and trailer at Kisbeys user worked level crossing (between March and Whittlesea) on August 19, derailing the loco No. 66754 and three wagons. A British Transport Police spokesman said: "The drivers of the train and tractor were checked over by paramedics at the scene for minor injuries. Thankfully no one has sustained any serious injuries." The locomotive suffered broken windscreens and bodyside scrapes, but it was only the swift and professional action by the driver that saved him from serious injury. PETER R FOSTER

## Floods cause further setback to Island Line revamp progress

IoW system expected to remain closed into the autumn.

By Graeme Pickering

FLOODING on the Isle of Wight in early August led to further delays in the completion of a £26m upgrade for the Island Line.

Originally due to have been finished at the end of March, the project – funded by the Department for Transport, Solent Local Enterprise Partnership and Isle of Wight Council – is claimed to be the biggest infrastructure transformation since the line's electrification in 1967, along with the introduction of a new fleet of five Class 484 electric units to replace the 82-year-old Class 483 sets.

The construction of a new passing loop at Brading (which will create capacity for a regular half-hourly service, providing better connections with ferries to and from the mainland), track improvements to give better ride quality, the raising

of platforms for easier access to trains, and installation of new ticket vending machines at Shanklin, Sandown and Ryde St John's Road are key elements of the programme.

### Problems

The final Class 483-operated service ran on January 3 and the system was closed the following day to allow work on the project to begin, with buses providing a replacement service.

On February 12, South Western Railway announced that the closure was expected to last around six weeks longer than first anticipated due to the impact of the Covid-19 pandemic on staff movements and working arrangements, affecting work sites and the supply chain.

Towards the end of April, problems announced with the Class 484 units prompted SWR to further push back the reopening to later in

the summer. Rolling stock supplier Vivarail confirmed that testing had uncovered what it described as "some serious issues" with software on the trains. With the first unit No. 484001 having arrived on the island last November, the company said it would work with SWR's depot engineers to ensure a smooth handover of both it and the rest of the fleet. Mainland testing subsequently continued and No. 484004 was delivered to the island in May.

The most recent setback was caused by flash flooding on August 2. Water rose to 18 inches (46 cm) above track height at Ryde St John's Road and Shanklin stations. Ryde St John's depot was also flooded. Ballast washed from under the track left 16 locations on the line in need of urgent attention, requiring around 200 tonnes of ballast from the mainland. Damage was also caused to electrical, signalling and points equipment.



Flooding at Ryde St John's Road station on August 2. SWR

### Apology

Before the flooding, SWR had intended to resume services by mid-September. Apologising for the "ongoing uncertainty", the operator added it was working "incredibly hard" to reopen the line as soon as possible and that the rail replacement bus services would continue in the meantime.

Although it indicated that good progress had been made

with the testing of the new trains and infrastructure work was largely complete, it stated that the flooding had added uncertainty and it was trying to establish a timescale for the repairs and "the knock-on impact on testing, training and certification."

An intensive programme of overnight repairs was launched and some test movements took place the following week.



'SWIFT' ON TEST: Prototype freight/parcels unit No. 321334 was captured passing Camden Road station, North London, on August 4, as it was making its way from Doncaster Wabtec to Wolverton Works for testing to begin. The Eversholt-owned unit carries 'Swift Express' livery. If successful, further units could be converted. ID SINCLAIR

## Ticket machines back online after suspected cyber attack

NORTHERN has assured customers that no personal or payment information was compromised after a suspected cyber attack that led to some of its self-service ticket machines being out of use for five weeks.

The issue was first identified in July, just two months after the completion of a £17m project by the train operator to install more than 600 of the ticket vending machines (TVMs) at stations across its network.

Flowbird, which manages the TVM software, says it launched its major incident procedure and all of Northern's TVMs were taken off-line as a precaution.

Northern said it was

continuing to work closely with Flowbird and was in the process of visiting all of the machines, which are installed at 420 locations, in order to ensure there were no ongoing issues. As of mid-August, around 95% of the TVMs were back in use.

A spokesman for Flowbird added: "This is being undertaken progressively in a programme that ensures that the machines are brought back online in a safe and secure way for the benefit of Northern customers. This includes checking all machines and network environments to ensure that every part of the system is functioning securely."

## 150th anniversary for Sutherland's railway

HRH Prince Charles visited Dunrobin Castle station on August 8, to mark the 150th anniversary of The Duke of Sutherland's railway. The railway is claimed to be the only part of the national rail network to have been planned, financed and opened by one person.

Running from Golspie to Helmsdale, and now part of the Far North Line between Inverness and Wick/Turso, it opened on May 16, 1871.

Dunrobin station, including platform and building, remains in the ownership of the Sutherland Estate, and is believed to be the only such station on the network.

Prince Charles was presented to the Earl of Sutherland and joined a reception where he met representatives of the railway industry before touring the station with the honorary station master Daniel Brittain-Catlin.

The station serves Dunrobin Castle, near the village of Golspie in the Highland council area, but is only open during the summer when the castle itself is open.

Prince Charles inspects some of the railwayana items inside Dunrobin Castle station on August 8, before unveiling a plaque commissioned by the National Transport Trust. PHOTOS: JOHN BAIKIE





Privately-owned No. 3802 is pictured arriving at Carrog on August 22, with the 13.00 from Llangollen. Facilities at Carrog include the delightful station buffet and sales carriages for locomotives No. 80072 and 5532. GARETH EVANS

## Llangollen Railway services steam back to Carrog

GWR 2-8-0 No. 3802 departed Llangollen at 10.30 on Saturday, August 21 with the Denbighshire line's first steam-hauled public train since October 1, 2020 – an occasion that also marked the return of trains to Carrog,

writes *Gareth Evans*. As previously reported, services have progressively resumed along the Dee Valley after the collapse of the Llangollen Railway plc – operations by the Llangollen Railway Trust were extended

from Berwyn to Glyndyfrdwy on August 13.

No. 3802's certification was completed to the satisfaction of the Office of Rail and Road (ORR). One of the line's resident heritage DMUs, the Class 109

Wickham railcar, supplemented the steam train to provide a 75 minute interval service for the weekend.

Visit [www.facebook.com/llangollen.railway](http://www.facebook.com/llangollen.railway) for details of train services.

## Another call for Midlands Hub investment

THERE have been further calls for investment of up to £2bn in the Midlands Rail Hub, this time from Shadow Transport Secretary Jim McMahon.

During August, Mr McMahon visited Birmingham Moor Street, which could handle a further 10 trains per hour as part of wider upgrades to track and signalling – including the reopening of the Camp Hill Line with new stations. He also praised the work in the Metro

extensions east and west of Birmingham city centre.

There are plans to increase service frequency and reduce journey times to and from Birmingham from across the Midlands – for example, cutting the Leicester-Birmingham time from 55 to 40 mins for the 39-mile journey. There would be similar journey time cuts to services from Nottingham and Hereford, and shorter reductions from

other towns and cities.

Within the plan, a new direct service from Coventry to Nottingham is proposed. However, the issue of whether to call at or bypass Nuneaton still needs to be resolved to achieve a target journey time of 70 minutes and win users from road.

Commented Mr McMahon: "It's abundantly clear that in this climate emergency, we need to take bold steps to

change the way we live, work and travel. The Midlands Rail Hub is an absolute no-brainer – it will get more people and parcels off our roads onto our railways and create space for faster, more frequent train journeys across the Midlands and beyond.

"At a time where we're looking to boost public transport use, this scheme must go ahead, it's crucial for the region's future."

### SIDELINES

#### New plans for Forth Bridge visitors

NETWORK Rail has submitted new plans for the Forth Bridge to Edinburgh City Council, to include a low-level reception hub to the east, further away from neighbouring residential properties and minimising the impact on the surrounding environment. The pre-application process will include consulting with the public to gather feedback that will help inform the final designs.

A full planning application, including plans, artist impressions and detailed designs will be submitted later this year following the public engagement exercise. The proposals would see construction of a bridge walk and reception hub on the South Queensferry side of the UNESCO World Heritage site.

#### Green light for test centre

A NEW rail testing facility on a former opencast mining site at the head of the Dulais and Swansea Valleys has been given the seal of approval by local councillors. The Global Centre of Rail Excellence – a train, rail infrastructure and technology testing facility – will be located on the site of Nant Helen opencast mine in Onllwyn, which is currently operated by Celtic Energy.

The centre will support innovation in the UK and international rail industry by serving as a testbed for cutting-edge, green technologies, which will act as a driver for accelerated innovation in the rail industry.

#### Duchess joins Tyseley roster

'PRINCESS Coronation' 4-6-2 No. 6233 *Duchess of Sutherland* has been booked to haul two excursions for Vintage Trains (VT) – to Chester on November 27 and York on December 15. The Chester train will run up the West Coast Main Line via Crewe after stops at Tamworth, Burton, Leicester and Nuneaton. VT said the LMS 'Pacific' will complement Tyseley resident WR 4-6-0 No. 7029 *Clun Castle*.

#### S&D exhibits cooperation

TWO organisations dedicated to preserving the memories of the Somerset & Dorset Railway (S&D) have agreed to formally work together. The former Washford-based S&D Railway Trust (S&DRT) will place some of its artefacts on long-term display at the Somerset & Dorset Heritage Railway Trust's (S&DHRT) Midsomer Norton site. These will include several large station running-in boards from the northern half of the S&D, while other items from the S&DRT collection will be displayed on a shorter-term, rotating basis. As reported on p65, other S&DRT exhibits will be on show in a new museum display at Alresford on the Mid-Hants Railway.

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**SOUTH COAST 'GATEX':** With Gatwick Express services suspended, and members of the red-liveried GX Class 387/2s fleet being temporarily transferred to Great Northern routes, the chances of one being used on the Brighton to Southampton currently counts as a rarity. This happened, however, on July 30 when No. 387225 was rostered to the 10.32 Brighton-Southampton and 12.33 return – which is pictured calling at Goring-by-Sea. JOHN VAUGHAN

# Higher inflation threatens a large increase in fares...

But no increase could be as bad with revenues still below pre-Covid levels.

By 'Industry Update'

THE annual increase in controlled ticket prices at the beginning of the year is based on the level of retail price inflation (RPI) in the previous July, and the bad news for rail users is that the figure for July 2021 is 3.8%.

That is not the limit of a likely increase, however, as the Government has in recent years been adding a further 1% annually as a contribution to the funding required for the high level of investment in rail facilities. As a result, there is the potential for a 4.8% rise in fares in January 2022.

It was only in March 2021 that passengers were required to pay an increase of 2.6%, which was the result of delay to the scheduled fares rise from January 2021. This was made up of the 1.6% RPI increase from the previous July with the supplement of 1% added by Department for Transport.

If a 4.8% increase is implemented from the beginning of 2022, the combined effect of the two increases will put the brakes on the recovery of rail travel, which was seriously eroded by the restrictions imposed on the use of public transport in response to the Covid-19 pandemic.

Revenue statistics show that in August, fare income was 57% of the pre-Covid level and it is the view of industry analysts that recovery during the coming months will not be greater than 80% of previous level of demand. In response, the franchised operators in England have been required by the Department for Transport to reduce services, which will continue with the May 2022 timetable being based on a 20% reduction of previously planned operations.

A similar situation has been revealed in Scotland, where services withdrawn as a result of reduced demand are not to be reinstated when the Abellio franchise is terminated at the end of March 2022 and rail operations are taken over by the Scottish Government. It is expected that 300 daily services will be cut from the timetable previously made up of 2400 trains, with the aim of saving £40 million in annual operating costs.

## Below-average rises

The effect of fare increases is monitored by the Office of Rail and Road (ORR), and a rail fares index is published to compare year-on-year statistics. 'Regulated' fares are made up of Standard Class travel using season

tickets, ordinary returns, saver returns, and longer distance off-peak returns. 'Unregulated' fares include First Class tickets, advance purchase and other reduced price offers.

The 2.6% increase in regulated fares in March 2021 was offset as a result of price reductions by train operators for unregulated fares to stimulate travel, and the net effect of this meant the overall increase was reduced to 1.2%. Statistics show that longer distance operators reduced the price of travelling First Class by an average of 2.0%, with unregulated Standard Class prices seeing a marginal 0.5% increase in the cost of travel.

The ORR provides data on the basis of three categories of rail service. These are London and the South East (which in 2021 accounted for 54.0% of revenue, with fares rising by 2.2%), long distance (with a 30.8% share of income and a reduction in average fare of 1.1%), and regional journeys (making up 15.2% of income, with price rises of 2.2%).

In terms of ticket type, ordinary fares (now classified as anytime) amounted to 30.1% of revenue and, as they are a regulated fare, they saw a 2.5% price rise. There was a similar increase in cost of a season ticket, which after the 2021 increase provided 17.7% of fare income.

A notable statistic was a decline of 4.1% in the price of advance purchase tickets, which accounted for 11.8% of network revenue. A third of all passengers (33.3%) made use of off-peak tickets, where price increases were restricted to 1.0% as many of these are not regulated.

## Reduced commuting

The ORR includes data going back to the British Rail era, and investigation revealed a statistic from the 1989/90 financial year that season ticket travel was then in excess of 50% of total activity, with 408 million out of 812 million journeys being made.

In the years prior to Privatisation, rail usage fell away to 735 million journeys in 1994/5, with a sharp decline in the use of season tickets as 328 million journeys were recorded (reducing the share to 44.6%). This trend has continued as, although the demand for rail travel has more than doubled in the last 20 years, use of season tickets as a proportion of total ticket sales of 1753 million in 2018/19 fell to 35.6%.

This is a reflection of reduced demand for the daily commute



Fare revenue is still well down on pre-Covid levels, and operators are trying hard to attract passengers back to rail. ScotRail reintroduced First Class travel to its fleet of InterCity HSTs and Class 385 EMUs from August 23, after it was suspended during the coronavirus pandemic to help with social distancing. SCOTRAIL

as a result of a continuing trend to work from home or other remote location away from a fixed point of employment as a result of digital connectivity.

A reform to the validity of season tickets was introduced from June 28 this year, offering a discount based on travel restricted to two or three days during the week. Unfortunately, the prices have not been based on a pro-rata reduction, which made the exercise rather pointless. As travel to a fixed point of employment returns, it

**“However desirable a simpler fare structure may be, fares need to be tailored to individual markets”**

is likely that single use tickets will predominate, with increased demand for off-peak services.

The cost of providing peak-hour services has been a long-standing cause of low utilisation, with rolling stock required only for a single outward and return trip during peak hours. There is a similar situation for traincrew, where individual diagrams were needed for both the morning and evening peak. A more even demand for travel during the day will be beneficial, as the ability to cut back peak hour capacity will bring resource savings.

## Risk to investment

The need for inflation-linked fare increases reflects an assumption that operational costs will rise – particularly as many agreements link staff pay to a cost-of-living measure. But the shift away from peak travel will break this link and mean that an increase that

is lower than the rate of inflation will not necessarily mean the need for increased financial support from the Department for Transport.

These circumstances may lead to the expected January 2022 fares increase of 4.8% being scaled back by removing the 1% supplement above the RPI index, or a delay for a period of months. A complete freeze in the increase is both unlikely and unwise given the long-term impact on future revenue.

If there is no increase at all, the 4.8% shortfall equates to a potential annual cost of up to £500 million (given annual passenger income exceeds £10 billion) – and the same over a 10-year period could result in a reduction of £5 billion in industry funds.

In any case, there is no past evidence that increasing fares in line with inflation has impacted on continuing passenger growth, and the level of fare income is crucial to the funding of capacity enhancement schemes and the calculation of a financial return.

A fares freeze reduces the ability to demonstrate an investable benefit-to-cost ratio and has the potential to curtail ambitions for line reopenings, as lesser levels of income will mean greater revenue support payments.

## Social exclusion

Economists have long recognised the wider benefit that rail offers for connectivity with employment, education, and the prevention of social exclusion. But there is an underlying assumption that fare income should be maximised to keep any revenue support, paid by the general taxpayer, to the minimum necessary.

In the past there was a recognition that cheaper

fares should be offered to allow essential travel to work journeys and access to lower paid jobs. This was provided by 'Parliamentary fares' or 'workman's' tickets, which had to be provided by rail companies for travel at appropriate times – including a system to cover shift work.

There remains a need to encourage the use of rail by sections of the community that have low disposable income, which has resulted in railcards being used as an enabler in defined parts of the market.

Even before the Covid-19 pandemic, a joint initiative by the Rail Delivery Group and Transport Focus was established to identify how easier fares could be provided that reflected changing trends in the use of services. The conclusion was that a tap in-tap out 'pay as you go' system would be the most beneficial change, as this would ensure that the lowest fare for the journey was charged.

This could be made to work for local journeys, but it is hard to see how the system would cater for the huge variety of ticket options available for longer distance journeys. These fares are market based, and it is significant that Avanti West Coast has introduced a new Standard Premium fare (a revival of the earlier BR Silver Standard product). A supplement of between £15 and £30 is charged depending on the journey, and it is offered on all services operated by 'Pendolino' trainsets, reflecting lower demand for First Class travel at the current time.

Avanti's initiative demonstrates that however desirable a simpler fare structure may be, fares need to be tailored to individual markets and that a 'one size fits all' philosophy will dilute the options available to maximise revenue.

# ...but final decision on 2022 rail fares deferred

By Graeme Pickering

THE usual August announcement on rail fares for the coming year has been deferred as the Government considers "a variety of options", according to the Department for Transport.

Rises for regulated fares on the national network are generally based upon the retail prices index (RPI) for July.

Having been postponed until March this year due to Covid-19, the most recent rise was pegged at RPI+1%, equating to a total increase of 2.6%. The RPI for July 2021 was 3.8%, which, if the previous equation was used again, would see an increase of

4.8% applied to regulated fares from January next year.

Around 45% of fares are 'regulated' directly by the Government, including season tickets for most commuter journeys, some long distance off-peak returns and anytime fares in major cities.

Welcoming the suggestion that alternatives were being assessed, Anthony Smith, chief executive of the independent transport user watchdog Transport Focus, said: "After an extraordinary year, it's good to hear the Government is considering a range of options. It's important to consider what would help get even more people back to travelling by train."

The Campaign for Better Transport is calling for fares to be frozen next year to help increase passenger numbers and boost the economic recovery following the impact of the pandemic. Its chief executive Paul Tuohy said he wanted to see funding shifted away from roads to public transport, adding: "Capping rail fares at their current level would just be the first step in a rail recovery plan, with the Government needing to go a whole lot further to encourage people out of their cars and onto public transport at the rate we need to tackle climate change."

Shadow Transport Secretary

Jim McMahon MP commented that rail travel had "long been unaffordable for many people" and that sticking to the RPI+1% formula would be "yet another eye-watering hike".

● Regulated fares and the link with RPI were established as part of the franchising of rail services in 1996. The Chancellor announced last year that the Government would stop using RPI as a measure of inflation in 2030, but the UK Statistics Authority has urged abandonment earlier as research has concluded that it is a higher and less accurate gauge of changing prices and costs than some other measures.

## SIDELINES

### Castle Line anniversary

EAST Midlands Railway (EMR) has marked the 175th anniversary of the 'Castle Line', which runs between Nottingham and Lincoln alongside the River Trent. The line opened on August 4, 1846 as a 33-mile extension to the Derby to Nottingham route. George Stephenson surveyed the area and avoided engineering difficulties simply by following the route of the river.

To mark the anniversary, EMR held a week of celebrations with entertainment on board trains and at stations, including the official reopening of the restored Lowdham signalbox.

### More Eurostars

AFTER periods of only running one train each way per day during the pandemic, Eurostar is now adding more trains in response to growing demand following the removal of certain quarantine restrictions.

From September 6, eight daily return services will operate – five on the London to Paris route and three between London and Brussels, with one extended to Rotterdam and Amsterdam.

### Energy use falls

BOTH diesel and electricity consumption on the railway reduced in 2020 – perhaps unsurprisingly, as fewer trains were running during the Covid-19 pandemic – resulting in lower CO2 equivalent emissions according to the Office of Rail and Road.

Electricity used by passenger trains fell by 12% to 3.7 billion kilowatt hours (kWh). Diesel use by passenger trains fell to 354 million litres, resulting in a reduction in emissions of 26% on the previous year.

Electricity use by freight trains fell by 9% compared with 2019-20, from 70 million kWh to 64 million kWh. This was the second lowest electricity figure for freight since the 58 million kWh in 2016-17. Freight diesel consumption fell by 11% to 153 million litres.

### Accessibility boost

DISABLED passengers will have better access to public transport and a bigger say in how they travel under a new strategy to boost inclusivity across the entire network. The Department for Transport has unveiled a range of initiatives to remove barriers and improve confidence for disabled people as they return to trains, buses and taxis after the pandemic. An audit of all UK train stations is now underway, helping to identify improvements and highlighting existing areas of excellence.

The findings will form a new public database so people can better plan their journeys and, along with input from disabled passengers, will shape future investment in accessible rail travel.



**SCOTRAIL 'BIKE TRAIN' IN TRAFFIC:** No. 153370 is pictured being loaded with bicycles at Glasgow Queen Street as part of the 10.34 to Oban on August 18, 2021 with No. 156457. The '153' is one of five being converted to carry up to 20 bicycles and other large luggage on ScotRail's scenic lines, the first entering traffic on July 19. IAN LOTHIAN

## Competition seeks best young photographers

ENTRIES are still being accepted for the Rail Camera Club's free competition for railway photographers aged under 26 to showcase their work.

The competition is supported by Network Rail, the National Railway Museum, Jessops, Mortons Media (*The Railway Magazine*, *Rail Express*, *Heritage Railway*, *Railways Illustrated*), Silver Link Publishing, Bauer Media and others.

The theme for entries is 'The railway seen', showing the diversity of the current railway scene. This could mean steam, diesel or electric trains, architecture, people, landscapes, or abstract image.

All entries must have been taken since January 1, 2019 from a safe, public location.

Photographers must be 25 and under on the closing date of October 31, 2021. There is one category for 18s and under, one for 19-25 year-olds, plus an overall winner will also be chosen.

There is a great range of prizes available, including visiting the top of the Forth Railway Bridge, camera equipment, photography courses, magazine subscriptions, railway experiences and books.

Judging will take place in November, and prizes will be announced at an awards night ceremony, currently planned



'The Railway Seen' is the competition's theme, which can be interpreted literally or laterally!

to be held in York in February 2022.

A selection of the best entries will be made into a book published by Mortons Media, which will be launched

at the awards ceremony.

For more details and full terms and conditions, see the dedicated website at [www.youngrailphotographeroftheyear.co.uk](http://www.youngrailphotographeroftheyear.co.uk).



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# Second Calvert railhead opens for HS2 materials

An additional 150 aggregate trains expected to run over two-month period.

HS2 says 8300 tonnes of carbon and the equivalent of 24,000 lorry journeys will be saved by the operation of an extra 150 aggregate trains over a two-month period to its new railhead close to the village of Calvert in Buckinghamshire.

The Calvert South railhead is the second to be opened in the area to facilitate the delivery of construction materials. As of mid-August, the first railhead – which opened to traffic in December – had seen 369 trains. HS2 estimates that by the end of 2021, it will have received more than 840,000 tonnes of construction materials. The trains are operated by DB Cargo and Hanson.



Excavators prepare to transfer aggregate from a train hauled by Class 66 No. 66035 at Calvert South to dumper trucks for stockpiling ahead of use in the HS2 construction project. HS2

## Tunnel segment contract awarded

CONCRETE manufacturer Pacadar UK will produce 58,000 individual concrete tunnel segments for HS2 at its Isle of Grain factory in Kent.

The deal is the first of two to be signed for the supply of precast linings for the project's London tunnels.

Production is due to start in January. They will be delivered by rail to the Northolt Tunnel West construction site at West Ruislip.

## 3D concrete printing

IN what's being described by HS2 as a UK first, computer-operated robots will be used to create reinforced concrete on site for the London tunnels using 3D printing.

This approach is said to avoid the need to transport them by road and lower them by crane into areas with restricted space. Worcestershire-based company Changemaker 3D has developed the technology in partnership with materials specialist Versarien.

## Carbon-cutting trial gets certification

ENERGY Saving Trust certification has been achieved for the second stage of a trial to make HS2 plant machinery compliant with EU Stage V emissions standards.

A rotary rig was one of the pieces of equipment used in the trial of technology manufactured by Eminox.

### Route

A 2.5-mile-long cutting will take HS2 through the area, roughly following the former Great Central Railway route. It will include a spur to a new

infrastructure maintenance depot, which will sit alongside the East West Rail route, linking Oxford and Cambridge via Milton Keynes and Bedford. The depot is expected to create around 180 jobs.

The East West Rail line will cross HS2 north of Calvert (see feature last issue) and 3km (1.9-miles) of earthworks for it will be carried out as part of the HS2 programme of construction, including a

spur to a potential East West extension to Aylesbury. Eiffage, Kier, Ferrovial and Bam Nuttall are working in partnership to construct the 80km (50-mile) central section of the route.



The shaft at Chalfont St Peter pictured in July. HS2

## Chiltern tunnel vent shaft excavation gets underway

WORK has begun on excavating the first of five shafts that will provide ventilation and emergency access to the 10-mile long HS2 tunnels under the Chilterns.

A 120 tonne drilling rig was used to excavate the shaft walls, and concrete was poured in to form the 16 wall panels. The removal of chalk from the inside of the shaft is the next stage of work.

When finished, the 78 metre-deep shaft near the village of Chalfont St Peter in Buckinghamshire will be

topped with a headhouse resembling nearby barns and agricultural buildings. The single-storey building will consist of a pre-weathered grey zinc roof and blue brick base, with doors and vents picked out in a dark bronze shade.

Below ground, the shaft will contain fans and other equipment designed to regulate tunnel air quality and temperature, as well as extraction of smoke in the event of a fire and access for emergency services.

## Coroner to adjudicate on Iron Age hoard

A CORONER will determine whether a hoard of over 300 Iron Age coins discovered by archaeologists working on HS2 in West London last year should be classed as treasure.

The find of potins, an early version of the coin dating back to the First Century BC, was made at Hillingdon in August 2020. The potins have been cleaned and preserved by Birmingham Museum and Art Gallery.

Experts are unsure what the coins

were used for, as bartering was the more common way to exchange goods and services at the time. It is thought they might have been to mark the boundary of a property, or as an offering to the Gods in a woodland clearing or near a sacred spring. They may also have been buried as savings or for emergencies in times of crisis.

Six potins as found in the ground, with a ball point pen for scale. HS2





# Railways in Parliament

by  
Jon Longman

## Crossrail's 2022 opening

LORD West of Spithead asked for the final cost and the expected completion date of Crossrail. Transport Minister Baroness Vere of Norbiton said: "Crossrail comes under the remit of the Mayor of London.

"In August 2020, Crossrail Ltd announced that the central section of the railway will open in the first half of 2022. Following the opening of the central section, full services along the Elizabeth Line from Reading and Heathrow in the west and between Abbey Wood and Shenfield in the east, will be introduced.

"Crossrail Ltd's overall cost forecast of completing the programme is up to £18.9 billion. This figure includes Network Rail On-Network Costs for the surface works but excludes the new trains and depot."

## Soham delays tackled

LORD Bradshaw asked what steps the Department for Transport (DfT) is taking, if any, to improve the single track section between Soham and Ely; and what assessment the DfT has made of the effect on trade of that single track line.

Baroness Vere replied: "The 'Soham Area Capacity Enhancement' scheme is at an early stage of development. Addressing this pinch-point will be a key enabler for growing the number of freight trains on the nationally important corridor from Felixstowe to the Midlands and North and will support the nation's capacity for growing international trade in a sustainable way."

## Suicide assessments

ELLESMERE and Neston MP Justin Madders asked what assessment the DfT has made of the potential link between the number of unmanned railway stations in the UK and the 283 suicides that occurred on main line railway lines in 2019/20.

Transport Minister Chris Heaton-Harris replied: "British Transport Police regularly analyse suicide patterns. The causes of these tragic events are complex and the most significant risk factors relate to mental health.

"My officials and I work with industry, the British Transport Police and charities

to ensure that vulnerable people can be identified and provided the support they need. Staffing and staff training plays a key role in our response, and industry colleagues make approximately 2000 lifesaving interventions each year which means six lives are saved for every one lost."

## Driving away customers

ALYN and Deeside MP Mark Tami asked what assessment the DfT has made of the impact of car parking charges and fines at car parks associated with railway stations, on the number of drivers completing part of their journey by rail.

Mr Heaton-Harris said: "The DfT has not conducted a specific assessment relating to the impact of car parking charges and fines at station car parks. Station car parks are managed and run by train operating companies and Network Rail based on the needs of passengers and the local community, including the availability of other nearby car parks or limitations posed by either being in city centre or rural locations.

"The DfT encourages a wide range of

modes of travelling to and from stations, to improve active travel connections."

## Cotswold at the double!

WEST Worcestershire MP Harriett Baldwin asked what plans the DfT has to progress plans to re-double the North Cotswold Line. Mr Heaton-Harris replied: "The Department is currently considering the Strategic Outline Business Case resubmitted by the North Cotswold Line Task Force in February 2021, which sets out their proposals for transforming services on the route.

"A decision on whether the scheme can enter the Rail Network Enhancements Pipeline will be made shortly."

## Great British search

YORK Central MP Rachel Maskell asked what locations are under consideration to headquarter Great British Railways. Mr Heaton-Harris said: "We are still in the early stages of the Rail Transformation Programme and will consider options for the location of Great British Railways' headquarters in due course."



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

**The Darjeeling Mail 14 Feb to Mar 2022:** Kolkata to Darjeeling through Bangladesh!

**Kangra Valley 13-31 March 2022:** India up-close, railways, sightseeing too (see below).

**Best of Colorado 3-18 Sep 2022:** Tiny and enormous trains in enormous scenery.

**Australia 14 Oct to 1 (or 7) Nov 2022:** Not just the railways: Sydney Harbour, Great Barrier Reef, the Melbourne Trams and the rugged West Coast Wilderness in Tasmania.

## Indian Magic 12-28 January 2022

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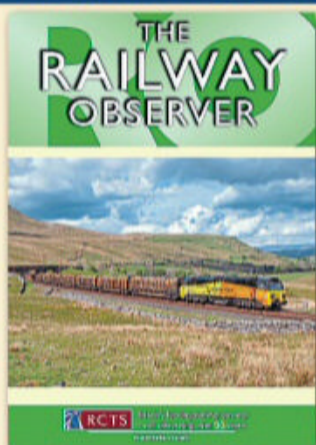
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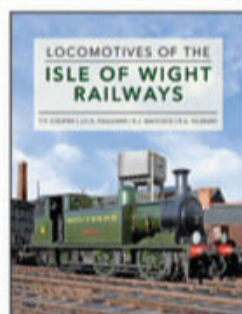
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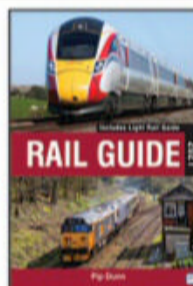


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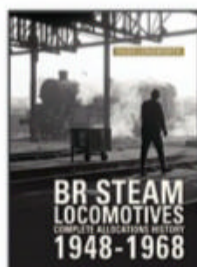


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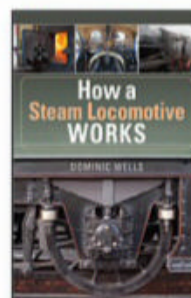


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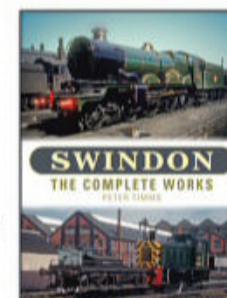


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Peter Timms

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# INSIDE THE BEATING HEART

The 'Voyager' fleet has clocked up almost 400 million miles in 20 years of service, supported in that time by the team at Central Rivers depot – which, as Paul Bickerdyke discovers, can see up to half the fleet pass through in a typical day.



No. 221134 raised up in the maintenance shed.  
ALL PHOTOS TAKEN AT CENTRAL RIVERS ON JULY 27 BY PAUL BICKERDYKE

**L**OVE them or not, the Class 220 and 221 'Voyagers' play an undeniable key role on the inter-city networks of both CrossCountry and Avanti West Coast. The fleet of 78 four and five-car units connect Penzance with Aberdeen, Bournemouth with Manchester, Euston with Holyhead and many other towns and cities in between. In terms of distances travelled, they are arguably one of the hardest working fleets around, with each unit completing an estimated 250,000 miles per year, meaning the total fleet mileage to date is approaching 400 million miles.

Because of the geographical distances involved, there are a handful of depots around the country that are used to fuel and service the sets at the end of each day. But the beating

heart of the operation is Central Rivers depot in Barton-under-Needwood, a few miles south of Burton-on-Trent in Staffordshire. Here up to half the fleet is cleaned, fuelled, serviced, and maintained every day – many of which are turned round on a single night shift – and there is capacity to stable up to 36 units at any one time.

### Depot flow

Each night between 21.00 and 00.30 there are typically around a dozen pairs of XC and AWC units arriving at the depot for servicing, with a corresponding number leaving again the next morning between 04.00 and 06.30 – with additional arrivals and departures through the day, plus also XC Class 170 'Turbostars'. In a typical day, CrossCountry requires 53 out of

its 58 units to be in service, while Avanti West Coast requires up to 18 out of 20.

Central Rivers is positioned to the south of Burton on the west side of the line to Birmingham. It has connections to the main line at both the north and south ends, but units normally enter from the south – those coming from the north first going past the depot and reversing direction.

On entering the depot, units first pass through the single-road automatic visual inspection system (AVIS) shed – which, as the name suggests, performs a number of automated diagnostic tests that can pre-warn the engineering team of any issues that might need addressing.

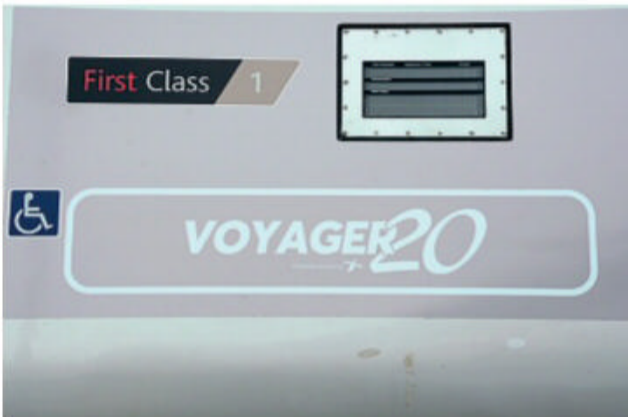
Units then move forward to the two-road fuelling lines, which can be a pinch-point on



Above: The two-road middle maintenance shed, where the ladders allow access to the roof-mounted equipment such as the heating, ventilation and air-conditioning (HVAC) units.



Right: HVAC units under repair in the middle shed.



Part name, part branding – these special logos have been applied to each of the four vehicles that make up No. 220016 – the unit that was the first to be delivered to Central Rivers in 2001.

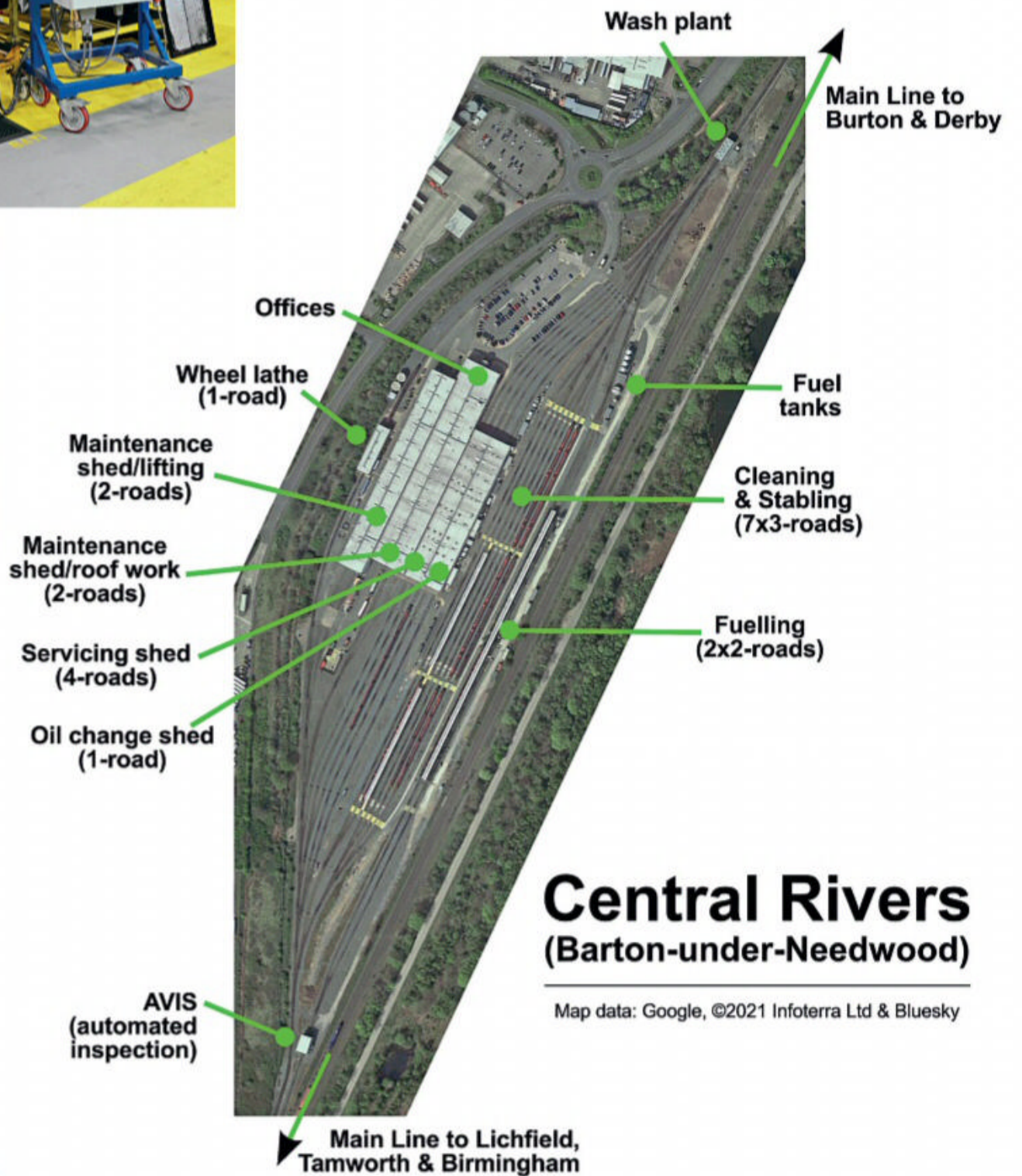
the night shift as each vehicle in a four/five-car unit needs 1600L litres for its daily diagram, which typically covers 700-1300 miles.

Fuelling is followed by a trip through the single-road wash plant, then the driver changes ends to bring trains back into one of the seven stabling roads, where the passenger saloons are prepared for the next day.

Any sets that require mechanical servicing are shunted across to the four-road, double-ended servicing shed, while there is also a two-road maintenance shed for roof-mounted work, a two-road maintenance shed for lifting and bogies swaps, and a single-road wheel lathe. There is an additional shed road between the regular servicing shed and the stabling sidings that is used mainly for oil changes – but also when a unit needs special attention and



Gus Dunster (left, Avanti West Coast), Peter Broadley (Alstom), Rob Dee (Beacon Rail) and Gillian Ingham (CrossCountry) celebrating 20 years of 'Voyagers' and the naming of No. 220016.



# DEPOT VISIT



**Above:** The main two-road maintenance shed has two different types of jacks that can raise a complete 'Voyager' in one go. CrossCountry's five-car No. 221134 is to the left and four-car No. 220011 to the right.

**Left:** Overhauled bogies in the maintenance shed.

**Below:** Looking south from the servicing shed with resident shunter No. 08865 and car No. 60994 from Avanti's No. 221144.

cleaning after hitting an animal, or the more difficult and sensitive tasks required after being involved in a human tragedy.

Any units that need heavy overhaul work are generally sent away to Alstom's other facilities in Crewe and Ilford.

## A greener future?

CrossCountry operates all 34 four-car Class 220s plus 20 five-car and four four-car Class 221s, while Avanti uses 20 five-car '221s'. All were built by Bombardier, since acquired by Alstom, and are owned by Beacon Rail.

The units were constructed in 2001/2002 and Central Rivers was specially-built to maintain the fleet. The first unit to arrive at the depot in 2001 was No. 220016, and to mark 20 years of the fleet this unit was given 'Voyager 20' branding on each vehicle at a special event at the depot on July 27, with representatives of Alstom, Beacon Rail, CrossCountry and Avanti West Coast in attendance.





**Above: Avanti and CrossCountry 'Voyagers' line-up together in the four-road servicing shed with, from left, Nos. 221117, 221116, 221133 and 221114.**

While acknowledging that the units are not always universally appreciated by passengers (and enthusiasts), and that there are still some issues to resolve, the team had praise for the acceleration, mechanical reliability and high mileages these "go anywhere workhorses" are asked to perform.

For example, despite attracting criticism for running long-distances 'under the wires' on the West Coast Main Line, they come into their own during periods of disruption when the wires are down (providing shuttle services through affected areas), or on diversionary routes, as well as for reaching destinations away from the wires (such as Holyhead).

Further improvements are being planned, however, with developments such as engine 'stop/start' technology (to reduce engine idling) and hybrid battery-diesel trials that should hopefully make them cheaper and greener to run.



**Left: There is a separate self-contained shed road to the eastern side of the servicing shed that is used mainly for oil changes, but also when a unit needs special attention and cleaning after hitting an animal or the more difficult and sensitive tasks required after being involved in a human tragedy.**



**A view of the cleaning and stabling sidings looking south from the servicing shed towards the single road AVIS building, just visible in the distance.**



**The north end of the cleaning and stabling sidings looking towards the fuelling area and wash plant. Three-car CrossCountry Class 170 No. 170638 awaits its next duties alongside XC 'Voyager' No. 221125.**

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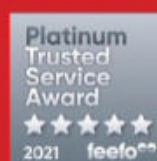
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# Didcot Railway Centre – HOW IT ALL BEGAN

A letter in the August 1961 issue of *The Railway Magazine* appealing to save an ex-GWR '14XX' loco proved to be the catalyst to creating Didcot Railway Centre. **Chris Milner** shares some of the early founders' memories and looks at some of their achievements.

**T**HERE is a uniqueness about Didcot Railway Centre and its facilities. Apart from retaining its character, charm and authenticity as a former Great Western steam locomotive shed, Didcot is the only heritage railway operation of its size in the country that sits in a triangle of railway lines with no road access. It is a rail locked site and its current 25 acre footprint is constrained by the curvature of adjacent railway lines serving London, Oxford and Bristol.

However, its survival and development into a premier tourist attraction in the heart of the Thames Valley commuter belt is owed in no small part to readers of *The Railway Magazine* who responded to an letter in the August 1961 edition, aiming to preserved a '14XX' locomotive. The letter had, apparently, been sent in the April but no one had any idea it was being printed until the August issue was published.

While that letter was just the beginning, members of the Great Western Society (GWS) have gone well and truly beyond their original remit and have created an outstanding heritage attraction with an unrivalled variety of Great Western locomotives spanning decades.

I met founder member Jon Barlow at the centre during July, along with Frank Dumbleton, who was away at boarding

**Proposed Preservation of G.W.R. Tank**  
SIR,—I am thinking of launching a campaign to purchase a "14XX" (former "48XX") class 0-4-2 tank locomotive from British Railways, with the purpose of preserving it in running order. The cost is £1,130, plus extras such as having "48XX" number-plates cast and repainting in Great Western livery. If sufficient support is obtained, perhaps a pull-and-push coach also might be preserved. I appeal to all those who could support this suggestion to get in touch with me at 14, Heldmann Close, Hounslow, Middlesex.  
**J. L. BARLOW**

The letter in the August 1961 issue of *The Railway Magazine* that led to the GWS we know today.

school at the time, but joined the gang soon afterwards, and Richard Croucher, another early member.

The loco appeal proved to be far from a lost cause as money began rolling in while Jon was in the Lake District and two other founders, Graham Perry and Mike Peart, were on a shed bashing trip in Scotland.

## Change of name

It was also a stroke of genius to rename the 48XX Preservation Society at its inaugural meeting in 1962 the Great Western Preservation Society – the 'Preservation' was

dropped a year later to broaden its appeal. At the time, Western Region general manager Stanley Raymond seemed intent on destroying what still remained of Great Western. Using such a name and its connotation also garnered enthusiasm for future aims and aspirations. (The society also owns the name Great Western Restaurants Limited and has refused many offers to buy it.)

Acquisition of '14XX' No. 1466 came in March 1964 at a cost of £750, including delivery in steam. The subsequent repaint into GWR livery was carried out by GWS members at Totnes.

The loco was one of a number stored at Taunton shed that were inspected, along with Nos. 1442 and 1450. The latter was still in traffic, but it was unknown what condition the loco might be in a year later.

With a loco secured, next came somewhere to keep it, and the disused cattle dock siding siding at Totnes Quay was chosen. Also purchased was autotrailer No. 231, though carriages never raised as much interest when it came to appeals as an engine did.

The first steaming of No. 1466 was in April 1964 in a style akin to the Titfield Thunderbolt. Frank Dumbleton explained: "Chairman Peter Lemar, who negotiated the purchase of No. 1466 with BR, informed us all over lunch



The first (unplanned) steaming of No. 1466 at Totnes in April 1964. GWS



2-6-2T 'Large Prairie' No. 6106 about to leave Southall for Taplow on March 26, 1966 – Jon Barlow on top of the tank filling it with water. GWS



No. 6998 *Burton Agnes Hall* was another early acquisition, and soon found itself at work on main line trips. Its first was the GWS' 'Great Western Returns' on June 24, 1973, which it worked on the legs from Didcot-Hereford and back. Unfortunately it ran into trouble on the return, and is pictured being inspected at Great Malvern, which eventually led to the train being topped by 'Peak' diesel No. 151 (46014) from Worcester. Such access to the running lines would be much frowned upon today!

he thought he knew how to drive the engine because he had gone around various sheds inspecting it, adding that steaming the loco instead of cleaning sounded a lot more fun.

"Angus Davis (another founder now living in New Zealand) said he knew how to drive steam engines as he'd driven five-inch gauge at the Harlington Locomotive Society, so we went to Totnes, and found some matches and lit No. 1466 up."

There was no mention of boiler exams or any other kind of inspection, and probably in that day and age loco safety and inspections were never considered as vital as they are today. So with a fire in the firebox and the loco simmering, a few peeps on the whistle brought folk from around the town – including someone who did know how to drive an engine – and that was effectively the start of it.

There had been an intention in 1963 to offer the loco for use on the Kingsbridge branch preservation scheme, but lifting of the track for scrap put paid to that idea. So as an alternative, with the seeds of preservation being sown at the Dart Valley Railway – a project

**Another GWS tour on June 14, 1975 from Didcot to Hereford featured Nos. 6998 and 7808 double-heading. The outward leg is pictured at Worcester Shrub Hill with the two Ocean saloons Nos. 9112 and 9118 behind the locos.**



involving Patrick Whitehouse and Pat Garland aiming to buy the Totnes-Ashburton line – No. 1466 remained at the quay, and the plan was to ask if the '14XX' could run on their line.

### More acquisitions

The society turned its attention next to 0-6-0ST No. 1363. This was Plymouth Laira's

'pet' loco but had, despite a lot of TLC from depot staff, been placed in a line of locos destined for scrap – even though it was only 18,000 miles from a previous Swindon overhaul.

Following a rough shunt with a 'Hall' that bent the buffer beam and damaged the bunker, the loco was included in an instruction to depot staff to clear the remaining steam locos. ▶



Once British Rail stopped using Didcot as a depot, the GWS was able to open more regularly to the public. One such day on May 26, 1986 saw No. 3822 passing the main loco shed with a demonstration freight.



The cover of our October 1999 issue as we broke the story about bringing No. 4079 *Pendennis Castle* back from Australia.



The society today owns an impressive collection of ex-GWR locos – this line-up of Nos. 2999, 6023, 5051, 5900 and 6998 is pictured outside the engine shed on August 1. GARETH EVANS

However, unbeknown to the crew that came to take it away, the shed staff had been busy the night before, removing a number of the bolts that held the front buffer beam in place. As the diesel sent to collect it applied power, the weight of the other dead engines tore off the buffer beam and badly damaged the coupling, so it was impossible to tow the engine!

This proved fortuitous, as with No. 1466 and the autotrailer already purchased, it allowed Peter Lemar to write to members privately to fundraise and buy the loco for £690, thus becoming the second loco in the GWS collection.

Next for acquisition came Churchward 'Dreadnought' carriage No. 3299, built by the Birmingham Railway Carriage and Wagon Company in 1905 and latterly used after withdrawal in 1951 as a sleeping carriage at Newquay for railway staff. Bought by member David Rouse and gifted to the society, it too first went to Totnes before a move to Didcot. In store for 50 or so years, thoughts are being turned to embarking on a major

restoration project for the vehicle.

Mr Rouse was also involved in the preservation of a number of other items of rolling stock, including Collett Third Class coach No. 5952, as well as the successful bids to save Collett 0-6-0 No. 3205 and Churchward 2-6-0 No. 5322 from Barry scrapyards – one of a number sent to France to work supply trains during the First World War.

## Large engines

Members were of the view a two-cylinder 4-6-0 should be in the collection, as one was not preserved at the time. Debate ensued whether it should be an original 'Hall', a 'Grange' (which apparently was more expensive) or a 'Modified Hall' – a slightly controversial choice, as more were built by BR not GWR!

No. 6998 *Burton Agnes Hall* – a former Oxford engine, and one that worked on the last day of steam on the Western Region (January 3, 1966) – was purchased, and it too was moved to Totnes Quay.

The society was now on the acquisition trail before engines headed to scrapyards in their hundreds, and next came 'Large Prairie' 2-6-2T No. 6106, which again had survived to the last day of steam on the Western but was now sitting at

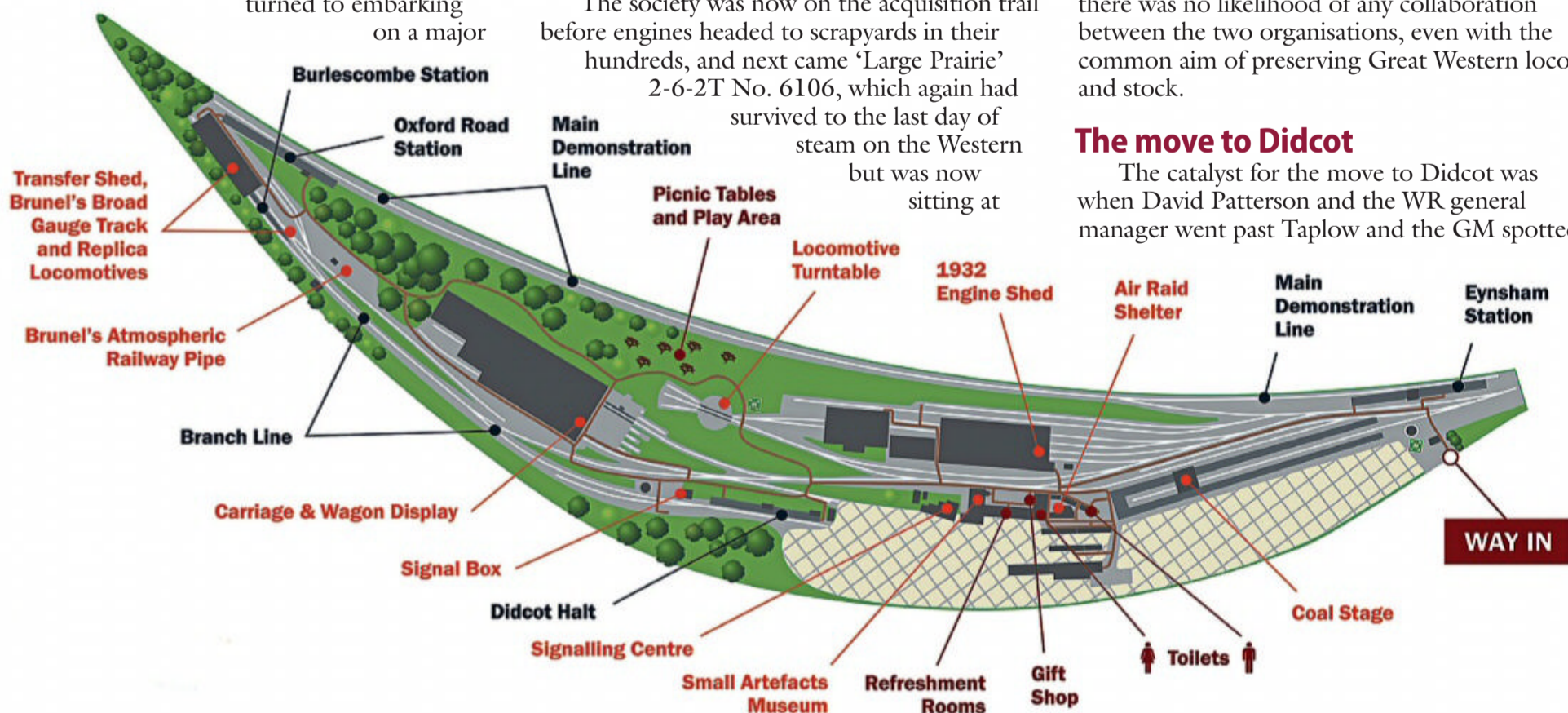
Southall shed. Jon Barlow recalls standing on top of the tank on March 22, 1966, filling the loco with water before it was taken to Taplow – where the GWS Reading Group was allowed to use the Taplow goods shed as a clubhouse. This was followed by a joint BR/GWS open day, attended by 1500 visitors, where BR diesels and No. 4079 *Pendennis Castle* were displayed.

The Reading group expressed an interest in buying an Ocean saloon, so divisional manager David Pattison offered to put it in the consist of the 9.45am Paddington-Bristol so it could be tested out, on the proviso that members bought a second class return ticket. In the end two saloons were acquired, No. 9112 *Queen Mary* and No. 9118 *Princess Elizabeth*.

By this time, the society had accumulated three locos at Totnes, but had to make room for *Burton Agnes Hall*. To make room for the arrival of No. 6998 in April 1966, Nos. 1369 and 1466 were moved to Buckfastleigh. Relationships with the adjacent Dart Valley Railway were often strained, and it was clear there was no likelihood of any collaboration between the two organisations, even with the common aim of preserving Great Western locos and stock.

## The move to Didcot

The catalyst for the move to Didcot was when David Patterson and the WR general manager went past Taplow and the GM spotted





**Above: Founding and early GWS members Jon Barlow, Frank Dumbleton and Richard Croucher at Didcot on July 11, 2011, with the August 1961 issue of *The RM* that contained the fundraising letter for No. 1466.**



**Right: One of the many fascinating attractions at Didcot is the genuine broad gauge transfer shed, which on July 31, 2011 has shunter No. 08604 *Phantom* on standard gauge branchline duties (left) while replica loco *Iron Duke* was hauling shuttles on the broad gauge line. The '08' has recently been repainted into blue livery.**

No. 6106, commenting: "I thought we'd scrapped all those..."

The result was a conversation with the society about moving the stock somewhere less visible, the idea being to use one of the four roads at Didcot shed, which was then still used by BR.

The first loco to arrive was No. 6106 in November 4, 1967 along with the two Ocean saloons, Pullman cars *Lydia* and *Isle of Thanet*, and a GUV full of spares. Stock at Totnes, less Nos. 1363, and stock at Ashchurch were also moved to Didcot, where the lifting shop was being used as a temporary home for the privately-owned *Pendennis Castle*.

Over the subsequent years, while BR still occupied the site, the society was permitted one members' day and one open day per year, and it was only when BR finally left in 1970 that the society could begin to expand and develop the site.

With an authentic four road steam shed dating from the 1930s, a 70,000 gallon water tower, a coaling stage, a lifting shop and a

turntable pit ready for a turntable (which came from Southampton Docks and was installed in 1977), there was plenty of scope to create a working museum where visiting main line locos could arrive and be serviced or stabled until their next railtour – a practice that continues today. Work by members was also carried out to re-glaze the loco shed and make it watertight.

With 8½ acres leased from BR at the time under a private site agreement, additional track was laid alongside the Didcot avoiding line (to the north of the site) to use for demonstration steam train rides. Further land acquisition on the crescent-shaped site allowed construction of a carriage shed, and thoughts of a second demonstration line too in GW branch line style were emerging, to be created using carefully restored buildings.

A key building was the GWR transfer shed. This was an 1860s Brunel-era building that stood at nearby Provender Yard, where the gauge changed and freight was transhipped between standard and broad gauge. The shed was dismantled and re-erected on the GWS site

as part of its broad gauge development at the north-west end of the site.

Locomotive acquisitions by the GWS continued through the 1970s, with at least ten coming from Woodham's scrapyards at Barry, including Nos. 3738, 3822, 4144, 4942, 5029, 5051, 5322, 5572, 5900 and 7202.

These acquisitions helped make the GW collection far more comprehensive and representative, though the decision to use No. 4942 *Maindy Hall* as the basis to create one of the missing links in the collection, a 'Saint' 4-6-0, was not well received in some quarters at the time. Carriages and goods rolling stock were also being obtained from a variety of locations.

### Main line tours

After dabbling with centenary specials on the Bourne End and Marlow branches – an early taster of main line steam – October 19, 1974 saw the eagerly awaited appearance on the main line of the society's train of preserved vintage GWR carriages hauled by No. 7808



**Above: 1897-built 0-4-0ST No. 1340 re-entered service after overhaul on May 1, and is pictured at Didcot Halt on the 'branch line' on July 31.**

WAYNE FINCH

**Left: The authentic shed atmosphere at Didcot means it is often used as a railway setting by TV shows and film makers, as well as for enthusiasts' photo charters. One such event on November 2, 2019 saw No. 2999 as the centrepiece of a timeless scene in the engine shed.**

JACK BOSKETT



**Left: Hunslet shunter No. DL26, an ex-industrial loco similar to a BR Class 05, has been at Didcot since 1978.**



**Right: "A view of the carriage sheds and traverser on July 31, 2011.**

*Cookham Manor* and No. 6998 *Burton Agnes Hall* between Stratford-upon-Avon and Tyseley – a remarkable achievement that won the society an ARPS award.

Sadly, a combination of safety requirements relating to wooden-bodied carriages and other cost factors meant the vintage set's days were numbered, and the carriages had their last outing before retirement on January 26, 1981 behind No. 5051 *Dryslwyn Castle*. Even so, it was trailblazing at the time.

Throughout its existence, the GWS has enjoyed an incredible level of support from its members – both the armchair supporters, who have helped finance major projects, and its 400 volunteers that have put hard work and sweat into so many vital restoration projects over the past 60 years.

It is no surprise the society has won many awards and accolades, primarily for its restoration projects and interpretations – the 'Saint' project, the GWR Railmotor, the 'Firefly' replica and the No. 6023 *King Edward II* restoration, but individuals too have been recognised for their achievements too, and rightly so.

In March this year, Frank Dumbleton – a volunteer since the early days of 1961 and the society's photographer and blog contributor – was named 'Unsung Hero' at Tourism South East's Beautiful South Awards.

In February 2020, Richard Croucher was awarded *The Railway Magazine's* Lifetime Achievement Award, recognising his work in driving and coordinating some of the society's

important fundraising projects. Richard was an integral part of the team that repatriated the iconic locomotive No. 4079 *Pendennis Castle* from Australia in 2000, spearheaded the fundraising for No. 6023, GWR Railmotor No. 93 and the recreation of the 'Saint' No. 2999 *Lady of Legend*.

Richard's most notable achievement was to lead the negotiations to secure a long-term lease on the site until 2061. This proved to be a protracted business – first starting in the 1990s with the British Rail Property Board, then Railtrack before its demise in 2002, and finally with Network Rail – but concluding with a 50 year deal in 2011. Each change of ultimate ownership of the land sent talks back to the beginning.

For the society, gaining a long lease was vital; not only for security of tenure, but it opened the door to further development opportunities, some of which had been on hold and could be linked to grant aid funding.

Another volunteer to be recognised is Viv Cooper, who had masterminded the administration side at Didcot, and in January 2017 was awarded the British Empire Medal for services to railway heritage. She joined another long-serving Didcot administrator, Jeanette Howse, who had received the same honour. In 2017, the centre was also granted the Queen's Award for Voluntary Service.

## Return of the 'King'

Restoring 'King' No. 6023 *King Edward II* from scrapyard condition has been another

notable achievement for the GWS, a further 4-6-0 variant to complement the fleet, even if it took 25 years to complete.

As this feature was being prepared, a long restoration on No. 4079 *Pendennis Castle* was drawing to a close, with a hope the loco would appear at the August Bank holiday weekend.

It was back on May 29, 1977 that SLOA (Steam Locomotive Operators' Association) ran the 'Great Western Envoy' tour using No. 4079 from Saltley Junction, Birmingham, to Didcot and back to Dorridge. At the time, this was thought to be the final appearance of the 'Castle' in the UK before it set sail for Australia – purchased by the Hamersley Iron Company, which planned to run the loco on its 240 mile iron ore line.

The loco did haul a number of special trains in Australia, and in 1989 had a reunion with *Flying Scotsman*, but with the boiler certificate about to expire, *Pendennis* made its last run in October 1994. The cost of a boiler overhaul and upgrade to local signalling made a return to steam unviable and the loco was placed into store.

In September 1998, former *RM* editor Nick Pigott phoned Richard Croucher after he heard that Hamersley was considering repatriating *Pendennis*, and that confidential enquiries were being made to find the loco a good home. Information leaks led to *The RM* breaking the news on the front of our October 1999 issue.

Hamersley's parent company Rio Tinto agreed to donate *Pendennis* to the GWS if the shipping costs could be met. The costs proved to be a nightmare, but initial estimates of around £110,000 were eventually whittled down to less £41,000 thanks to people who knew the ropes.

The loco landed at Royal Portbury Docks, Bristol on July 7, 2000, and the fascinating story of how the loco was brought home was told exclusively in the September 2000 issue of *The RM*.

Arriving at Didcot a week later, No. 4079 was soon leading a line-up in front of the steam shed alongside Nos. 5051, 6024, 5900 and 6998. In fact *The RM* has maintained a close association with Didcot, and so will be delighted to see the loco back in steam.

Restoration overseen by engineer Drew Fermor has taken far longer than envisaged – in the latter stages due primarily due to the Covid-19 pandemic, but the loco is now poised to breath fire again.

## Recreations

Another project gathering pace is that to



**Visiting locos have always been a feature at Didcot, and the 'Once in a Blue Moon' event in April 2014 featured (from left) blue-liveried No. 6023 *King Edward II*, No. 60007 *Sir Nigel Gresley* and No. 60163 *Tornado*. GWS**



“What has been achieved by GWS society members over the past 60 years is nothing short of remarkable.”

GWR diesel railcar No. 22 in action on a snowy day in February 2012. GWS

create a 47XX 2-8-0 freight engine, which was designed to work between London, Exeter, Bristol and Birmingham.

Known as the ‘Night Owl’ project, just nine 47XX locos were built at Swindon. The prototype emerged in 1919 but the Swindon No. 1 boiler proved inadequate and was later rebuilt with a No. 7 boiler. Eight further examples followed of what proved to be Churchward’s final design for the GWR, the locos appearing after his retirement.

The GWS is using new frames for the loco, cut in 2012, but also using parts from three other GWR locos to create what will be numbered No. 4709. Like *Pendennis*, the project has been affected by the pandemic, with the chassis at Llangollen and the wheelsets at Tyseley, but there is anticipation No. 4709 can be on its wheels by Christmas.

Also progressing is the GWR ‘County’ 4-6-0 project to recreate No. 1014 *County of Glamorgan*, again filling another missing gap in the 4-6-0 line up by using the frames of a ‘Modified Hall’ and the boiler from a Stanier 8F.

Also taking place, but involving a separate group, is the Churchward County Trust’s recreation of a GWR ‘County’ 4-4-0, a project involving the GWS and using the boiler from No. 5227 and the driving wheel patterns used for No. 2999 *Lady of Legend*.

### Authentic atmosphere

Didcot has played host to a number of film and TV productions, its authentic buildings, locos and rolling stock ideal for period dramas. Some examples include *Young Winston* in

1972, *Sherlock Holmes: A Game of Shadows* (2011), the 2012 film remake of *Anna Karenina* (with Keira Knightley) and this year *The Most Reluctant Convert*, which featured ‘Saint’ No. 2999 *Lady of Legend*.

The authentic loco shed has also become a favourite location for organised photographic shoots, because of its special atmosphere, with a number of night shoots taking place each year.

With more land available – the site is now 21 acres – this has allowed expansion of visitor facilities. A few years ago, a small artefacts museum opened containing a lot of signs, models, cabside and name plates, and all manner of other memorabilia, all devoted to the GWR. The society also has a temperature controlled archive containing a vast and priceless amount of original GWR and BR photographs, negatives, transparencies, posters, uniforms, books and other ephemera.

Recently a new-build signalling centre was opened, showing the evolution of signalling from the basic equipment in the 1830s through mechanical boxes to the Thames Valley regional operating centre (ROC), which is a stone’s throw from the GWS site. Visitors can pull levers from a mechanical box, work the block instruments and also have a go on the former Swindon panel, which has been saved and restored by members from the Swindon Panel Society. The panel works using computer programme to simulate train movements and train failures. During the height of the coronavirus pandemic, the panel was used by Network Rail for a series of refresher courses for staff who had moved on to other roles, but

were willing to step in for colleagues absent through sickness.

The building also houses screens which, it is planned, will mirror the real time train movements outside on the main line using a live feed from the ROC, so showing the full development of signalling.

### Diamond jubilee

Like many tourist destinations, Didcot was forced to close for much of the past year because of the restrictions stemming from the coronavirus pandemic. The pandemic has also restricted working parties because of close proximity of volunteers to each other, but as the country opens up and rules ease, for the remainder of the year, Didcot has a busy calendar of events planned for both families and enthusiasts.

Many visitors are expected to attend the second part of the centre’s 60th anniversary gala on October 23/24, when a number of locos will be in steam – including *Pendennis Castle* – with the entry ticket offering unlimited train rides. More details can be found at [didcotrailwaycentre.org.uk](http://didcotrailwaycentre.org.uk)

The centre also relies on donations for its projects, and readers wishing to donate to the Diamond Jubilee Fund can do so using the website link.

Looking to the future, the society is well aware that the entrance at the end of the subway through the station under the GW main line to the site is not particularly welcoming with its stepped, rather than ramped access. Therefore, Didcot has plans to rectify this.

A new specially designed entrance building, with ramped access, a ticket kiosk and a welcome area has been proposed, though there are no dates when this project will begin.

Also in the pipeline is an upgrade to the catering facilities. The existing ‘Banbury’ pre-fabricated concrete building is considered life-expired and plans are being drawn up for something more in keeping with visitors’ expectations.

What has been achieved by GWS members over the past 60 years is nothing short of remarkable. Had it not been for that letter in *The Railway Magazine* 60 years ago asking for money to save a ‘14XX’ tank loco, this comprehensive collection of GWR locomotives may never have materialised. ■



The coaling stage on July 11. CHRIS MILNER



The signalling centre features a history of railway signalling. CHRIS MILNER

# BLACK FIVE APPEAL

26B Railway Co Ltd originally rescued 45337 from the Barry Island Scrapyard 36 years ago, with two previous restorations completed, we are pleased to announce that the third restoration has commenced, but your help is now required.



©Rob Rowland

'Bolton Trinity'  
from an original oil painting by Rob Rowland GRA

## Please help with our appeal to raise funds for 45337's third restoration.

45337 is currently out of service with the last 10-year boiler certificate having expired and is now based at the East Lancashire Railway with the third restoration having commenced.

We are therefore appealing for your help to witness the spectacle of this loco steaming again as soon as possible and are asking for your help to raise funds

In these difficult times we have all been experiencing, there seems to be no end to the number of financial appeals regarding many other worthwhile causes, many of which are for high profile locos or even preserved railways themselves, but please visit our website (shown below) where you can see the up-to-date news regarding updates of the restoration and find several ways you may be able help.

Please also see our easy fundraising appeal which is a simple cost effect way of helping this restoration cause, without any **additional costs or outlay to yourself.**

Within the website and to help with the ongoing restoration costs involved, 26B are pleased to continue to offer the sale of some Fine Art Prints of the Loco, with all proceeds going towards this restoration cause.

The print illustrated here is depicting 45337 on some typical 1960's passenger work, passing through the Lancashire town of Bolton with an express for Manchester, this being reproduced from the stunning "Bolton Trinity" painting completed by the renowned railway artist Rob Rowland GRA.

The website also provides a photo and video gallery, a comprehensive history section an expanding shop, together with a description of other various funding methods available for this appeal.

Please help us complement her 1937 LMS Heritage, by providing much needed funds to provide the loco with one of the best overhauls to date.

Your help is very much appreciated

Thank you from 26B.

Your help can be provided in many ways, for more information please visit:

**WWW.BLACKFIVELOCO.COM**



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# Travelling more in hope



**John Heaton FCILT** uncovers the fascinating tale of a notorious Leeds to York stopper in the late 1950s that had a particularly poor reputation for punctuality... unless the locomotive inspector was aboard.

**A**PPALLING' is scarcely too strong a word to describe the punctuality record of the 08.12 Leeds-York. A survey of 194 occasions shows it arrived on time just 13 times, an absolute right time record of a measly 7%.

Trying to take a kinder standpoint, what do the figures look like in terms of 'public performance measures'? Not much better. Accepting lateness of 2min and under as being irrelevant to the majority of passengers, and often caused by a last minute hiccup from which there has been no time to recover, the figure rises to a still-unacceptable 26%. Taking the local train standard of 'within 5min' of right time, the figure climbs to 61%. And applying the current TransPennine generous 'within 10min' punctuality tolerance, we eventually reach 87%.

Considering the journey is only 25miles the average lateness of 6min 2sec represents a loss of 14sec per mile.

## The guilty party

So which railway company lived with these figures through the 18-month period of this survey? Northern? TransPennine Express? Was it exacerbated by fragmentation and the separation of wheel and rail management systems? I am afraid not. This was performance from the 1950s under the auspices of British

Railways. Not only that, this commuter train was used by a large number of staff employed in the North Eastern regional offices, located just inside the city wall.

One such regular user of this train, and the person we can thank for maintaining such a comprehensive record of its running, was Noel Proudlock, whose notes have so often graced this column. We first examined his running with Neville Hill A3s on the 'North Briton',

**“Such diagrams were usually filled by tweaking the availability percentage up a notch”**

when he was a management trainee, with time gains and losses allocated to locomotives and specific drivers. This time Noel was too busy getting to work to take the names of the 08.12's locomen, who normally changed not daily but weekly.

The period we are examining covers the summers of 1958 and 1959 plus the intervening winter, made all the more

interesting by the train having remained a bastion of steam traction until its September 1959 conversion to diesel multiple units. The normal winter load was 160-250tons tare worked by York enginemen, but in summer 325tons was more typical as the train was extended to the fleshpots of Scarborough and assigned to Neville Hill crews. These were the days of packed summer loadings and often freezing cold winter journeys.

## Typical power

The motive power provided for the summer train was normally a Thompson 'B1' or a Raven 1920 'B16/1', both Class 5 4-6-0s, but the lighter winter train was more diverse. As well as 'B1s', York used 'B16/2' and 'B16/3' variants, but was willing to employ its Standard Class 5s, or make a more exotic choice now and then.

The 'B16/2s' were 1937 rebuilds of the originals using Walschaerts, instead of Stephenson, valve gear and Gresley conjugated gear for the middle cylinder that resulted in a distinctively syncopated beat. The 'B16/3s' were Thompson affairs with three sets of Walschaerts valve gear. Both sub-classes had their steam reversers replaced by screw equivalents. The summer train usually stuck with its staple Neville Hill stud, but with the occasional surprise – as we shall see.

Clean 'B1' No. 61319 leaves York sometime in the 1950s with a Bristol-Newcastle express. ERIC TREACY



**TABLE 1: 08.12 LEEDS-YORK PUNCTUALITY 1958/59**

Period	Sample	Class	Tons	Leeds d	Leeds-XG	XG stn	XG-Mick	Mick-CF	CF stn	CF-Yk	Total	Sigs/TSR	Yk a
Summer 1958	37	B1	331	21	80	16	38	<b>29</b>	<b>6</b>	28	142	262	404
Summer 1958	28	B16/1	325	45	106	5	87	<b>11</b>	<b>7</b>	63	288	135	423
Autumn 1958	19	All	173	19	43	2	16	<b>31</b>	<b>4</b>	<b>46</b>	<b>1</b>	215	214
Winter 1958	45	All	203	84	98	33	43	<b>29</b>	1	7	237	136	373
Spring 1959	22	All	185	51	57	29	15	<b>23</b>	<b>16</b>	<b>19</b>	94	97	191
Summer 1959	40	All	356	69	124	2	111	<b>27</b>	<b>11</b>	78	346	52	398

Notes  
 Average seconds lost (or gained in bold italics)  
 Autumn and spring figures are during the winter timetable.

XG=Cross Gates Mick=Micklefield CF=Church Fenton. Loads in tons.  
 Total is net total of running and station gains and losses.

Summer 1958 2x80117 and 1x62740 runs not included.

'B1' No. 61084 heads a Scarborough to Leeds relief working past Chaloner's Whin (south of York) on July 31, 1954. JS PHILLIPS



Much has been made of the belief it was uneconomic to keep extra stock lying around for occasional use. However, if it was fully (or heavily) depreciated, and just needed a quick once-over from a lowly paid carriage & wagon examiner before entering service, the cost was not so significant. After dieselisation, finding an extra DMU for summer strengthening was harder. The engines needed maintaining all year, and such diagrams were usually filled by tweaking the availability percentage up a notch, often with a resultant maintenance backlog.

Whatever the rights and wrongs, a couple of extra coaches could often be found to meet predicted peak loadings, but this leads us back to the 'appalling' punctuality standards. The North Eastern Region did not operate the sophisticated, some might say complicated, system of timing loads the London Midland Region inherited from pre-Nationalisation. The system that applied was simply 'passenger timings' with a large enough loco being diagrammed, and then allocated, to keep those timings with the likely tonnage. Sheds without recourse to large numbers of higher powered locos were left with no other practical alternative than to use their less powerful fleets on heavier loads with the same timings. Assistance was not customary.

### Theoretical schedule

Noel examined the standard schedule of the 'North Briton' express from Leeds to York; 8min to pass Cross Gates, 15 to Micklefield, 20 to Church Fenton and 32min to York. The 08.12, on the other hand, had stops at Cross Gates and Church Fenton. Allowing 1min to stop, 1min dwell time and



Bathed in atmosphere, 'B1' No. 61093 simmers at York on January 18, 1964 with the 1.20pm to Sheffield Midland. M DUNNETT

2min extra to start, plus ½min for crossing to the slow line from Killingbeck, the semi-fast needed 8½ extra minutes – a total of 40½. It was timed at 9-10min Cross Gates, 18 Micklefield, 24-25 Church Fenton and 39 to York. Neither train had any specified recovery time. The 08.12 was therefore at least 1½min short, so the 'within 2min' punctuality figure could be construed as the equivalent of its 'right time'.

The 25 miles from Leeds to York start

at rooftop level out to a steep-sided cutting between Marsh Lane and Neville Hill. The gradient up to Cross Gates averages 1-in-160, which trains also face starting from a call there. The track then levels through Garforth before pitching down through the speed restricted Micklefield Jct at gradients between 1-in-133 and 1-in-150 to Church Fenton. From there to York comes a straight and level racing ground for 11 miles to York, broken by a brief 1-in-867 uphill stretch through Ulleskelf.

**TABLE 2: LOCO APPEARANCES ON 08.12 LEEDS-YORK 1958/59 SURVEY**

Class	Occasions	Locos
Jubilee	1	45651/82
V2	1	60812/918
B1	1	61035/87/125/7/79/218/88
B1	2	61084
B1	3	61053/71/237
B1	4	61062/9/86/337
B1	5	61240
B1	7	61002
B1	8	61216
B1	13	61257
B1	14	61016
B1	16	61259
B16/1	1	61412/29/42
B16/1	2	61425/7/46
B16/1	3	61411/4/28
B16/1	4	61415/47
B16/1	6	61432
B16/1	7	61470
B16/2	1	61421
B16/2	3	61435/38/57/75
B16/3	1	61448/53/4/63/76
B16/3	2	61437/61
B16/3	3	61417/8/20/39/67
B16/3	4	61472
B16/3	5	61444
D49	1	62740
Std 5	1	73162/3/5/8/70
Std Tank	2	80117



'B1' No. 61248 leaves York sometime in the 1950s with a southbound empty stock working. ERIC TREACY

**“It might simply have been the case that the formidable Inspector Hancock had made an immediate impact on the crew”**

The summer of 1958 started with Neville Hill 'B1s' Nos. 61062, 61257 and 61259 working the 08.12, punctuated by 'B16/1' No. 61428. Each loco had 320-324tons, the 'B1s' averaging an arrival the predictable 1½min late and the venerable 'B16/1' rolling in 5min late after an exceptional 2min signal check. The last five runs of the 1959 summer season again featured four 'B1s' (Nos. 61216/18/37/40) and a 'B16/1' No.61415, also all Neville Hill locos. The loads reflected the school holiday peak and averaged 350tons tare for the 'B1s', the 'B16/1' being charged with 372tons. Punctuality of the 'B1s' was 4min late and the 'B16/1' 5½min late having lost a minute to the 'B1s' in starting from Cross Gates.

### Aggregate view

Table 1 shows the average figures split by season and running/dwell times to show where time was lost.

In the summer of 1958, 37 'B1s' (with a mean load of 331tons) arrived an average of 6min 44sec late. Twenty-eight 'B16/1s' (mean load 325tons) arrived an average of

7min 3sec late. However, if an exceptional 20min late start from Leeds is deducted from the Raven locomotives' performance, their average lateness falls to 6min 34sec.

Average lateness in the winter of 1958/59, with the lighter loads, was 6min 14sec for all classes, although one 'pea-souper' fog resulted in a 31min late start for 'B16/3' No. 61463 and 27min more lost en route. The endurance of steam loco crews facing conditions like this with semaphore signalling, should not be forgotten.

In the summer of 1959, lateness for all trains was still 6min 38sec – although the occasion when 'B16/1' No.61432 could not create enough vacuum pressure contributed 33min of the delay total, and its exclusion would bring the average late arrival figure down to 5min 58sec. 'B1' No. 61062 was purloined to solve the problem at the expense of the 09.26 Leeds-Bridlington.

The performance with winter loads in autumn 1958 would have met the schedule if there had been a recovery allowance and special attention had been paid to eliminating signal checks, but Mr Proudlock's overall verdict is inescapable: the punctuality figures

illustrate everyday steam loco operation at its poorest. The schedule was impractical and motivation did not always seem high.

### A little motivation

Noel suggests some justification for his opinion during week commencing July 27, 1959. Firing Instructor Jack Hancock joined the train at the last minute. Just 35sec were lost out to Cross Gates (average loss 124sec); 11sec were lost to Micklefield (average loss 111); and 56sec gained down the bank to Church Fenton (average gain 27sec). The Church-Fenton-York sectional time was bettered by 2sec (average loss 78sec) and with the help of station times breaking exactly even, the train made its majestic entry into the city of York a remarkable 12sec early – the only punctual arrival of 40 runs that summer!

The locomotive was 'B1' No. 61016 *Inyala*, believed to be a better engine than most, and perhaps two 'firemen' were feeding the furnace. On the other hand, it might simply have been the case that the formidable Inspector Hancock had made an immediate impact on the crew. I once saw him in action at Leeds when a TransPennine

Another view of Chaloner's Whin Junction – this time on July 31, 1954 as 'B16' No. 61440 heads an up local. JOHN S PHILLIPS





Accelerating away from York in the 1950s is 'B16/2' No. 61438 with a Saturday relief Scarborough to Leeds train. RK EVANS

Class 124 skated over restrictions and through the complicated trackwork into Leeds at a considerable speed to arrive spot on time, only for its driver to receive immediate and voluble criticism from Jack, who had been a passenger, about making time up into a terminal station in that manner.

Noel timed the following two days when the same crew and 'B1' No. 61257 lost 3½min running on each occasion. It did convey an extra coach compared to No. 61016 and, of course, the crew did not have the benefit of Inspector Hancock's solicitations. A full list of locomotives recorded on the 08.12 Leeds-York from June 9, 1958 to August 21, 1959 is shown in Table 2.

### Word gets out

In late September 1958, three runs were timed with the same York driver whom Noel describes as, 'a bit of a Jehu'. I have to admit this Biblical reference was lost on me, but I see he is defined as a 'King of Israel noted for his furious chariot attacks.'

On September 22, this driver was allocated 'B16/3' chariot No. 61418 for his 186ton tare load. To reduce speed for Micklefield Jct, he unusually touched the brake without closing the regulator and his furious charge down the 1-in-133 towards Church Fenton reached 77mph – Noel's highest speed with the sub-class. Arrival at York was just 10sec adrift, which could be debited to 80sec lost by stations.

In his week's work on the 08.12, the same driver was given relatively new Standard Class 5s on three occasions, all of which granted him the rare luxury of standing to 'wait time' at Church Fenton. The charioteer pulled up his horses only just in time there on one of these occasions, when the very northern end of the platform was put to rare use.

Mr Proudlock suspects that some of his headquarters' colleagues might have had

TABLE 3: 08.12 LEEDS-YORK, SUMMER 1958 & 1959

Loco	B1 4-6-0 61016		B1 4-6-0 61016		B16/1 4-6-0 61432		B16/1 4-6-0 61414				
Load (tons tare)	324		325		323		409				
Date	July 23, 1958		July 27, 1959		July 17, 1958		July 7, 1959				
Recorder	JND Proudlock		JND Proudlock		JND Proudlock		JND Proudlock				
Miles	Location	Sch	M	S	MPH	M	S	MPH	M	S	MPH
0.00	LEEDS d	0	0 00	1L	0 00	T	0 00	T	0 00	T	
0.29	Leeds East SB		1 10	15	1 30	12	1 00	14	1 25	12	
0.86	Marsh Lane		2 45	32	2 54	34	2 20	30	3 05	28	
2.30	Neville Hill East SB		5 10	43	5 25	36	5 00	37	6 00	33	
2.83	Osmondthorpe		5 53	44	6 15	37	5 50	38	7 00	31	
3.43	Killingbeck SB*		6 50	34/35	7 20	30/36	7 00	31/32	8 20	25/32	
4.51	Cross Gates a	9	9 00		9 35		9 25		10 50		
0.00	d	10	11 50		10 25		10 45		14 45		
2.85	Garforth		5 32	56	5 33	51	5 40	49	6 23	40	
5.35	Micklefield Jct	8	8 08	61/68	8 11	60/63	8 50	55/66	9 45	54/57	
10.35	Church Fenton a	14	13 18		13 15		14 22		15 20		
0.00	d	15	14 05		14 15		15 25		16 15		
1.90	Ulleskelf		3 33	51	3 38	48	3 23	48	3 52	40	
3.15	Bolton Percy		4 58	56	5 08	54	4 50	54	5 38	46	
7.04	Copmanthorpe		8 44	65/tsr/sigs	9 09	63	9 08	54	10 15	54/56	
10.26	Holgate FB		13 35	25/30	12 38	50	13 22	35/tsr	14 10	45	
10.78	YORK a	14	15 20		13 58		14 50		15 35		

Note: \*Trains turned to Slow Line at Killingbeck SB

a private word with the York shedmaster when their paths had crossed, and that a message might have been circulated to the crews. After his fastest run down the bank of 79mph, achieved by 'B1' No. 61069, Noel paused to note the loco number. It was not his custom to walk the length of the train unnecessarily at Leeds, as it could be taken easily at York's normal arrival platform. The driver was leaning out of the cab and drily remarked: "This must be the only train which must be run to time. Coming down the bank this locomotive vibrated so much I had to take my false teeth out for fear of swallowing them." Goodness knows what the punctuality figures might have been if this train had not been one that had been demanded should be run to time.

### A detailed look

All 194 runs considered in this article appear in the Railway Performance Society's electronic archive, so their selection for the space available has been exacting. Table 3 contains two summer runs with 'B1s', both with No. 61016. The first took the turnout to the Killingbeck-Cross Gates slow line a little faster than normal and 110sec overtime was then incurred at Cross Gates. Speeds of 68mph down Micklefield bank and 65mph at Copmanthorpe indicated the effort being made, but a temporary speed restriction (tsr) and signal check at Chaloner's Whin Jct cost another 110sec. The second run is with the same locomotive with the loco and crew receiving the advice of Inspector Hancock. This was what was necessary to reach York on time. ▶



Amongst the rarer types in our survey of the 08.12 Leeds-York working was a 'D49' – illustrated here by No. 297 *The Cottessmore* heading a York-Leeds express through Garforth around 1935. JP WILSON



In the bays at the north end of York station, 'B16/2' No. 61455 heads the 5.16pm train to Hull via Market Weighton on June 20, 1961. S CREER

Table 3 also contains two runs with the original Raven 'B16/1s' hauling summer loads. The first, with No. 61432, was a commendable effort. Without the tsr at Chaloner's Whin, the Raven machine would have been only 1½min late, thereby keeping what is believed to have been a proper 40½min schedule. The second demonstrates the work the 'B16/1s' were still undertaking at the end of their careers. With a 409ton 12-coach load, No. 61414 was never likely to keep time on the 39min schedule. Arrival was 6½min late after suffering 2min delay at stations, but this was a worthy effort even though the speeds do not look spectacular at first glance.

Table 4 shows four winter runs. The first is the previously mentioned 'B1' No. 61069 from March 1959. Although the trailing load was only 170tons, the first leg to Cross Gates was excellent. High-speed running on the other sections found York unprepared for the train's arrival, with the ensuing checks costing 2½min and resulting in a 1min late arrival. The second run is another creditable effort even allowing for the light load. A slower start than the first run out to Neville Hill conceded the advantage, but some 70mph speeds and an unchecked York approach produced the earliest arrival of the 194 runs of 100sec. Is it just a coincidence that the loco was another of the named 'B1s', No. 61002 *Impala*, or that it achieved five of 12 best winter B1 ihp (indicated horsepower) outputs? Only 59 of the surviving 409 locos in 1959 (14%) were named.

Next comes the run described earlier with Thompson rebuild 'B16/3' No. 61418. This is followed by a Gresley 'B16/2' No. 61438, which did not seem to hurry until it had left Church Fenton, but arrived just 1½min late after a clear run into the terminating station.

There was only one occasion when a venerable Neville Hill 'B16/1' had a chance to show its paces on a light winter load – albeit paradoxically in June 1958. There had been a collision at Neville Hill between '4F' 0-6-0 No. 44335 and Hunt 'D49' No. 62749 *The Cottessmore*, resulting in a reduced formation for the 08.12, a 20min late start, and a maximum speed of 65mph at Copmanthorpe. No. 61470's run was spoilt by losing 3min squeezing past the derailment, which was standing foul of the main line, but time was otherwise kept.

## Unusual allocations

At the start of 1959, the North Eastern's extant 'D49s' were allocated to Hull Botanic Gardens, Scarborough and Starbeck, resulting in just one appearance on the 08.12 in the survey period. This was by No. 62740 *The Bedale* on August 9, 1958 but comparison with other classes was ruined by the special stops at Garforth and Micklefield, which cost a hefty 14min. The loco had slipped persistently out to Cross Gates, managing a maximum speed of only 26mph with its 300ton tare load before the first scheduled stop. Its maximum on the level was 53mph at Copmanthorpe, with nothing higher than 54mph down Micklefield bank.

The late 1950s was a superb time for discovering strange locomotives working in unexpected places. The first log in Table 5 is one such example, a run with borrowed Barrow Road Jubilee No. 45651 *Shovell*. The

TABLE 4: 08.12 LEEDS-YORK, WINTER 1958/1959

Loco	B1 4-6-0 61069	B1 4-6-0 61002	B16/3 4-6-0 61418	B16/2 4-6-0 61438						
Load (tons tare)	170	162	186	192						
Date	March 5, 1959	February 26, 1959	September 22, 1958	February 2, 1959						
Recorder	JND Proudlock	JND Proudlock	JND Proudlock	JND Proudlock						
Miles	Location	Sch	M S	MPH	M S	MPH	M S	MPH	M S	MPH
0.00	LEEDS d	0	0 00	T	0 00	T	0 00	T	0 00	T
0.29	Leeds East SB		1 00	15	1 20	12	1 14	10	1 05	16
0.86	Marsh Lane		2 18	33	2 55	31	2 48	29	2 38	31
2.30	Neville Hill East SB		4 48	44	5 15	44	5 38	36	5 13	36
2.83	Osmondthorpe		5 30	43/-	5 57	44	6 30	36	6 06	36
3.43	Killingbeck SB*		6 34	36/39	6 57	33/38	7 42	25/31	7 20	22/28
4.51	Cross Gates a	9	8 33		9 05		10 05		10 15	
0.00	d	10	12 55		11 35		12 00		11 55	
2.85	Garforth		4 56	57	4 51	54	5 25	48	5 25	53/48
5.35	Micklefield Jct	8	7 25	63/79	7 30	54/72	7 57	68/65/77	8 25	58/53/62
10.35	Church Fenton a	14	11 55		12 30		12 35		14 17	
0.00	d	15	12 25		13 00		13 30		14 55	
1.90	Ulleskelf		2 58	55	3 20	49	3 07	56	3 25	48
3.15	Bolton Percy		4 13	62	4 43	60	4 24	60	4 51	57
7.04	Copmanthorpe		7 43	70	8 18	71	7 57	71	8 37	66
10.26	Holgate FB		13 10	sig5/15/25	11 30	37	11 45	tsr33/38	12 00	44
10.78	YORK a	14	14 50		12 52		13 10		13 39	

Note: \*Trains turned to Slow Line at Killingbeck SB

other three runs are not exactly strangers as they are all local engines, but making surprising appearances on the 08.12. The first features a decent run with the only Class 4 in this sample, 2-6-4T No. 80117. I remember seeing the five consecutively-numbered Neville Hill Standards around 1959 – mainly on empty stock workings, but occasionally having a run out piloting an express. No. 80117 made two '08.12' appearances in the summer of 1958 with 320ton loads.

The table also shows York Standard Class 5 No. 73162 before its imminent exile to Huddersfield, touching 75mph on the level at Copmanthorpe, albeit with only 165tons in tow. Finally we have York 'V2' No. 60918 making use of its extra power to touch 50mph uphill to Cross Gates and running hard enough to achieve a 50sec early arrival.

### The power view

Turning from speeds and punctuality to power output, Noel concluded that the best measure would be indicated horsepower (ihp) on the level at Copmanthorpe. This figure includes the power used in moving the locomotive, which is proportionately higher at faster speeds, and is more appropriate in these circumstances than equivalent drawbar horsepower – more suitable for measuring output climbing gradients.

A time of approximately 9min from departing Church Fenton to passing Copmanthorpe was necessary to maintain the schedule. To achieve this with a typical summer tare load of 325tons, the loco required to reach a mid-60mph figure, which corresponds with a nice, round 1,000ihp.

After calculating ihp for 121 of his 'B1' runs on other territory, Mr Proudlock selected the top 25%, which covered a range from 1083 to 1490ihp. Then looking at the 194 runs in the Leeds-York survey, he found only 17 reached 1083ihp or above, and only four of those were with the lighter winter trains, despite general late running.

In terms of locomotives, No. 61016 *Inyala* produced eight of the top 30 non-08.12 ihps, with Scarborough's 'B1' No. 61305 adding a further four. *Inyala* also delivered three of the top 17 08.12 ihps and the highest power output of all, 1223ihp. No. 61259 appeared four times in the same list. Despite their relatively rare appearances, Standard Class 5s contributed two of the four winter train 1000+ihps. All figures have been quoted as calculated, with the many variables involved but without any arbitrary rounding.

Noel noted it was an 11-driver link, with the Week 1 driver reappearing in Week 12. The Week 2 driver put in an above average performance, so there was a degree of disappointment with some of those who followed less enthusiastically. He reappeared in Week 13 and in five of the eight runs Noel timed in this driver's two weeks exceeded 1070ihp. This driver also reached 966ihp with 'B16/1' No. 61432, the second highest of the class.

### One strange week

Amid the plethora of 'B1s' and 'B16s' from the expected depots, the week commencing Monday, January 19, 1959 stands out with an unusual variety of loco provision. The week started with Heaton-allocated 'V2' No. 60812, followed on the

## B1's TODAY

SADLY none of the 70 'B16s' survived into preservation, the final examples being withdrawn and scrapped in 1964, but two of the 410 'B1s' are still with us: LNER-built No. 61264 (rescued from Barry in 1973) and BR-built No. 61306 *Mayflower* (preserved at

Steamtown Carnforth in 1968).

Both have seen various periods of post-BR action on the main line, with No. 61306 currently in the pool of locos for Steam Dreams' trips, while No. 61264 can be found at the North Yorkshire Moors Railway.



'B1' No. 61306 passes Barnes on July 23, 2019 at the head of the 'Royal Windsor Steam Express' from Waterloo to Windsor & Eton Riverside. JUSTIN FOULGER (CC BY-SA 2.0)

## TABLE 5: 08.12 LEEDS TO YORK: UNUSUAL LOCOMOTIVES 1958/1959

Loco	Std 2-6-4T 80117	Std 5 4-6-0 73162	V2 2-6-2 60918	Jubilee 4-6-0 45651						
Load (tons tare)	320	165	161	250						
Date	August 7, 1958	February 26, 1959	April 28, 1959	January 22, 1959						
Recorder	JND Proudlock	JND Proudlock	JND Proudlock	JND Proudlock						
Miles	Location	Sch	M S	MPH	M S	MPH	M S	MPH	M S	MPH
0.00	LEEDS d	0	0 00	T	0 00	T	0 00	T	0 00	T
0.29	Leeds East SB		1 10	14	1 02	14	1 00	17	1 00	12
0.86	Marsh Lane		2 46	31	2 30	33	2 19	34	2 25	27
2.30	Neville Hill East SB		5 32	35	5 00	43	4 32	49	5 22	36
2.83	Osmondthorpe		6 23	36	5 43	44	5 10	50	6 14	36
3.43	Killingbeck SB*		7 36	30/31	6 45	25/36	6 10	30/37	7 45	25/32
4.51	Cross Gates a	9	10 07		9 02		8 20		10 30	
0.00	d	10	11 05		9 45		9 40		11 40	
2.85	Garforth		6 13	46	4 25	60	4 50	58/60	6 02	48
5.35	Micklefield Jct	8	9 12	55/61	6 50	66/57	7 35	tsr30/64	8 57	56/68/sigs
10.35	Church Fenton a	14	14 35		12 20		13 25		16 05	
0.00	d	15	15 45		14 50		14 50		17 10	X NL
1.90	Ulleskelf		3 45	46	3 07	55	3 10	56	3 56	43
3.15	Bolton Percy		5 19	49	4 23	62	4 25	62	5 30	53
7.04	Copmanthorpe		9 38	55	7 41	75	8 02	68/65	9 40	63
10.26	Holgate FB		14 04	tsr35/42	12 50	tsr31/sigs 10/15	11 42	37	14 00	25/30
10.78	YORK a	14	15 10		14 06		13 15		15 40	

Notes: \*Trains turned to Slow Line at Killingbeck SB; X NL= Cross to Down Normanton line

**“Goodness knows what the punctuality figures might have been if this train had not been one that had been demanded should be run to time”**

Wednesday and Thursday by No. 45682 *Trafalgar* and No. 45651 *Shovell* respectively, both from Bristol Barrow Road and both with top-of-the-range winter loads of 265 tons tare. The 'V2' managed a miserable 679ihp at Copmanthorpe, although it had done well as far as Church Fenton and was only 1min late at York. The two 'Jubilees' were also disillusioning, with ihps either side of 850, but represented their driver's best outputs.

In contrast, I had a superb 'Scarborough

Spa Express' run in August 2010 with 'Jubilee' No. 45690 *Leander*. Having come from the Normanton direction, the charter train had been switched to the Leeds line at Church Fenton, checked to 15mph. From there we were treated to the famous 'Jubilee' roar at full bore for the 440ton train to soar up through Ulleskelf and achieve a maximum speed of 67mph, Noel calculating a superb 141 ihp. However, this had been a special occasion, not just another day on a traincrew roster.



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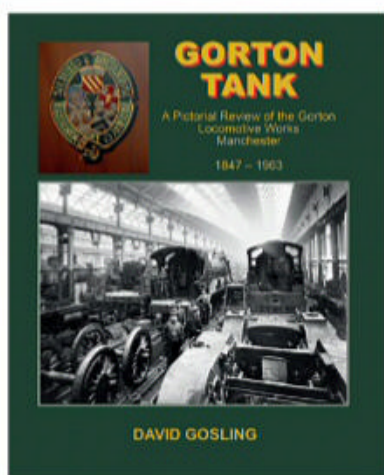
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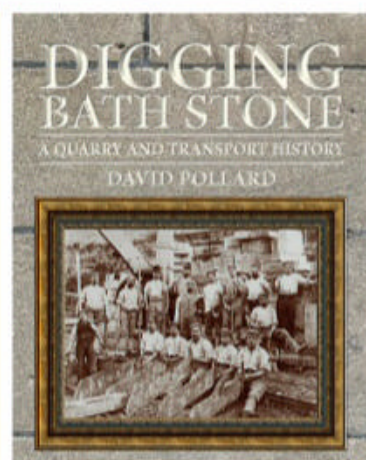
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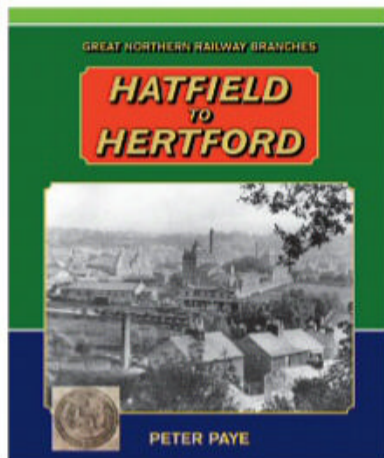
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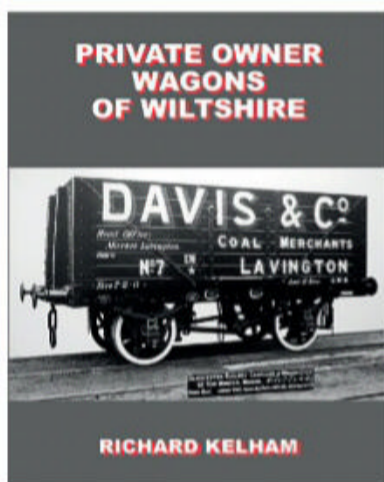
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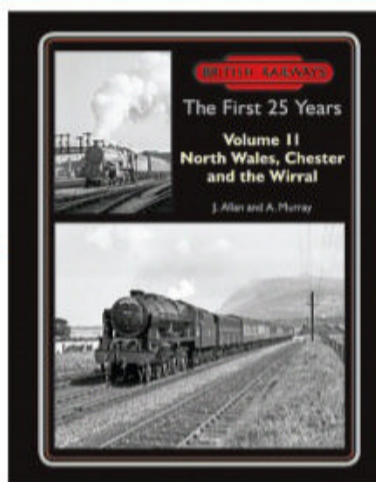


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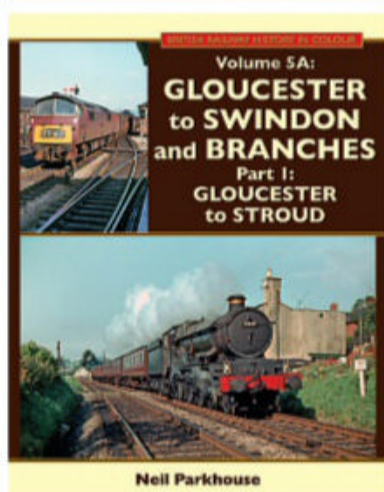
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# Vol. 5A: GLOUCESTER to SWINDON and BRANCHES

Part I: GLOUCESTER to STROUD Neil Parkhouse

The broad gauge line from Swindon to Gloucester opened in June 1845, with the GWR finally opening their own station on the line through the city to South Wales in September 1851. The city's status as a major railway centre had begun. The GWR station became Gloucester Central under British Railways and the first section of this volume covers it in detail, the infrastructure and the varied traffic on view on a daily basis. We then take an extended tour of Horton Road shed and its facilities, showing many of the locomotives that resided here, along with others that were visiting, before exploring all three sides of the Gloucester triangle. After that we head south to Standish Junction, where the Western lines are illustrated and then followed to Stonehouse and finally Stroud. The journey up the Golden Valley to Kemble (for the branches to Cirencester and Tetbury) and Swindon will follow in Volume 5B. As usual, the period covered is mostly from the late 1950s to the mid 1970s, through the last years of steam on BR(WR), the early green diesel era and then the change to Rail Blue. There is plenty of loco variety here: 'Castles', 'Halls' and 'Granges', '9Fs' and '8Fs', 'Prairies' and pannier tanks, along with 'Westerns', 'Hymeks', 'Peaks' and 'Teddy Bears', but many will remember this route as much for the Gloucester to Chalford autos, usually – but not always – hauled by '14XX' tanks. All of this is illustrated here, in glorious colour. After ending our journey in this half volume at Stroud, we have an appendix with an unusual diversion to study a late 19th century proposal to build a branch line from Stroud to Painswick. There are then two follow ups to previous volumes, to Over Junction and along the Llanthony Docks Branch, and to Eastgate and the Loop Line to Tuffley Junction. **DUE EARLY SEPTEMBER**

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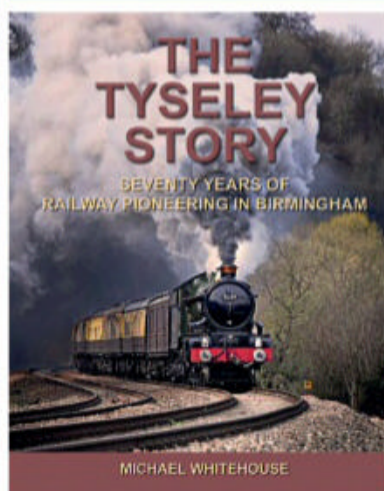
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# THE TYSELEY STORY

SEVENTY YEARS OF RAILWAY PIONEERING IN BIRMINGHAM MICHAEL WHITEHOUSE

Birmingham entrepreneurs had a very great deal to do with ensuring that volunteer-run railways of all kinds got off the ground after the Second World War. This is their story. There was not a well-thought-out strategy to cut teeth on the Tallylyn Railway, or a move to establish a Great Western branch line in Devon, to buy the last Great Western designed express engine and run it on the main line, or establish a well-equipped railway workshop in Birmingham and then develop it for commercial heritage use, and to run regular steam express dining car trains, even though all that might sound a logical progression – but that is exactly what happened! Michael Whitehouse has been in the privileged position of being involved on the inside track of privately preserved main line steam ever since it began around 1964 and, through his family, has also experienced at first hand much of the precursor activities originating with the Tallylyn Railway, followed by Society Specials on British Railways, the nascent Dart Valley Railway, and the purchase and operation of both Great Western 'Small Prairie' tank No. 4555 and the last GW-designed 'Castle', No. 7029 Clun Castle. He has been at the helm of developing the strategies for Tyseley's Vintage Trains for over forty years and, with an expert team of friends, has ensured that express steam trains still operate frequently from Birmingham for the enjoyment of many. The Tyseley Story is told largely through Michael's own first-hand experiences, put in context with the wider national picture, and illustrated through a collection of stunning images depicting the development of volunteer-run railways over the past seventy years. **DUE LATE SEPTEMBER**

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# Getting a bird's eye view

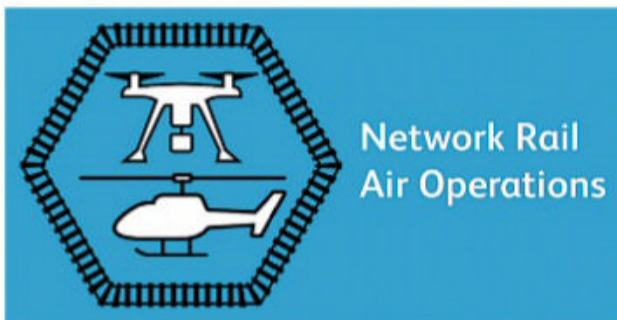
**Phil Marsh** meets Network Rail's Air Operations team, which provides a unique view of the network from above using helicopters and drones.

**D**ESPITE flying since 2007, many readers may be unaware of Network Rail's Air Operations team or its purpose – unless, perhaps, you're following them on their Twitter page @nrairops.

The 10-strong team uses two helicopters and 300 drones, and since operations began has created a reference library of 1.5 million images stored on an online system called RouteView, which is used by Network Rail, the Rail Accident Investigation Branch, and principal contractors.

RouteView has a number of functions, including comparing historic and current images to monitor land movement, examining land use and looking for weather-related changes. It is also used to pinpoint incident locations to enable better responses by ground staff and emergency services.

"We have the best office on the railway," says National Aerial Survey Specialist Chris



Ashworth, whose job it is to direct the two helicopters – one mainly dedicated to Scotland's Railway, the other deemed National and both flown by PDG aviation services. "Our job is all about 'predict and prevent' across the country, so our aim is to catch things early before they fail, thus keeping the network running safely and smoothly."

Climate change is also leading to an increasing number of severe weather events that cause more landslides, snowdrifts, flooding

and buckled rails. Air Ops offers the fastest response to such events, identifying affected locations accurately. The helicopters use a laser range finder and a 'Where am I?' App, which is accurate to within 16ft (5m), to provide mileages and grid references that reduce ground staff response time, while engineers can see what repairs are required. This enables better recovery plans and helps prevent potentially serious accidents.

## Spotting crime

While the aerial surveys are used mainly for efficient infrastructure inspections, they also have a role to play fighting railway crime. Natalie Stretton, Route Crime and Security Manager for the West Coast South route, says that working with the Network Rail helicopter team in crime hotspot areas has identified locations vulnerable to criminal activity, as well as providing evidential



Above: The National helicopter in flight on June 17. ALL PHOTOS BY NETWORK RAIL'S AIR OPERATIONS TEAM UNLESS STATED

Left: A view of the Air Ops 'office' in January 2016, with a PDG pilot (left) and National Aerial Survey Specialist Chris Ashworth.

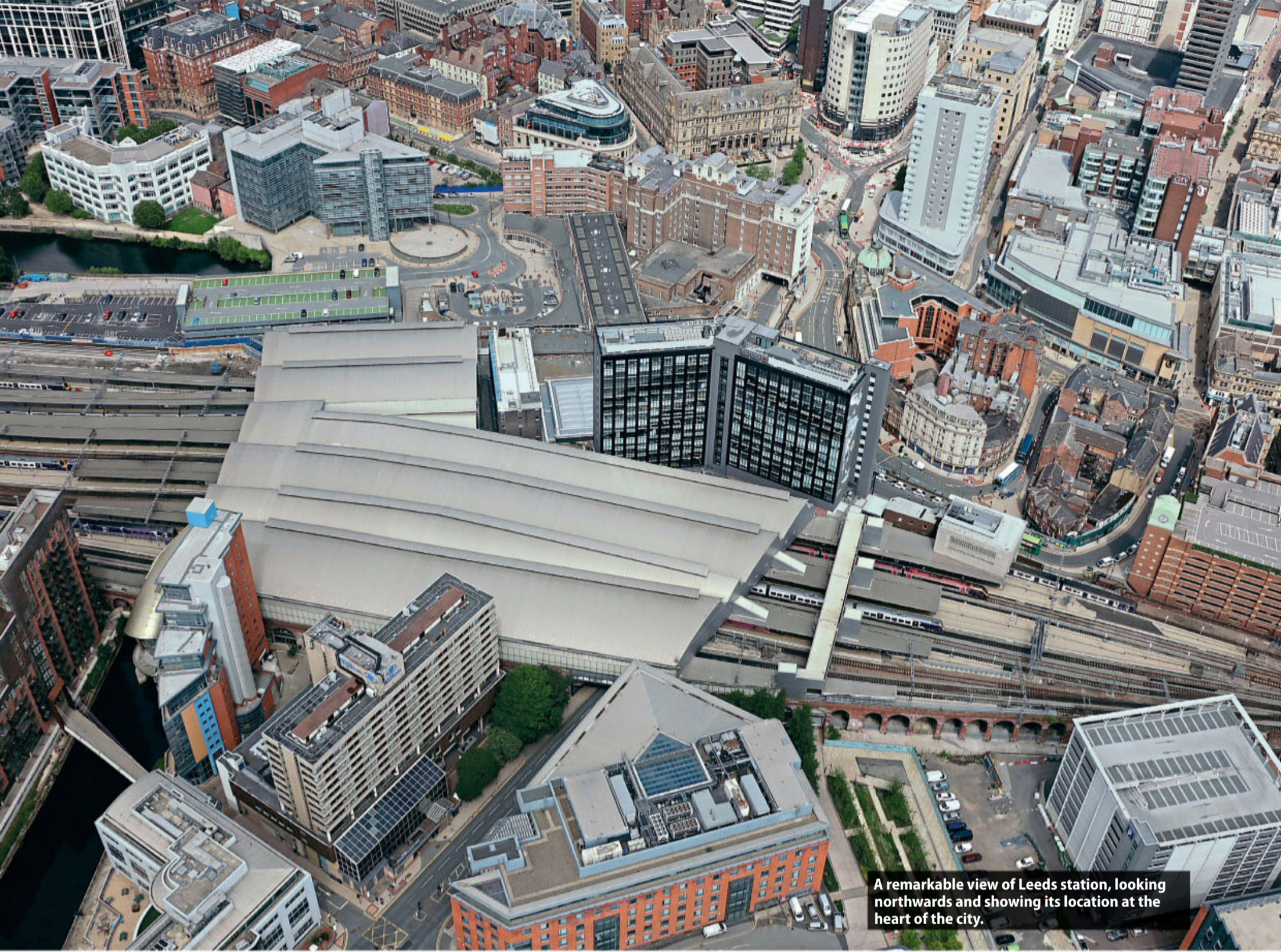


High-resolution images on the National helicopter are captured by this Canon 1DX Mk.3 camera with 85mm. PHIL MARSH



Above: The Universal Hand Controller. PHIL MARSH

Left: National aerial survey specialist John Allen at the GSS workstation. PHIL MARSH



A remarkable view of Leeds station, looking northwards and showing its location at the heart of the city.



A very different take on the classic Devon location of Cockwood Harbour, as a GWR 'Castle' HST heads towards Exeter on June 12.



One of the advantages of using helicopters is in getting an overall view of events like this one near Hexham on January 14, 2016, where flooding has caused the cutting to collapse onto the running lines.



It does not need a high-resolution camera to spot the problem here – but the helicopter gives a view of the inaccessible level crossing at Brewster Lane, near Boston, on June 14, 2016.

photographs of actual criminal activity.

Air Ops' collective imaging capabilities enable fast lineside inspections using detailed high-resolution images. The National helicopter uses a gyro-stabilised Canon camera system with a lens range between 85mm and 840mm, while Scotland's Railway's primary camera is a Canon 1DX Mk.3 with a 28-300mm or a 200-400mm lens and a built in 1.4 extender.

Besides visual photography, the team carries out thermal imaging operations that monitor railhead temperatures and discover electrical faults causing cables to overheat. This is carried out using Forward Looking Infra-Red (FLIR) gyro-stabilised equipment to provide high-definition images. The two main bits of hardware are the FLIR Unit and Universal Hand Controller, with faults looked at using the laser range finder.

## Scotland's view

The Head of Engineering and Asset management (Civils) for Scotland's Railway, Alastair Macfarlane, is a strong supporter of Air Operations. He says the variety of topography and geology of Scotland's Railway means aerial surveys are incredibly efficient for engineers to monitor conditions in remote areas.

"We look for water flow paths and standing water which could affect our cutting slopes and bridges – difficult to see at ground level, but the helicopter lets us see the land in context hundreds of metres from the railway. We also check snow avalanche risk – notably in the Bridge of Orchy area."

Scotland's Railway makes full use of the



Booth's scrapyards in Rotherham is in the spotlight in this shot on April 12, with a variety of vehicles awaiting the cutter's torch.

thermal imaging capabilities – for example, checking electrification systems and point heaters, as a helicopter is an extremely efficient way to inspect quantities of sites without disrupting train services.

“Importantly this avoids sending engineers trackside where there are no faults, allowing them to concentrate on other tasks. Conversely, thermal imaging also enables discovery of potential faults which would otherwise be undetectable from visual inspection only.”

Scotland's Railway's helicopter is also used to check routes after extreme weather, flying above blocked roads that prevent site access. This allows response teams to be mobilised more efficiently, resolving problems sooner, keeping staff safe and getting trains on the move quickly.

### The drone team

The drone team is led by Paul Lindup, who carries out drone pilot assessments after their mandatory specialist external training, as flying drones on or around railway infrastructure is potentially high-risk and possibly illegal.

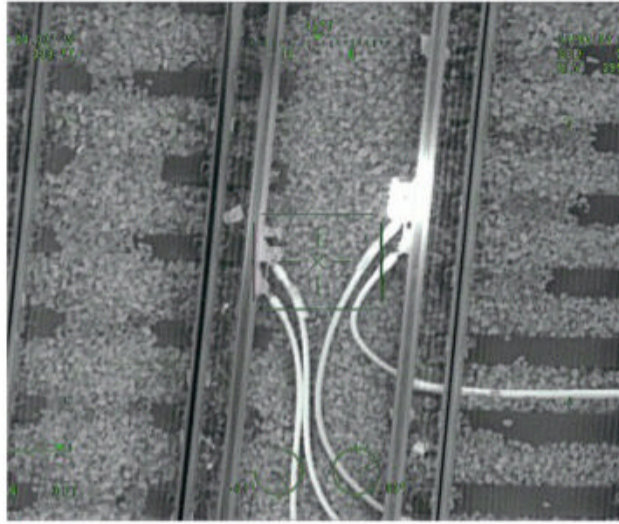
The drones weigh up to 16 pounds (7kg) and are permitted to fly up to 1600ft (500m) from the pilot at a maximum altitude of 400ft (120m). It has a high definition 4K video and stills camera that costs more than £10,000, while the drone itself is valued at more than £25,000.

Network Rail uses a flight management system called 'Dronecloud', which is used to track drone flights. “This allows Network Rail Air Operations to have a richer picture of where ▶

**“Our job is all about ‘predict and prevent’ across the country, so our aim is to catch things early before they fail, thus keeping the network running safely and smoothly”**



A West Coast Railways Class 37 is seen on a route proving run at Rannoch on February 7.



**Above:** Thermal imaging can discover faults like this overheating third-rail cabling.

**Left:** Details can be picked out like this bird's nest in an overhead line mast on April 19, 2016.

drone flights are close to infrastructure, in fact de-conflicting flights around them,” says Mr Lindup.

Air Ops’ overall manager is Rikke Carmichael, who adds “Drones are a cost-effective solution for close-up inspections of difficult to access structures such as building roofs, bridges, communication masts and overhead wires.

“We have delivered ground-breaking things, such as introducing our new cloud-based flight management system earlier this year, a huge success. This allows us to manage the entire operation of running drones from planning to fleet maintenance to incident management to flight logging.”

The flight management system controls the deployment of multiple drone projects to monitor and survey rail infrastructure, whilst also managing in-house and contracted



**A view of the work being done to upgrade the Bletchley flyover, this view looking north on July 14 and showing the new 'covered way' over the West Coast Main Line.**

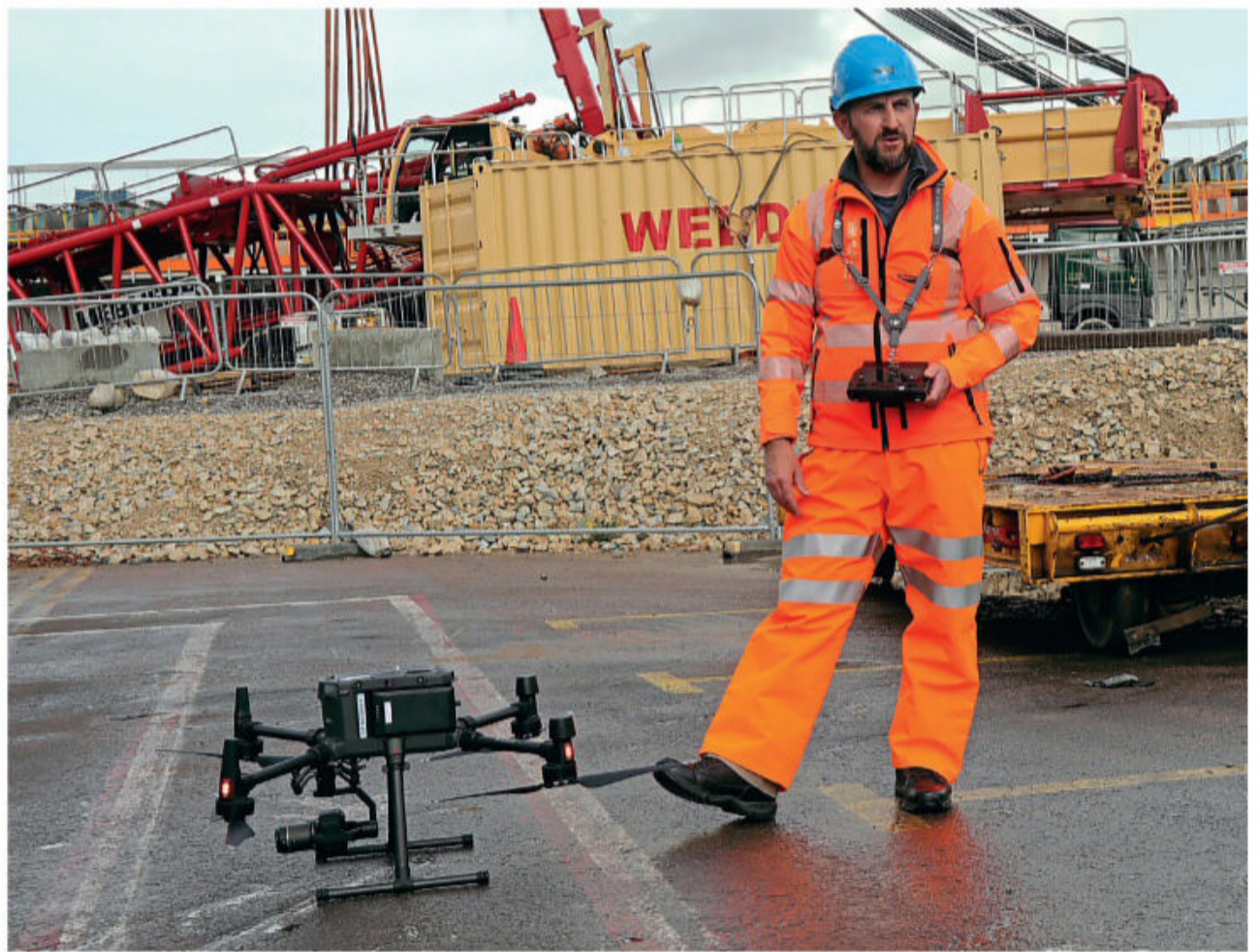
“Thermal imaging also enables discovery of potential faults which would otherwise be undetectable from visual inspection only”

drone pilot’s activities. The system supports the safe, compliant and efficient running of concurrent projects and creates an audit trail of completed work.

Together the helicopter and drone teams are creating a modern day record of Britain’s rail network, reducing the risk of monitoring remote locations and offering rapid response at times of disruption, a resource that is likely to be an increasing beneficial activity. ■



Looking east at the Calvert worksite in Buckinghamshire where HS2 (running right to left) will pass under East West Rail.

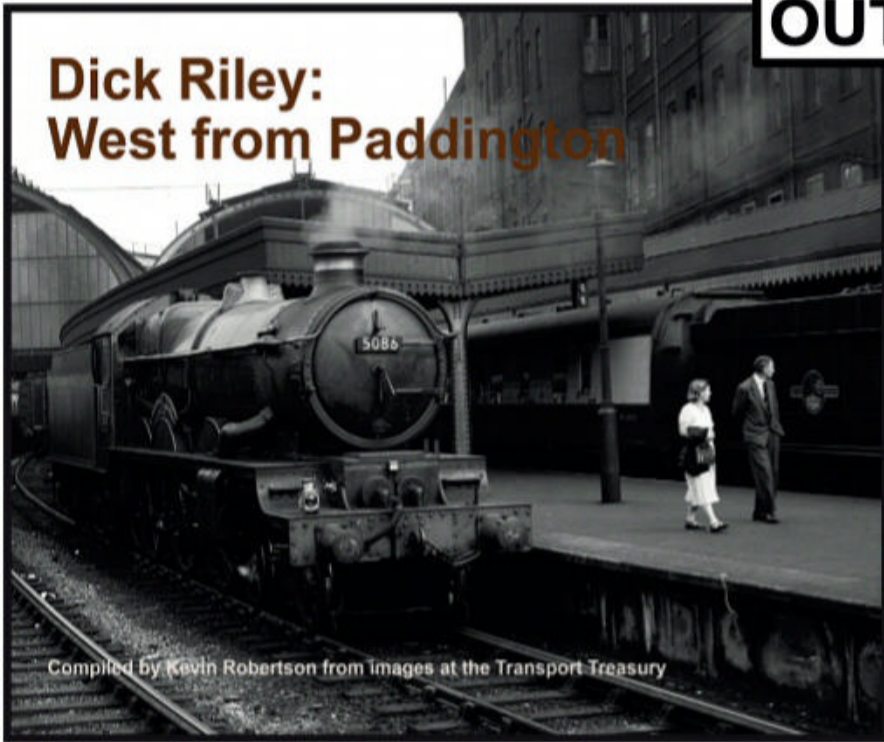


Paul Lindup prepares to launch a drone over the Bletchley Flyover worksite on May 5.

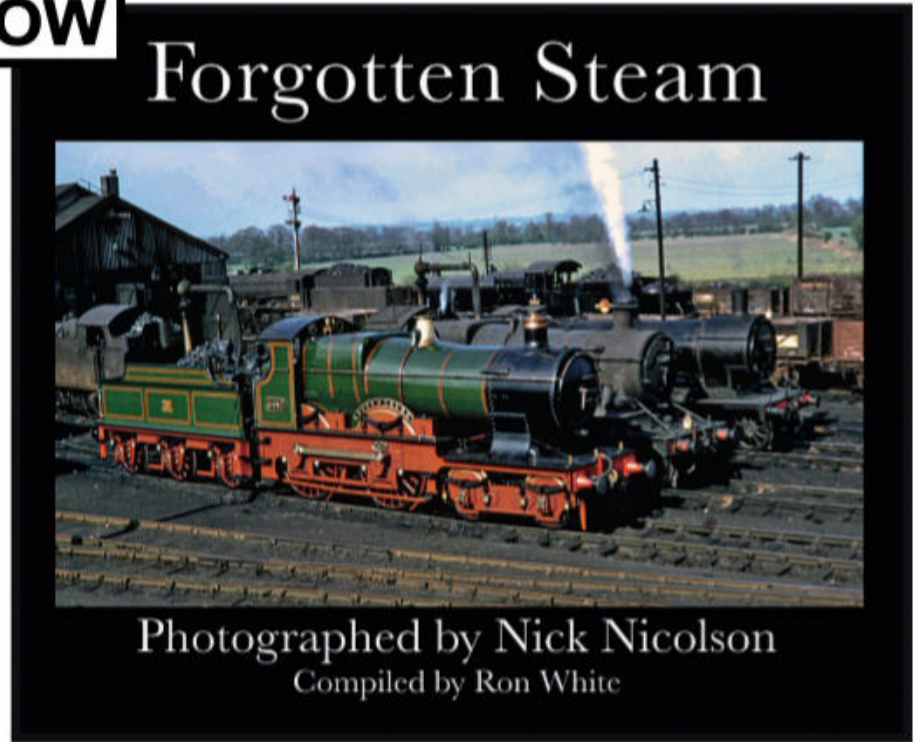


Looking north over Euston on November 22, 2020 showing the works to the left (west) side for HS2.

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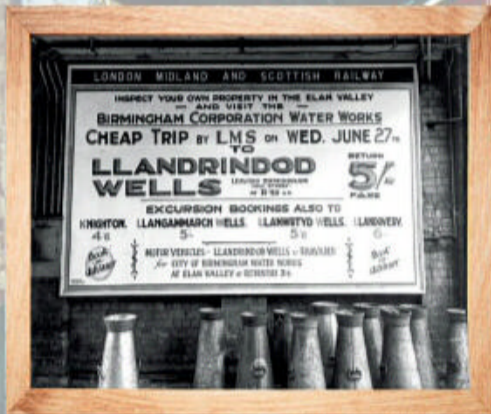
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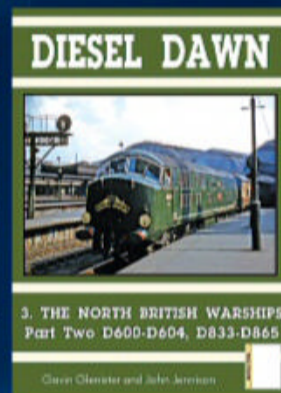
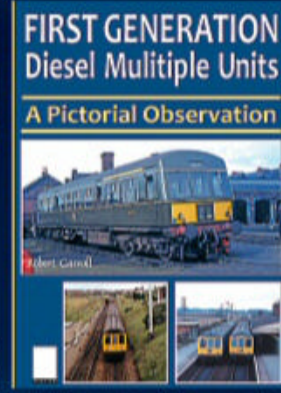
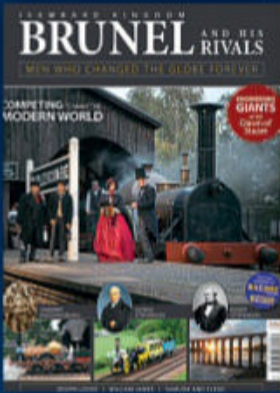
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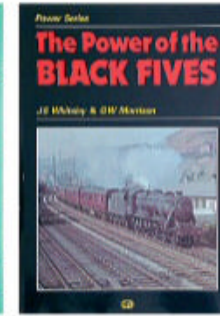
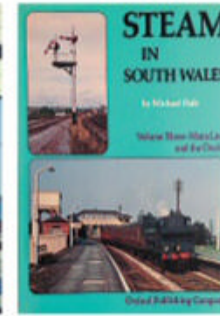
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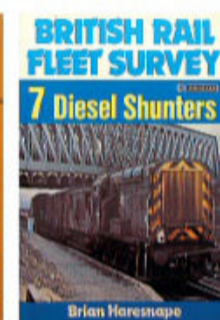
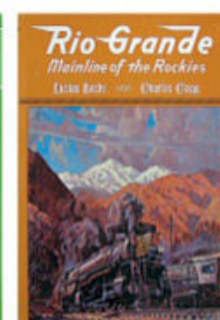
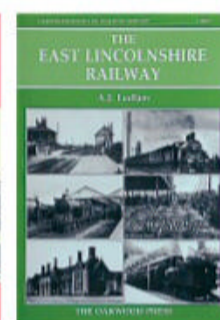
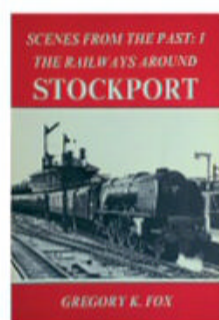
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# Minehead revisited

**John Heaton FCILT** experiences the literary ‘twitch upon the thread’ and returns to the West Somerset Railway to see how it is recovering from the Covid-19 lockdowns and other challenges to running a successful heritage railway operation.

“SIX for two hundred and thirteen.” The guard announces vehicles and tonnage to the driver of 2-6-0 No. 9351 standing at the head of the West Somerset Railway (WSR) 12.35 ‘Fish & Chips Special’ from Bishop’s Lydeard to Blue Anchor.

It is a warm day at the end of June and the railway should be teeming with visitors. Coach parties should be at their peak and schools ought to be organising steam railway outings as end-of-term approaches. But Covid-19 has struck and the ‘twice-vaccinated’ are only now starting to venture outdoors. Today will see just two return journeys to Blue Anchor, compared with six on the equivalent date pre-Covid (two steam sets, one diesel) and seven in the summer peak timetable (three steam sets, one DMU).

Forty passengers represents the break-even load, and there must be a nearly 100 today. The revenue helps the cash flow, but it will never match the regular summer trains filled with bucket-and-spade families.

The postponement of lifting lockdown restrictions for a further month has hit the WSR and all tourist attractions hard. Operations and safety director Andy Castledine surveys the scene from a platform bench that sits between fine floral displays that have been lovingly tended while passengers have been absent. “Make no mistake, we are a tourist attraction that runs a steam heritage experience. We all like running trains, but we have to act as a commercial concern, attracting custom from the hotels and holiday parks.” To lead this initiative, David Fisher has been appointed to the board as commercial director to capitalise on his previous tourist industry experience.

## Family appeal

Only around 10% of business before Covid-19 came from enthusiasts, leading to a focus on the requirement of pleasing the wider public. That is not to say the two cannot overlap, nor that a programme to please enthusiasts cannot also serve to win general business.

It is a sad fact that the traditional steam following is now succumbing to natural causes and beginning to dwindle, coinciding with a rise in heritage diesel interest. Andy is an experienced railway manager on the national system, now an independent operations consultant at Castle & Dean, but he has not forgotten his enthusiasm for English Electric products, especially Class 37s. “There are few people under 70 who truly remember main line steam,” he remarks. In fact, the general public probably relish a steam loco more than many enthusiasts – any steam loco, preferably named, any inauthentic name unquestioningly accepted.

I suggest that diesel galas have not always been a success. Andy agrees, but says the position is changing and railways must not lose sight of the fact they need to be accurately targeted, widely marketed and reliably operated. Will the public be reticent about inessential train travel? Have people taken against ‘indoor pursuits’? Will there be pent-up demand from unspent disposable income that

‘Jubilee’ No. 45596 *Bahamas* arrives at Bishops Lydeard on July 24 with a Railway Touring Company excursion from Paddington to Watchet, with No. 7828 *Odney Manor* and No. 7822 *Foxcote Manor* waiting to take over. DWV HUNT





One of the vintage buses providing a link between Dunster and Minehead while through rail services are not allowed to run. Open top Devon General/AEC double decker of 1934 (converted to open top in 1955) is pictured at Dunster on August 3. JOHN HEATON



the WSR can exploit? This is our new reality.

If there has been any benefit from Covid-19 restrictions, it is in the realisation that advance bookings allow the organisation to pare the product to minimum costs. Although the walk-up market will always be important, it should be possible to avoid running with three empty carriages on the back of the train that only add to running and maintenance costs. “Six for two hundred and thirteen,” not “nine for three hundred and twenty”? If you want economy, then perhaps one steam set and an infill DMU will match demand most days.

When the first lockdown struck, the WSR – like most West Country tourist businesses – ran for cover, furloughing full time staff and

closing down operations. But a railway needs continuity, and it was soon recognised that competency had to be maintained and there was a railway to be repaired. Even before lockdown, it had become evident that all was not well. Regime change identified an historic failure to maintain key assets. Track repairs were in arrears, bridge inspections were no longer current, embankments needed reinforcement, rolling stock exteriors needed attention.

Heavy costs and no income heads down a one-way street to receivership, as our friends at the (now thankfully recovering) Llangollen Railway discovered, sending a shiver through the industry. WSR board member Steve Williams, with senior NHS Trust experience, advised the team how best to secure a slice of the Department of Culture, Media and Sport (DCMS) Covid-19 support funds, and the railway was granted £865,000, enabling recovery to start.

Just like Network Rail, attention was needed to recording and monitoring the asset base, plus jobs that had been difficult to arrange while running trains. For instance, possessions were taken for track weeding to take place. Network Rail to note? A review of the background paperwork identified the need for a new Safety Management System; a considerable challenge that was successfully overcome.

Meanwhile, the WSR was contending with what is sometimes seen as an endemic fight behind the scenes featuring the West Somerset Railway Association, Heritage Trust and Board jockeying for control. It is believed that only a minority of the association backed reform and the WSR is keen to foster the goodwill of the majority.

The regulating bodies do not like to see battles for who has command of the ship and who holds the tiller. The Office of Rail and Road (ORR) likes clear demarcation of responsibilities, so more pressures emerged. Andy remarks that the WSR is lucky in having a supportive ORR inspector, who guides the railway towards pursuing appropriate protocols, while former head of operations at the Rail Safety & Standards Board Steve Roberts is a paid consultant. The landlord of the trackbed

is the county council, which lets the 99 year-lease on the basis of professionally competent management being in place.

A controversial decision was taken not to restart train services when the first lockdown was lifted, but instead to continue the rehabilitation process. To have broken off the repairs to resume them in the winter would have been counter-productive, but the WSR undertook a rigorous risk analysis and decided to run the Christmas 2020 Santa Specials and other top earning winter activities.

Then came the second lockdown and a disappointing failure of the Government’s DCMS to furnish the railway with a second tranche of Covid-19 funds, the application apparently foundering on the public limited company status of the WSR, even though any earnings are ploughed into the business rather than being distributed to shareholders. Two appeals also failed.

### Fundraising appeal

As a result, a public plea for assistance has been launched in the hope of raising further funds to continue remedial railway infrastructure work. Any contributions (via [www.west-somerset-railway.co.uk/donations](http://www.west-somerset-railway.co.uk/donations) by post to The Railway Station, Minehead, Somerset TN24 5BG marked ‘emergency appeal’, or by standing order/direct debit) will be gratefully received.

So-called ‘soft issues’ have not been ignored, with consultation taking place with the 30 direct employees and around 1,300 volunteers on how working on the railway can be improved, even made (dare we say it?) ‘fun’.

There is confidence that the managerial changes will place the WSR on a better footing, but it is recognised this must permeate right the way (I would say ‘up’) through the organisation to deliver thoroughly safe, pleasant working conditions and that elusive target of ‘job satisfaction’. One step in that direction has been the acquisition of a former Caledonian Sleeper Mk.3 vehicle for volunteers. As with all organisations that seek volunteers, experience is valued, but youth is at a premium.

**“The regulating bodies do not like to see battles for who has command of the ship and who holds the tiller”**





**Left: There's always time for tea on the railways! A crew member of 4-6-0 No. 7822 Foxcote Manor takes refreshment at Bishops Lydeard while waiting to depart with the 10.15 to Dunster on August 3. JOHN HEATON**

**Below: Having arrived at Blue Anchor with the first train of the year on June 5, No. 7828 Odney Manor awaits the tail lamp to be fitted to the end of the coach before being allowed to detach and run-round. PETER NICHOLSON**



**No. 5199 back at Bishops Lydeard on August 3 after arriving with the 14.40 from Dunster. JOHN HEATON**

On top of all these troubles comes the infamous Seaward Way Crossing – a half barrier level crossing near Minehead that required upgrading owing to extra traffic following county council property development. The local authority is paying the bill, but Covid-19 has led to a slower supply chain and staff shortages that have served to extend the blockade into the summer period.

Minehead is the most important location on the line, but is currently out of reach by rail. The 2021 peak summer timetable has resulted in a successful vintage bus connection between Minehead and the temporary railway terminus at Dunster. 'Minehead by Christmas' is the new mantra, but the lack of through services is equivalent to four consecutive winters in terms of income, and possibly no more than that needs to be said.

A return visit in August saw the railway running three round trips, two based on travel out and back from Bishops Lydeard and one from the Minehead end. Hot weather in the South West can take holidaymakers to the beach instead of heritage railways, but the heatwave in July seemed to foster post-lockdown excursions to places of interest.

## Minehead bus connection

The 10.15 northbound train from Bishops Lydeard had attracted 180 bookings and 50 'walk-up' customers – allowing for the complement of children, perhaps £5,000 in receipts. The run was completed behind WR 4-6-0 No. 7822 *Foxcote Manor*, resplendent in its black livery, hauling seven coaches. There was an unexpected bonus of Class 03 No. D2133 (a former inmate of British Cellophane, Bridgwater) attached to the rear of our train at Blue Anchor to permit the release of the 'Manor' at Dunster, in the absence of a run round facility.

On arrival at Dunster the transfer to three double-deckers (two 'vintage' and one a reduced-mobility compliant modern vehicle) was conducted with good humour and efficiency. Some passengers even remarked how it added extra interest. The publicity for the excursion showed just over two hours in Minehead (more in Watchet if preferred), and the journey back to Bishops Lydeard was behind on-loan 'Large Prairie' No. 5199.

The trip also gave me chance to view some of the projects covered by the Government grant. Some have doubted the financial effectiveness of such largesse, but the table shows the work in hand along the line. As well as safeguarding our heritage and an important tourist attraction within the local economy, the money has helped local businesses which provide expertise, labour and materials.

## What next?

At 20 miles (plus three more to the Norton Fitzwarren Network Rail boundary), the WSR is the longest standard gauge heritage line in the UK, but this is not necessarily a blessing. Fares need to be higher to cover the cost, and some less committed customers have even suggested the journey is too long.

A more professional approach is being taken to tying down cost control, tailoring the timetable to demand, monitoring indices (such as 'passenger miles per vehicle') and identifying which locomotives incur the greatest costs. I think there is a rueful grin

West of Blue Anchor there are great views of the Bristol Channel, as illustrated by on-loan 'Large Prairie' No. 5199 on its way to Dunster with an empty test train. DON BISHOP



behind Andy's mask. "Steam is generally more punishing to the infrastructure than diesel, but Class 33s are the perfect diesel for us," he says. "Aren't they so for all railways?" some might ask.

"Can more be made of the land held by the railway – letting of property, or station re-development for instance?" suggests Andy, noting my eyebrows raise. "Not Tesco on each platform," he quickly assures me. "It would have to be in keeping!" But he quickly adds: "The railway cannot exist on farebox revenue alone." If the Washford site is vacated by a move of the Somerset & Dorset Trust to the Mid-Hants, an interesting opportunity would arise.

There are many competing pressures facing WSR management. While they try to keep the railway afloat financially, some voices are asking what can be done to convert the railway to 'red route availability', from

## "Taunton is not a tourist honeypot comparable with the fishing port home of Dracula"

the present 'blue', to permit a 'King' to Minehead. Others ask why the initiative of regular operation to Taunton has stalled. Andy understands such aspirations, but says the WSR is a 1950s countryside secondary route experience, and there are more important investment considerations than red route status.

He recognises parallels with the North Yorkshire Moors Railway using Network Rail track between Whitby and Grosmont, but Taunton is not a tourist honeypot comparable with the fishing port home of Dracula. Reaching Taunton would require higher operational competency and medical standards of WSR crews, higher mechanical

engineering requirements, or separation from the main line. The demise of Taunton Cider freight traffic and the bridge replacement for Silk Mill level crossing have removed two major obstacles, but the extension would lengthen the railway even further. "The co-operation of Great Western Railway in providing shuttles worked very well and we would welcome that being restored post Covid-19 if possible," says Andy.

The pressures facing the West Somerset Railway post-lockdown are reflected in most of our treasured heritage railways. It is clear that the challenges must be handled with professional vigour to safeguard a future that will then allow optional projects to flourish. ■

### WSR WORK IN HAND

Location	Mileage from B Lydeard	Repair
Bishops Lydeard	0.00	Loco shed roof; Water tower
Lydeard St Lawrence	3.71	Bridgework
Crowcombe	3.88	Signal box woodwork
Roebuck GL	4.59	Train driver LC lights: change to LED
Leighwood	5.38	Train driver LC lights: change to LED
Stogumber	6.57	Car Park; Drainage
Williton	9.83	Goods shed roof inspection
Doniford	10.72	Relaying
Goviers Lane	11.51	Drainage
Washford	13.89	Embankment stabilisation
Blue Anchor	16.22	LC Gate replacement; Wiring and relay;
Sea Lane	17.89	Train driver LC lights: change to LED
Minehead	19.73	Loco shed



Recently-arrived Caledonian Sleeper Mk.3 No. 10542 at Bishops Lydeard on June 26, which will be used for volunteer accommodation. JOHN HEATON

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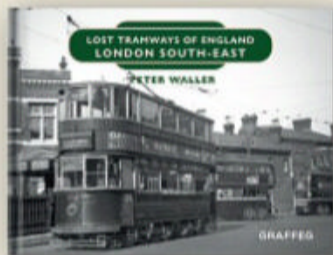
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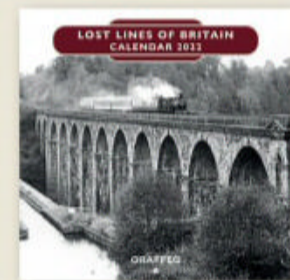
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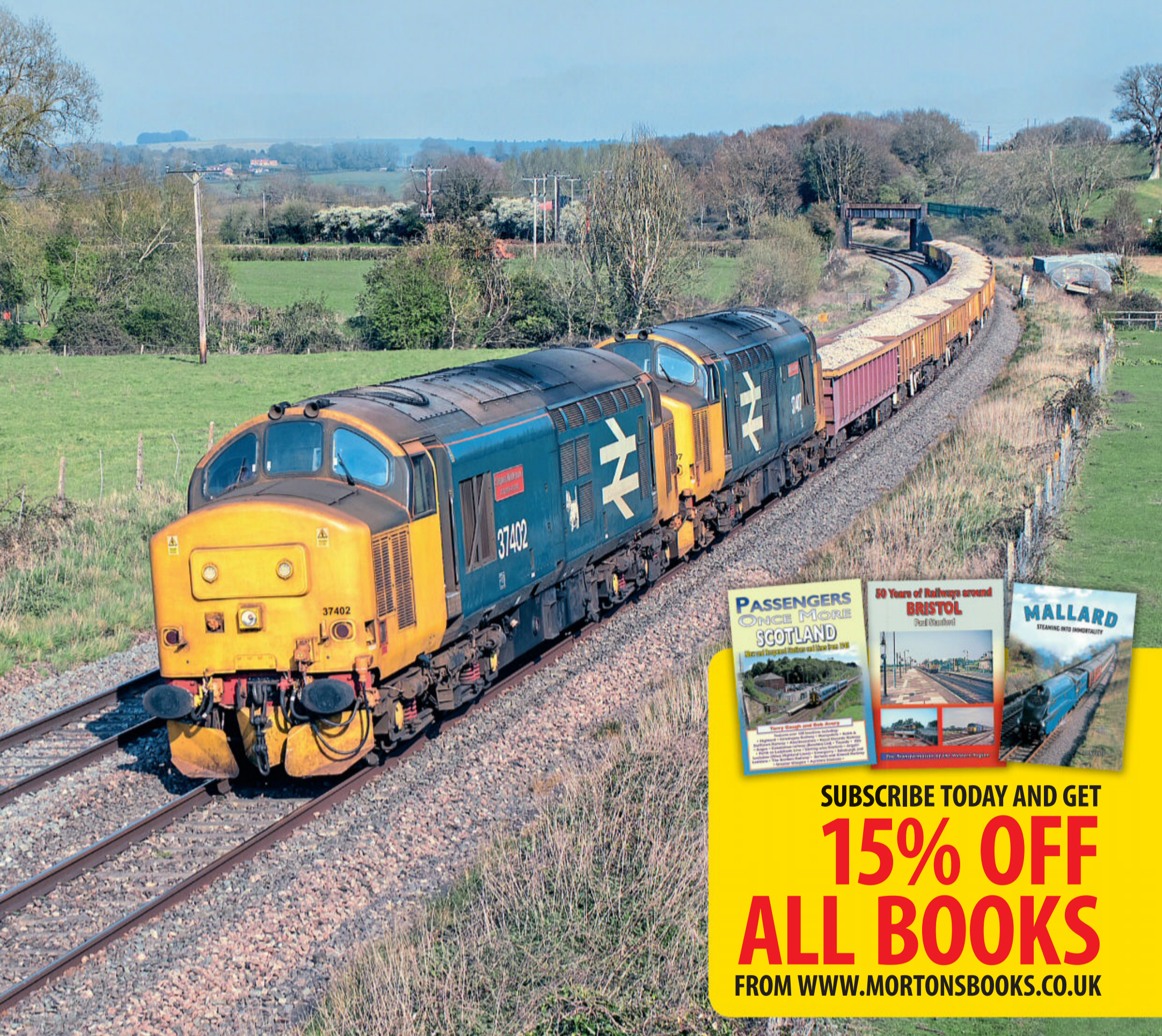
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DRS's 'large logo'-liveried Nos. 37402 and 37407 make an impressive sight as they pass Great Cheverell in Wiltshire with 6237 11.36 Parkeston to Westbury aggregates on April 21. The train was thought to be carrying ballast from the former storage site at Harwich in Essex to the 'virtual quarry' at Westbury. GLEN BATTEN



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★ STAR LETTER

## Ex-LT Pannier preservation

THANKS for a very interesting article in your August issue (When was the real end of BR steam?), which was a fascinating look back to the end of steam. I would draw attention to one error however – No. L92/5786 first moved to the Severn Valley Railway, initially for restoration

into GWR green livery.

This was carried out at the carriage and wagon works at Bewdley under the guidance of Bob Timmins and Worcester Loco Society engineer the late Terry Dowding, formerly of Worcester Works and shed. The locomotive looked superb on completion, we as volunteers were

extremely pleased with the finished product. Unfortunately, something happened between the railway and the owning group – so the locomotive was moved, as you say, to the Bulmers site at Hereford.

I have as a member of the loco department at the SVR been fortunate

to have driven No. 5764, so thanks are due to all those people who had the foresight to purchase it and the other locomotives mentioned in article, and also to all the current staff who still keep these locomotives operational.

**Trevor Davies**  
By email

BOTH No. L92 and the Worcester Locomotive Society's Kitson saddle tank *Carnarvon* went first to the Severn Valley Railway at Bridgnorth in 1969, only moving to Hereford in 1970. No. 5786 is pictured (left) at Eardington being prepared for a trip to Tyseley Open day.

**Richard Moreton**  
By email

THE article 'When was the real end of BR steam?' repeats an often-quoted myth that the 57XX pannier tank was "numerically the largest steam class ever to run in the UK". That accolade belongs to the LNWR's Ramsbottom DX Goods 0-6-0, of which 943 were built. Close behind is the War Department 2-8-0, of which 935 were built, although for many their only UK mileage was from the factory to the docks for shipping. At 863 engines, the 57XX pannier tank was the third largest steam class.

In passing, it is worth noting that the most numerous of any traction type to run in the UK is the Class 08 350hp diesel-electric shunter, of which 996 were built.

**Ron Head**  
Didcot, Oxfordshire



**LAST LLANELLI:** Thank you for the Llanelli and Mynydd Mawr Railway article (August issue). Attached is a view of the final train to cover the branch line under BR – the Monmouthshire Railway Society's 'Robeston Rumbler' from Newport on October 14, 1989 – which is seen at Cynheidre. The train was formed of DMU sets S942 (Nos. 52044+59382+51928) and S945 (Nos. 51925+59380+53643) and is waiting to return to the mainline. RICHARD GILES

## Early DC EMU carriage restored

THE Manchester South Junction and Altrincham Railway (MSJ&AR) is one of those little-known obscure railways where little of its rolling stock has been preserved, but tucked away at Butterley are two compartment carriages preserved from this railway dating back to 1931.

The MSJ&AR 'main line' was between Ordsall Lane and London Road (Manchester Piccadilly), but there was a 8½-mile 'branch' running from London Road to Altrincham. Eventually it was connected to the Cheshire Lines Committee at Altrincham and became a through route.

In 1931, the Altrincham branch became the world's first urban passenger railway to be electrified overhead at 1500V DC, 22 three-car EMUs were built to provide a suburban service by Metropolitan-Cammell, based on the LMS type 1 design, teak framed, metal panels and non-corridor. They gave 40 years of service until April 30, 1971.

It is two of these original centre carriages (Nos

117 and 121) that are preserved and owned by the Altrincham Electric Railway Preservation Society (AERPS), which was formed in June 1970. Their original aim was to preserve a complete train but none of the driving or driving trailer units were saved because of high copper prices at the time.

They were purchased in 1971 and moved to the Emsay & Bolton Abbey Railway in 1972, moving to the Matthew Kirtley Museum at Swanwick Junction in 1983.

Restoration of No. 117 to this stage has been a long drawn out affair taking over 40 years, and recent attention to asbestos issues will enable further progress to be made on the interior. It is now fully repainted by the Butterley DMU group, and is pictured on July 6 after being pulled out of the paint shop for the trip behind Class 11 diesel No. 12077 to the museum at Swanwick Junction.

Sister coach No. 122 is currently in a skeletal state awaiting restoration..

**John Titlow, Shropshire**




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**EDITOR'S NOTE**

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# Cambrian and Woodhead memories

MANY thanks for your excellent feature 'Woodhead Remembered' (July issue), which brought back many memories for me. Up to the age of 21, I lived in Worsborough Bridge and the former Great Central Worsborough branch was our railway.

The branch never had a passenger service and was a 'coal' railway throughout its existence. However, there was a goods shed and a couple of sidings, situated between Glasshouse and Worsborough Bridge level crossings, and there was a passenger excursion for a number of years. Barrow Colliery WMC organised an annual club trip to the seaside, which initially utilised motor coaches. This trip was very popular locally and I think they had problems sourcing enough coaches, so around the mid-1950s they changed to travelling by railway.

The train was stationed near the goods shed where there were no platforms, so the carriages were accessed using wooden steps leaning against the carriage doorways. This worked well until around 1964, when a lady passenger unfortunately fell down the stairs and broke her arm. After that, all the passengers had to board the train at Barnsley railway station (about three miles away).

All the trips I went on were steam hauled, even up the notorious Worsborough Bank, and I do not remember a banker being used. I will always remember returning to Blackpool

North station as a boy and seeing a large chalked sign saying: "Worsborough Goods on platform 4". Fame indeed.

**Derek Hutchinson**  
Kirkbymoorside, York

AS A long time reader of *The Railway Magazine*, I find that articles often bring back memories of journeys taken in the past. The July 2021 issue had the happy conjunction of two articles you published, 'Cambrian Casebook' and 'Woodhead Remembered', reminding me of journeys made in the 1950s from South Yorkshire to Aberystwyth.

In 1955, I was 10 years old and well remember the time taken to travel from Wath-upon-Deane via Sheffield Victoria to Aberystwyth, it seemed an all-day epic! Once we had entered Wales, the gentle progress towards the coast was made through splendid countryside with the accompaniment of the beat of the locomotive working hard with its load.

Stopping at Dovey Junction was a surreal experience. Occasionally, when travelling from Aberystwyth to Rhyl via Conway (as it was spelled then in English), we would change trains at the junction. Finally arriving at our destination after a journey of around 10 to 12 hours since we left home enhanced the sense of being in a different world.

The photo of No. 27000 at the head of an express waiting to depart for Manchester was, for a young boy used to steam travel, like the future had arrived.

The brisk pace over Woodhead was a joy to behold, what a shame to have lost such a link

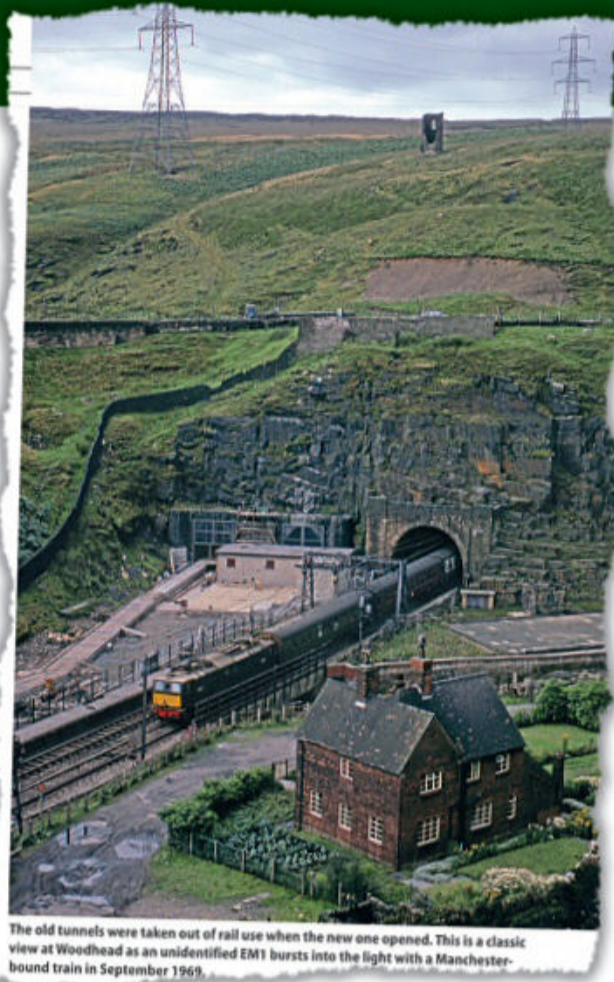
**Mike Grundy**  
By email

WITH reference to the image of the unidentified EM1 emerging from the Woodhead Tunnel in September 1969 (July issue, page 47), this surely depicts the prototype No. E26000 *Tommy*, identifiable by the smaller front windows and the numbers located behind the cab doors.

In early 1969, I (with several other trainspotters from Wilmslow Grammar School) used to make the weekend pilgrimage to the old steam shed at Bury to view *Tommy* with the fleet of stored EM2s plus assorted out-of-service AC electric locomotives. The EM2s were sold to the Netherland State Railways and *Tommy* disappeared.

Just before the Woodhead passenger services were withdrawn (in January 1970), I was quite surprised to find a reinstated and nameless No. 26000 waiting to depart from Manchester Piccadilly's platform 1. We later saw it being towed past the school bound for cutting up at Crewe Works. A sad end for arguably a historic locomotive.

**Paul Moxon**  
Sheringham, Norfolk



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.

Dear sir,  
Having just read your article on the Woodhead route it may be of interest to your readers to know that the plaque that was unveiled on the opening of the Woodhead new tunnel is now bolted to the wall on platform 1 at Manchester Piccadilly Station.

**Thank you**  
**Adrian Worgan**



**SIGN OF THE TIMES:** Does anyone know when the big signs at Rugby North Junction and Weaver Junction disappeared? The latter is seen in Mick Langton's photo on February 29, 1988 as No. 86219 passes with the 1M05/08.10 Glasgow-Euston. 29.02.1988. MEL THORLEY

## Metric confusion

REGARDING the Sandilands tram derailment, why is it that Britain's modern tram networks do not follow British custom and display speed limits in mph? Speed limit signs in kph display a higher figure, giving passengers in a speeding tram a false sense of security. Was this obvious problem not considered by the RAIB (Rail Accident Investigation Branch)?

Mixing measuring systems is never a good idea. In Britain, speeds are thought of in mph and newspaper reports of the Sandilands crash converted the speed limits into mph.

Tram speed limits (in mph) could be clearly displayed on signs headed 'Tram Limit'. Passengers will then have a better notion of permitted speeds and be more likely to act in the case of a speeding tram.

**Peter G Scott, M.Phil., MIET, CMILT.**  
Higher Denham, Buckinghamshire

## From Doncaster's shop floor

BACK in 1966/7, I spent some time at Doncaster Works and lodged with an elderly couple for the duration of my stay.

The man of the house had retired some years earlier after a lifetime working on the shop floor in the plant. We talked about those days, and whenever he talked about Gresley it was with admiration, and about Peppercorn with affection – his eyes brightened whenever his name was mentioned, and he always referred to him as 'Pep'.

But, whenever Thompson's name was mentioned, the reaction was a sort-of grunt!

**David Faircloth**  
Alvaston, Derby

## End of BR steam

AS A signalman at Pyewipe Junction, Lincoln on August 12, 1968 – the day after the 15 Guinea Specials – I was involved in a steam movement.

I was on early turn that day and if memory serves me correctly, control instructed me to put a light engine going to March on the up line into Lincoln instead of over the avoiding line. When the loco came into sight it was, to my surprise, No. 70013 *Oliver Cromwell*, which was to pick up water in the station. The loco was destined for Bressingham and it was thought it would see a main line no more.

Forty-plus years later when I joined the Great Central Railway as a volunteer, I of course found No. 70013 again at work on a railway. I just had to give it a pat and say 'nice to see you again!'

Another loco that appeared at my 'box was Alan Pegler's No. 4472 *Flying Scotsman*, which came on a test run at night. It turned on the West Holmes, Boultham Jct, Pyewipe Jct triangle to go chimney first back to Doncaster. This replicated a once common move from ER steam days when locos were tested after attention in Doncaster Plant.

**Roger Bryant.**  
Grantham

## Up the junction

THE location south of Durham (page 101, August) is the often misspelled Relly Mill Junction. Another possible spelling is Relley, but not Reilly. The original Relly Mill bridge was a meeting point for myself and my friends some 60 years ago.

**Gordon Cessford**  
By email

# 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)

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## 'Keep it simple stupid'

DO our new trains really need to be so complex? Every issue of *The RM* seems to include some new reason for a delay, incompatible couplers that prevent swift removal of failed trains, cracks in service, but the most common appears to be software.

Isn't it ridiculous that an eight-mile, low speed, self-contained line (Isle of Wight) is now closed for many months due to software issues. Elsewhere you can't add extra coaches, as new coach won't speak to old coach. The IET issue on the GWR couldn't be resolved by moving spare under-used units from other TOCs as, apart from driver training perhaps, I read that software differs across regions, so even supposedly identical units were not compatible.

This ludicrous situation is amply demonstrated by the lovely picture of

steam age *Braunton* happily hauling Mk.1 and Mk.3 coaches on the West Coast Main Line, electric services on that line regularly had Mk.1, 2, and 3 in their consists in early Virgin days.

Multiple units clearly have their uses, but oh how I hanker for the simple engine plus coaches days (even one at each end to simplify terminal work), when anything could pretty much pull anything, and adding some extra capacity required no more than shunting an extra coach on, subject to just braking and heating type in some cases.

"Keep it simple stupid" worked well in our heyday, but now it seems we do things purely because we can, not because we actually need to.

Graham  
By email



**'8F' TRIBUTE:** I thought that you might be interested in this depiction of an '8F', one of the locos that won the war. This fine tribute to railway workers is situated in The National Arboretum at Alrewas, Staffordshire. Three of my uncles who were railwaymen fought in the Second World War and my father, who was a lineman with S&T (Signal and Telegraph), was in a reserved occupation and served on the home front.

Colin Hughes, Royal British Legion Southport

## On Great British Railways...

IT seems that the Government's plans for the future of Britain's railways have fallen at the first hurdle.

We were led to believe that reforms would put the passenger first. We now find that one of the first fruits is a group set up with representatives from across industry – Network Rail, TOCs and trades unions (July issue, page 7) – all of which have vested interests, but none of which represents passengers (or indeed freight operators). It seems their remit is solely to consider cuts of about £2bn in a "future with fewer passengers".

So now we have it, for the passenger fares increased above inflation, and at the same time cuts in services, a plan for failure if ever there was one. What they should be doing is trying to build a route map back to previous levels of passenger usage and to the previous trajectory of increasing usage. This should include supporting Government policies of modal shift to public transport as part of zero carbon objectives and encouraging active travel, in which rail will play a key part.

Savings are there to be made of course, by removing the inefficiencies recognised in the current franchised system, however there is no chance that a group with that make up and that remit will deliver them.

Richard Long  
Marnhull, Dorset

THE first thing that the Great British Railways board needs to do is to make it a legal requirement that single fares are half of the relevant return fare and not 90% or more as they are at present. On a short journey the difference between a single and return can be as little as five pence.

Alex Owen  
Coventry

IN your excellent article on page 8 of the July *RM*, you explain the function of the GBR. In it you state that Scotrail and TfW will not come under the GBR plan. With three of the four nations that make up the kingdom not included, where is the justification in calling it Great British Railways, when it only applies to England?

Leon Corral, By email

## MEETINGS

### WEDNESDAY, SEPTEMBER 1

**Pennine Railway Society.** Doncaster Town Fields Sports Club, Bennetthorpe, Doncaster DN2 6AA. 19.30. 'Lockdown Blues Revisited': Robin Havenhand.

### THURSDAY, SEPTEMBER 2

**Great Central Railway Society (Sheffield branch).** The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Railway Quiz and review of 2020/21': Bob Gellatly.

**Lutterworth Railway Society.** Lutterworth Bowls Club, Coventry Road, Lutterworth LE17 4RB. 19.30. 'GCR Reunification': Tom Ingall.

**Railway Correspondence & Travel Society (RCTS) (Milton Keynes branch).** Zoom meeting. 19.30. 'The Great Central Railway – Rapid Travel in Luxury': Ray Schofield.

### FRIDAY, SEPTEMBER 3

**RCTS (Bristol branch).** St Teresa's Church Hall, 71 Gloucester Road North, Filton BS34 7PL. 19.30. 'Railway Roundabout': Brian Arman. Slough Railway Society. Zoom meeting. 19.30. TBA. Contact [info@swrs.co.uk](mailto:info@swrs.co.uk).

### TUESDAY, SEPTEMBER 7

**Railway Club of the New Forest.** Visit to Moors Valley Railway.

### WEDNESDAY, SEPTEMBER 8

**RCTS (Merseyside, Cheshire & North Wales branch).** Haig House Social Club, Woolton Road, Garston, Liverpool L19 5NQ. 13.30. 'The Splendid Years – The Early 1960s': John Sloane.

**RCTS (South Wales branch).** Old Church Rooms, Park Road, Radyr, Cardiff CF15 8DE. 19.30. 'The Penarth Harbour, Dock and Railway': Lyne Bryant.

### THURSDAY, SEPTEMBER 9

**RCTS (North-East branch).** Newcastle Arts Centre, Westgate Road, Newcastle-upon-Tyne NE1 1SG. 19.00. 'An Alternative to See Canada': Phil Kirkland.

### FRIDAY, SEPTEMBER 10

**Slough Railway Society.** Zoom meeting. 19.30. TBA. Contact [info@swrs.co.uk](mailto:info@swrs.co.uk).

### SUNDAY, SEPTEMBER 12

**RCTS (Humberside branch).** Black Beauty Public House, Keddington Road, Scunthorpe DN17 2QU. 19.30. 'Local Railways': Steve Stubbins.

### MONDAY, SEPTEMBER 13

**Southern Electric Group (Sussex branch).** Deall Room, Southwick Community Centre, Southwick BN42 4TE (close to Southwick station). 19.30. 'Bringing back the Brighton Belle' and 'Atlantic news': David Jones.

### TUESDAY, SEPTEMBER 14

**Wells Railway Fraternity.** Town Hall, Wells, Somerset. 19.30. 'Railways in Art': Eric Bottomley.

### THURSDAY, SEPTEMBER 16

**Lutterworth Railway Society.** Lutterworth Bowls Club, Coventry

Road, Lutterworth LE17 4RB. 19.30.

'Turkish Steam': Peter Lockley.

**RCTS (Cheltenham branch).** Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 19.30. 'USA Rail Operations': Sholto Thomas.

### FRIDAY, SEPTEMBER 17

**Slough Railway Society.** Zoom meeting. 19.30. TBA. Contact [info@swrs.co.uk](mailto:info@swrs.co.uk).

### MONDAY, SEPTEMBER 20

**RCTS (South Essex branch).** Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8LB. 19.30. 'From Pole to Pole': John Day.

### TUESDAY, SEPTEMBER 21

**RCTS (Thames Valley branch).** Zoom meeting. 19.30. 'Australia and other Trips in 2020': Stuart Hicks.

### WEDNESDAY, SEPTEMBER 22

**Bradford Railway Circle.** Sedbergh Community Centre, Huddersfield Road, Odsal, Bradford BD6 1DJ. 19.30. 'Railways of Belgium': Peter Holden.

### FRIDAY, SEPTEMBER 24

**Railway Club of the New Forest.** 19.30. 'Railways Make You Laugh': Peter Keat.

**Slough Railway Society.** Zoom meeting. 19.30. TBA. Contact [info@swrs.co.uk](mailto:info@swrs.co.uk).

### THURSDAY, SEPTEMBER 30

**RCTS (West Riding branch).** Saltaire Methodist Church, Saltaire Road, Shipley BD18 3HJ. 19.30. 'Looking Back': Bill Jagger.

### FRIDAY, OCTOBER 1

**Slough Railway Society.** Zoom meeting. 19.30. TBA. Contact [info@swrs.co.uk](mailto:info@swrs.co.uk).

### WEDNESDAY, OCTOBER 6

**Pennine Railway Society.** Doncaster Town Fields Sports Club, Bennetthorpe, Doncaster DN2 6AA. 19.30. 'Scanned Memories': Tony Caddick.

### THURSDAY, OCTOBER 7

**Great Central Railway Society (Sheffield branch).** The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Rhapsody in Blue – The Great Northern Railway of Ireland': Ken Grainger.

**Lutterworth Railway Society.** Lutterworth Bowls Club, Coventry Rd Lutterworth, LE17 4RB. 19.30. 'The Ecclesbourne Valley Railway: A Remarkable Story': Eric Boulton.

### FRIDAY, OCTOBER 8

**Slough Railway Society.** Zoom meeting. 19.30. TBA. Contact [info@swrs.co.uk](mailto:info@swrs.co.uk).

### MONDAY, OCTOBER 11

**Southern Electric Group (Sussex branch).** Deall Room, Southwick Community Centre, Southwick BN42 4TE (close to Southwick station). 19.30. 'Tracing the Development of Southern Railway Coaches': Michael King.

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# Panorama

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A modern take on a classic composition as 'Royal Scot' No. 46115 *Scots Guardsman* steams over a street of terraced houses as it crosses Whalley Viaduct, on the Hellifield-Blackburn line, at the head of the 'Pendle Dalesman' on August 17. PETER AINSWORTH

Behind you! A seagull seems unphased by the GWR 'Castle' HST behind it at Bristol Temple Meads on August 7. JACK BOSKETT

Rail Operations Group Class 37 No. 37884 gets a friendly wave as it approaches Eaton Lane foot crossing, near Retford, hauling EMUs Nos. 465010+466043+466024 to store as the 5Q26/10.59 Gillingham-Workop Yard on June 28. DAFYDD WHYLES



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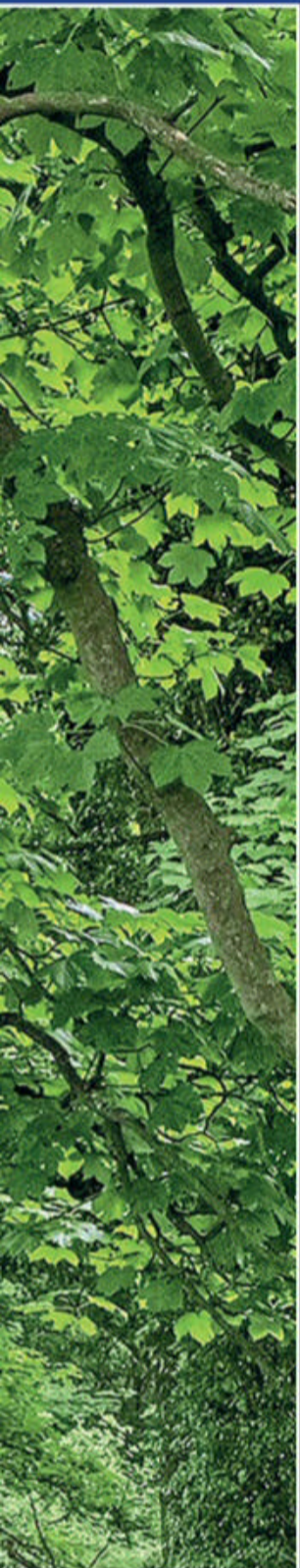


1904-built Andrew Barclay 0-6-0ST *Horde* returned to traffic at the Tanfield Railway in June after being out of action since 1972. The loco, a survivor of County Durham's mining past at the colliery of the same name, has had a seven-year-long overhaul and is seen hauling a Tanfield passenger train round Engineman's Curve on July 13. DAVE HEWITT

A close-up of the GWR cast plates on the side of No. 57605 at Paddington on August 2, as it prepares to depart with the 'Night Riviera' to Penzance. RON WESTWATER



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A different view of Colas 'Grid' No. 56105 at Baglan Bay on July 27 after it arrived with the 03.38 from Chirk Kronospan. The wagons behind are being loaded for the 16.02 departure back to Chirk.  
NEIL TAYLOR

## FROM THE RAILWAY MAGAZINE ARCHIVES

**100 YEARS AGO**  
 SEPTEMBER 1921

### Carriage becomes mobile staff classroom

A FURTHER advance in the development of facilities for the instruction of enginemen on the Great Central Railway has been made by the conversion of a parcels van into a travelling instruction car. The car contains sections of the various appliances fitted to modern locomotives.

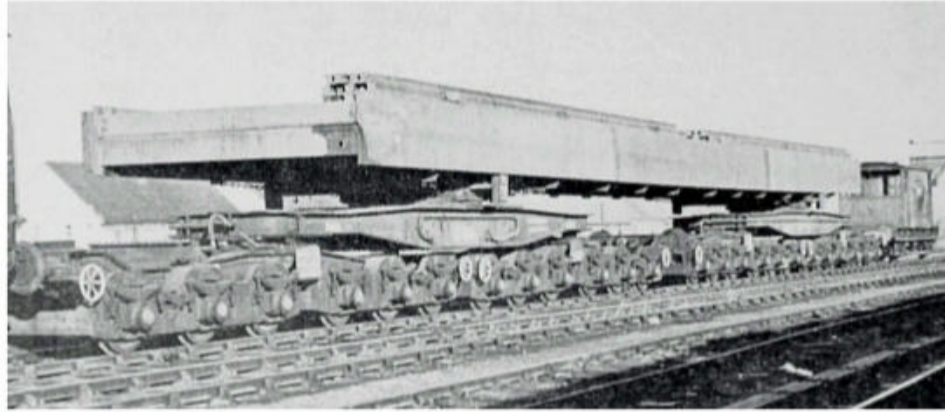
The fittings include the Robinson superheater, ejectors, lubricators, brakes and others, and everything is well arranged. Trimmings of all descriptions are contained in a large glass case at the other end of the car, and nearby are models designed to afford instruction in the passage of steam through the cylinders.

It is the intention to send the car to all the principal depots, with a competent lecturer in charge, for the instruction of drivers, firemen and cleaners.

**50 YEARS AGO**  
 SEPTEMBER 1971

### Driver-training for electrification

LONDON Midland Region has begun training crews to drive the electric locomotives that will be used when electrification work on the route from Weaver Junction to Glasgow is completed in 1974. More than 700 men



**OUT OF GAUGE LOAD:** On February 7, 1977, an out of gauge special carrying a 119-ton bridge girder on two special 12-axle wagons ran from Teesside to Scunthorpe hauled by Class 37 No. 6777, the overhang fouling adjacent lines. JOHN M BOYES

have to be trained. They will attend instructional courses at the driver training schools at Allerton, Crewe, and new instructional centres which are to be opened at Preston and Carlisle.

The courses last for 26 days, divided between classroom lectures and practical training. They include instruction on the function of the various components of the current six types of electric locomotive.

### Move for Fort William station

A ROAD improvement scheme for Fort William envisages moving the railway station about 700yds to the north, on the site of the freight depot, which in turn is to be transferred to Tom na Faire. It will be some years before all advance works are complete. A dual-carriageway

road is intended to run alongside Loch Linnhe, over the site presently occupied by the railway.

### High-speed produce

GROWERS of horticultural produce in Cornwall are considering chartering high-speed trains from British Railways to carry their produce to major distribution points from which markets all over the country would be served.

The Horticultural Committee of the Cornwall County Branch, National Farmers' Union, has accepted a recommendation from its Transport Committee to make a detailed study of the transport of horticultural produce. If negotiations are successful, a rail service could begin in September 1972, operating five days a week.

**20 YEARS AGO**  
 SEPTEMBER 2001

### RIP Stratford depot

STRATFORD diesel depot, once one of the largest and busiest in the country, closed its doors on July 1 and was scheduled for demolition.

Built in the late 1950s, the twin-ended shed helped modernise the then massive East London rail network and reached its peak between the 1960s and 1980s when it could often be found with more than 100 locomotives 'on shed'. In more recent years, however, it had been run down to little more than a stabling point.

To mark the closure of what can only be described as a legendary location and household name among railwaymen and enthusiasts alike, EWS agreed to a low-key farewell ceremony on June 30 when three of the depot's old stalwarts – Brush Type 2 No. 31110, NRM-owned English Electric Type 3 No. D6700 and Brush Type 4 No. D1524 were lined up outside the depot.

### Ashford-Hastings third-rail electrification gets green light

AS part of its takeover of the South Central franchise from Connex, GoVia agreed to fund the electrification of the Hastings-Ashford line and replace ageing DEMUs. The plans were part of spending on major transport improvements, but sadly it was never done and the line is still worked by diesels today.



## The RCTS: then and now

A LITTLE over 80 years ago in the April 1941 Railway Observer, the editorial included the following paragraph: "It is with deep regret that we record the death of Sir Nigel Gresley on 5th April at Warton House, Hertford. Sir Nigel was 64, and had led a most distinguished career as Chief Mechanical Engineer of the LNER". Three months later in the July issue, the editor noted that "Mr Edward Thompson, Mechanical Engineer, Southern Area (Western Section) LNER has been appointed Chief Mechanical Engineer, in succession to the Late Sir Nigel Gresley, with headquarters at Doncaster."

Thompson and his team designed the mixed traffic 'B1' 4-6-0 that at long last gave the LNER a locomotive as useful as the Stanier 'Black Fives', something Gresley never achieved. 410 'B1s' were put into traffic between December 1942 and April 1952 with two, Nos. 61264 and 61306, still appearing in the pages of the RO.

Both preserved 'B1s' were built by the North British Locomotive Company: No. 61264 (LNER No. 1264) as NBL No. 26165 in December 1947 and so carried LNER livery; and No. 61306 (NBL No. 26207) in April 1948. The RCTS stock lists and allocations

show that No. 61264 was a Great Eastern Division locomotive until moved to Colwick at the end of November 1960, while No. 61306 was based in Hull, spending time at both Botanic Gardens and Dairycoates before moving to Low Moor, Bradford in June 1967. Upon withdrawal during the third week of November 1965, No. 61264 was transferred to Departmental Stock to supply steam for pre heating carriages until March 1968, when it was sold to Woodham Brothers scrapyard at Barry, South Wales. No. 61306, however, remained active until being condemned on September 30, 1967. Ten days before withdrawal, as noted in the RO, No. 61306 was cleaned to perfection to work the last steam-hauled 09.55 Bradford Exchange to Leeds leg of the 'Yorkshire Pullman'.

Unlike No. 61264, which had a damaged firebox – a legacy of its long-term used as a carriage heating boiler – No. 61306 was sold in working condition on February 1, 1968 and would find its way to Steamtown, Carnforth. Repainted into lined LNER apple green livery as No. 1306, a livery it had not carried before, it returned to the main line where it has remained except for periodic

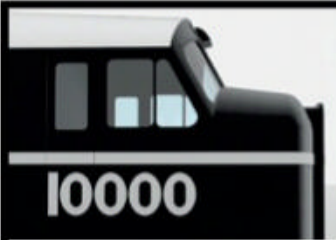


Preserved 'B1' No. 61264 was for a while resident at the Great Central Railway, as pictured above back in January 2004, but is now to be found at the North Yorkshire Moors Railway. PAUL CHANCELLOR/COLOUR-RAIL

overhauls. No. 61264, the only 'B1' that was eventually bought by the Main Line Steam Trust and moved to Loughborough. Upon examination, its firebox was regarded as a lost cause but was eventually repaired

allowing a return to the main line and preserved lines. Both 'B1s' have shown their worth, surely redeeming Edward Thompson's reputation.

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



# LMS 10000

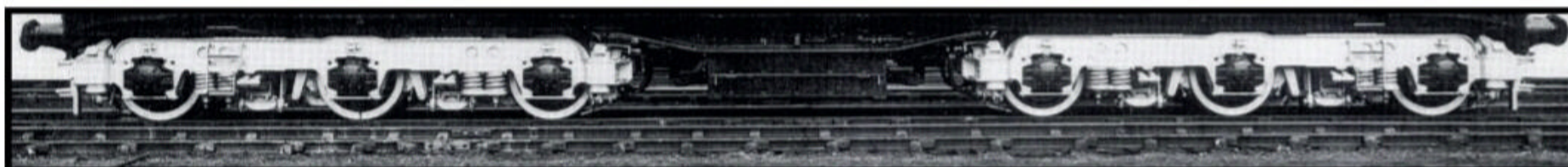


## LET'S BUILD THE ROLLING CHASSIS

## THE £60,000 APPEAL

The LMS10000 project is moving forward to the active stage of construction. In 2020 all parts were brought to Centenary Works at Warkworth and the engineering design was readied for approval.

The chassis of 58022 will be matched with the former EM2 bogies to create the rolling chassis as seen below, the original 10000 in 1947.



During the process, the chassis will be turned upside down and placed upon our Sturgeon wagon, recently obtained for this purpose. Alterations will then be made to the chassis to fit the EM2 bogies, seen here, outside the Works.



### Benefits for donors

We have a range of benefits to offer donors. They are dependant upon the total donations received when the loco is completed.

The list includes a free ride on 10000's first public train, a driver experience package and exclusive invitations to key events not open to the public. See the website for further details of 'Benefits for donors': [www.LMS10000.co.uk](http://www.LMS10000.co.uk)

Notes: "Benefits for donors" will be offered upon completion of the loco. Photos: BR/J Jenison/IDRS Collection

### 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.

### 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 are entitled to be members of the Society at no extra cost.

Membership forms are available via the website [www.LMS10000.co.uk](http://www.LMS10000.co.uk) or can be posted to you.

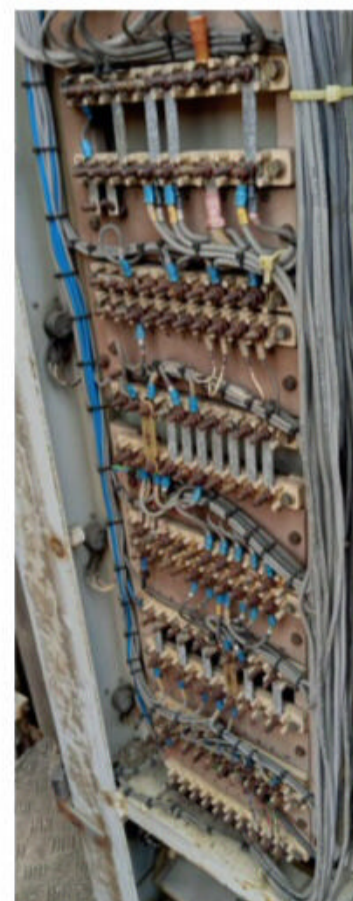
### What's new this month?

A donor has given £10,000 for the refurbishment of the electrical cubicle for 10000, seen right. Work on this will begin later in the year when 58022 is fully stripped.

### Events

**OPEN DAY** — 3rd-5th September  
Centenary Works,  
Warkworth, DE4 4FB

**AGM** — 1pm, 2nd October  
Online & at the Stuart Hotel,  
Derby, DE1 2QR



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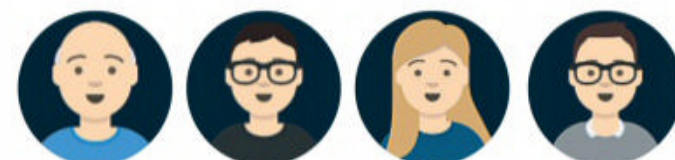
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# TRACKRECORD

*The Railway Magazine news digest*



**THE GREEN MACHINE:** Resplendent in its two-tone BR Green livery, Class 47 No. D1842 (47192) departs Duffield with the 13.55 'Wirksworth Thunderbolt' to Wirksworth on Saturday, August 7. A recent addition to the fleet, it is set to remain at the Derbyshire heritage line for three years. IAN DIXON



## **P64 STEAM**

Aviemore shed on the up



## **P76 NARROW GAUGE**

*The Earl* returns to the W&LLR



## **P82 CLASSIC TRACTION**

*Western Courier* is back!

## **ALSO INSIDE:**

P70 INDUSTRIAL  
P80 MINIATURE  
P81 HERITAGE TRAMS  
P87 RAILTOURS  
P92 NETWORK  
P94 FREIGHT  
P95 METRO  
P96 TRACTION & STOCK  
P100 OPERATIONS  
P109 IRISH  
P110 WORLD

# Steam & Heritage Track Record

## Aviemore shed on the up!



COMPILED BY  
GARETH  
EVANS

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

### SIDELINES

#### Duchess for the Valley

THE Severn Valley Railway has confirmed the first of its visiting locos for its September 16-19 autumn steam gala (*RM* August, p63) – LMS 'Princess Coronation' No. 6233 *Duchess of Sutherland*.

The event also sees the introduction of premium experiences. The Autumn Steam Gala VIP Package, priced at £195, includes travel in the brake van of the heritage goods train on a full-line return trip, behind-the-scenes tours of Kidderminster carriage works, Bridgnorth signalbox and Bridgnorth locomotive works, further train travel, a goody bag and breakfast, lunch and dinner.

#### 'P2' donor milestone

THE project to build new Gresley class P2 steam locomotive No. 2007 *Prince of Wales* has recruited its 1000th on-going 'P2 for the price of a pint of beer a week' covenantor or regular donor. The covenant scheme to build Britain's most powerful steam locomotive was launched in March 2014 and is now on track to raise over £250,000 per annum, having raised almost £2m to date. For more details, visit [www.p2steam.com](http://www.p2steam.com) or call 01325 460163.

#### Hall connected

FURTHER progress has been made on the return of the Severn Valley Railway's GWR 4-6-0 No. 4930 *Hagley Hall* (*RM* August, p64). The connecting rods have been fitted to No. 4930 at Brignorth and the loco is now off the lifting jacks.

Furthermore, the loco and tender have been coupled together for the first time since October 7, 2013. The vacuum/air pump has also been reconnected. On July 30, No. 4930 got a breath of fresh air as it was pulled into the yard to check the motion. Meanwhile, GWR 0-4-2T No. 1450 moved to the Flour Mill at Bream on August 4 where the owner has arranged for its overhaul.

#### Watchet wants models

THE Friends of Watchet Station is seeking donations of model railway equipment to sell, to raise funds for repairs and maintenance of the West Somerset Railway station.

Scales from 'N' to 'O' are welcomed. Call Steve Sutherland on 01984 633425 or visit the station.

'Black Five' relaunched, while '2MTs' both step closer to returning to action

THE return to steam of BR '2MT' No. 46464 reached a milestone on July 28, when it was rewheeled. It came the day after the formal relaunch into traffic of 'Black Five' No. 5025.

At the same time, rapid progress is being made on the overhaul of the line's other BR 2-6-0 'Mickey Mouse', one-time Oswestry-based No. 46512. Alongside Caledonian Railway No. 828, the developments raise the prospect of four main line steam locos being available for traffic at Strathspey next year.

As previously reported, on May 15, No. 5025 moved under its own steam for the first time in 28 years.

The oldest surviving 'Black Five' has now been painted, lined and lettered in the LMS livery it carried when built in 1934. Initially allocated to Perth, it hauled its first train out of Perth station on September 5, 1934, heading for Inverness via Forres. This meant it had to go on what is now the Strathspey Railway's line.

After its launch on July 27, No. 5025 worked two return trips from Aviemore to Broomhill. The 4-6-0 hauled its first public train on its current boiler ticket on August 7.

#### Roster

No. 5025 has replaced 'Caley' No. 828 as the railway's main loco until the end of the season. No. 828 has completed its mission of operating singlehandedly all Strathspey steam services from May 18 until August 6 inclusive. In that time, the 1899 built 0-6-0 has run over 3000 miles without a single failure. It is now undergoing maintenance.

Withdrawn from traffic in November 2020, the overhaul of BR '2MT' No. 46512 *E.V. Cooper Engineer* is progressing well. A lot of mechanical work has been completed on the bottom end. As this issue went to press, No. 46512 was due to have its hydraulic test.



Restored to original condition, LMS 'Black Five' No. 5025 is parked outside Aviemore shed on July 28, 2021, just like it did 87 years ago. GORDON KIRKBY

Much to the delight of all concerned, No. 46464 was reunited with its wheels for the first time in 19 years on July 28.

"It's been a labour of love for 20 odd years," Iain Smith, one of the shareholders in the 2-6-0's owner, The Carmyllie Pilot Company Ltd told the *RM*. "A group of us took it on in 2000 as a project following discussions with David Fraser, son of the late Ian Fraser, who bought the loco from BR service in 1966.

"No. 46464 never carried the name 'Carmyllie Pilot' – it was bestowed by locals as the loco ran from Arbroath to Carmyllie, among other routes. We established a company to restore and subsequently run the loco.

"In 2002, we moved the loco from the Caledonian Railway, Brechin to a private site owned by one of our members at Bridge of Dun. We stripped it down into its major components. The first major hurdle we hit was the fact the dragbox was rotten on the tender. The replacement introduced several of us to riveting – a job we had never done before.

"We replaced most of the steelwork at the front of the tank – more than 250 rivets in the tender tank itself were replaced. We also renewed the cab sides and most of the loco running plate, plus the cab roof

on the loco and tender.

"Much of the work at Bridge of Dun has been done by a core of five of us who own the loco – thankfully, we're all still here!"

Other work has included the repair of the loco's dragbox and a new smokebox barrel.

Iain added: "The frames are original, but a lot of the steelwork has been replaced. Everything that was supposed to be riveted has been riveted.

"We have enjoyed close cooperation and support from the Strathspey Railway. In November 2019, it was agreed No. 46464's overhaul would be finished at Aviemore shed, with 2-6-0 joining the Strathspey roster upon completion. The line already runs a '2MT', which makes life easier all-round.

"It's great to see the wheels go back under the loco. The ponytruck had bad profiles so it was decided to get the wheels redone by Tyseley Locomotive Works."

#### Overhaul

No. 46464 is the last of the Crewe-built batch of Ivatts. It currently runs with the boiler of No. 46465, the first of the 1951 Darlington-built batch. While carrying its original boiler, No. 46465 spent most of its life in Cambridge, a hardwater area. "We found a lot of limescale

on the copper plate, resulting in wastage over the years," explained Iain. "It had clearly suffered in its last few years in traffic. It is believed the boiler swap took place at Darlington in 1961 or 62."

In early 2019, the boiler was dispatched to Northern Steam Engineering Ltd in Stockton-on-Tees. It is expected to return by October. The work has included fitting a new front tubeplate, new copper firebox half-sides on the right and left, plus the back corners to halfway up. A new ashpan is under construction at Bridge of Dun.

The next step is a rolling chassis, including fitting the motion in and pipe runs.

"All being well, if it does steam next year, it will be 42 years since it last operated. We're hoping it will prove a popular draw," Iain enthused.

Reviving memories of the past, Iain said: "We're hoping to run the Strathspey's pair of '2MTs' as Nos. 46463 and 46464 because they were both based in Dundee from new in 1950. There were only five of the class originally based in Scotland – Nos. 46460-46464 – to replace pre-grouping locos. As steam started to dwindle, Nos. 46463 and 46464 often hauled RCTS/SLS specials together in the 1960s. I own No. 46463's smokebox numberplate."



No. 46464 is shunted by Class 08 No. D3605 into Aviemore shed after rewheeling on July 28. IAIN SMITH



No. 46512 undergoing an overhaul inside Aviemore Shed on July 28. Class 27 No. D5394 is on the right. GORDON KIRKBY

**POWER STATION NO MORE:** 'A1' 4-6-2 No. 60163 *Tornado* worked the second of two Scottish Railway Preservation Society (SRPS) Forth Circle railtours on August 15. Running as 1Z41, the 13.51 Linlithgow to Inverkeithing via Alloa was photographed as it approached Kincardine. No. 60163 was carrying a wreath on its smokebox door as a tribute to former SRPS stalwart Ian Boettcher who sadly passed away last year. The image was captured by Ian Lothian, who writes: "I don't think that we just photograph trains; I think we also record history. When I stood on the A876 Kincardine road bridge on that Sunday afternoon, it's a bit sad but this shot of *Tornado* could well have been the last time that I will have photographed a train there with the Longannet Power Station chimney stack still in the picture. The rest of the former power station has now been demolished and when the remains are cleared, the chimney is then to come down."



## LSWR 'T3' boiler overhaul on course at the Flour Mill

RAPID progress is being made on the boiler of the Swanage Railway Trust's LSWR 'T3' 4-4-0 No. 563 at the Flour Mill in the Forest of Dean.

The new copper inner firebox is now being test fitted inside the boiler. Work is on-going to fit the threaded bushes into the backhead and throat plate to enable the smallest size stays to be fitted into the inner firebox, helping to ensure the maximum service life is obtained.

The boiler is expected to be

finished by the end of the year.

Discussions continue around finalising plans for the tender to go into the railway's Herston Works, where it is hoped to begin dismantling in the near future.

The response from well-wishers to the T3nder Club launched in April, has been such that the cost of the key materials required has been covered – notably the replacement of the cast-iron brake rigging and some steel plate work.

The Club remains open for new

members, however. Donations of £500 can be made as a lump sum or over five or ten months, which will help cover the estimated tender overhaul cost of just £50,000.

Meanwhile, the 563 Locomotive Group is appealing for information regarding the 4-4-0's past from primary sources, notably that relating to its time in BR custodianship, 1948 restoration and preservation.

Visit [563locomotivegroup.co.uk](http://563locomotivegroup.co.uk) for more details.



**Above:** The boiler at the Flour Mill. **MATT MACMANUS**



**Right:** The new copper inner firebox. **MATT MACMANUS**

## S&D theme for Watercress Line gala

THE Mid-Hants Railway's October 1-3 Somerset & Dorset (S&D) themed autumn steam gala is set to feature visiting motive power and hop-on, hop-off journeys, allowing maximum flexibility for passengers.

Each of the three days will have a different line-up. Friday will provide a glimpse of the S&D at work, with both goods trains and passenger trains. The S&D will be remembered on holiday with frequent passenger services on the Saturday, while on Sunday the focus will be on the 'Pines Express'.

Visiting from the East Lancs Railway, Bulleid Pacific

No. 34092 *City of Wells* is booked to haul local and express trains both single and double-headed. A second visitor remains to be confirmed.

### Attractions

Resident performers will include '7F' 2-8-0 No. 53808 on goods and holiday trains; BR '4MT' 2-6-0 No. 76017 on passenger trains and as the pilot engine on heavy expresses; BR '2MT' No. 41312 on short goods trains, local passenger trains and banking heavy trains; and Hunslet 0-6-0T No. 3781 as yard pilot and shunter.

Other attractions will include the opening of the

new museum in Alresford incorporating S&D Trust artefacts; a real ale train on the Saturday evening; a display of shunting at Ropley; and society stalls at Ropley.

While there will be no allocated seats and entrance is possible at any station, booking is preferred.

More immediately, as part of the Heritage Open Days on September 11/12, the public will have free access to Ropley station. Guided tours will explore the yard, plus the engineering shed and carriage shop viewing galleries. A freight train will be operating with 'Queen Mary' brake van rides available for a donation.

## South Devon stock shuffle

THE South Devon Railway (SDR) has rejigged its steam loco and carriage fleet. GWR 0-6-0PT No. 5786, currently in London Transport guise as L92 and which has been on hire to the Gwili Railway, is to visit the Epping Ongar Railway (EOR) until January 2022. L92 will be starring in both the EOR's galas (see separate story on p67).

With the SDR contracted to provide a steam loco to the Gwili for the season, GWR 2-6-2T No. 5526, which has spent the summer at the Dartmouth Steam Railway (DSR), is due off hire there in mid-September, and will now head to Gwili again until January 2022.

The mutual carriage swap with the DSR arranged earlier this year was completed

on August 11. RMB (ex-SO) No. 4802, formerly the SDR's combined buffet and disabled carriage which had been stripped back to almost a shell pending major structural repairs, has moved to the DSR. CK (Corridor Composite) carriage No. 16071 has come in its place. This carriage has seven compartments – four first class and three standard class.

Ernest Elsworth-Wilson, SDR general manager said: "Since re-opening we have been selling 'private compartments' in GWR Brake Third No. 1645. We are finding that on many trains, these sell out. This has shown that there is demand for this sort of experience, so the addition of this coach will allow us to further expand this market."

## SIDELINES

### ELR open-top tours

EAST Lancs Railway (ELR) passengers can enjoy an open-top bus ride all on one ticket, allowing them to explore the Irwell Valley and West Pennine Moors car-free. The heritage line has partnered with Diamond Bus Northwest, which is operating Rammy Rambler route 470 from Ramsbottom station to Bolton interchange on every ELR Running day (excluding Day Out With Thomas and Flying Scotsman). Combined Rammy Rambler and full line return tickets cost: Adult £17.50, Child £10.50, and Family £45.50. Combined day rover tickets are also available. Tickets can be booked online at [www.eastlancsrailway.org.uk](http://www.eastlancsrailway.org.uk)

### More Mynydd Mawr open days

BUILDING on the success of its events in June and July, the Llanelli and Mynydd Mawr Railway has announced further open days this autumn. The new dates are Saturdays, September 25 and October 30. In a change of format from the recent 'Pacer' events, these two dates are due to feature the line's Sentinel 0-4-0DH No. 10222 and brake van. Brake Van rides will run at frequent intervals from 9.30 onwards. Pre-booking is recommended but is not essential. There will be access to the main stock sheds and heritage centre. Light refreshments and a range of souvenirs will also be available to purchase. Visit [www.llanellirailway.co.uk](http://www.llanellirailway.co.uk) for more details.

### Eden Valley returns


THE Eden Valley Railway resumed public services on July 25 – its first since October 2019 – last year's operations having been suspended due to Covid-19. Scheduled to run on Sundays until October 31, trains depart Warcop hourly from 11.00 until 16.00. The site opens at 10.30. There is no requirement to book tickets in advance. Visit [www.evr-cumbria.org.uk](http://www.evr-cumbria.org.uk) for details.

### Blaenavon 'normality'

FOLLOWING the easing of Covid-19 social distancing restrictions in Wales, the Pontypool & Blaenavon Railway made a number of changes to its operating arrangements from August 9. These include the resumption of trains to Big Pit Halt, longer round-trips, greater on-the-day ticket availability and more seats for travellers.

### Danish boiler back

THE boiler for Nene Valley Railway Danish 0-6-0T No. 656 *Tinkerbelle* returned from overhaul at Locomotive Maintenance Services, Loughborough on July 28.

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# West Somerset plc generates a profit

Numbers helped by running fewer trains than pre-pandemic levels, while generating increased revenue.

THE West Somerset Railway plc has reported a small profit for the month of June – at a time when Britain's longest standard gauge heritage line continues to reposition itself in the changing world of Covid-19.

In a letter to volunteers and staff, WSR plc chairman Jon Jones-Pratt said: "Our financial results look encouraging. The results for the month of June show a small profit of £2524 compared to a budgeted loss of £110,120.

"Fare income was £80,301 in June 2021 compared with a budget of £45,640. The budget was anticipating a 50% reduction due to Covid-19 restrictions and reduced capacity. However, a significant number of the trains that ran during the month were close to full capacity!

"Income in June was boosted by works we completed on the Seaward Way level crossing of £25,955, retail income of £28,183, plus restoration income of £11,607. Overall, this is a great result and puts us in a good position for the rest of the year.

### Investment

"Of course, there is still much to do. We have launched a £1M 'SOS' appeal to keep the railway operational into next year and to ensure we have the resources to improve the track. We still need regular donations to this campaign, and these can be made to the plc direct, or through the WSR Association or the WSR Heritage Trust."

Jon concluded: "The overall message is that we are looking

to invest much more in our railway, in the track, the stock, the infrastructure and our heritage. The pandemic has been a big blow to us all, but we now intend to build back stronger than before. We intend firmly that the West Somerset Railway will retain its place as one of the country's premier heritage lines. We have everything going for us. Thank you so much, yet again, for your work and support and let's keep it going!"

As of August 9, the SOS appeal stood at £36,021.44, so 7.2% of the £500k interim target, and 3.6% of the £1 million total.

A notable £20 donation came from a nine-year-old girl who likes the WSR and kindly asked her grandmother to donate some money to the 'SOS' appeal in lieu of her birthday present.

In results which appear to echo one of the messages in John Heaton's feature on p44 of this issue, on Tuesday and Wednesday August 3 and 4, the WSR exceeded its fares takings for the same period in 2019, but when running half of the 'normal' timetabled services.

### Excursions

The WSR's operations have been further boosted by incoming main line charter trains. The first such trip of the season came on July 24, when the Railway Touring Company (RTC) brought 300 passengers on its 'West Somerset Steam Express' excursion from London Paddington, hauled by 'Jubilee' No. 45596 *Bahamas*. The tour was repeated on August 14.

■ See also feature on p44.

## Ropley's Ivatt tank tries to attack Bodmin's banks!

THE Bodmin & Wenford Railway (BWR) received a welcome visitor to assist with its peak summer timetable on July 30 – Mid-Hants Railway-based BR '2MT' No. 41312.

The news brought the sight and sound of the BR Standard attacking Bodmin's banks – with gradients as steep as 1-in-40.

While the 2-6-2T is no stranger to gradients on its home line – which is affectionately known as the 'Alps' – the need to climb Bodmin's hills proved a challenge. Therefore, the Ivatt

was 'top-and-tailed' with Class 08 diesel No. 08444.

Explaining the reason for the visit, a BWR spokesman told the *RM*: "For all of July, the BWR has been relying on Austerity 0-6-0ST No. 75178 as its sole source of steam motive power. The loco has performed admirably for five days each week on the railway's 1-in-40 gradients with a four-coach train, but the time was fast approaching for routine servicing and a boiler wash.

"Our reserve loco, GWR 0-6-0PT No. 6435 was awaiting retubing, so the call went out

for the return of our other GWR 'pannier' No. 4612, then on hire to the Mid-Hants Railway.

"With the Mid-Hants wanting to retain No. 4612 for a while longer, it was suggested the BWR might like to have the use of No. 41312. The generous offer was readily accepted, the 1952-built loco duly arrived at Bodmin on Friday, July 30."

No. 4612 returned to Cornwall on August 20, with the same lorry taking No. 41312 back to the Watercress Line.

The prospect of seeing something different at Bodmin

created a stir among local rail enthusiasts. However, a 'Micky' is, in fact, no stranger to Cornwall, many of the class having been used on the SR Withered Arm branches in the 1960s, prior to the Beeching closures. Some were shedded at Wadebridge and were regular visitors to Bodmin North.

It is believed that they would have reached Western metals at Bodmin General and Bodmin Road from time to time, but the BWR is unaware of the existence of photographic evidence.

Assisted by Class 08 No. 08444 at the rear, BR '2MT' No. 41312 hauls the 'Murder Mystery' train at Charlie's Gate on August 10. WILL DINGLE/BWR



## 'Green Dragon' and 'MacRats' to feature in Worth Valley mixed traffic gala line-up

A STEAM locomotive which has not run for 11 years and the first time the prototype Class 26 and 27 (affectionately known as 'MacRats') have worked together in preservation will be among the attractions of the Keighley & Worth Valley Railway's September 10-12 mixed traffic gala.

In addition to popular steam performers BR '2MT' No. 78022, USA 'S160' No. 5820 'Big Jim', BR '2MT' 2-6-2T No. 41241 and MR '4F' 0-6-0 No. 43924, Lancashire & Yorkshire 0-6-0 No. 957 'The Green Dragon' which starred in the 1970 film 'The Railway Children' is due to return to traffic after overhaul (RM

August p63). It is hoped that repairs to Taff Vale 0-6-2T No. 85 will be completed in time.

### Traction

Two confirmed visiting diesel locos include Barrow Hill-based No. 26007, courtesy of Victor Korzeniewicz and No. 27001, courtesy of the Class 27 locomotive Group and the Bo'ness & Kinneil Railway. No. 26007 entered service as D5300 in 1958, followed by No. 27001 as D5347 in 1961. Each were their respective prototype for the class.

Members of the resident diesel fleet set to see action over the weekend include Class 20

No. 20031, Class 37 No. 37075, English Electric Prototype D0226 *Vulcan*. Shunters are also set to see action, including Hudswell Clarke 0-6-0DM No. D2511 and Hunslet 0-6-0DM No. 32 *Huskisson*.

Day one will be a diesel-only day – with traction from the main line supplementing the home fleet.

The theme of day two will be mixed traffic, representing the changeover years from steam to diesel. A visiting diesel loco will join the resident diesel and steam fleet.

The final day is billed as 'Sulzer & Steam' with the visiting locos providing the diesel element.



MR 0-6-0 No. 43924 could be among the locos in operation during the gala. Due to be withdrawn in July, it has received an extension to its boiler certificate. On August 11, the '4F' commemorated the anniversary of the end of BR steam with a '1T57' headboard. The locomotive is seen after arrival at Oxenhope. GARETH EVANS



**BACK IN ACTION:** The Swindon & Cricklade Railway (S&CR) held a vintage gala on August 7/8, which saw the entry into service after an extensive overhaul at the Flour Mill of GWR '4575' 2-6-2T No. 5521. Keeping its London Transport red livery, it was temporarily lettered as MSWJR No. 60, to mark the 60th anniversary of the closure of the Midland & South Western Junction Railway, upon which part of the S&CR is built. The railway is holding a 60th Anniversary of the M&SWJR Closure – Gala Event on September 10/12. The 'Prairie' is pictured working the first service on August 8. GRAHAM MUSPRATT

## Trailing truck and crank axle progress for Bulleid 'GSN'

THE return to action of SR Bulleid Pacific No. 35011 *General Steam Navigation* at the Swindon & Cricklade Railway has taken a step forward, with the awarding of the contract to restore the trailing truck to the North Norfolk Railway Engineering.

Originally fitted to a series 3 'Merchant Navy', No. 35011's fabricated trailing truck is the last survivor of its kind.

Lighter than the cast truck fitted to the other preserved 'Merchant Navy' locos, longer than a 'Light Pacific's' truck, the GSNLRS is having this unique piece of Bulleid design restored to main line standard.

No. 35011 lost its central crank axle in 1966 when it was withdrawn

from Bournemouth shed and sold to Woodham Bros at Barry for scrap. Alongside the missing valve gear, the GSNLRS said this has been the driving force behind the decision to return to original design condition, due to the cost of replacement to either design being similar.

Many years of research and recent detailed Finite Element Analysis conducted at the University of Birmingham has demonstrated that A4T steel is of a suitable grade for the correct balanced crank axle design for No. 35011 in original design condition. This means the GSNLRS can proceed to final design of the central axle and balancing of the motion.

Visit [www.35011gsn.co.uk](http://www.35011gsn.co.uk) for more details.

## New wheels for 'Patriot'

TRUSTEES of the LMS-Patriot Company accepted evidence at their July 31 board meeting which showed the wheels for No. 5551 *The Unknown Warrior* will have to be replaced. Casting options for the new wheels are now being explored.

At West Shed, the Princess Royal Class Locomotive Trust (PRCLT) has concluded its audit of the chassis and work continues on rectifying this. Preparatory work has

already started to allow minor modification work on the outside cylinders.

With the tooling over of the boiler side stays complete, an order has now been placed with contractor HBSS to install the transverse stays. Contractor Leaky Finders has been authorised to carry out the next phase of work on the tender axle box horns.

Visit [www.lms-patriot.org.uk](http://www.lms-patriot.org.uk) for more details.

## Western and London galas

THE Epping Ongar Railway (EOR) is set to hold two galas in the coming weeks.

Billed as 'Great Western comes East', September 11/12's annual steam gala will see GWR 0-6-2T No. 5619 and GWR 4-6-0 No. 4953 *Pitchford Hall* perform alongside GWR No. 5786 in London Transport livery as L92 from the South Devon Railway.

The 0-6-0PT, which has been on hire to the Gwili Railway (see story on p65) is also booked to star in the October 8-10 London Transport Weekend. It is due to work alongside 2-6-2T No. 5521 in LT maroon livery and Class 20 No. D8001. Further locos are expected to be announced.

■ See events section p113 – 117

## DIARY

**September 3-5** Ecclesbourne Valley Railway: Steam in the Valley  
**September 3-5** North Norfolk Railway: Steam Gala  
**September 4-5** Aln Valley Railway: Model Railx 2021  
**September 4-5** Mid-Suffolk Railway: Country Railway Gala  
**September 5** Great Central Railway: Quorn Swap Meet  
**September 7-11** East Anglian Railway Museum: 34th Beer Festival  
**September 10-12** Great Central Railway: 1940s Wartime Weekend  
**September 10-12** Keighley & Worth Valley Railway: Mixed Traffic Gala  
**September 11-12** Avon Valley Railway: Teddy Bears' Picnic  
**September 11-12** Epping Ongar Railway: Steam Gala

**September 11-12** Lincolnshire Wolds Railway: 1940s Weekend  
**September 11-12** Spa Valley Railway: Model Railway Weekend  
**September 11-12** Watercress Line: Open Weekend  
**September 11-12** West Somerset Railway: 1940s Weekend  
**September 12** Mid-Suffolk Railway: Steam Railway Day  
**September 16** East Somerset Railway: Diesel Day  
**September 16-19** Severn Valley Railway: Autumn Steam Gala  
**September 17-19** North Norfolk Railway: 1940s Weekend  
**September 18-19** Avon Valley Railway: 1940s Weekend  
**September 25-26** Ribbles Steam Railway: Autumn Gala  
**September 25-26** Didcot

Railway Centre: Steam and Heritage Diesel Weekend  
**September 25-26** Epping Ongar Railway: Diesel Gala  
**September 30-October 3** Great Central Railway: Autumn Steam Gala  
**September 30-October 3** Severn Valley Railway: Autumn Diesel Gala  
**October 1-3** Watercress Line: Autumn Steam Gala  
**October 1-3** West Somerset Railway: Autumn Steam Gala  
**October 8-10** Epping Ongar Railway: LT Weekend  
**October 9** Great Central Railway: Heritage Bus Rally  
**October 10** East Anglian Railway Museum: Small Trains Day  
**October 23-24** Didcot Railway Centre: Diamond Jubilee Gala – Part 2

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## SIDELINES

### Cheltenham to Bluebell

THE Bluebell Railway has confirmed the second visiting loco for the line's October 6-8 Giants of Steam Autumn Gala will be National Collection-owned No. 925 *Cheltenham*. The Mid-Hants Railway-based 'Schools' 4-4-0 will join 'Merchant Navy' Pacific No. 35028 *Clan Line* (RM August p63) – plus Bluebell residents BR 'SMT' No. 73082 *Camelot*, BR '4MT' No. 80151 and SR 'Q' 0-6-0 No. 30541.

### Extension progress

THE Northampton & Lamport Railway says its extension to Boughton is progressing well, but steadily. The platform wall at Boughton is now finished (including the bay – 27,000 bricks were laid by volunteers with only two bricks spare at the end – no wastage!) and the bay road is laid and ballasted. After earth was removed from the site of the headshunt for the bay in July, track was being laid in August. Ducting has also been installed for utilities. Once that is complete, the main outstanding tasks include: installing a waste water treatment unit under the platform; finishing the platform surfacing; finishing and testing the signalling and point motors; and inserting stitching rods to bridge 11. Hopes remain for the extension to open in the first half of 2022.

### 'N7' boiler update

EXCELLENT progress is being made on the boiler of East Anglian Railway Museum's GER 0-6-2T No. 9621 at contractor HBSS in Liverpool. After splitting the firebox and the barrel in late July, the main steam pipe along with all the internal copper pipes and sling stays have been removed. At the time of writing, the removal of the crown stays, longitudinal stays and pins was underway.

### Restaurant refurbished

IN early August, the Kent & East Sussex Railway (KESR) welcomed back BR Mk.1 unclassified Restaurant Car No. 1987 following extensive refurbishment at Arlington Fleet Services, Eastleigh. The £250,000 project has included alterations to the 1961-built carriage that will enable wheelchair access. The kitchen equipment will now be fitted by KESR's team in Tenterden, prior to the carriage being introduced to service in spring 2022 on the line's dining train, the 'Wealden Pullman'.

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# Chassis focus for 'heavy freight' restoration

Restoration progresses on Gloucestershire Warwickshire Steam Railway-based GWR '28XX' 2-8-0 No. 2874, which is yet to run in preservation.

THE 2874 Trust, which is restoring Churchward 2-8-0 No. 2874 from Barry scrapyard condition for service on the Gloucestershire Warwickshire Steam Railway (GWSR) is concentrating its resources on the loco's 'bottom end' at the group's Toddington base.

In recent weeks, a new dragbox – which allows the loco to connect to the tender – has been cast by Micron Alloys. After machining, it will be ready for riveting into place on the frames. The latter will provide a training project on hot metal riveting as well as the techniques involved in safely positioning heavy structures.

"We were awarded a £58,000 National Lottery Heritage Fund (NLHF) grant to run some projects on volunteer training and development in heritage and mechanical skills," David Foster, chairman of trustees told the *RM*. "One of those sub-projects involves hot metal riveting – fitting the dragbox is part of that."

### Training

"Riveting is an essential skill for loco restoration – so the more people we can give that experience to, the better. It will be open to GWSR volunteers. We will be conducting at least two workshops for volunteers to illustrate the techniques of hot riveting."

"It has cost over £4000 to buy and machine the casting completion of which, when installed, will allow us to move on more quickly repairing the rest of the frames."

The frames have recently shotblasted by a third party; the same contractor also applied

anti-corrosive paint. Volunteers have subsequently applied two undercoats to boost the protection. No further paint will be applied to the frames until the riveting is complete.

"There was quite a lot of corrosion from under the cab – a lot of the metal work was beyond repair," added David. "We have created some new angle iron pieces but using as much original material as we can. It all forms part of the structure around the dragbox on the rear buffer plate."

"The buffer plate also needs replacing – it's all riveted together. It's a major jigsaw. We get everything fabricated first, then ready to be put back together. The original cab was beyond repair – the replacement is part-complete, requiring riveting."

Turning to the front end, the valve chambers have been rebored – the cylinders will be rebored in due course. The wheelsets have been refurbished – including retired, crank pins reground and journals polished. They are ready for fitting.

Initial work has now started to prepare for the medium term objective of fitting the axle boxes. The faces of the horns have been cleaned up ready for the horn grinding.

The overhaul of the axle boxes is progressing – all have been cleaned and the parts required identified. Six underkeeps are to hand – some having gone missing during the loco's many years in storage. Two pony truck underkeeps have been sourced from another loco group and four driving axle ones are on order from Bridport Foundry.



The wheelsets have been refurbished – including retired, crank pins reground and journals polished by South Devon Railway Engineering. They have been painted and are now ready for fitting. 2874 TRUST

The castings will cost over £1500 and then they will need some machining before being ready to fit.

The trust took the opportunity to have some valve bodies cast at the same time. Although it will be a while before these are required, the patterns were available and it made sense to get these cast with a bigger order.

### Components

New top plates for all the axle boxes have also been ordered. A further project closely connected to the axle boxes and the horns is work on the lubrication system for the axle boxes. Each box has a bracket fixed to the frames at the top of the horn where oiling pipework is fixed. None of the brackets has survived in a useable condition – some are missing completely, some badly corroded and some part gas axed. New angle iron has been purchased, cut to size and is now being shaped into new brackets.

Once the horn guides and axlebox work is complete,

rewheeling will be within sight.

"Last year we took part in a fundraising exercise with The Big Give, an organisation that was established by the founder of the Reed employment agency," said David.

"In excess of 700 charities took part last year. They find champions who will come in with some external funding, which they will matchfund a lot of what you raise yourself. It has the effect that an external donor puts in £100 but it can be worth £200 to the organisation – double the value of donations."

"We did that last year to raise funds for the horns. We've been accepted onto the scheme for this December. Our focus this time will be to fund the smokebox. This will be our next major fundraising exercise."

David concluded: "We will then have the smokebox in place, the cab at the other end and wheels under it – all signs of visible progress."

For more details, visit [www.2874trust.org](http://www.2874trust.org) or write to: Churchward House, Winchcombe Railway Station, Cheltenham GL54 5LD.

## Exhibition is Worth a look!

WELL known for starring in the 1970 film 'The Railway Children', the Keighley & Worth Valley Railway (KWVR) is running an interesting display at its Oxenhope terminus which thus far appears to have gained little publicity.

The Exhibition Shed, where for many years the KWVR has stored out of use locos, has been used this year for filming in the new 'Return of the Railway Children' film. Part of the shed has some of the sets specially built for the latest film and visitors can view the displays and set pieces alongside the unforgettable GWR 0-6-PT No. 5775, from the original film.

The new film, 'Return of the Railway Children' is scheduled for

release in UK cinemas on April 1, 2022. As previously reported, it has been revealed that the sequel will include 'an exciting and heart-warming journey, in which a group of children are evacuated to a Yorkshire village during the Second World War, where they encounter a young soldier, who like them, is far away from home.'

Other rolling stock on display in the building includes Stanier '8F' 2-8-0 No. 48431, BR '4MT' 2-6-4T No. 80002, LMS 'Jinty' 0-6-0T No. 47279, LYR 'Pug' 0-4-0ST No. 51218, ex-Longmoor 'Austerity' 0-6-0ST No. 118 *Brussels* and ex-Manchester Ship Canal Hudswell Clarke 0-6-0T No. 31 *Hamburg*.



With GWR 0-6-0PT No. 5775 carrying the Great Northern and Southern Railway livery used in the original film in the background, the film sets for the sequel 'The Railway Children' currently on public display at Oxenhope include a host of period accessories. Just visible to the rear left in this August 11 photograph is ex-Manchester Ship Canal 0-6-0T No. 31 *Hamburg*. GARETH EVANS

'Saint' 4-6-0 No. 2999 *Lady of Legend* works a passenger train on the main demonstration line on August 1, carrying a commemorative 60th anniversary headboard. GARETH EVANS



## Didcot's Diamond Jubilee gala

THE Great Western Society celebrated its diamond jubilee with a gala at Didcot Railway Centre on July 31/August 1.

Four steam locomotives were in action over the weekend. Starring alongside residents 'Saint' No. 2999 *Lady of Legend* and 0-4-0ST No. 1340 *Trojan* were two visitors – Churnet Valley Railway-based 'S160' 2-8-0 No. 6046 and Lambton No. 29 from the North Yorkshire Moors.

Diesels were not forgotten – Class 08 No. 08604 *Phantom* made a rare appearance working passenger trains and Class 14 No.

D9516 also hauled public services.

The Saturday was a sell-out with more than 800 visitors, while Sunday attracted 700 people through the gate.

Didcot's Autumn Steam Days are scheduled to operate on weekends and Wednesdays until October 20. As reported last issue, the second part of the Diamond Jubilee Gala is due to be held on October 23/24.

No. 6046 moved to the Bluebell Railway on August 11, where it is due to remain until early November.

■ See Didcot feature on p22.



'S160' No. 6046 moves off shed, passing No. 1340 *Trojan*, No. 6023 *King Edward II* and Lambton No. 29. GARETH EVANS

## HERITAGE WAGONS TRACK RECORD

Compiled by Gareth Evans

Reflecting the growing interest in wagons at heritage railways, the *RM* is launching a regular new column dedicated to reporting their developments.

### McAlpine's Fawley Hill flat moves up to the Moors

THE North Yorkshire Moors Railway (NYMR) Wagon Group's latest major project is a 'Conflat A' following its acquisition from the late Sir William McAlpine's wagon collection at Fawley Hill.

After arrival at Pickering on July 21, work started just three days later on No. B502855, built by Pressed Steel Company in 1958 to Lot No. 3153 and the accompanying Type A container.

Work required to return the vehicle to operational condition will involve a full mechanical strip down of the vacuum brake system, a new timber floor, the overhaul of all four buffers

and four springs – plus shot blasting and painting of the main steel underframe and some replating of wasted areas.

The container mainly requires a full replank on the external timber skin and repaint. Once complete, the 'Conflat' will fill an important gap in the NYMR's goods train by helping to tell the story of how the modern day container trains in the UK first started out.

Formed in 2011, the NYMR Wagon Group currently has around 25 wagons under its care with 12 wagons currently in operational condition.



'Conflat A' No. B502855 is seen after arrival at Pickering. IAN BROADHEAD

### Shop role for CCT

THE Somerset & Dorset Railway Trust at Midsomer Norton is making excellent progress with the restoration of CCT (Covered Carriage Truck) No. M94438, which moved to the line from the Avon Valley Railway on May 14.

Ceiling panels that were in poor condition have been removed, while one set of end doors with the panelling in very poor condition have been removed for refurbishment.

New external metal sheeting has been fitted as required. The whole of one side has received a first coat of BR maroon paint. It is intended to use the four-wheeler as a second-hand book shop.

### Second 'Conflat' joins Nene Valley Railway fleet for Express Freight Train

THE Nene Valley Railway (NVR) Wagon Group's Express Freight Train project has been boosted by the acquisition of a BR 'Conflat' four-wheeled flat.

Previously resident at the

Severn Valley Railway (SVR), No. B707261 moved to Wansford on July 27 after it was bought by NVR wagon manager Tim Hobman. It has joined Tim's other 'Conflat' No. B507397 and

his three A-Type containers. Built by BR at Ashford in 1957, No. B707261 was renumbered 060983 after it was converted for use as a runner for GWR hand crane No. 446.

Saved by the GWR 813 Preservation Fund, it arrived on the SVR in 1982. No. 707261 moved to Arley with the crane in May 2019 for cosmetic restoration as a static display.

It was decided to swap the 'Conflat' with GWR 'Rotank' No. 2501 six-wheeled road milk tank flat wagon, which better suits the crane. No. 707261 was offered for sale.



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## Triumphant return for Moorbarrow at Gwili

### Backworth loco is back after two-year overhaul

THERE were smiles all round at the Gwili Railway on July 31, as the Carmarthenshire line welcomed Robert Stephenson & Hawthorns 0-6-0ST No. 47 *Moorbarrow* (7849/1955) back into revenue-earning service.

The former Backworth Colliery locomotive has been the subject of a 10-yearly overhaul; its first at the railway since arriving there in December 2015. The project has largely been carried out 'in house' at Bronwydd Arms over the course of the last 2½ years, the exception being the boiler, which was sent away to H A McEwen's boiler works at Keighley in early 2019.

#### Reassembly

The boiler was returned to the frames at the end of November last year, after which the small engineering team set about completing the overhaul with renewed vigour. Reassembly was well advanced by later March, and by the beginning of July *Moorbarrow* was back in one piece. The loco made a series of successful trial runs over the line on July 21, after which it entered the paint shop for a full repaint. It emerged a week later carrying an immaculate lined blue paint



RSH 0-6-0ST *Moorbarrow* awaits departure from Llwyfan Cerrig with the first train of the day on July 31, its first day in traffic following overhaul. MORGAN WHITTALL

scheme with strong echoes of the Caledonian Railway's livery. The blue is lighter than the livery it carried at Backworth and, for now at least, it does not carry its Backworth number of 47 on the cabside.

It was a gleaming *Moorbarrow* which hauled the 10.30 service from Bronwydd Arms on July 31, sporting a headboard in tribute to the

Gwili Motive Power Department that had worked so hard to get the loco back in traffic.

#### Operation

It subsequently worked throughout the day, and August 1, taking pride of place at the head of the Gwili steam fleet. It was due to share duties with on-hire '57XX' 0-6-0PT No. L92 for the rest of the summer season.

The overhaul of the Gwili's Vulcan Foundry-built 'Austerity' 0-6-0ST *Haulwen* (5272/1945) is progressing steadily, with the boiler away for repair and the 'bottom end' being worked on at Bronwydd.

A loco fund has been set up to help finance the work, with details available at [gwili-railway.co.uk/enthusiasts/loco-fund/](http://gwili-railway.co.uk/enthusiasts/loco-fund/)

### SIDELINES

#### 'Austerity' for Lampport gala

THE Norfolk Heritage Steam Railway Ltd's 1944-built Hunslet 'Austerity' 0-6-0ST No. 3193 was expected to star at the Northampton & Lampport Railway's Bank Holiday Gala on August 28-30.

The Bressingham-based loco was to work an intensive mix of passenger and freight trains alongside resident Hawthorn Leslie 0-4-0ST *Swanscombe* No. 4 (3718/1928).

#### The Duke reboilered at Wirksworth

BAGNALL 'Austerity' 0-6-0ST *The Duke* (2746/1944) had its boiler returned to the frames at the Ecclesbourne Valley Railway during late July, following an extensive overhaul by Locomotive Maintenance Services in Loughborough.

The Bagnall Preservation Group loco is one of two six-coupled locos currently under overhaul at Wirksworth, the other being Hudswell, Clarke 0-6-0T *Cathryn* (1884/1955).

#### Boiler lift for ex-Swansea Sentinel

FORMER Swansea Smelting Works Sentinel 4wVBT *Swansea Vale* No. 1 (9622/1958) had its vertical boiler lifted at Shepherdswell on the East Kent Railway (EKR) on August 3.

The loco, which was previously based on the Pontypool & Blaenavon Railway, is owned by an EKR member and is being restored to run on the 2½-mile long line.

#### Second Sentinel moves to Cholsey

FORMER Tottenham Gas Works Sentinel 4wVBT No. 11 *Cynthia* (9366/1946) left the Buckinghamshire Railway Centre (BRC) at the end of July to take up residence at the Cholsey & Wallingford Railway for a three-month hire.

Its arrival saw the loco reunited with another BRC Sentinel 4wVBT, No. 6515 *Isebrook*, which has been on loan to the Oxfordshire line since late 2019.

*Cynthia* replaces Collett '8750' 0-6-0PT No. 4612, which left the railway on July 28 to return to its Bodmin & Wenford Railway home after seven weeks on the ex-GWR branch.

## Blaenavon line bounces back with industrial gala

FOUR industrial steam locos will take centre stage at the Pontypool & Blaenavon Railway (P&BR) on September 11/12 when the South Wales line hosts its first annual steam gala of the post-pandemic era.

All locos will be drawn from the P&BR operational fleet and will include ex-East Moors Steelworks (Cardiff) Hunslet '48150' class 0-6-0ST No. 18 *Jessie* (1873/1937), former NCB Measham Colliery Bagnall 0-6-0ST *Empress* (3061/1954), Andrew Barclay 0-4-0ST *Rosyth* No. 1 (1385/1914) and fellow Barclay 0-4-0ST *Caledonia Works* (1219/1911), which returned to the railway on loan in May courtesy of owner, Ryan Pope.

The quartet will work frequent passenger services between Furnace Sidings, Whistle Inn and Blaenavon High Level via Coed Avon each day, along with demonstration coal trains in between passenger turns.

Meanwhile, over on the Big Pit branch, regular shuttles will run between Furnace Sidings, Big Pit Halt and Whistle

Inn Halt, worked primarily by the two Barclays. However, locomotives will swap between trains throughout the day, with a number of services double-headed and/or top-and-tailed.

The gala will also see the return of the P&BR's day rover tickets that allow unlimited travel during each day. Adult rover tickets are priced at £15, with child and family tickets also available. Further details can be found at [www.bhrailway.co.uk/annual-steam-gala](http://www.bhrailway.co.uk/annual-steam-gala)

The bottom end restoration of the P&BR Andrew Barclay 0-6-0ST *Llantarnam Abbey* (2074/1939) has reached a new milestone in the workshops of West Somerset Restoration at Williton.

Following a full axlebox overhaul the loco was rewheeled on July 27; the first time it has been on its wheels since being stripped for assessment in 2004. The work brings the eagerly anticipated return to steam of the former Mountain Ash Colliery loco a step closer.



## Middleton debut for Swanscombe No. 6

THE Middleton Railway's Hawthorn Leslie 0-4-0ST *Swanscombe* No. 6 (3860/1935) is expected to make its public debut at the Leeds line's First and Last Chance Event on September 4/5. The loco, pictured here in its newly completed Associated Portland Cement Manufacturers (APCM) livery on August 8, is fresh from overhaul and will be working its first public trains since 1974. The weekend will also provide the final opportunity to see North Eastern Railway 'H' 0-4-0T No. 1310 working freight and passenger trains on the Balm Road branch as it retires from service shortly after the event. MIDDLETON RAILWAY

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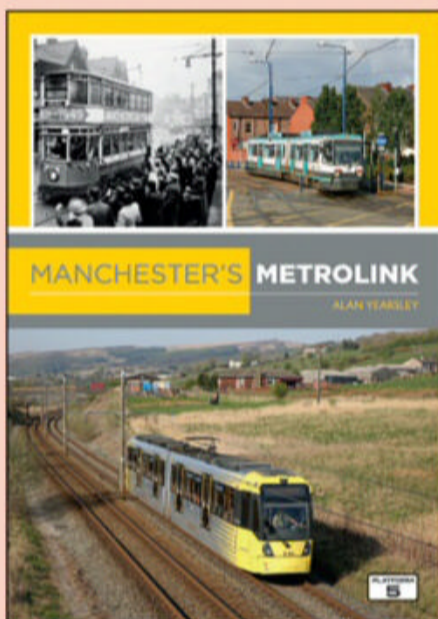
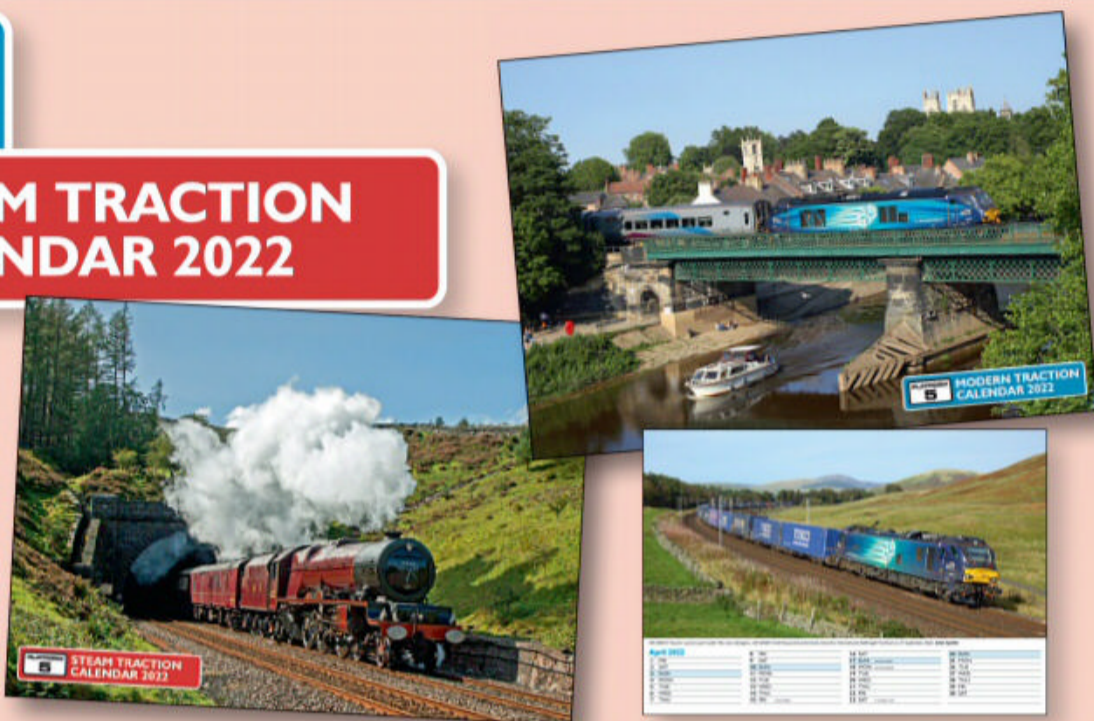
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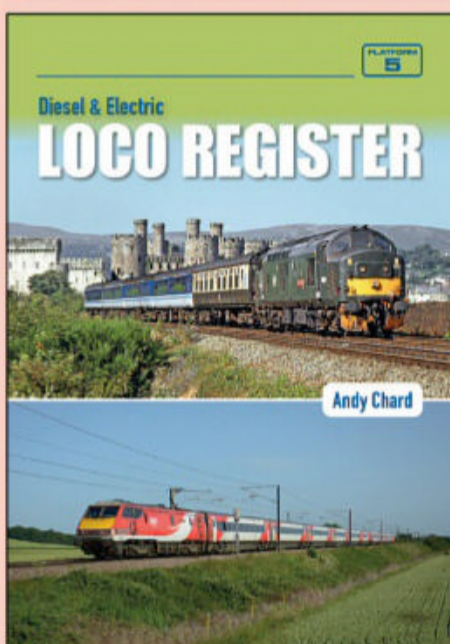
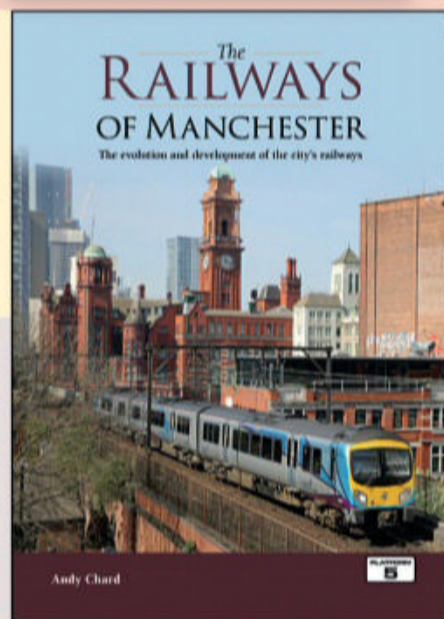
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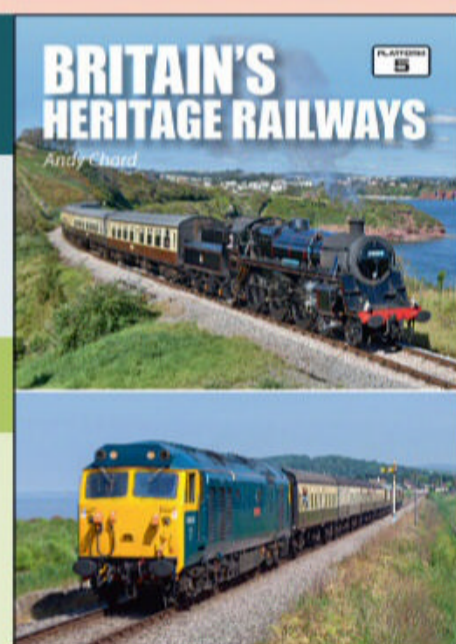
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# Steam Portfolio Track Record



**WARTIME SILHOUETTE:** Re-creating a scene which could have occurred when six US Army Transportation Corps 'S160' 2-8-0s were allocated to Didcot shed in 1943 prior to being dispatched to France in September 1944, TimeLine Events organised an evening photo charter on July 31 at Didcot Railway Centre. Churnet Valley Railway-based No. 6046 is pictured in this atmospheric sunset scene. FRANK DUMBLETON

**CALLING A HALT:** Recreating the days gone by of the rural branch line, a lonely passenger waves at the crew of No. 6412 for it to come to a stand at Wainhill Halt during a 30742 charter at Chinnor and Princess Risborough Railway on August 14. The GWR 0-6-0PT is visiting from the South Devon Railway, while autotrailer No. 167 is now resident at Chinnor, having previously been based at the Llangollen Railway. MARTYN TATTAM





**A 'JUBILEE' ON HIGH GROUND:** In stunning weather on July 20, LMS 'Jubilee' 4-6-0 No. 45690 *Leander* heads the southbound working of West Coast Railways' 'The Pendle Dalesman' excursion, which ran from Lancaster to Carlisle via the Settle-Carlisle line. This interesting scene, which includes the contrasting colours of the fields, the stone walls, and a hint of exhaust, was taken in Mallerstang, near the line's summit at Ais Gill – in part of the area once described by David Bellamy as "England's last wilderness." The bridge carries the B6259 road and offers a useful layby for would-be photographers. MAURICE BURNS



**HEAVY HAULAGE:** Originally designed for working goods trains on the Somerset & Dorset, a route for which it carries an appropriate headcode, '7F' No. 53808 looks very much at home on the Mid-Hants Railway. The 2-8-0 is seen at Chawton Woods with the 10.20 service from Alton on July 31. The attractive composition includes a variety of trees, loco crew member, a hint of exhaust and hiss of steam – plus the length of rail in the cess. The image was taken from a position of safety. MARTYN TATTAM

# *Steam Portfolio* Track Record



**COMING UP WITH THE GOODS:** TimeLine Events ran an evening photography session on August 12 around the goods yard at Quorn & Woodhouse station on the Great Central Railway featuring LMS 'Black Five' 4-6-0 No. 45305. Cameo scenes featured uniformed staff loading and unloading wagons, shunting and generally making themselves busy around the yard. The event helped raise funds for the Quorn Wagon & Wagon Group, which restores and maintains a fine fleet of vehicles. DAVE BOWLES



# Narrow Gauge Track Record

## The Earl returns to W&LLR



### Vale of Rheidol Railway complete overhaul

THE Welshpool & Llanfair Light Railway's (W&LLR) Beyer Peacock 0-6-0T No. 822 *The Earl* returned to its Llanfair home on July 26, following a full overhaul by Vale of Rheidol Railway (VoR). The loco was sent to VoR in June 2019 but the contracted work inevitably encountered delays during 2020 due to the coronavirus pandemic. It arrived in unlined GWR green (*RM*, February) instead of its previous black livery with a new 10-year ticket.

#### Anniversary

On July 28 *The Earl* was steamed in Llanfair yard alongside out of ticket sister No. 823 *Countess* to mark the 60th anniversary of *The Earl* returning to the railway from BR's Oswestry works where it had been stored since closure of the W&LLR in 1956.

With *The Earl* unloaded at Llanfair, the W&LLR's ex-Sierra Leone Railway Hunslet 2-6-2T No. 85, out of ticket since 2010, was put on the transporter as a return load to Aberystwyth. It will be dismantled for



Out of ticket No. 823 *Countess* (left) and newly overhauled No. 822 *The Earl* pose alongside each other at Llanfair Caereinion on July 28. This was the first time in over 70 years they have appeared together in GWR green livery. TIM ABBOTT/W&LLR

assessment at the VoR with a decision on whether to proceed with an overhaul dependent on the timescale and costs involved.

In addition to newly-overhauled *The Earl*, the W&LLR currently has on-hire U-class 0-6-2T No. 2 *Zillertal* (from

Austria's Zillertalbahn) available to provide steam. S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn* continues to be overhauled at W&LLR's works. The W&LLR's Beyer Peacock 0-6-0T *Countess* and Kerr Stuart 0-6-2T *Joan* are currently stored out of ticket.

#### Funding

The W&LLR has received an additional grant of £142,366 from the Welsh Government's Cultural Recovery Fund. This will support late spring/summer expenditure when the railway is open but still operating at restricted capacity.

### New TR carriages to be built at Boston Lodge

THE Tallylyn Railway (TR) has contracted the Ffestiniog & Welsh Highland Railway to construct its three new carriages.

The TR secured a £300,000 Coastal Communities Fund grant towards construction of three new bogie carriages earlier this year, the grant will finance two of the vehicles with TR to raise the money for the third (*RM*, June).

The new carriages will increase TR passenger capacity in peak seasons, provide heated winter passenger accommodation and enable the railway to restrict the use of its original carriages to special occasions.

### Anniversary announcements for new 15in gauge locomotives for Perrygrove and Cleethorpes

A NEW 0-6-0ST is to be built for the Perrygrove Railway by North Bay Railway Engineering Services. The project was unveiled on August 1, the 25th anniversary

of the 15in gauge line opening. The intention is for it to be ready for the 2023 season.

On July 17 the Cleethorpes Coast Light Railway

celebrated the 73rd anniversary of the line's July 17, 1948 opening, by taking delivery of a new 0-6-0 diesel built by RVM Engineering of Hastings.

### Two new-build steam locos almost ready for service

REPLICA 3ft gauge Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth*, being built for Southwold Railway Trust (SRT), and new 2ft gauge Bagnall 'Sipat' 0-4-0ST *Big Dave* destined for West of Fife Munitions Railway at Lathalmond, were both in the latter stages of completion in early August.

They have been constructed alongside each other at North Bay Railway Engineering Services' works in Darlington (picture, *RM*, July) with

both expected to be test steamed in late August. *Big Dave* is set to enter service at Lathalmond in September.

*Blyth* is likely to be moved to SRT's Steamworks site (which reopened with post-Covid-19 Open Days over July 24/25) in September where it can be demonstrated in steam on a very short length of 3ft gauge track. Talks are in progress which could see *Blyth* taken to the Isle of Man next year to undertake extended running.



AMERTON Railway closed the Saturday of its July 17/18 Steam Gala with a train hauled by triple-headed Kerr Stuart 'Wren' 0-4-0STs. Leading is *Lorna Doone*, then Graham Morris' visiting Kerr Stuart *Peter Pan* and 2007-built *Jennie*. Ex-Devon County Council locos *Lorna Doone* and *Peter Pan* (now carrying a DCC livery applied following recent completion of its 10-year overhaul) were in steam together for the first time in over 70 years at the gala. ALISTAIR GRIEVE

### New 'Quarry Hunslet' will be named Juliette

THE new 'Quarry Hunslet' 0-4-0ST being constructed by Statfold Engineering Ltd (*RM*, August) is being built for Midlands-based career railwayman Daniel Cartwright

and will be named *Juliette*. It will carry an 'old gold' livery (LB&SCR 'Improved Engine Green' - and the colours of Wolverhampton Wanderers FC) lined out in sky blue and black

and carry the Wolverhampton Coat of Arms on each cabside, which will be cast from an original carried by standard gauge Class 86 electric loco No. 86433 *Wulfruna*.

### North Bay Railway's Georgina and Steamplex for sale

FOLLOWING the change of ownership of the 20in gauge Scarborough North Bay Railway in March, the new owners intend to only operate with the vintage steam-outline diesels and not run steam. Bagnall 'Sipat' 0-4-0ST *Georgina* and 0-4-0VBT *Steamplex* have returned to David Humphreys' North Bay Railway Engineering Services (NBRES) works in Darlington and are now for sale.

*Georgina* was built specifically for the Scarborough line where it entered service in 2016. The *Steamplex* was built for John

Boyes by Alan Keef Ltd based on the chassis of 20/28hp Simplex MR5877/1937 and utilises a steam donkey engine and vertical boiler. Completed as a 2ft gauge loco in 2013, it worked at Groudle Glen Railway until being purchased by David Humphreys in 2017 and regauged to 20ins.

Both locos are offered as 20in gauge, but NBRES is prepared to regauge them to 2ft with the price adjusted accordingly. Potential purchasers can telephone 07831 381333 for further details.

# World Heritage Site status for Slate Landscape of Northwest Wales – including Talyllyn and Ffestiniog

THE Slate Landscape of North West Wales has been inscribed as a UNESCO World Heritage Site. The bid for the slate landscape of Gwynedd to receive World Heritage Site status was initially submitted to the UK Government in 2009, selected for nomination in 2018 and presented to UNESCO in 2019. The successful outcome

was announced on July 28. Among numerous slate quarry locations, most once served by narrow gauge railways, the inscription includes Blaenau Ffestiniog and its surrounding quarries and Bryneglwys slate quarry and the nearby village of Abergynolwyn. Crucial to these operations were the Ffestiniog and Talyllyn Railways

respectively, both of which are named as being parts of the new World Heritage Site. On the afternoon of the announcement, Talyllyn Railway ran a special train comprising original and replica slate wagons and its original brake van hauled by Fletcher Jennings 0-4-0WT No. 2 *Dolgoch*. Achievement of this status

is often said to rank the site alongside India's Taj Mahal and Egypt's Pyramids. In railway terms the Ffestiniog and Talyllyn Railways are now alongside the Darjeeling Himalayan Railway in India and the Semmering Railway in Austria as railways recognised as having World Heritage Status.

## La'al Ratty celebrates 60 years of preservation

RAVENGLASS & Eskdale Railway's July 10/11 gala celebrated the 60th anniversary of the line being saved in 1960 to enable it to enter preservation – a year later than envisaged due to the coronavirus pandemic. Locomotives in action included recently overhauled Clarkson 2-8-2 *River Mite* which, being built in 1966 can lay claim to being the first

new-build steam locomotive in the preservation era, and the reconstructed Heywood 0-4-0T *Katie*. Diesels also appeared, with Lister 0-4-0DM *Cyril* and rebuilt Muir Hill 0-4-4DM *Perkins* making rare appearances working passenger trains. Romney, Hythe and Dymchurch Railway's Krupp 4-6-2 No. 11 *Black Prince*, recently overhauled by John Fowler Engineering in Bouth, also participated.



**AS reported last month, ex-Renishaw Sugar Estates Avonside 0-4-0T 1986/1926 *Renishaw No. 2* is now at Apedale Valley Light Railway following its purchase by a Moseley Railway Trust member. Pictured on July 10 the message chalked on the boiler says, "For Sale. Good cond[ition] One Granny owner Needs new whistle"! Subsequent stripping down included lifting the boiler on July 24. One encouraging discovery is that the wheels are in surprisingly good condition and look as if new tyres were fitted shortly before the loco was withdrawn. PETER NICHOLSON**

## Ramsey pier tram visits section of restored pier

THE Hibberd 4wDM locomotive and small bogie carriage, supplied as a pair in 1937 (Hibberd works Nos. 2027 and 2028) to operate the 3ft gauge Queens Pier Tramway in Ramsey, Isle of Man, returned to a 150 yard section of the pier on July 19. Latterly displayed in Jurby Transport Museum, the loco and coach visited the pier as static exhibits for the July 22 official reopening, by Isle of Man's

Governor General, of the first section of the pier to be restored. This is thought to be the first time the vehicles had been on the pier since September 9, 1981 when the tramway closed, the pier closing to the public in June 1991. They returned to the Jurby museum a few days after the ceremony. No start date for the second pier restoration phase is yet available.



**The Ravenglass & Eskdale Railway Preservation Society's 0-8-2 *River Irt* leaves Gilbert's Cutting behind as it heads for Dalegarth on July 11. Having been rebuilt from 1894-built Heywood loco *Muriel*, *River Irt* can claim to be the oldest working 15in gauge steam engine in the world. The carriage behind the loco is the line's observation carriage *Joan* recently constructed at Ffestiniog Railway's Boston Lodge works, where a third new carriage for Ravenglass is currently under construction. MATT DITCH**

**VALE of Rheidol Railway 2-6-2T No. 7 pulls away from Aberystwyth with a fully booked train on July 28. The line did not operate during 2020 due to the coronavirus pandemic but since reopening on May 24, traffic has been excellent. With carriages fitted with screens to maintain social distancing, capacity has been reduced but trains have regularly been fully booked in advance. On this day the first three of four timetabled trains had sold out by 12.00. CLIFF THOMAS**



## SINGLE LINES

- **HAYLING** Light Railway was operated by new management from July 27. The mile-long 2ft gauge line which opened on Hayling Island seafront in 2003 was put up for sale two years ago when its owner, Bob Haddock, decided to retire (*RM*, September 2019). When this *RM* went to press details of the new ownership arrangements had yet to be announced.
- **LAUNCESTON** Steam Railway has delayed reopening. Although July 12 saw many Covid-19 restrictions in England lifted, the railway felt that with coronavirus cases predicted to rise and the requirement for self-isolation remaining in place, one positive test among its small team would force closure at very short notice. The situation will be reviewed in September.
- **THE Welshpool & Llanfair** Light Railway (W&LLR) hosted a visit by members of the All-Party Parliamentary Group on Heritage Rail (APPGHR) on July 17. During the visit Lord Faulkner of Worcester, who is also President of the Heritage Railway Association (HRA), presented the 2020 HRA Young Volunteer of the Year Award to W&LLR volunteer and trustee Oliver Edwards.
- **ALFORD** Valley Community Railway has secured an £80,000 grant from Aberdeenshire Council to bring the station at Alford back into community use, the first phase of reviving the 2ft gauge railway which last ran in 2017.
- **SURVIVING** components of Bagnall 0-4-0ST *Dorothy* (1568/1899) which worked at Llechwedd slate quarry, Blaenau Ffestiniog, until withdrawal have been delivered to the Bala Lake Railway with the intention of returning the loco to operation.

## DIARY

**Note:** all subject to Covid-19 restrictions in force at the time. Please check with railway before travelling.

- September**
- 4-5 Corris Railway No. 4 100th anniversary
- 11 Amerton Railway Everything goes
- 11 Poppleton Community Nursery Railway, York railway day
- 11-12 Statfold Barn Railway SBR road, rail and ale
- 11-12 Talyllyn Railway No. 4 100th anniversary
- 18-19 Bressingham 60th anniversary weekend
- 25 Evesham Vale Light Railway diesel day
- 25-26 Lynton & Barnstaple Railway gala
- October**
- 2-3 Apedale Valley Light steam gala
- 17 Bala Lake Railway diesel day

# Narrow Gauge Portfolio

**CHARMING LINE-UP:** Kerr Stuart 0-4-0ST *Roger* pulls a train of skip wagons off the partially constructed extension into the station area at Threlkeld, while Hudswell Clarke 0-4-0ST *Lautoka Mill No. 19* and Bagnall 0-4-0ST *Wendy* wait outside the loco shed. The picture was taken during a July 23 photo charter featuring the trio of visiting Statfold Barn Railway locos prior to Threlkeld's gala weekend. Resident Bagnall 0-4-0ST *Sir Tom* was also in steam out of shot behind the carriages on the left. DAVE HEWITT



**BACK IN TRAFFIC:** Having undertaken post-overhaul test runs in late May (*RM*, July) the Ffestiniog Railway's new-build Manning Wardle 2-6-2T *Lyd* is pictured hauling a private charter train over the Welsh Highland Railway during a June 7 trip from Porthmadog to Caernarfon and back. *Lyd* was withdrawn in May 2020 for its first 10-year overhaul but due to Covid-19 work only commenced in the following October. Chassis work included removing the cylinders and reconditioning the port faces to resolve problems caused by lubrication failures. The rear pony truck was modified to allow installation of a side discharging ash pan, replacing the end discharging pan originally fitted, a change necessitating modifications to the brake gear. *Lyd* has now returned to frontline service and is likely to see use on full line Ffestiniog Railway 'Back To Blaenau' trains. CHRIS PARRY/FF&WHR



**FREIGHT IN THE SUN:** Corris Railway's 0-4-2ST No. 7, built in 2005 as a near-replica of original Corris Railway No. 4, pulls away from Maespoeth Junction signalbox with a train of Corris wagons on a very hot July 19 during a 30742 Charters photo day. On the right is a newly constructed shelter built to protect the restored wagons from the ravages of weather. ALISTAIR GRIEVE

**MEN AND MACHINERY:** Visting Statfold Barn Railway locomotives Hudswell Clarke 0-4-0ST Lautoka Mill No. 19 (background) and Kerr Stuart 0-4-0ST Roger shunt wagons amid the excavators in the spectacularly located Threlkeld quarry during the July 23 photo charter held in advance of Threlkeld's gala weekend. ROBERT FALCONER





## Bressingham celebrates 60th anniversary

Norfolk museum's Garden Railway was first to open.

BRESSINGHAM Steam Museum in Norfolk is marking the diamond jubilee of the late Alan Bloom starting his collection of rail, road and fairground steam engines. A big steam event is set for September 18/19, with trains running on the various gauge railways.

The first railway opened to the public was the 9½in gauge Garden Railway. This was regauged to 10¼in and

extended in 1995, and runs for 1350yd (1230m) along the perimeter of the gardens from the Dell Garden to the coach park.

Construction of a new locomotive was started by Paul Gray, which was completed in Bressingham's workshops in 1995. Named *Alan Bloom* in honour of the museum's founder, it is a scaled-down version of 'Large Quarry' Hunslet *George Sholto*.



The only loco used on Bressingham's 10¼in gauge Garden Railway is 0-4-0ST+T *Alan Bloom*, which hauls a three-carriage train. It is seen during the June 26/27 steam rally. JAMES HAMILTON

### A new railway opens in Cornwall

A NEW 7¼in/5in gauge railway is under construction at the Moseley Toy and Mining Museum at Tumblydown Farm near Redruth. The privately run museum has an extensive collection of narrow-gauge battery and diesel locos and is open on Mondays, Thursdays and Sundays, 13.00 to 16.30.

The miniature railway is progressing, but more volunteers are needed to complete it. Two locos will be available initially, a Phoenix 'Druid' 4wBE and a 'Hercules' 0-6-0T built by Colin Henderson at Williton, modelled on No. 47160, the side-tank conversion of 0-6-0ST *Cunarder*.

Email Colin Saxton on colinsaxton494@btinternet.com or call 01209 211191.



**MODEL HUNSLETS ON SHOW:** Statfold Barn Railway's '150 Years of the Quarry Hunslet' event on July 10/11 (*RM* August p75) included a static display of four visiting 7¼in gauge locos of well known surviving full-size examples. These were, by various builders and owners, left to right: *Rough Pup* (Hunslet 541 of 1891); *Cackler* (671 of 1898); *Charles* (Hunslet 283 of 1882) and *Blanche* 589 of 1893). All are 0-4-0ST, including *Blanche* in original condition. PETER NICHOLSON

### Lido line gala

THE 12in gauge Ruislip Lido Railway, London has an open event on September 4/5, 11.00–17.00. An intensive service will be on offer. The yard and workshop will also be open to the public. Visit [www.ruislipidorailway.org](http://www.ruislipidorailway.org) for details.

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We are now accepting items for the sales described above. Entries can often be accommodated shortly before the commencement of each sale with vendor accounts being settled by bank transfer within fourteen days of the auction closing.

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## SIDELINES

### Trolley mast for Chester No. 4

HOOTON Park Trust, which is working on the restoration of Chester's last surviving electric tram car, is looking for technical information about the vehicle's trolley mast.

The mast for 1903-built No. 4 was found during a search of Merseyside Tramway Preservation Society's stores, but a comparison with an advertisement in which it features, suggests that it may be missing a central part.

The frame of the tram is currently being reassembled.

### Underframe arrives

A SIGNIFICANT milestone has been reached in the project to restore Blackpool Brush Railcoach No. 298 to its original 1937 condition at Crich Tramway Village.

Its new underframe, manufactured by the Ffestiniog & Welsh Highland Railways at Boston Lodge Works, was delivered on July 9.

### Upholstery and rewiring work on 279

ELECTRICAL contractors have completed the No. 1 end cab switch panels and carried out work on the rebuilt resistor boxes of Fylde Transport Trust's Blackpool English Electric Railcoach No. 279.

The tram's swing over seat cushions have been retrimmed in 1950s green moquette thanks to donations from supporters of the project.

### Queen's Award for tram volunteers

BLACKPOOL Heritage Tram Tours volunteers were presented with a Queen's Award for Voluntary Service on July 16. Members of the Manchester Transport Museum Society, which runs Heaton Park Tramway, were also given the honour in June.

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# Autumn return set for Beamish Museum trams

## Museum working to overcome knock-on effects of lockdown.

A COMBINATION of staffing, training and infrastructure issues are preventing the resumption of tram services at Beamish Museum.

The trams last ran in public operation before the Covid-19 lockdowns and the impact of the pandemic is continuing to have a knock-on effect for the County Durham visitor attraction.

Assistant director of design, transport & industry Paul Jarman says that the pressures of restarting several operations simultaneously, after furloughs for some staff and 18 months of closure, has proved to be one of Beamish's biggest challenges in recent times.

With a small engineering team, priority was given to the easier tasks of reopening the wagonway and colliery lines.

### Phased resumption

The reopening of the tramway will take place in two phases. Foulbridge-Town East (Bakery) via the site entrance and Pockerley will be the first to reopen in the autumn, with the oldest part of the route, Foulbridge-Town via Bog and Pillar Bends, expected to see passenger traffic again next year, at a time yet to be determined. Work needs to



Blackpool No. 31, South Shields No. 196 and Sheffield No. 264 stand outside the sheds at Beamish during shunt moves on June 22 this year. PETER BARLOW

be carried out on the cant and alignment of the track and ballast shoulders, which are prone to clogging with dirty surface water from the nearby road. In the medium term, the renewal of the rails at Bog Bend, which has been subject to a temporary speed restriction, will also be required. Track tools, which were

faulty or life-expired, are also awaiting replacement.

### Testing

All tram drivers at the museum will require refresher training due to the prolonged gap in their experience, although this too requires sufficient operational track on which to test their competence.

The trams themselves have been examined and underwent electrical testing to allow them to move around the depot area. Mr Jarman says that with the depot's two fitters having returned to work after furlough, the museum will be in a position to quickly place trams into traffic once drivers and the tramway are ready for service again.



Following the short journey across Fleetwood from Wyre Dock, No. 687 is unloaded and placed onto the rails at its new home, Rossall School. GARY MITCHELL

## Blackpool tram to perform new role for the community it once served

FORMER Blackpool Progress Twin-Car trailer No. 687 has arrived at its new home of Rossall School in Fleetwood, a short distance from the route on which it used to run.

The vehicle was delivered on August 2 following the laying of a piece on track on which to mount it. No. 687 was one of seven vehicles stored at Wyre

Dock by the Fleetwood Heritage Leisure Trust (FHLT), which announced in January that it was to disband its collection.

Originally numbered T7, No. 687 entered service in April 1961. Paired with motor coach No. 677, both were withdrawn in 2004, with No. 677 being scrapped after its underframe was used in 2007 in the restoration of

Blackpool's illuminated Western Train locomotive.

No. 687 was one of four trams acquired for the proposed extension of the Birkenhead Heritage Tramway. Later disposed of to a private owner, it became part of the FHLT fleet.

The school is planning to use the tram for classes, meetings and performances. It is hoped

that it will also fulfil a role as a community venue. No. 687 will be restored to 1960s cream and green livery including Blackpool Transport roundels, Progress Twin-Car logos and blinds displaying Rossall as its destination. On the inside, there are plans to restore the car's last remaining bench and retain the roof detailing and route map.



## A triumphant return for *Western Courier*

WLA Class 52 back at the Severn Valley Railway after a two-year overhaul.

THE Western Locomotive Association's No. D1062 *Western Courier* re-entered traffic on the Severn Valley Railway on July 11. It has received considerable attention since withdrawal from service in 2019 (*RM* Feb. p69).

The day saw double 'Western' haulage, with duties shared between Nos. D1062 and

D1015 *Western Champion*. No. D1015 worked the 09.35 from Kidderminster to Bridgnorth. On return to Bewdley, crowds had gathered as *Courier* took over the train, forming the midday service back to Bridgnorth and return to Kidderminster.

The Class 52s then 'top-and-tailed' the train for the

final round trip to Bridgnorth. *Champion* led to Bridgnorth, departing Kidderminster at 15.10 and *Courier* led from Bridgnorth back to Kidderminster.

Several issues affecting No. D1062 have been attended to, including the 'B' end bogie, refitting a modified cardan shaft, replacing a dynostarter,

and solving an on-going brake problem. Both engines were fired for the first time on June 12, starting without a hitch and performing faultlessly.

The loco was signed-off as fit for service, and on July 10 it completed a light-engine return trip to Bewdley ahead of a fully loaded eight-coach test run to Bridgnorth and return.

### SIDELINES

#### Two 'Deltics' to visit Great Central

THE Deltic Preservation Society has announced No. 55019 *Royal Highland Fusilier* will be the star guest at the Great Central Railway's September 3-5 diesel gala. No. D9009 (55009) will follow later, with a two-'Deltic' event planned before No. 55019 returns to Barrow Hill.

#### Two pioneer Birmingham RCW locos to visit KWVR gala

BARROW HILL-based Class 26 No. 26007 (D5300), and Bo'ness & Kinneil Railway's Class 27 No. 27001 (D5347), are visiting the Keighley & Worth Valley Railway for the 'Mixed traffic' gala on September 10-12. They were both the first-built examples of their classes.

#### Tanat Valley Class 107 DMUs for sale

FOLLOWING acquisition of 'Pacers' Nos. 143601 and 143616 (*RM* July p92) by the Tanat Valley Railway near Oswestry, the 'heritage' Class 107 DMUs based on the site have been put up for sale. These Derby Heavyweights are two-car set Nos. 51993 and 52012, and three-car set Nos. 52005, 59791 and 52031. Potential purchasers should email class107@btinternet.com for more details.

#### EARM railbus officially launched

GERMAN railbus No. E79963 returned to use last summer at the East Anglian Railway Museum (*RM* Oct p78) following a seven-year overhaul. However, it was not able to be officially welcomed back into traffic until the museum's diesel day on July 18 this year.

■ Our thanks to contributors: Josh Brinsford; Daniel Callis (NLR); Paul Finch (WLA); James Groundwater (The Dales School); Andy Royle (DEPG), and Peter Singlehurst (MNR)

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The WLA's Class 52 No. D1062 *Western Courier* made a successful return to action on July 11 heading the SVR's 'Pioneer' service. It worked the second round trip of the day and shared the final train with No. D1015 *Western Champion*. No. D1062 climbs Eardington Bank as it approaches Crossing Cottage with the 12.00 Bewdley-Bridgnorth. JOHN WHITEHOUSE

## £100,000 restoration appeal for 'Thousand' No. D1010

WEST SOMERSET Railway-based Diesel & Electric Preservation Group (DEPG) has launched an appeal for funds to restore No. D1010 *Western Campaigner*. The Class 52 has been laid-up since the 'B'-end transmission seized up during the 2018 diesel gala.

It was outside, partly sheeted, in Williton South Yard for 19 months. It has received some attention, but the start of a full restoration has been delayed due to protracted work on other locos in the shed. With some items removed, such as the lower front valances, name and numberplates, and faded paintwork, the group's flagship loco has acquired a down-at-heel appearance. It is now in the shed with restoration underway, but a rough estimate puts the total required at about £100,000.

Apart from some localised corrosion, mostly around the bodyside windows and vents, the level of repair required for the

main body is limited to removal and replacement of the Prestolith filler from one side. This was applied when built to smooth out the surface distortions caused by welding the relatively thin outer skin panels to the framework. The other side was dealt with when the loco was first restored at Didcot.

The cabs will need complete renovation, but the extent of this cannot be determined until the corroded areas are exposed. In the worst case, both ends of the loco will need to be rebuilt, taking much time and money. During this time the cooler groups will be removed so they can be repaired.

#### Transmission worries

The transmission has been out of the loco for the last two years, but progress has been slow. Initial dismantling confirmed the failure was within the converter rail, as suspected, but the general condition of the

transmission was encouraging.

There are no spare transmissions available so a worst-case view, if the converter rail is not repairable, is that the transmission will be rendered useless. It would have to go back in to the loco as non-functional ballast so it remains in-gauge. This would mean No. D1010 would then only ever have a single working engine and transmission. It would still be able to handle the typical workload for a heritage railway, however.

Both engines are in good condition and the 'A'-end transmission had also been performing well with no cause for concern. Other aspects likely to need attention are the bogies, where many of the issues faced by other owner-operators, the WLA and DTG, are also likely to be affecting No. D1010. The braking system may also suffer from corrosion which, if not dealt with in time, would

cause internal damage.

The electrical wiring will also need to be inspected and renewed where necessary, so there is a lot to be done, and it will take much time and money.

The amount sought is really actually quite modest for a loco as large and as complex as a 'Western'. The huge number of volunteer man-hours absorbed by this project will also be considerable. It is the availability of suitably skilled volunteer manpower that will determine the pace at which this project proceeds, providing fundraising leads the way.

Those who love 'Westerns' and are not a member of the DEPG can visit the website [www.depg.org](http://www.depg.org) for details of membership, fund-raising merchandise and how to donate.

The DEPG is a registered charity, so funds received by the D1010 Restoration Fund are 'restricted' and can only be used for restoring *Western Campaigner*.



**Class 31 No. D5631 in ex-works condition at Weybourne on July 21, the day it was officially relaunched into traffic on the North Norfolk Railway following overhaul. STEVE ALLEN**

## North Norfolk Brush Type 2 relaunched into traffic

RESTORATION of Class 31 No. D5631 (31207) has been completed at the North Norfolk Railway (NNR), including a repaint in BR green.

Owned by the Midland & Great Northern Joint Railway Society (M&GNJRS), it was formally relaunched into service at the mixed traction weekend on July 21. There was a short ceremony to mark the completion of the overhaul and handing back to its owners. It then headed the 13.00 charter train for members, shareholders and the media.

No. D5631 was withdrawn from use in late 2016, entering the Weybourne workshops of

NNR Engineering in January. Considerable work was undertaken (*RM* Jan p69) including the fitting of a steam-heat boiler. Class 31s were so-equipped when built, but this was removed from many in the 1970s/80s during major overhauls following the demise of steam-heated carriages on BR. No. D5631 lost its boiler during an overhaul at Doncaster in 1986.

No. D5631 was purchased privately from English, Welsh & Scottish Railways (EWS) on January 29, 2004, arriving at Sheringham on February 12. It was sold to the M&GNJRS in March 2005.

## '03' shunt-release at Dunster

THE termination of West Somerset Railway trains from Bishops Lydeard at Dunster, with a connecting vintage bus service to Minehead, is set to continue for the rest of this season. This means the required 'shunt-and-release' manoeuvre at Dunster is now routine (*RM* August p80).

On July 24, WSR plc's Class 03 No. D2133 pulled the train towards Minehead, past the train engine, WSR 2-6-0 No. 9351, waiting at the end of Dunster West siding. The 'Mogul' had brought the 14.45 from Bishops Lydeard forward following its stop at Dunster station, coming to a halt alongside the west siding. It detached from the train and ran forward into the

siding. The 0-6-0DM, waiting in the other end of the siding, then ran on to the main line, reversing back on to the stock, which it pulled forward towards Minehead, past the waiting steam loco. The 2-6-0 reversed back on to the running line before pulling forward to couple up to the other end of the coaches. It then headed back to the station for the waiting passengers.

The 'shunting' loco returned to the siding to await the next train, except, as in this case for the last of the day, the 16.40 to Bishops Lydeard, when it remained on the rear and detached at Blue Anchor station for overnight stabling.



**Class 03 No. D2133 and 'Mogul' No. 9351 perform the WSR shunt-release manoeuvre at Dunster on July 24. See also the feature on pages 46-49. PETER NICHOLSON**

## A school's dream is a 'Pacer' train

THE Dales School in Cowpen Road, Blyth, Northumberland, has been donated 'Pacer' No. 144002 (DMB No. 55802 + DMSL No. 55825) by Porterbrook, being delivered on July 20.

Network Rail donated track and a buffer stop, and provided labour to lay this in the school yard. Railway Support Services (RSS) provided the haulage of the two-car Class 144 unit from Worksop to Blyth. Civil engineering work was undertaken in the school yard by Clancy, with NR starting track laying on April 16.

The primary school works with pupils with special educational

needs and disabilities. More than half the children at the school have never been on a real train.

The coaches will be used as a 'Reading Together Library' to help engage children with reading. A railway course, supported by Network Rail, Northern Trains and TransPennine Express, is being introduced to help children develop career aspirations linked with the railway. This will use a train-driving simulator with the DMU used to teach independent train travel, and railway safety. This will be particularly important when the new Northumberland line opens in 2024.



**Class 144 'Pacer' DMSL No. 55825, from set No. 144002, arrives at The Dales School, Blyth on July 20 with onlookers kept at a safe distance. The two-car set is to be used as an educational facility. JAMES GROUNDWATER/THE DALES SCHOOL**



**FIRE-DAMAGED 'GRONK' RISES FROM THE ASHES:** The Mid-Hants Railway's Class 08 No. 08288 (D3358) is seen at Ropley shed on July 31 in company with 0-6-0PT No. 4612. The Class 08, which was badly damaged in a fire at the railway in 2010, has had a remarkable restoration by Mid-Hants Railway volunteers (*RM* May p91), and it is now appropriately named *Phoenix*. MARTYN TATTAM

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## DIARY

Note: all subject to Covid restrictions in force at the time. Please check with railway before travelling.

### September

3-5 Great Central Railway diesel gala  
3-5 Ivatt DRS, Centenary Works, Warkworth open days  
10-11 Barrow Hill real ale and Class 37 shuttles  
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  
17-18 WSR mixed traction gala  
25-26 Chasewater Railway coal train days  
25-26 Didcot Railway Centre heritage diesel weekend  
25-26 Epping Ongar Railway diesel gala  
25-26 Gloucestershire Warwickshire Railway diesel gala  
25-26 Mid-Norfolk Railway diesel gala  
25-26 Peak Rail Heritage Shunter Trust gala  
31-Oct 3 Severn Valley Railway diesel gala

### October

10-12 Nene Valley Railway diesel gala  
16-17 S&D at Midsomer Norton end of season gala  
17 Isle of Wight Steam Railway Ryde Pier tram debut

### November

13-14 ELR DMU gala

## Second World War shunter moves to Derwent Valley

THE North Yorkshire Moors Railway's York Area Group (YAG) transferred historic Drewry 0-4-0DM No. ED16 to the Derwent Light Valley Railway (DVLV) on June 9. This follows many years of storage at New Bridge Yard, near Pickering. The English Electric 1195/Drewry 2164 was built in 1941 for the Ministry of Supply and saw operation in the Suez Crisis in 1956.

The group is financing its restoration to running order, starting with the overhaul of its Gardner engine. An order has been placed for a replacement cab, which is corroded beyond repair.

The DVLV restarted passenger train running on August 1 after 20 months' closure. The YAG is holding a fund-raising train running evening at Murton Park on September 3, from 18.30. Entrance is £5 and refreshments will be available. All are welcome.

# Last Darlington-built Type 3 returns home

Class 37 goes green for display in home town museum.



Darlington-built Type 3 No. D6898 (37198) seen at Darlington Railway Museum on August 11. ANDREW JEFFERY

ONE of the last diesels built in Darlington was welcomed back to the town on August 8, when delivered to Head of Steam, Darlington Railway Museum (RM Aug. p80).

Class 37 No. D6898 (37198) was the last loco built by English Electric/Robert Stephenson & Hawthorns at Springfield Works, Darlington in 1964. It was withdrawn from main line use

in 1999 and placed in store until sold for preservation in 2004. It passed to Network Rail in 2008 for spares for their Type 3s.

NR has donated it to the museum, and is believed to be

the first time they have gifted a loco for preservation. It has had a full aesthetic refurbishment and appears as it did when released from the works on April 28, 1964.



Northampton & Lamport Railway's visiting Class 33 No. 33053 shunts Mk.3 stock at the end of the day's running on August 8. GORDON TITMUSS

## 'Crompton' stands in for failed NLR main line residents

PRIVATELY-owned Class 33 No. 33053 arrived at the Northampton & Lamport Railway at 09.00 on May 28 and worked all trains over the bank holiday weekend.

Following the previous weekend's services, both resident main line locos Nos. 31289 and 47205 were failed, and the NLR was then without a loco of any sort for the forthcoming holiday weekend.

Frantic telephone calls were made on the Monday resulting in the 'just-in-time' delivery of No. 33053 from its base at UKRL,

Leicester. It was used every operating day up until August 8, except July 25, and is staying for at least six months, but probably until after the New Year.

The two failed residents are receiving attention. The Class 31 is awaiting an oil change after oil contamination by rainwater entered via the turbos. It was expected to be completed at the end of August, but there is no date set for the Class 47. This is also waiting an oil change due to contamination by fuel, with the injectors and fuel pumps sent away for overhaul.

## S&D Wickham Wednesdays went well at Midsomer Norton

THE Somerset & Dorset Railway at Midsomer Norton ran a very popular series of rail trolley rides on seven Wednesdays from June 2 to September 1 (RM May p90). Most of the half-hourly workings were fully booked in advance at £5 per adult, but additional services were run on occasions to cater for those turning up on the day without reservations.

Ex-BR No. B40W (Wickham 7504 of 1956), a Type 27A MkIII, has been beautifully restored

and was able to carry up to six passengers at a time from Midsomer Norton South station to the present end of the line, just before an infilled cutting on the old S&DJR main line in the Mendips.

The present line is exactly one mile in length to the railhead. Plans are being progressed to build a halt at this location, but whether this will be called Tunnel Lane Halt or Chilcompton Tunnel Halt is yet to be decided.



The Somerset & Dorset Railway at Midsomer Norton's ex-BR Wickham No. B40W waits at the end of the line ready to return to South station on August 4. This site does not have an official name and is referred to as the 'Infill' or the 'Railhead' until a halt is provided here. PETER NICHOLSON



Stratford 47 Group's Class 47 No. 47580 *County of Essex* leaves Wymondham Abbey halt having returned to the Mid-Norfolk Railway after a long spell on the main line. It ran light engine on July 15 as 0Z43 from the Mid-Hants, where it appeared at that line's June 25-27 diesel gala. IAN MCDONALD

## Stratford 47 Group locos reunited

CLASS 47 No. 47580 *County of Essex* returned to the Mid-Norfolk Railway on July 15, having been on long-term hire to West Coast for use on the main line. It has rejoined the S47G's other locos based on the MNR – Nos. 47367 and recently repainted

No. D1933 (47596) *Aldeburgh Festival* (RM June p96).

No. 47580 is now on the roster for regular timetabled diesel-hauled services and is available for special event days. George Saville, the MNR's general manager, said: "We are delighted

to once again provide a home for this engine. It is extremely important for us as this '47' has the equipment needed to run our Mk.3 coaches and means that we now have two main line engines that can power the 'Polar Express' services this Christmas".

## Didcot gives heritage diesels an airing

DIDCOT Railway Centre is staging a steam and heritage diesel weekend on September 25/26, with four resident diesels and one steam loco in operation.

Class 08 No. 604 *Phantom* (No. D3771/08604) in BR blue and No. DL26 (Hunslet 5238 of 1962, an 0-6-0DM similar to a BR Class 05) will be used on a demonstration

goods train. No. DL26 is a regular performer as yard pilot when the centre is closed, but is rarely seen in action on open days.

Heading passenger trains will be BR Swindon-built Class 14 No. D9516, and completing the diesel line-up is GWR railcar No. 22, providing a rare opportunity to travel in this 81-year-old vehicle.

## Lavender Line stock for sale

FOLLOWING a reappraisal of the rolling stock it intends to keep and restore, the Lavender Line in East Sussex has a number of items for disposal.

They are for sale on an as-seen and where-lying basis. A condition of sale is stock must be removed from Ifield within two months of purchase. All items are open to reasonable offers.

For details visit [www.thedingleypages.x10host.com](http://www.thedingleypages.x10host.com)

Items for sale are DMU Class 108 DTCL No. 54279 (previously used as hauled stock); 4-BIG buffet car No. 69333; and three-car Class 309 EMU No. 309624 (MBSOL No. 61928, BDTCCL No. 75965 and DTSOL No. 75972), which was rescued from the Electric Railway Museum, Coventry when it closed in 2017.

The only loco for sale is No. 422 *Valiant* (Ruston & Hornsby 459517 1961), an LSSH-type 0-6-0DH.

**SOUTH DEVON 'CROMPTON' STARS AT SPA VALLEY GALA:** Class 33s double-head the 2J29/19.15 Tunbridge Wells West to Eridge at Pokehill on August 7. Visiting from the South Devon Railway, No. 33002 *Sea King* leads resident No. 33063 *R.J. Mitchell*. JAMIE SQUIBBS





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in the wild beauty of the Yorkshire Dales. A highlight of the journey comes as you pass over the majestic Ribbleshead Viaduct, a Yorkshire icon. After free time in the charming market town of Skipton, return to Carlisle by rail.

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## Ex-GWR Pannier No. 9466 to act as Lickey Banker

HAWKSWORTH 0-6-0PT. No. 9466 will act as banker on two ascents of the 1-in-37 Lickey incline on November 20.

Vintage Trains is planning a morning and an afternoon train, each being banked up the incline by the pannier tank. Leading the train will be 'Castle' No. 7029 *Clun Castle*.

Each train starts at Tyseley and calls at Birmingham Snow Hill before a run to Worcester via Kidderminster. Here the train will be turned on the triangle and then return to Birmingham New Street, taking the line to Bromsgrove at Droitwich.

At Bromsgrove, No. 9466 will attach to the rear of the train to assist the train up the two-mile gradient to Blackwell. After dropping passengers who joined at Snow Hill at New Street, the train takes the St Andrews Junction route back to Tyseley.

Ticket prices start at £79 at tables for two or four, £99 in Club Class with teas, coffee and Danish pastries, and £159 in Pullman Class with full English breakfast. There is an option at £599 of a private First Class compartment for six with breakfast, tea and coffee included.

Book online at [vintagetrains.co.uk](http://vintagetrains.co.uk) or call 0121 708 4960.

## Pathfinder announces 'Northern Star' Christmas trip

A PATHFINDER excursion to York and Harrogate will run with the name of the 'Northern Star' on November 20.

Aimed at visiting the Christmas markets, the 'Northern Star' begins at Salisbury, calling at Warminster, Westbury, Trowbridge, Chippenham, Swindon, Oxford, Banbury and Leamington Spa on its way to York (break around 4hrs) and Harrogate (just under three hours).

Traction will be a DB Cargo Class 67 and Mk.1 stock, with fares from £89 adult Standard (£45 junior) to £269 adult Premier Dining (£225 junior).

# Vintage Trains' season off to a troubled start

## Locomotive failures – including on flagship – and paperwork issues hit first tours

THE summer season for Midlands-based railtour operator Vintage Trains got off to an inauspicious start after the failure of its flagship steam loco GWR 4-6-0 No. 7029 *Clun Castle*, a 'control' issue, and then the failure and subsequent cancellation of a trip to Llandudno just two miles from its Tyseley base.

The discovery of a superheater header leak on *Clun Castle* just before a test run from Tyseley to Stratford-upon-Avon led to the loco being declared a failure, and a press launch special on July 29 was operated instead by Class 20 No. 20189 and Class 47 No. 47773. These locos also worked a circular trip to Leicester on the same evening.

### Control issue

The 'Castle' would remain sidelined for several weeks in August while repairs were completed. So for the first of the season's 'Shakespeare Express' trips on August 1, No. 20189 partnered No. 20227, and again on August 8.

The same 20s were used on August 4 to haul the 'Jolly Fisherman' tour from Tyseley

to Skegness. However, the trip was unexpectedly halted at Nuneaton as a result of the emergence of a 'paperwork irregularity'.

Network Rail said the train could proceed no further, as there was no consist – which lists the locos and vehicles in the train – on the computer system

It was also discovered no one was providing a 'control' function. Every charter train provider partners with a licensed operator to provide the 'control' function and liaise with Network Rail's national control as and when necessary. Exceptions to this are West Coast Railway Company and Locomotive Services Ltd, which provide their own control function.

Up to the previous weekend, the control had been handled on VT's behalf by DB Cargo, but this agreement lapsed on August 2. At the time of the incident, even Network Rail's Customer Relations Executive for charters still believed control was with DB Cargo.

Consequently the train spent more than two hours

in platform 7 at Nuneaton as attempts were made to find a resolution.

In the end, Rail Operations Group (ROG), a previous provider of the service to Vintage Trains, agreed to the request and the Class 20s were allowed to resume their journey at 10.20, some 131 mins late.

### Blocked platform

With Nuneaton's platform 7 blocked by the charter, a number of eastbound CrossCountry trains towards Leicester were forced to use platform six, but no delays were incurred. Vintage Trains has confirmed ROG will also provide control for the remainder of its 2021 programme.

There was a further minor incident when an axle on No. 20227 triggered a 'wheelchex' detector north of Leicester – a device that measures the impact on the track – and the loco was subject to examination at Skegness.

The 'Jolly Fisherman' arrived at its seaside destination at 13.51, having reduced the lost time

deficit to 72 mins. The return trip was incident-free.

Another seaside day trip on August 11, this time taking Nos. 20142 and 20189 to Llandudno on the 'Saint Tudno' Express, came to grief soon after leaving Tyseley. No. 20142 was making unexpected emergency brake applications and, after a number of these, the train came finally to a stand in the Bordesley loop having covered just 2½ miles.

Unable to troubleshoot the problem – which later turned out to be an electrical short circuit – the train was declared a failure and No. 20227 was brought from Tyseley to drag the train back. With no other loco available, the trip was cancelled and passengers sent home. Refunds were being arranged.

While a succession of bad luck like this is very unusual, *The RM* has been made aware of criticism over a lack of communications to passengers waiting at Walsall and Wolverhampton during the time the train was being delayed at Bordesley, and also that VT's social media pages failed to carry any updates.



Class 20s Nos. 20227 and 20189 enter Ancaster station, between Grantham and Sleaford, on August 4 with the delayed 'Jolly Fisherman' tour from Tyseley to Skegness. The GNR signalbox on the left dates from 1873. ROBIN STEWART-SMITH

# Railtours Track Record

## Two Kentish freight lines for 'Doctor Syn' excursion

KENT has very few freight-only lines, but the two key ones will be visited on October 30 by UK Railtours' 'The Doctor Syn'.

The tour starts in East Midlands railway town Derby, then calls at East Midlands Parkway, Leicester, Kettering, Bedford and St Albans City before traversing the London suburbs by way of Dudding Hill, Acton, Kew and Lewisham.

The first freight line to be visited will be the 11-mile Isle of Grain branch, which closed to passengers in 1961 but is still quite active for freight. Retracing steps, the tour then runs via Lee, Swanley, Maidstone East and to Ashford where a short break will be taken. Then it is south towards Appledore, where the second freight line to Lydd Town and Dungeness is taken.

The train formation will be Mk.2 blue and grey stock 'top-and-tailed' by DB Cargo Class 66s. As we closed for press, this tour was proving popular with only First Class non-dining seats at £139 available. More at [ukrailtours.com](http://ukrailtours.com) or by calling 01438 715050.

## 'Staycation Express' drops Sunday services

LOWER than expected passenger numbers on Sundays have led Rail Charter Services to drop the Sunday service of its 'Staycation Express' over the Settle & Carlisle line.

RCS has also faced problems with on-train catering and booking agency staff who have been affected by the coronavirus 'pingdemic' – a problem which has also affected catering suppliers.

Although passenger numbers on weekdays have stood up well and continue to do so, plans for a joint promotion with Northern were rejected by the Department for Transport.

It has also emerged RCS wanted to start the 09.40 from Appleby back at Carlisle and terminate the 17.17 from Skipton in the Border city, but have been thwarted in this by a lack of platform capacity.



**THREE-IN-ONE 'JUBILEE':** No. 45699 *Galatea*, which carries the external identity of No. 45562 (*Alberta*) but the nameplates of *Sierra Leone*, crosses Whalley Arches with 'The Pendle Dalesman' tour from Carlisle to Lancaster on August 10. STEVE SIENKIEWICZ

## InterCity tours with '20s' and '40s' sell out

TWO railtours organised by InterCity, part of the Locomotive Services Limited group, have sold out within a short time of going on sale.

With all-First Class seating, the first to sell in a matter of hours was the 'Devonian Double' tour taking a pair of green Class 40s – privately owned No. D213 (40013) *Andania* and the Class 40 Preservation Society's D345 (40145) – from Preston to Plymouth on October 30.

It is a very rare trip west for the English Electric locos,

which will tackle the inclines of Whiteball, Rattery, Hemerdon and the Lickey.

The second tour to be snapped up quickly is taking two Class 20s – Nos. 20096/20107 – from Derby to Llandudno and 'the slate capital of the world' Bleanau Ffestiniog. An LSL heritage Class 37 will provide support.

InterCity also advise its 'Deltic Delight' tour from Wolverhampton to Newcastle via the West Coast Main Line and Tyne Valley line on December 1 has also sold out.



**TORNADO SWEEPS THROUGH:** 'A1' No. 60163 *Tornado* works the A1 Steam Locomotive Trust's 'The Aberdonian', 1Z90/09.39 Edinburgh Waverley to Aberdeen, past Donibristle, between Dalgety Bay and Aberdour in Fife, on July 22. IAN LOTHIAN



**'BACKBONE' HEADS NORTH:** DB Cargo's No. 90039 – black-liveried with 'I am the backbone of the economy' branding – hauls the 'Aln Valley Venturer' past the site of the Darlington's diesel depot on August 7, en route to Alnmouth as the 1H43/07.15 from King's Cross. No. 67005 was at the rear. RICHARD BARBER

## SEPTEMBER: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
1-30	Jacobite	Fort William-Mallaig (twice)	44871/45212/62005	WCRC
1	William Shakespeare	Crewe-Stratford-upon-Avon	LSL Pool	ST
2	Aberdonian	Edinburgh-Aberdeen (&ret)	60163	A1ST
2	Dalesman	Hellifield-Carlisle (& ret)	WCRC Pool	WCRC
3	Dorset Coast Express	Victoria-Weymouth-Victoria	Black 5 (+31806 ex Weymouth)	RTC
4	Cumbrian Mountain Express	Carnforth-Carlisle-Carnforth	WCRC Pool	RTC
4	Magna Carta	Crewe-Salisbury	LSL Pool	ST
5	Waverley	York-Carlisle (& ret)	WCRC Pool	RTC
5	Shakespeare Express	B'ham Snow Hill-Stratford (x2)	7029	VT
8	Severn Valley Enterprise	Paddington-Bridgnorth (& ret)	LSL Pool	ST
9	Swanage Belle	Victoria-Swanage, S'hampton-Victoria	Black 5 (WCRC)	RTC
9	Scarborough Spa Express	York-Scarborough-York	WCRC Pool	WCRC
11	S&C Steam Special	Carnforth-Carlisle-Settle-Preston	6201	NB
11	Steam Dreams: Yarmouth	King's Cross-Yarmouth, Norwich-KX	61306	SD
11	Coast to Coast Express	Victoria-Swanage, S'hampton-Victoria	Black 5 (WCRC)	RTC
11	Aberdonian	Edinburgh-Aberdeen (&ret)	60163	A1ST
12	Royal Duchy	Taunton-Plymouth (& ret)	45690	RTC
13	Devon Belle	Paddington-Kingswear (one way)	34046	ST
14	The Welshman	Kingswear-Cardiff (& ret)	LSL Pool	ST
15	Devon Belle	Kingswear-Paddington	34046	ST
15	Man of Kent	Willesden Jct-Margate (& ret)	35028	PATH
16	Jorvik Express	Liverpool-York (& ret)	60163	A1ST
16	Scarborough Spa Express	York-Scarborough-York	WCRC Pool	WCRC
18	Cumbrian Coast Express	Carlisle-Whitehaven-Carnforth	WCRC Pool	RTC
18	Caledonian	Carnforth-Edinburgh	60163	A1ST
19	Steam Dreams: Chichester	Paddington-Chichester (&ret)	61306	SD
21	Pendle Dalesman	Lancaster-Carlisle	WCRC Pool	WCRC
21	Steam Dreams: Salisbury	Victoria-Salisbury (& ret)	60103	SD
23	Dalesman	Hellifield-Carlisle (& ret)	WCRC Pool	WCRC
23	Steam Dreams: Highgrove	Paddington-Cardiff (& ret)	45596	SD
25	Lune River Trust Spl	Carnforth-Bentham-Chester	WCRC Pool	WCRC
25	S&C Steam Special	Carnforth-Carlisle-Settle-Hellifield	6201 (subject to availability)	NB
25	SLS Special to Swindon	Tyseley-Swindon-Oxford-Tyseley	7029/46233	VT
26	Steam Dreams: Oxford	Paddington-Oxford (& ret)	60103	SD
29	Buxton Spa Express	Crewe-Buxton-Crewe	LSL Pool	ST
30	Ribblehead Rambler	Hull-Leeds-Carlisle (& ret)	60163	RTC
<b>Oct</b>				
2	50th Anniversary Special	Tyseley-Shrewsbury-Hereford (&ret)	7029	VT
2	S&C Steam Special	Carnforth-Carlisle-Settle-Hellifield	6201 (subject to availability)	NB

LSL Pool locos: 34046/46100/70000 WCRC Pool locos: 46115/45596/35018/45699/45690

## SEPTEMBER: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
Sep 1-2	Staycation Express	Skipton-Appleby-Carlisle	LSL HST	RCS
3	Northern Belle	Swansea-Paignton	WCRC CI 57 (x2)	NB
4	Northern Belle	Hereford-Tenby	WCRC CI 57 (x2)	NB
4	Staycation Express	Skipton-Appleby-Carlisle	LSL HST	RCS
4	Settle & Carlisle Circular	Stoke-on-Trent - Appleby	LSL CI 47 (x2)	SR
5	Northern Belle	B'ham Int-Paignton	WCRC CI 57 (x2)	NB
6-9	Staycation Express	Skipton-Appleby-Carlisle	LSL HST	RCS
8	Cambrian Coast Express	Eastleigh-Pwllheli	2 x NR CI 37s	PF
10	Northern Belle	Llandudno-Scarborough	WCRC CI 57 (x2)	NB
10	Barrow Hill Beer Fest	Derby-Barrow Hill	2 x ROG CI 37s	RET
11	Barrow Hill Beer Fest	Derby-Barrow Hill	2 x ROG CI 37s	RET
11	Only Freight track and horses	Paddington-Bristol-Westerleigh	DB 66 and FL	UKR
11	Settle & Carlisle Circular	Stoke-on-Trent - Appleby	LSL CI 47 (x2)	SR
11	Galloway Fifties	Tame Bridge Parkway-Stranraer	50007 & 50049	PATH
17	Northern Belle	B'ham Int-Paignton	WCRC CI 57 (x2)	NB
18	Mazey Day Cornishman	B'ham NS-Penzance	GBRf 66 and 2 x 50s	PATH
18	Northern Belle	Telford-York	WCRC CI 57 (x2)	NB
18	S&C Coastal Statesman	Milton Keynes-Carlisle	LSL 47 (x2)	SR
22	Edinburgh Explorer Statesman	Wolverhampton-Edinburgh	LSL 47 (x2)	SR
22	Northern Belle	Manchester Victoria-Olympia	WCRC CI 57 (x2)	NB
25	Shrewsbury in Autumn	King's Cross-Telford	DBC 66 or 67	UKR
25	Champion Torbay Express	Eastleigh-Glous-Kingswear	GBRf 66 and D1015	PATH
25	Lord of the Isles Statesman	Ely-Inverness	LSL 47 (x2)	SR
26	Lord of the Isles Statesman	Inverness-Kyle of Lochalsh	LSL 47 (x2)	SR
26	Northern Belle	B'ham Int-Holyhead	WCRC CI 57 (x2)	NB
27	Lord of the Isles Statesman	Inverness-Ely	LSL 47 (x2)	SR

## BOOKING CONTACTS

**A1SLT** – A1 Steam Locomotive Trust  
01325 488215, [www.a1steam.com](http://www.a1steam.com)

**BART** – Bishop Auckland Rail Travel  
01388 661394

**BEL** – Belmond  
0845 077 2222

**BLS** – Branch Line Society  
[www.branchline.org.uk](http://www.branchline.org.uk)

**CFPS** – The Class 40 Preservation Society  
[www.cfps.co.uk](http://www.cfps.co.uk)

**CHSC** – Carnforth Station Heritage Centre  
[www.carnforthstation.co.uk](http://www.carnforthstation.co.uk)  
01524 735165

**CR** – Charity Railtours  
[www.charity-railtours.co.uk](http://www.charity-railtours.co.uk)

**ELR** – East Lancashire Railway  
[www.eastlancsrailway.co.uk](http://www.eastlancsrailway.co.uk)

**GA** – Greater Anglia  
[public.greenrailtravel.co.uk](http://public.greenrailtravel.co.uk)

**LTM** – London Transport Museum  
[www.ltmuseum.co.uk](http://www.ltmuseum.co.uk)

**NB** – Northern Belle  
0844 8404525

**MP** – Midland Pullman  
0800 038 5360

**NENTA** – Nenta Tours  
01692 406152

**PT** – Pathfinder Tours  
01453 835414

**RCS** – Rail Charter Services  
01768 353200

**RPSI** – Railway Preservation Society of Ireland  
00 353 1 480 0553  
(Dublin tours) or 028 9337 3968

**RET** – Retro Railtours  
0161 3309055

**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  
[saphostrains.com](http://saphostrains.com)

**TEX** – Torbay Express  
01453 834477

**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.



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# Railtours Portfolio Track Record



Having worked July 31's 'Thanet Thunderer' from East Midlands Parkway to Margate double-headed, Class 50s Nos. 50007 *Thunderer* and 50049 *Defiance* then worked in 'top and tail' formation for part of the tour, and are seen at Dover Priory prior to reversal for Canterbury East. The tour was booked for No. 50008, but this loco was failed and has been moved to the Severn Valley Railway diesel workshop for repairs. MARTIN ELSEY

Hastings Diesels' 'Thumper' set No. 1001, in six-car formation, eases into Hastings station on August 7 with the 'Sussex Coast Express' railtour which started at Eastbourne. At this point the train is empty, with passengers waiting to board for a run via Robertsbridge to Tonbridge. CHRIS WAKEMAN





Ex-LMS 4-6-0 No. 45596 *Bahamas* made what is thought to be its first ever visit to Devon on August 1, at the head of the Railway Touring Company's 'Royal Duchy' charter from Slough to Par and return. The 'Jubilee' worked between Taunton and Plymouth, and is seen catching the last rays of sun having just passed Tiverton Parkway on the return. RUSSELL AYRE

LSL power car No. 43058 (with No. 43059 at the rear) has just crossed Dandry Mire Viaduct on the approach to Garsdale with the 09.40 Appleby-Skipton 'Staycation Express' on July 20. CHRIS GEE



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## SIDELINES

### Merseyrail phone recycling link

MERSEYRAIL has teamed up with tech company ecoATM to provide an opportunity for passengers to recycle their used smartphones in return for a fast payment.

Kiosks have been installed at Southport, Ormskirk, Liverpool Central, Liverpool Lime Street Lower Level and Moorfields stations, and more are to come.

The phone is placed in the kiosk machine, which then scans and analyses the phone's condition before making an offer. If accepted, the customer enters bank details and a fast payment is made.

### Tram train stop consultation

A CONSULTATION into a proposal for a Tram Train stop and Park & Ride facility at Templeborough, Rotherham was due to conclude on September 3.

The proposed scheme will link Magna Science & Adventure Centre to the tram train network, and improve connectivity along the corridor between Sheffield city centre and Rotherham Parkgate.

### Barry to benefit from £3.3m investment

BARRY station, in the Vale of Glamorgan, is to get a £3.3m investment to install a new footbridge and lifts to provide step-free access to platforms 2 and three. Funded by the DfT's 'Access for All' scheme, work has begun and will be completed in Summer 2022.

### Avanti navigation app trials in Birmingham

AVANTI West Coast is trialling a mobile phone app at Birmingham New Street station that allows smartphone users to self-navigate, aided by maps and voice prompts. The Waymap app can be downloaded and used to get to attractions and points of interest.

### Manton bridge rebuilding completed

REPLACEMENT of a 150-year-old bridge over the A6003 road in Rutland has been completed by Network Rail. Work began on the £2.8m project in April but with the 425 ton bridge in place, work on abutments and associated stonework was completed.

# Network Rail acquires Okehampton line

## Regular two-hourly Exeter service set to restart by end of year

A MAJOR step forward into reopening the Dartmoor Line came on July 1 when Network Rail completed the purchase of 16 miles of line from Coleford Junction to Meldon and with it Okehampton station.

Aggregate Industries has owned the line for more than 25 years, having acquired it from British Rail in 1994, and up until 2008 operated aggregate services to and from Meldon Quarry. Since then, Aggregate Industries continued to support train operations through a long-term lease to

the Dartmoor Rail Company as well as supporting the Dartmoor Railway Association (DRA) in championing the reopening of the Dartmoor Line.

### Partnership

Following the administration of the Dartmoor Rail Company, Aggregate Industries has worked with Network Rail and Great Western Railway (GWR), accommodating detailed surveys to be undertaken to understand what infrastructure and railway control system improvements are needed to

bring the Dartmoor Line up to the required standards.

Devon County Council has transferred ownership of the northern part of Okehampton station to Network Rail for a peppercorn fee of £1, enabling the station and platform that will serve passengers upon the resumption of regular passenger services, to become part of the rail network.

The local authority will retain ownership of the southern side of the station and will maintain the footbridge to allow connectivity between the two

sides of the station.

Upgrade work is already underway, and the target is to restart regular two-hourly services to Exeter by the end of this year. There are plans to extend some peak Monday-Friday trains to Exeter Central and during 2022 increase the frequency to hourly once additional infrastructure improvements have been completed.

Okehampton station will be unstaffed, but have card-only ticket machines, CCTV and passenger information screens.



## Local vote on Strathbungo footbridge design

RESIDENTS in the Strathbungo area of Glasgow have voted on the design for a new footbridge to replace an existing bridge which will need to be replaced as part of the East Kilbride electrification project.

Three artists' impressions of different options were shared with approximately 5000 residents and business owners to gain an overall design preference. In the vote, 85% of respondents opted

for a bespoke curved design (pictured) that was inspired by the current bridge, with a high metal rail on top and a toughened glass parapet to achieve a solid but open look.

Network Rail's asset team is engaging with the heritage railway community to assess interest in rehoming the existing structure.

Subject to planning approvals, work is planned to take place next summer.

## Troon station reopens

AFTER the devastating fire which destroyed the buildings on platform one at Troon station on July 17 (see *RM* August p9), the platform reopened to trains on July 30. The severity and heat from the fire, believed to have started in the ticket office, meant engineers had to inspect the OLE as well as making good any damage

to the overhead supply. Supports have been installed to strengthen the beams. The Grade B buildings were designed by James Miller who also designed the chalet-style buildings on the West Highland line, and the Railway Heritage Trust has pledged £500,000 towards the rebuilding costs. Two businesses were also lost in the fire. NETWORK RAIL



## Old Levenmouth track on offer to heritage lines

WITH work underway to remove the old, rusted track and ballast from the Levenmouth line from Thornton Junction, Network Rail says it is itemising the equipment with the intention of offering track and other items not required, to a number of heritage railways.

NR says some assets will be recycled and reused, but some will be repurposed for use on constructing the new line.

By removing the old track and ballast, it will help prepare the trackbed for

construction and installation of double track from early 2022, along with provision for future electrification which has been promised.

The project will provide five miles of double track line, and two new stations at Leven and Cameron Bridge.

Station designs along with planning applications will be made in autumn 2021.

There is also potential for freight to the Diageo distillery at Cameron Bridge, and also a connection to the Fife Heritage Railway at Leven.

## Use of human lookouts ends in Wales & Borders

NETWORK Rail has ceased the use of human lookouts to warn staff of the approach of trains at engineering worksites.

The use of horns and flags by lookouts ended on June 18 across the Wales and Borders network, and now work is undertaken when train movements have stopped.

Additional warning technology is also being developed to safely facilitate work that may need to take place while trains are running. Until this is fully rolled out, Network Rail's Wales & Borders route has committed to not having engineers

working on open lines.

Bill Kelly, Network Rail Wales & Borders route director called it 'a landmark moment for the rail industry'.

In July 2019 two trackworkers were killed near Margam by an IET train, and in the RAIB report, Network Rail was criticised as it had not adequately addressed the protection of track workers from moving trains, nor in this instance provided lookouts.

The cessation of lookouts is part of the overall improvement in track safety processes and is being rolled out by other parts of Network Rail.

## Eridge restoration harks at former glory

ERIDGE station in East Sussex marked a special 153rd birthday on August 3, when restoration work to showcase the station's heritage was completed and unveiled.

With financial support from the Railway Heritage Trust (RHT), Southern, part of Govia Thameslink Railway (GTR), has painstakingly restored the station to match the ambience of the Spa Valley Railway, the heritage line which shares the station and operates services to Tunbridge Wells West. Southern's services run between London Bridge and Uckfield.

The £30,000 RHT grant recognises the history and architectural interest of the station buildings, opened on August 3, 1868 and the once derelict waiting room is a star feature of the restoration, with its wing-backed armchairs, wood panelling, library shelves



The beautifully restored station at Eridge showing off its Southern Railway character. PAUL CHILDS/GOVIA THAMESLINK RAILWAY

and framed original architect's drawings. The trust also provided funding towards six new station name signs for Southern's platform, consistent in style with Spa Valley's logo.

Also featuring in the restoration is a large pictorial

map of the East Sussex rail network as it was in 1900, painted by local artist David Peacock and funded by Rotherfield Parish Council.

Network Rail has invested £2.3 million in footbridge and platform improvements and is

currently undertaking a £1.8m lift project, due for completion by the end of the year, to provide step-free access to Southern's platform.

The project has involved the local people, and the Southeast Communities Rail Partnership.



## West Drayton becomes another step-free station

TRANSPORT for London's West Drayton station has been transformed ahead of the Elizabeth Line opening next year, with a revamped ticket hall featuring a striking new glass and steel extension, opening on July 20.

Additional lifts and a new footbridge have been installed, and at present four of the

five platforms are step-free, with the final platform becoming step-free by the end of the year.

Many improvements have taken place around the station, including extended platforms for Crossrail trains, a new gate line, improved lighting and signage and an expansion of the ticket hall.

## Bessie's painted ballast raises £5800 to aid Samaritans

RAIL worker Bessie Matthews has managed to raise £5834 as part of the annual July Samaritans fundraiser, 'Samarathon' in which the aim is to walk, jog or run 26.2 miles of a marathon during the month.

Bessie, formerly a depot driver for a TOC in Hampshire is planning on transferring to Freightliner as a heavy haul shunt driver.

Having walked 322 miles last year, Bessie wanted to do something a little different and hit upon the idea of writing the name on a small pebble of every person who donated.

She would carry them around in a rucksack every day in July. When work colleagues gave her some small ballast pieces however, Bessie came up with the idea of painting railway scenes on them and selling them.

The self-taught artist painted 31 scenes of different types of traction and auctioned them via eBay, promoting them via her Twitter account where she has more than 5000 followers.

The 31 pieces of ballast artwork raised £3362, while the names on pebbles who made individual donations raised a further £2471.



Work on the sea wall panels taking place between Dawlish station northwards towards Rockstone Bridge. NETWORK RAIL

## Milestone for sea wall protection

WORK to protect the Dawlish sea wall from further damage and erosion has reached a significant milestone with the completion of the installation of 143 concrete wall panels.

Over the past three months, Network Rail's contractor BAM Nuttall has installed the panels which range in size from 6.09 to 6.69 metres in size, each weighing between 11.55 to 12.95 tonnes. Behind the newly installed panels, concrete is continuing to be poured, helping backfill the gap between the new panels and existing sea wall, adding further strength.

Engineers have also installed the remaining piles at Coastguard breakwater whilst improving the drainage of the track by drilling large holes – known as coring – into the stonework underneath the railway.

Attention is being turned to fitting the curved 'wave returns' on top of the panels, which is expected to be completed by September. Work will also begin to build the new stairs down to the beach at Coastguard breakwater.

While the work continues, part of the beach and sea wall path will remain closed.



## SIDELINES

### Track upgrades at Dinting station

DURING August, Network Rail carried out track and drainage improvements at Dinting where the line to Glossop and Hadfield splits. The work, part of the Great North Rail Project, was valued at £870,000.

### Special tunnel built for beavers

NETWORK Rail engineers have constructed what is believed to be the first 'beaver pass' in the country under the Highland Main Line near Gleneagles. The new tunnel will help the protected species pass under the railway but also help prevent flooding issues caused by the animals building dams across the railway's drainage culverts.

### Millom leak free

NETWORK Rail has invested £30,000 to improve the roof at Millom station after leaks were discovered. The building is home to Millom Heritage and Arts Centre, which is welcoming visitors again. Within the building is a local social and industrial history museum, an educational rail facility, creative poetry and writing room, cafe, community ticket and travel information centre and a newly refurbished passenger waiting room.

### Final contract for Barmouth Bridge awarded

A CONTRACT for upgrade work for the final phase of the Barmouth Bridge project has been awarded to local contractors Alun Griffith Ltd, half of whose workforce live in the area. The last phase covers the replacement of corroded metal sections during 2022, following on from the timber replacement work which began in 2020.

### Ambitious plan to extend Island Line

AN extension to the Island Line from Sandown to Newport is being proposed under the Department for Transport's 'Restoring Your Railway' programme.

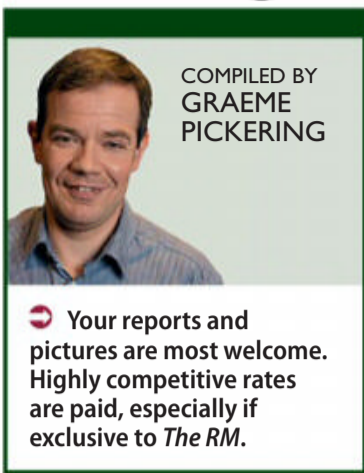
With costs estimated at £67m, the proposal has the backing of the Isle of Wight Council and local MP Bob Seely and would reinstate the former Isle of Wight Central line which closed on February 6, 1956.

Much of the trackbed remains intact, footpaths and cycleways would be retained on a shared layout, and a new junction south of Sandown station would be constructed.

A previous plan proposed using the heritage Isle of Wight Steam Railway route from Smallbrook Junction to Newport has been discounted on cost and feasibility grounds.

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## DB Cargo to make £2.6m investment in Toton

Up to three trains a week to carry British-built cars for export.

DB CARGO UK is to spend £2.6m on new facilities at its depot at Toton in Nottinghamshire for handling the export and import of Toyota cars.

A vehicle storage compound and loading and unloading facilities will be created on a disused section of the site next to the existing paint shop and stores. Subject to planning approval, new services will begin in January 2022, taking

hybrid Toyota Corollas, which are manufactured at the Burnaston plant in Derbyshire, to France and the Czech Republic. The return leg of the journey will be used to import Aygo, Yaris and Yaris+ vehicles to the UK.

### Lowering emissions

Up to three trains a week are planned from Toton, each with the capacity to transport 230 cars.

“Each train will carry the equivalent load of around 23 road transporters. Our rail solution will not only reduce congestion on the UK’s road network but will also generate significantly less CO2 emissions than if they were taken by road,” said DB Cargo UK chief executive Andrea Rossi.

Toyota Motor Europe’s supply chain vice president Leon van der Merwe added: “By utilising

this new rail freight multi modal opportunity, we are helping to ensure our low emission hybrid electric vehicles built at our British Burnaston plant can be transported to our customers in an increasingly sustainable way.”

It is anticipated that emissions will be further reduced with the use of locomotives operating on hydro-treated vegetable oil rather than conventional diesel fuel.

## Maritime leases Mossend

MARITIME Intermodal will lease DB Cargo’s Mossend EuroTerminal rail freight site from October 1.

The agreement, announced in early August, comes two years after the company took on leases for DB’s intermodal facilities in Wakefield and Trafford Park in Manchester.

Mossend in Lanarkshire provides intermodal transfer between rail and road and is close to the M8 road linking Glasgow and Edinburgh.

Maritime executive chairman John Williams said: “Demand for rail freight is increasing. We recognise the importance of investing in our terminals, plant, systems and more personnel to support our ambitions in rail. We hope to expand our terminals to aid that growth.”

## Calculator could benefit operators and customers

TECHNOLOGY developed by the University of Hull’s Logistics Institute could offer more accurate data for railfreight planning, allowing customers and operators to get a clearer picture of energy usage and emissions.

NR+ is being marketed as the first digital platform to fully capture freight capability

from an operating perspective. It is being used as the basis for the development of a Rail Freight Energy and Emissions Calculator (REEC) which will combine information on loading gauge, permitted weight, electrification constraints and route data with train performance modelling.

### Funding

Freightliner, the University of Derby and consultancy groups Aether and Carrickarory are partners in the project which has received ‘First of a Kind’ funding from the Department for Transport.

REEC aims to model the performance limitations of

different types of traction and train loads and offer comparisons with other transport in order to determine the emissions impact of modal shift. It could also be used to analyse electrification plans from a freight perspective and assist operators in more efficient operation of trains.



**‘DRAG’ FOR ORION SET:** Orion Logistics bi-mode EMU No. 768001 is hauled by Rail Operations Group Class 57 No. 57312 towards Nuneaton station on August 3. The unit had been at Hams Hall in connection with a demonstration for potential customers and was returning to the East Midlands Distribution Centre at Castle Donington. CHRIS MILNER



## Staff absences lead to reduced Metrolink service

Temporary changes should allow greater reliability during 'pingdemic'

A TEMPORARY timetable, with trams running at 12-minute intervals, was introduced across the Metrolink network in Greater Manchester from August 6, with the aim of allowing the system to better cope with the number of staff off work with coronavirus or having to self-isolate after coming into contact with people who had tested positive for the virus.

Transport for Greater Manchester said the so-called 'pingdemic' had presented "challenging circumstances"

for employees of the system's operator KeolisAmey Metrolink (KAM) and they were continuing to work extremely hard to keep people moving.

The reduced service is expected to remain in place until the beginning of September, but TfGM says it will use all available vehicles to provide as much capacity as possible in the meantime and continue to run trams in pairs on the busiest routes, as well as additional services where possible at the busiest times.

### Heat damage

A reduced timetable was also put in place on July 26 after damage was discovered on 43 trams during routine overnight inspections.

TfGM says the likely cause was the trams running over infrastructure which had been affected by the heat. A normal weekday timetable was reinstated the following day.

Over 20 trams were repaired and the remainder assessed and returned to service following inspection, although these are likely to receive some minor repairs

when they are next scheduled for maintenance. KAM has increased its monitoring and will carry out further inspections during the next period of hot weather.

From July 26, temporary changes were also made to some Sheffield Supertram services due to the number of drivers having to self-isolate. Although Tram Train and Purple routes remained at their usual frequencies, Blue and Yellow routes reverted to a 20-minute interval off-peak service and up to 15-minute intervals at peak times.

## Butterfly conservation

A ONE-acre conservation area which was created at the Tyne & Wear Metro's Howdon depot to help protect a rare species of butterfly has been shortlisted for a Chartered Institute of Ecology and Environmental Management Award. The former landfill site is home to the increasingly rare Dingy Skipper.

## Croydon tram crash families examine options for further legal action

A SOLICITOR representing families of five of the seven people who died in the Croydon tram crash has written on their behalf to the Attorney General, urging him to make a High Court application for a fresh inquest.

Ben Posford of Osbornes Law says that the coroner at July's hearing at Croydon Town Hall misinterpreted the law by deciding not to call certain witnesses including managers from the system's operator Tram Operations Ltd (TOL), Transport for London or any drivers.

Citing previous cases, South London senior coroner Sarah Ormonde-Walsh ruled that it

was not the job of the coroner to duplicate the Rail Accident Investigation Branch inquiry into the tragedy as she did not feel that this was flawed.

### Accident verdict

The tram derailed and overturned on a curve approaching Sandilands junction on November 9, 2016. The inquest jury concluded that the deaths of Dane Chinnery, Donald Collett, Robert Huxley, Philip Logan, Philip Seary, Dorota Rynkiewicz and Mark Smith were accidental.

The jury added that contributing factors were tram

driver Alfred Dorris becoming disorientated, probably due to a microsleep and TOL failing to adequately account for the risk of a high-speed derailment or ensure a culture where drivers felt able to raise health and safety concerns.

Inviting Attorney General Michael Ellis QC MP to meet some of the families, Mr Posford added that they felt no one had been held accountable: "The families feel deeply let down by the inquest process and can see no point in having such an inquiry and then calling none of those responsible to give evidence to the jury."



An artist's impression of how the revamped Castleton station could look. ROCHDALE BOROUGH COUNCIL

## Tram-train plans consultation

ROCHDALE Borough Council has asked local people for their views on plans which could see tram-trains linking Oldham, Manchester, Castleton and Heywood.

The services, which would be part of Metrolink, would use existing heavy rail lines and form part of wider proposals

to regenerate the areas around the borough's five railway stations.

An extension to the East Lancashire Railway and improvements to Castleton railway station, including a revamped entrance and additional parking facilities, are also planned.

## SUPPLIER SOUGHT FOR VIGILANCE DEVICE

TRANSPORT for Greater Manchester is seeking a supplier for a standalone driver vigilance device (DVD) which will be compatible with its existing fleet of 147 Bombardier

M5000 trams on the Metrolink system.

The supplier will also be expected to install, test and commission the device on all the operational trams. Installation of the

system is in response to UK-wide recommendations made by the Rail Accident Investigation Branch to improve the monitoring of alertness of drivers following the Croydon crash.

## Plans for Magna tram stop

ROTHERHAM'S Magna Science & Adventure Centre could be served by a new stop on the Tram-Train route which links the town with Sheffield.

The stop would be the first to be added to the route since Tram-Train services began in 2018. Part of a £166m Transforming Cities programme for the Sheffield City Region, the proposal by South Yorkshire Passenger Transport Executive and Network Rail ties in with council plans to improve walking and cycling links in the Rotherham town centre, Tinsley and Meadowhall areas.



### 'SO LUCKY' SIGHTING:

Not often captured on camera due to the fact it is, as seen here, generally used on the system outside public service hours, Docklands Light Railway battery locomotive No. 993 Kylie is pictured at Poplar station with an engineering train from Poplar depot to Bank in the early hours of July 17. In addition to the loader crane-fitted loco, the train consisted of two wagons. FRASER HAY



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## TfW 'FLIRT' testing begins

First set expected in the UK in November after European mainland trials.

TESTING of the first of the Stadler-built 'FLIRT' (fast light intercity and regional train) sets for Transport for Wales is underway in mainland Europe. A total of 35 'FLIRT' units are on order from the Swiss manufacturer, and they are due to begin entering service from the end of next year. Twenty-four are Class 756 tri-mode (seven three-car and 11 four-car sets capable of running on diesel, overhead or battery-electric power), which will operate on the Rhymney, Coryton and Vale of Glamorgan lines.



Completed (but unnumbered) Class 231 diesel 'FLIRT' sets for Transport for Wales at Stadler's factory in Switzerland. They will undergo testing before the first is brought to Wales for further trials in November. TFW

Eleven designated Class 231 are diesel-powered and will work services between Cardiff and Ebbw Vale, Maesteg and Cheltenham.

While most of the 'FLIRTs' will be tested in Switzerland, trials will also take place in Germany, Romania and the Czech Republic prior to their arrival in the UK.

The first train is expected to arrive in Wales in November where further testing will begin on the routes it will serve.

The three and four-car trains will give greater seating capacity

on the routes, and feature at-seat power sockets, air conditioning and real-time passenger information screens. They will

have level boarding. Stadler says each train will have space for up to six bikes.

■ As part of the deal, signed

in 2019, Stadler will also manufacture 36 three-car Class 398 Citylink tram-trains for South Wales Metro services.

### SIDELINES

#### New vinyls for '707s'

SOUTHEASTERN has begun to re-liver the Class 707 units that have been transferred from South Western Railway. Currently based at Grove Park, Nos. 707009 and 707010 have received vinyl wraps.

#### TfW awards conversion contract

TRANSPORT for Wales has awarded Derby-based DB ESG the contract for modifications required to make additional Mk.4 stock and driving van trailers compatible with Class 67 locomotives. The four five-car sets will operate services between Swansea and Manchester from December 2022.

#### Train name winners announced

CHILDREN from across the Transport for Wales operating area took part in a competition to suggest names for its new fleets of trains. Over 100 winners of the 'Magnificent Train Journey' were announced in July, with Llyn Barfog (the Bearded Lake, near Aberdovey), Deva Victrix (a Roman fortress and town on the site of present day Chester), and Ruabon Ruby Rooster among them. The concept of the competition was to encourage young people to take an interest in rail travel and adopt the trains as they are built.

#### 'Pendolino' livery work reaches halfway point

THE re-entry into traffic of Class 390 No. 390152 at the beginning of August marked the halfway point in the re-livery of the fleet into full Avanti West Coast colours. The 28 sets treated so far are: 390008/ 039/040/043/ 044/045/047/ 049, 90103/104/ 112/117/123/ 125/127/128, 390130/132/ 134/136/137, 390141/148, 390152/153/ 155/156 and 390119 in Pride livery.

### TFW AGREES PULLMAN RAIL PURCHASE

TRANSPORT for Wales has signed a deal to buy rail vehicle engineering firm Pullman Rail from Colas Rail UK.

The decision to purchase the company, which shares Cardiff Canton depot with

TfW, was made following a review by TfW of depots and stabling facilities across Wales.

It is seen as a way to ensure that the depot has the capacity and resilience to support the South Wales Metro scheme

and the introduction of new rolling stock for Wales and Borders services.

Pullman Rail Ltd will continue to operate as a standalone business and deliver its existing services under its current name.

## Welsh Class 387 first for GWR

GREAT Western Railway ran its first electric-only train from Swindon to Cardiff Central and return in the early hours of July 24 using a 12-car consist of Class 387 units, Nos. 387159, 387161 and 387163.

It is the first time 'Electrostar' sets have travelled to Wales since the completion of electrification through the Severn Tunnel in June last year.

GWR plans to use 12-car Class 387 formations, which will provide over 700 seats, in addition to its Intercity Express Trains when there is extra demand for travel to and from Cardiff during major events such as Six Nations Rugby matches at the city's Principality Stadium. Testing of Class 387s will continue in Wales, prior to their use in service.

Pictured in the early hours of July 24, Class 387, No. 387159 leads a 12-car consist at Cardiff Central. GWR



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### Fourteen surplus Class 60s for sale at DB Cargo's Toton depot

AS IT progresses plans for a £2.6m upgrade of Toton depot to handle traffic for Toyota, DB Cargo has put 14 redundant Class 60s currently occupying space needed for the redevelopment up for sale.

Through an advertisement on its website at the beginning of August, the company invited potential bidders to register their interest. The locomotives listed for sale are: Nos. 60008/009, 60013, 60022,

60038, 60057, 60061/64, 60070/75, 60080, 60090, 60098 (named *Charles Francis Brush*, after the founder of the Brush company to mark it being the 1000th locomotive to be built at its works in

Loughborough) and 60099 (painted in Tata Steel silver livery).

Stored for several years, most of the surplus locos have been extensively used as parts donors.

# 'HybridFLEX' officially launched at Marylebone

First Chiltern Railways battery-diesel train journey coincides with company's 25th anniversary celebrations.

BRITAIN'S first battery-diesel train was officially launched at Marylebone station on July 21 as part of 25th birthday celebrations for Chiltern Railways.

As reported in the July issue, 'HybridFLEX' Class 168 No. 168329 underwent testing on the Ecclesbourne Valley Railway in Derbyshire prior to operation on the rail network.

The unit, owned by leasing company Porterbrook, has been fitted with a Rolls-Royce MTU hybrid drive, which cuts emissions and noise when operating under battery power.

The original compressor and alternator have been replaced and hydrostatic equipment removed.

An MTU power pack with a small electric motor and fuel-efficient ZF six-speed

gearbox are also part of the new package, which creates a self-charging hybrid train.

Arriving and departing from stations on battery power offers the potential to significantly improve air quality at stations, with modelling of train duty cycles suggesting a 25% reduction in CO<sub>2</sub>, a 70% drop in nitrous oxide and a 90% fall in particulates.

'HybridFLEX' trains are also expected to reduce journey times with their enhanced acceleration and offer a 20% reduction in fuel consumption.

Rail industry and regional representatives joined long-serving Chiltern staff aboard the first journey from Marylebone to Bicester Village, which departed at 10.00.

It is hoped that No. 168329 will enter full passenger service from September.



'HybridFLEX' Class 168 No. 168329 pictured at Marylebone on the day of its official launch (July 21) as part of an event held by Chiltern Railways to mark the train operating company's 25th anniversary. CHILTERN RAILWAYS



'66' GOES GREEN: DB Cargo Class 66 No. 66004 was unveiled in light green livery, complete with 'I'm a Climate Hero' branding by Rail Minister Chris Heaton-Harris at Toton depot on July 29. The locomotive is now running on fuel made from hydro-treated vegetable oil (HVO), rather than ordinary diesel fuel. The company, which has been trialling HVO as a short term option for reducing emissions, says it can cut carbon by 90 percent compared to conventional diesel. Alongside the '66' is Class 90 electric No. 90039, bearing the message 'I am the backbone of the economy', which was so treated earlier this year to illustrate the importance of railfreight. DBC



WM 'CIVITY' ON TEST: New West Midlands Trains Class 196 No. 196102 slows to pause at Wilmcote station momentarily on July 26 with the 15.40 driver training working from Tyseley to Stratford-upon-Avon and back. CHRIS MILNER



SVR POWER CARS: Making for an unusual sight on the Severn Valley Railway, High Speed Train Class 43 powercars Nos. 43277, 43251, 43257, 43274 and 43272 are pictured at Arley on July 31. They have been stored for Colas Rail pending reactivation for use on infrastructure monitoring trains. STEPHEN WIDDOWSON

# Traction & Stock Track Record

## CrossCountry names Class 170 DMU

Ceremony marks increased three-car capacity and train servicing improvements.

LEICESTER Mayor Sir Peter Soulsby named CrossCountry Class 170 unit No. 170622 *Pride of Leicester* on August 3 at UK Rail Leasing's Beal Street depot.

The naming marked the recent start of a servicing contract with UKRL, along with the completion of the £2.5m refurbishment of six ex-West Midlands Trains centre cars, which have been inserted into previously two-car formations to strengthen capacity.

Since the start of the May 2021 timetable, all CrossCountry services operating east of Leicester have been diagrammed for three-car

sets as a minimum. Only one CrossCountry train between Leicester and Birmingham in the morning peak is diagrammed as a two-car service.

The timetable change saw UKRL take over servicing of the six Class 170 units which had previously only received basic cleaning and attention to minor repairs overnight at Leicester station.

As part of the contract, which has created 14 new jobs at the depot, UKRL is responsible for giving the trains a deep internal clean, servicing toilets and routine engineering maintenance.



The nameplate on Class 170 No. 170622, which was displayed on one of the unit's driving cars for the purposes of the ceremony, but has since been repositioned on the centre car. CROSSCOUNTRY



**IPSWICH GETS A 'GRONK':** Following a recent repaint into the orange and black livery of Freightliner's parent company G&W, Class 08 No. 08785 has been earmarked for use at the new Ipswich Freightliner facility and is thought to be the first to be used at Ipswich for 20 years. The shunter was transferred from Southampton to Felixstowe North by road on August 6 before making a very rare main line move the following day to Ipswich paired with Freightliner Class 66 No. 66518. It is pictured at Gun Lane, Trimley, then on the fuel point adjacent to Ipswich station on August 9. CALLUM HAYES, KEITH PARTLOW

### WAGON REPORT

by Steven Fredrick Lappage

YORK-BASED Jarvis Fastline was a major supplier of track and infrastructure services to Railtrack and Network Rail during the first decade and a half of the privatisation era. It was responsible for the introduction of the innovative 'Slinger' sleeper distribution trains and also operated the original Harsco Track Technologies P811S track renewal train.

In order to expand its business, the company decided to enter the coal transportation sector, leasing 94 HYA bogie hoppers from General Electric Rail Services. Built in Romania by IRS (International Railway Systems), they were delivered in 2008 as Nos. 37 70 6791 000-2 to 093-7.

The operation was short-lived, however. Network Rail placed track renewal contracts with other firms, causing parent company Jarvis severe financial strain. Fastline was dissolved during March 2010 and the coal

hoppers placed into long term store at Long Marston (Warwickshire). Now owned by Touax SA, they are scheduled to be converted into aggregate hoppers by WH Davis at Langwith Junction. Removal of the centre bay reduces volumetric capacity by a third from 90 cubic metres to 60 cubic metres, but maximum payload is increased from 74.6 tonnes to 77.6 tonnes. Modified wagons were intended to move to a new series Nos. 83 70 6957 000-5 to 093-0. However, many still retain their original identities.

Most of the Touax fleet was acquired through a takeover of General Electric Rail Services. The exceptions are batches of HOA/JNA hoppers and box wagons purchased new for lease to Mendip Rail. They are notable for their red livery and 'Billboard' style lettering. Now in service from Merehead/Whatley quarries are JNA's Nos. 81 70 5500 804-6 to 858-2 from Astra

Rail, Turnu Severin, Romania and HOA's Nos. 81 70 6774 036-2 to 075-0 from Wagony-Swidnica in Poland.

Delivered immediately prior to the Touax wagons were further JNA's, Nos. 81 70 5500 754-3 to 803-8, for VTG Rail UK. Finished in silver livery, they feature a revised body with additional vertical ribs. GBRf is using them to carry aggregates for the HS2 project.

A new use for earlier stock previously in store at Long Marston is the movement of high purity glassmaking silica sand from the Sibelco quarry at Middleton Towers to Ravenhead sidings at St. Helens.

Also for VTG Rail UK are more Ecofret 2 container flats. Newly completed by WH Davis at Langwith Junction works are FWA-C outers Nos. 83 70 4520 248-3 to 267-3 and FWA-D inners Nos. 83 70 4521 060-1 to 069-2. GB Railfreight is hiring the wagons to expand its range of intermodal services.

The programme to refurbish BBA steel flats for DB Cargo at Stoke has been expanded. It now includes BLA wagons fitted with box coil cradles. A number of stored examples have been returned to use. New American pattern cast steel bogies are fitted. Maximum payload/tare weight is 74 tonnes/26.6 tonnes (BBA) and 70 tonnes/32 tonnes (BLA). The difference arises

through the extra weight of the box coil cradles.

Victa Railfreight has imported a batch of IXA 'Mega3' multi-purpose container/piggyback flats from Germany, Nos. 37 80 4905 001-6 to 022-2, to design code IXE 935.

Deleted from stock: YLA 'Mullet' rail flat No. DC 967528 and YKA 'Osprey' sleeper carrier No. DB 996375.



Touax red-liveried JNA box open No. 8170 5500 827-7, leased for use by Mendip Rail, is pictured at Westbury on June 10.

# Stock Update Track Record



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## POOL CODES

WBAI DB Cargo Class 66 ECR returned to UK

## LOCOMOTIVES

### Allocations

31452 HQ/ERSL-BU/HTLX  
66010 AZ/WGEA-TO/WBAI  
66017 WQAA-WQAB  
66028 AZ/WGEA-TO/WBAI  
66032 AZ/WGEA-TO/WBAI  
66037 WQAA-WQAB  
66055 TO/WBLT-WQ/WQAA  
66057 WQAA-WQAB  
66060 WBRT-WBAR  
66073 AZ/WGEA-TO/WBAI  
66074 WBAE-WBRT  
66088 WBAE-WQAA  
66092 WBAE-WBRT  
66099 WBRT-WBBE  
66100 WQAA-WQAB  
66143 WBRT-WBAE  
66161 WBRT-WBAE  
66190 AZ/WGEA-TO/WBAI  
66205 AZ/WGEA-TO/WBAI  
66206 WBAR-WBRT  
66207 WQAA-WQAB  
66799 HQ/GBBR Newly registered  
67013 WAAC-WAWC  
90028 CE/WEDC-WQ/WQAA

### Liveries

DRS blue: 57303  
GBRF + Prostate Cancer logos: 66769  
Green + I am A Climate Hero logos: 66004  
H&H Rail Adventure: 43480  
WCR Maroon: 47848



Among the stored and withdrawn Freightliner fleet at Basford Hall on July 24 were Class 86 No. 86251 and Class 90 No. 90050 (front left to right), while Nos. 86610 and 86627 lead the line of Class 86 locos behind. STUART J HOOD

**Operational**  
66798

**Named**  
66769 *LMA League Manager's Association/Paul Taylor Our Inspiration*

**Names removed**  
43423 *Valenta 1972-2010*  
43468 *Nottinghamshire Fire and Rescue service/British Transport Police Nottingham*

**Modification**  
Headlights fitted: 43480

**For Sale**  
43206, 43312, 60008/09/13/22/38/57/61/64/70/75/80/90/98/99

**Preserved**  
Crewe Heritage Centre: 43081  
Darlington North Road Museum: 37198

**Stored/stopped locations**  
Arley (SVR): 43251/57/72/74/77  
Crewe ETD: 90028  
Leicester: 60060

Ruddington: 43044  
Toton: 66010/28/55/88, 66190

**Disposals**  
Beaver Metals, Water Orton: Cut June: 08873

## MULTIPLE UNITS

**Allocations**  
196012 newly delivered HQ/EJHQ  
196110 newly delivered HQ/EJHQ  
701019 newly delivered HQ/HYHQ

**Liveries**  
Key Workers: 450067  
SET blue: 707009/10  
SWR: 450017/30  
TfW: 150255, 153909/21/22/26, 175107/11

**Named**  
170622 *Pride of Leicester*  
802010 *Donovan & Jennifer Gardner/Kieron Griffin*

802018 *Preston de Mendonça/Jeremy Doyle*

**Now in passenger traffic**  
345045  
720557/63

**For sale**  
142014/56

**Preserved**  
Locomotive Services Ltd: 142003/07  
Northumbria Rail: 77382 (2401)

**In further use**  
Loram Rail: 144005  
Birmingham University: 144015/21

**Stored/stopped locations**  
Castle Donington: 319441  
Crewe LNWR: 730102  
Derby Litchurch Lane: 720520/69, 730101  
Doncaster Belmont: 365506/08/10/12/18/20/22/28/30/36/38/39  
Donnington RFT: 196012, 196110  
Eastleigh TMD: 701019  
Eastleigh Works: 769930  
Oxley: 730003  
Tyseley: 196009/11  
Wolverton: 321334, 442418/20, 769922/35/39/47  
Workshop: 701505/06, 720531

**Disposals**  
Raxstar, Eastleigh Works: Cut date: August 3: 77412 (2407)

**Sims Metals, Newport: Arrival dates:** July 26: 71831 (2414), 77419 (2414); July 27: 62950 (2414); July 28: 77395 (2414); July 29: 71855 (2414); July 30: 71830 (2413); August 2: 77394 (2413); August 3: 62940 (2411); August 4: 77418 (2413); August 5: 71854 (2413); August 6: 77403 (2422); August 9: 71839 (2422); August 10: 71863 (2422); August 11: 77427 (2422); August 12: 62949 (2413); August 13: 77398 (2417); August 16: 71834 (2417); August 20: 77413 (2408).

## HAILED COACHING STOCK

**Allocations**  
5971/95 KM/XHSC-DF/QRSV  
6001/08 KM/XHSC-DF/QRSV  
6117/22 KM/XHSC-DF/QRSV  
9481 QOLE-QRSV  
9516/23 QOLE-QRSV  
12073 HQ/SBXH-DE/MNXX  
12105 HQ/SBXH-DE/MNXX  
10432/47 0204/05/21 HQ/SCEC-LA/EFHQ  
40715/34 HQ/SCEC-LA/EFHQ  
82111/24/29/45 DF/QTRC-HQ/SBXH  
94177 off registration – scrapped  
94317 off registration – scrapped  
977868 QOLE-QRSV  
977974 QOLE-QRSV

**Liveries**  
GWR green: 48136/37/49/50, 49117  
Nanking Pullman blue: 41183

**Renumbered**  
42087-48149  
42570-48136  
42580-48150  
42582-48137  
44042-49117

**For sale**  
40720, 41118/70, 42242/43, 42363, 44098

**In further use**  
International Metal & Recycling, Long Marston: 41189

**Stored/stopped locations**  
Doncaster Wabtec: 10305/15/18, 11318/19, 11416/18, 12202/11/13/15, 12304/10/12/15/24, 12428/33/34/67, 82201/15/20/22

**Disposals**  
Assenta Rail, Hamilton: Cut dates: July/August: 12026/35/46/56, 12151/59

C.F.Booth, Rotherham: Cut dates: July 29: 42344; July 30: 42261; August 4: 44030



SWR Class 450 No. 450067 has been reliveried to thank all key workers. It is pictured at Winchfield on August 12. KEN BRUNT

■ STOCK CHANGES CORRECT AS OF AUGUST 20, 2021.

# Operations Track Record



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An early morning scene at Carmarthen on August 4 finds (from left) stabled DMU No. 150227, power car No. 43290 with the NMT, and a five-car Class 800 with GWR's 1L12/07.25 to Paddington. FINBARR O'NEILL



A SERIOUS incident at Euston station on the morning of July 8 had a significant impact on Avanti West Coast services. According to press reports, armed police arrested a man after a rail worker and another person were stabbed on an Avanti West Coast train at about 07.00. Trains were stopped from leaving the station while the search for the assailant was taking place.

That morning, a journey was made from Rugby to Birmingham New Street on the 9P47/07.43 London Euston to Blackpool North formed of Pendolino No. 390138, which made an unscheduled stop at Rugby. This service had reportedly originated at Watford Junction and terminated at Wolverhampton. Arrival at Birmingham New Street was 50 minutes late.

The following week on July 12, services on the West Coast Main Line were badly affected by flooding at Euston. A journey from Crewe to Rugby was made on the 1M18/17.30 Glasgow Central to London Euston, which was formed of No. 390016. The train left Crewe just under 25 minutes late and was meant to run nonstop to Rugby, but was held at both Stafford and Nuneaton, where the doors were released so passengers could stretch their legs. At Stafford

the train was held at platform 6, which is normally used for down rather than up trains. Arrival at Rugby was more than three hours late.

Speed restrictions were imposed on July 20 around Nuneaton/Tamworth area due to hot weather as the rails were getting too hot with the resultant possibility of expanding and going out of gauge.



MOVEMENTS of Class 769 units reported included No. 769940 being hauled from Loughborough to Wolverton by Class 37 No. 37800 on July 15. The next report was on July 26, when Class 37 No. 37884 moved No. 769939 from Nemesis Rail, Burton to Wolverton. The same Class 37 was in use again on July 28 to move No. 769928 from Nemesis Rail to Reading. Class 37 No. 37800 was in use again on July 30 moving No. 769935 from Brush Loughborough to Wolverton. A move on August 5 involved Class 57 No. 57310 moving No. 769947 from Nemesis Rail to Wolverton. This was followed on August 12 when No. 57310 took No. 769922 from Nemesis to Wolverton.

Great Western Railway is temporarily subleasing six Govia

Thameslink Railway Class 387/2 EMUs to provide extra capacity while the problems with cracking on Hitachi Class 80x trainsets are addressed. On July 20, Class 57 No. 57306 moved Nos. 387201+387202+387203 from Hornsey to West Ealing, where they were later noted from a passing train in the sidings at West Ealing.

On July 22, Nos. 387202 and 387204 were seen leaving the sidings at West Ealing and then passing through Hanwell station forming the 5Z81 from West Ealing EMU Sidings to Reading Traincare Depot. A little later on the same day, Nos. 387205 and 387206 were noted from a passing train in the sidings at West Ealing.

GWR continued to use the hired-in c2c Class 387s in July. On July 20, the 2K42/12.12 Reading to Newbury was cancelled because of a broken-down freight train, but No. 387301 was seen at platform 1 at Reading station and most probably would have worked this service. Later that day, a short hop was made from Reading to Reading West and back using the 17.10 Reading to Newbury and 17.05 Newbury to Reading, which were formed of Nos. 387301 and 387306 respectively. That evening No. 387302 was noted from a passing train in the sidings at Reading Traincare Depot.

A visit to Paddington during the evening of July 22 found the

Night Riviera train to Penzance in platform 1 headed by Class 57 No. 57605 *Totnes Castle*. No. 57603 *Tintagel Castle* was at the rear of the train, having worked in the empty stock from Reading Traincare Depot. The hire of No. 57310 *Pride of Cumbria* by GWR from ROG is reported to have ended on Wednesday, July 28.



A SHORT visit to Colchester on July 3 produced Class 321 Nos. 321333+321328 departing at 12.05 on a Liverpool Street to Ipswich service, while later Nos. 321409 and 322484 were working the 14.20 to Colchester Town. Nos. 321431 and 321433 were on the 14.15 departure for Clacton on Sea.

Numerous reports continue to come in regarding the Class 720 units. No. 720532 was top-and-tailed from Derby to Worksop on July 15 by Class 47 No. 47727 and Class 56 No. 56081. On July 22, Class 47 Nos. 47727+47749 moved No. 720579 from Derby to Worksop. Two days later, No. 47727 hauled No. 720578 from Derby to Worksop. The pairing of Class 56 No. 56081+Class 47 No. 47727 moved No. 720569 from Wembley to Derby on July 27, the following day taking No. 720531 from Derby to Worksop.

More of the Class 720 units have been accepted by Anglia

and entered traffic in recent weeks, with No. 720563 working on August 11, followed by No. 720557 the next day.

Class 37 No. 37800 was seen hauling Class 317 No. 317891 through Reading station on July 20, on its way to Sims Metals scrapyard at Newport Docks.

Two further Class 321 units Nos. 321419+321429 were moved from Clacton to Worksop by Class 37 No. 37884 on July 22.

Stadler 'Flirt' units visit Hornsey on a regular basis for tyre turning. On July 22, Nos. 755336+755424 travelled south from Crown Point, followed on July 28 by Nos. 755421+755332. On August 4, No. 745101 made the journey from Crown Point.



DISRUPTION occurred on the Highland Main Line on July 12 when a mudslide was discovered just south of the Killiecrankie Viaduct (between Pitlochry and Blair Atholl). The 1S25/21.01 (Sunday) from London Euston to Inverness was held at Edinburgh, departing behind Class 66 No. 66743 and Class 73 No. 73966 some 78 minutes late. ScotRail's 05.03 Perth to Inverness was replaced by buses, with the 05.36 Inverness to Perth being delayed by 17 minutes in the



Above: DMU No. 158789 leads off the Settle & Carlisle Line at London Road Sidings, Carlisle, on August 8 with the 09.18 from Nottingham, as No. 47854 and No. 60163 *Tornado* are stabled in the little-used sidings after working the 'Northern Belle' from Glasgow Central, and light engine No. 70813 is held at a signal in the background waiting for the DMU to move away. ROBERT CARRINGTON



It is rare to see a 'Pendolino' on a stretch of single track, but the WCML down slow line near Norton Bridge, Staffordshire, provides just such an opportunity – as on June 1 as No. 390020 passes Stone Road with the 9P77/13.43 Euston to Blackpool North. BRAD JOYCE

Pitlochry area. The line was later reopened with an emergency speed restriction of 5mph, and Network Rail provided a member of staff to monitor the ground conditions.

Newly-refurbished Class 320 No. 320305 was returned to Yoker depot from Brodies, Kilmarnock by Class 37 No. 37800 on July 21.



THE Caledonian sleeper hauled by 66736 *Wolverhampton Wanderers* piloting Class 73 No. 73970 on July 2 was observed from the A82 between Spean Bridge and Fort William.



THE majority of CrossCountry services between Birmingham New Street and Leamington Spa call at Coventry, but a handful take the unusual line from Birmingham Grand Junction through St Andrew's Junction, Bordesley Junction and Small Heath South Junction, and then run through Tyseley. On July 8, a journey was made on one of these services, the 11.33 from Birmingham New Street to Banbury, which was formed of Voyager No. 220016.



OBSERVED through Woodlesford (West Yorkshire) on July 21 was Class 150 No. 150270 replacing the booked Class 195 on the 09.17 Nottingham-Leeds service.



CLASS 185 No. 185105 was noted working the York Siemens Trans System-Manchester Victoria empty stock service on July 21. The following week on July 28, also at Woodlesford,

No. 185128 was noted working empty stock as the 11.17 York Siemens-Manchester Victoria via Castleford-Leeds-Wakefield Kirkgate service.

Class 802 No. 802206 passed Thankerton (South Lanarkshire) whilst working the 5Z03/08.19 Craightinny TRSMD to Preston on August 3 and 4.



A JOURNEY was made from Hereford to Chester on July 8 on the 17.12 from Cardiff Central to Holyhead. The train was formed of Mk.4 stock and was headed by Class 67 No. 67008. At Chester

the train reversed, and from there Driving Van Trailer No. 82229 was at the front.

The summer Saturday 14.45 Crewe to Bangor was powered by Class 67 No. 67008, running 15 minutes late through Prestatyn, on July 10. The following week on July 17, the summer Saturday 10.05 Holyhead to Crewe was worked by No. 67008 and the 14.45 Crewe to Bangor by No. 67013. No. 67013 was also noted on the 17.12 Cardiff to Holyhead on July 19. The summer Saturday Holyhead to Crewe and Crewe to Bangor Class 67 services were cancelled on July 24 and July 31 because of staff shortage. The normal 17.12 Cardiff to Holyhead Class 67 service was cancelled

en route on August 3, and Class 175 No. 175110 was provided to run in its path from Chester. The same evening's 19.22 Holyhead to Birmingham New Street was 16 minutes late at Prestatyn, formed of Class 153 Nos. 153325+153968 instead of the usual Class 158 unit.

A crew member was 'pinged to isolate' by the NHS Covid-19 app on the way to work at Pwllheli on July 17. As no one else was available, the 15.37 to Birmingham was cancelled, a coach being used as a replacement, which got to Machynlleth just before the next train arrived. More cancellations followed due to Pwllheli crews isolating.

# Operations Track Record



EMR



A RETURN journey was made from Ridgmont to Bedford on the Marston Vale Line on July 7 using the 2S09/10.18 from Bletchley to Bedford and the 2S10/11.10 from Bedford to Bletchley, which were formed of Class 230 No. 230004. No. 230004 was still in use on July 15 when it was seen arriving at Kempston Hardwick station on the 15.10 Bedford to Bletchley.

Services on the West Coast Main Line were badly affected by the flooding at Euston on July 12 (see Avanti West Coast notes). The 1U44/19.35 Crewe to London Euston, formed of Class 350s Nos. 350231+350129, was first announced as delayed and was then cancelled.

New Class 730 No. 730102 was top-and-tailed from Derby to Crewe on July 22 by Class 37 Nos. 37608+37800.

The latest Class 350 to go to Long Marston for refurbishment, No. 350127, was moved from Northampton on August 2 by Class 37 No. 37611.

CLASS 170 No. 170503 was seen entering and leaving Norwich station on July 7, involved with driver training.

A journey from Barton-upon-Humber to Cleethorpes and back on July 13, using the 13.54 from Barton and 14.56 return, were both worked by Class 153s Nos. 153308+153379.

Thameslink

THE off-lease Class 365 units have all been moved to Doncaster Belmont for further storage. Movements reported included Nos. 365534+365514 from Letchworth to Doncaster by Class 37 No. 37884 on July 15. An attempt was made to move Nos. 365522+365520 from Peterborough to Doncaster by Class 57 No. 57312 on July 21. However, the '57' failed as it left Nene Sidings and the units had to be employed to pull themselves

and the Class 57 back into the sidings. They were later moved on July 28 by Class 37 No. 37800. The next day, the Class 37 moved Nos. 365536+365506 north from Peterborough.

A further move on July 31 employed No. 37884 to take Nos. 365518+365508 from Peterborough to Doncaster. The Class 37 was back on August 3 to take No. 365510 from Hornsey to Doncaster.

The following day No. 37800 moved No. 365539 from Crewe South Yard to Doncaster, travelling by the WCML to London and then north on the ECML. Four Class 365s have been stored at Ely, and these were moved to Doncaster by No. 57310 with Nos. 365512+365528 moving on August 10 followed by Nos. 365530+365538 on August 11.

From July 26, the service between Sutton and St Albans via Wimbledon and Hackbridge has been halved, and only one train per hour will now run via Wimbledon and one train per hour via Hackbridge. This timetable will be in place until further notice but will be reviewed weekly.



New London Overground unit No. 710378 was on test with ROG in the early hours of July 31, the unit pictured at Richmond ready to work a circular trip via Clapham Junction. FRASER HAY



The junction at Tondy, north of Bridgend, on August 11, as the driver of No. 170205 exchanges a token with the signalman, the DMU forming the 2G60/12.14 Maesteg to Gloucester. KEN BRUNT

JULY 12 was a nightmare for Southern when services came to a standstill between Brighton and Barnham, and Horsham and Barnham, from mid-morning practically until the end of service following a major power failure, leaving no communication at all. Buses were brought in to help, but they were restricted due to school runs.

The following day was no better when there was a shortage of train crew and Class 313s. The 06.01 Littlehampton to Bognor Regis and 07.08 Littlehampton to Portsmouth was formed of Class 377 Nos. 377457+377463 as Class 313 No. 313216 was taken out of service at Bognor Regis. The 07.21 Brighton to Littlehampton formed of Nos. 377452+377471, which were used for the 08.55 service to Portsmouth instead of the 08.43 service to London due to a crew shortage, whilst Class 313 No. 313202 berthed at Littlehampton for the 12.55 service to Portsmouth. The Class 377s continued working the Class 313 diagram until the 12.43 to London, then the Class 313 came back into use.

Things improved on July 14, but the 06.01 Littlehampton to Bognor Regis and 07.08 Littlehampton to Portsmouth were again in the hands of Class 377 units, with Nos. 377132+377146 in use due to the Class 313 shortage. The following day Class 377 No. 377105 worked the 06.01 and 07.08 from Littlehampton.

Observed at Portsmouth & Southsea on July 16 was Class 313 No. 313213, arriving seven minutes late on the 1S24/14.00 Brighton to Portsmouth Harbour, while No. 313209 later departed on the 2S21/15.57 Portsmouth & Southsea to Littlehampton.

The Class 313s are proving less than reliable, as seen above. Unit No. 313214 was taken out of service on July 24 prior to working the 14.09 Littlehampton to Bognor Regis service with a series of faults. Class 377 No. 377103 replaced the '313' for the remainder of its diagram. Later in the evening, No. 313214 was taken to Brighton Depot for attention. Class 377 No. 377103 again covered the Class 313 diagram all day on the Littlehampton-Bognor Regis shuttles. The continued shortage of Class 313 units and crews resulted in changes on the Littlehampton, Bognor Regis and Portsmouth services, with Class 377 Nos. 377127, 377404 and 377415 being used on August 2; Nos. 377159 and 377415 on August 3 and Nos. 377159 and 377463 on August 4.

The 11.14, 15.14 and 19.14 Littlehampton to London Victoria services were formed of four coaches instead of the usual eight, worked by a dual voltage unit No. 377205 on July 25.

From July 26, the service between Clapham Junction and Milton Keynes has been withdrawn, except for one return working early in the morning and another return journey in the evening peak. Also, the Southern service between Beckenham Junction and London Bridge via Dulwich has been withdrawn. These changes will be in place until further notice but will be reviewed weekly.

Class 377 No. 377463 was declared a failure prior to working the 08.55 Littlehampton to Portsmouth on August 4. The unit was taken to Brighton Depot for attention, and No. 377133 was used as the replacement for the remainder of the day.

There was a complete closure of the West Coastway between Chichester and Havant on August 3, with reports of smoke coming from underneath unit No. 313214, which turned out to be a false alarm. The 08.02 Brighton to Portsmouth service was terminated at Fishbourne, tripping the live rail and causing the line closure. Services from the Brighton direction were diverted to Littlehampton and Bognor Regis. The 09.00 GWR service to Great Malvern was terminated at Worthing and remained there until the line reopened, and the Merehead to Chichester Yard stone train was held at Farlington Junction for approximately four hours until the line reopened. Southern trains from Southampton were diverted into Portsmouth as the line to Havant was occupied by the stone train. No. 313214 was eventually rescued by No. 313213, which then had to go via Havant to gain access to the up line with the units later seen passing Angmering at around 14.00. More variations and a failure followed on August 5. Class 377 Nos. 377159 and 377208 were noted on 313 diagrams at Littlehampton.

A pair of Class 377 units Nos. 377439 and 377470 failed to attach at Redhill on the morning of August 5, resulting in the service being cancelled and the units sent to Brighton for attention, while the following 09.15 London Victoria to Littlehampton being cancelled throughout. The 11.13 Littlehampton to London service was formed of four coaches only, unit No. 377420, and was attached at Victoria to Nos. 377410+377463 for the 13.15 service to Littlehampton.

South Western Railway

NEW Class 701 No. 701022 was noted at Eastleigh on a test run to Waterloo at 19.00 on June 29. On the same evening, viewing from the road bridge south of the station, three of the same class were noted in nearby sidings and were identified as Nos. 701023, 701018, and 701015. No. 701011 was seen in the carriage sidings at Clapham Junction on Sunday, July 18.

Movements of Class 701 units reported included No. 701033 being top-and-tailed from Derby to Worksop on July 19 by Class 50s Nos. 50007 and 50049, the pair then returned No. 701024 to Derby. Two days later, the Class 50s took No. 701017 from Derby to Worksop, returning with Nos. 701508+701509. A further move on August 5 involved Class 56 No. 56081+Class 66 No. 66732 top-and-tailing Nos. 701506+701505 from Derby to Worksop. New No. 701019 was moved from Derby to Eastleigh on August 12 by Class 47 No. 47727.

The Class 442 units have all now left Bournemouth for stripping at Wolverton, with No. 2422 being moved on July 27 in the formation Nos. 66722+73107+2422+2420+73128, followed the next day by No. 2418 in the same formation. The final unit move was on July 29, when No. 2415 left Bournemouth for the last time.

### Charter Trains

RTC's 'Welsh Mountaineer' from Preston to Blaenau Ffestiniog on July 20 passed Prestatyn eight minutes early behind former LMS 'Royal Scot' No. 46115 *Scots Guardsman*. As usual for this tour, the loco had been taken off the train at Chester to run round the triangle, then reattached to run tender first to Llandudno Junction. This left it ready to run up the steep branch chimney first.

Class 57 Nos. 57313+57601 were observed passing Thankerton when working the 1Z33/06.30 Crewe to Edinburgh charter train on Friday, July 23.

LSL Class 47s No. D1935 (47805), in two tone green, and No. 47828, in BR Swallow livery, top-and-tailed a rake of Pullman coaches from Hereford (dep 05.39) to Ravenglass and back on July 28. The charter was seen passing through Lancaster at 10.36 and again at 18.29.

Pathfinder's 'Blue Boys Merrymixer' tour from Eastleigh to Crewe was hauled by Class 68 No. 68002, then Class 37 Nos. 37069+37716. The return had Class 66 No. 66431, followed by Class 88 No. 88006, and finally Class 57s Nos. 57003+57002.



SCRAP metal trains reported included Class 66 No. 66117 on a Cardiff Tidal-Sunderland-Cardiff Tidal diagram on July 15. On the same day, No. 66068 worked a regular Liverpool-Saltley-Liverpool diagram. The following day No. 66011 worked a Liverpool-Swindon-Liverpool turn. Reported on July 21 was No. 66107 on a Cardiff Tidal-Beeston-Cardiff Tidal diagram. The Liverpool-Saltley-Liverpool diagram was worked by No. 66165 on July 29 and 31, with No. 66011 again on the Liverpool-Swindon-Liverpool turn the following day. Kingsbury was the destination on August 4 with No. 66130



The blue loco and wagons somehow complement the landscape as No. 60028 approaches Peak Forest, Derbyshire, with a Chaddesden Sidings (Derby) to Peak Forest Cemex Sidings empty working on August 15. ROBERT FALCONER

# Operations Track Record

working off Liverpool. No. 66136 worked from Toton to Beeston on August 9 and took the loaded wagons through to Cardiff Tidal.

Observations of the Cardiff Tidal-Burton-Cardiff Tidal trains produced Class 66 No. 66101 on July 16 and No. 66030 on August 3.

Royal Mail Class 325 No. 325014 was towed from Toton to Crewe ETD by Class 67 No. 67020 on July 16.

The 6C03 'Binliner' from Northolt Sidings to Severnside Sita was seen passing Slough on Tuesday, July 20 behind Class 66 No. 66177.

DB Cargo Class 66 No. 66067 pulled an additional fully-loaded container train from Mossend (dep 02.18) to Seaforth, Liverpool on July 21, seen passing through Lancaster at 07.05.

Class 60 No. 60092 worked a Bescot-Boston-Swindon steel train on July 21 and August 2. A variation on August 4 found the Class 60 work Bescot-Boston-Wolverhampton.

Class 60 No. 60074 was noted on the 08.35 Lindsey Oil Terminal-Neville Hill Depot loaded oil tanks through Woodlesford on August 4. On the same day, No. 60062 was in charge of the Lindsey-Jarrow-Lindsey oil tanks.



a Genesee & Wyoming Company

THE 4L41 from Trafford Park Freightliner Terminal to Felixstowe North Freightliner Terminal on July 8, headed by Class 66 No. 66547, was seen held at signals approaching Rugby station having been caught up in the disruption on the West Coast Main Line following the serious incident at Euston that morning.

Class 66 No. 66543 was seen departing on the 6C48 Banbury Reservoir Redland Aggregates to Bristol Freightliner Terminal on Thursday, July 8.

A visit to Reading station at around midday on July 20 found services severely disrupted by a broken-down freight train. Whilst the full details are not known, the guilty party appears to have been 'jumbo' train 7A09 from Merehead Quarry to Acton Terminal Complex, which having passed Theale on time, stood at Southcote Junction for more than two-and-a-half hours, blocking the up lines from Basingstoke and Newbury. Rescue locomotives Class 66

Nos. 66541 and 66507 were seen passing through platform 13 at Reading station running as train 1Z99.

Observed at Woodlesford on July 28 were Class 66s Nos. 66546+66544+66951 working the 10.59 Hunslet Yard-Crewe Basford Hall movement.

Class 66s Nos. 66503+66415+66545 were on a 11.27 Leeds to Carlisle Kingmoor yard light engine move through Carlisle on July 30. The same trio were dragged back to Crewe on the 20.30 Kingmoor Yard to Crewe Basford Hall by Colas Class 70 No. 70801 on August 2.

Observed on July 29 was Class 66 No. 66613 passing platform 2 at Hanwell at the head of a Paddington Yard Marcon Topmix to Wembley, which is booked to reverse at Hanwell Bridge Loop.

Class 66s Nos. 66414+66592 were noted running light engine through Woodlesford on August 4 as the 11.15 Leeds Midland Road-Crewe working, running 10 minutes late.



CAREFUL signalling saw very minor delays to northbound

WCML trains after the 5Z69/11.01 Kingmoor TMD to Kingmoor TMD via Holytown and Mossend expired at Beattock Summit. The working comprised of Class 37 No. 37069 and four Mk.2 coaches, but managed to enter the loop. Class 88 No. 88004 was scrambled from Kingmoor and went onto the rear of 5Z69 before hauling the train back to Kingmoor.

Class 57s Nos. 57002 and 57003 were sandwiched between ploughs Nos. ADB965580 and ABD965581 working the 7Z98/15.25 Brodies Kilmarnock to Doncaster on July 27. The ensemble ran via the Tyne Valley and East Coast Main Lines at a maximum speed of 45 mph. Two further ploughs No. ADB965576+ADB965577 were taken from Brodies to Crewe by No. 57002 on August 10.

A quartet of DRS Class 68s Nos. 68006+68007+68022+68033 pulled a train of eight flasks from Sellafield (depart 17.30) to Crewe via Carlisle on July 28, seen passing through Lancaster at 21.10.

Class 37 No. 37425 and Class 66 No. 66301 top-and-tailed a single flask from Crewe to Doncaster Roberts Road on August 6 for tyre turning.

An additional container train for Mossend was set to depart

from Daventry on August 7 at 12.22. However, the train did not leave until 16.23, and was later seen, fully loaded, passing through Lancaster pulled by DRS Class 88 No. 88007 *Electra* at 20.25, running 231 minutes late.

## GB Railfreight

CLASS 66 No. 66760 *David Gordon Harris* was noted at Harwich Refinery on July 7 on the North Walsham empty tank run and returned loaded the following day. Interestingly, it was back in Harwich Parkeston Quay yard on July 10 when it brought in a stopover intermodal from Hams Hall. The Newell & Wright-liveried No. 66747 *Made in Sheffield* was noted on July 12 and made two runs in the week to and from North Walsham, the first time in 2021 that this has been necessary. On July 19, No. 66707 was the diagram.

GBRF Class 92 No. 92043 ran light from Polmadie (dep 09.54) to Crewe on July 13.

Class 66 No. 66703 pulled a 'runs-as-required' 6G54 short train of open and covered wagons from Carlisle (dep 19.58) to MoD Kineton on July 13.

The new weed killer formation



A busy scene at Tees Marshalling Yard on July 27 as (from left) Nos. 66023, 66074, 66076 and 66009 await their next duties while 'Tug' No. 60074 shunts after arriving from Lackenby BSC. TONY WINWARD



**Above:** Colas Class 70 No. 70816 waits at Settle Junction's home signal with the 6J37 Carlisle Kingmoor to Chirk log train on August 3, waiting for a Morecambe-Leeds service (using the line in the foreground) to clear in front of it. **ANDY MASON**

**Right:** GBRf's re-engineered former 'Grid' No. 69001 *Mayflower* passed through Cheddington on August 11 towing No. 66796 to Eastleigh for repainting. **ALAN WALLWORK**

**Below:** Type 3 No. 37116 ('top-and-tail' with No. 37610) pauses in the down loop at Hellfield on August 13 with a Blackpool to Derby (1Q83) Network Rail test train. **CHRIS GEE**



# Operations Track Record



WCR 'Crompton' No. 33025 was tasked with a rare working on August 12 as it hauled two former SWT 4-CEP driving motor coaches from unit No. 7105, plus NSE MLV No. 9102 and Green MLV No. 68001 as the 5Z46 Eastleigh to Southall, seen at Hayes and Harlington in West London. JAMIE SQUIBBS

Nos. 95378+95379+95380, which had been on test on the Severn Valley Railway, was top-and-tailed from Kidderminster to Tonbridge West Yard on July 15, by Class 66 Nos. 66771+66709.

A Bow Depot to Tonbridge West Yard aggregate train was seen between Barnes and Putney behind Class 66 No. 66772 *Maria* on Friday, July 16. At the same location on the same day, the 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard was seen headed by Class 66 No. 66757 *East Somerset Railway*. The train consisted of just two JNA bogie wagons.

Seen passing London-bound through Bickley at 15.30 on July 18 was a notable and memorable trio of locomotives. Running as OM69 from Tonbridge GBRf Yard to Bescot were Class 66 Nos. 66780 in its Cemex Express livery and 66716, while sandwiched in between was Class 69 No. 69002 looking resplendent in its BR large logo livery.

Newly arrived Class 66 No. 66795 entered traffic on July 19, working from Doncaster to Peak Forest.

The National Measurement Train, led by former LNER power car No. 43290 (No. 43299 was at rear), crosses Britannia Bridge (River Mersey) on July 15, with the 1Q30/10.55 Derby RTC to Crewe via Holyhead and Liverpool Lime Street. DOUG BIRMINGHAM



On Monday, July 19, Class 66 No. 66705 *Golden Jubilee* was seen approaching Brentford station at the head of train 6Y42 from Hoo Junction Up Yard to Eastleigh East Yard. The train was formed of a lengthy rake of JNA bogie wagons which appeared to be carrying spent ballast.

The Acton Yard to Portbury Auto Terminal hauled by Class 66 No. 66748 was first seen passing Slough station on July 20 running more than an hour early. It was then noted from a passing train being held in Kennett Bridge loop before eventually seen making a crew change in platform 12 at Reading station. The service was seen again on July 29, this time passing through Hanwell station with No. 66792 in charge.

The 4Y19 from Mountfield Sidings to Southampton Western Docks was seen passing Barnes station on Wednesday, July 21, behind 66709 *Sorrento* in MSC livery.

Class 66 No. 66755 hauled an Angerstein Wharf to Bardon Hill service through Barnes station on Wednesday, July 21.

A move on August 2 found Class 66s Nos. 66794+66799+Class 69 No. 69001 work from Peterborough to Hams Hall. Here Class 66 No. 66758 came on the front and took the convoy forward to Longport.

The weekend stop-over of Felixstowe-bound intermodals into Harwich Parkeston Quay have shown little variety of late, with No. 66754 *Northampton Saints* being on the Doncaster i-Port for at least the last three weeks, and 66757 *West Somerset Railway* on the Hams Hall for the last two weeks, both in July.

The latest import for GBRf, Class 66 No. 66799 was observed at Barnetby on July 30 being hauled by No. 66738 from Immingham Mineral Quay to Doncaster Roberts Road.

Class 66 No. 66775 headed a container train of Beacon, SOS and Containership 40ft and 20ft containers, as well as the more usual MCS, Triton and NYK Line boxes, in the down direction through Tilehurst East Junction on July 31.

Class 66 No. 66723 was noted on the occasional 08.25 Rylstone

Tilcon-Scunthorpe Anchor service through Woodlesford on August 4.

Observations on August 7 found Class 92 No. 92028 passing through Crewe station southbound at 16.30, having left Polmadie at 12.08. Earlier, Class 66 Nos. 66715 and 66729 were seen at the exit from Bardon Hill Quarry late morning. Later, Nos. 66781 and 66786 had arrived at Bescot Yard by the evening.



CLASS 70 No. 70811 was seen passing through Banbury on Thursday, July 8, at the head of northbound engineer's train 6M50 from Westbury Yard to Bescot.

Class 66 No. 66849 *Wylam Dilly* was seen passing through platform 13 at Reading station on July 20 as train 0Z10 from and to Reading Traincare Depot via Gatwick Airport. This was running in approximately the

same path used by the GWR Class 769 test trains, so is presumed to have been for crew training.

Class 70 No. 70813 was in charge of the 6S48/10.15 Port of Workington to Aberdeen Waterloo working on July 22.

The newly-acquired Class 43 power cars have been moved initially to Kidderminster and then through to Arley on the Severn Valley Railway. Nos. 43251+43257+43044+43274 were moved from Neville Hill on July 22 by Class 37 No. 37057, followed the next day when the Class 37 towed Nos. 43272+43277 from Derby.

An unlikely coincidence on July 24 saw two consecutive trains running light locomotive through Thankerton, with Class 70 No. 70814 working the 0S36/08.32 Dalston Oil Terminal to Grangemouth and immediately followed by No. 70803 working the 0Z35/10.20 Carlisle New yard to Millerhill.



'MERCHANT Navy' Class No. 35028 *Clan Line* ran from Southall (dep 10.37) to Carnforth on July 11, pulling three maroon Mk.1 coaches, seen passing through Lancaster 148 minutes early at 18.20.

WCR Class 57s Nos. 57314 and 57316 passed through Lancaster running light at 16.15 on July 13, heading for Carnforth having earlier left the Barry Tourist Railway at 08.55.

Class 37 Nos. 37668 with 37669 on eight coaches with steam loco No. 62005 bringing up the rear were seen passing Thankerton whilst working the 5Z61/12.18 Fort William Junction Yard to Carnforth Steamtown on Monday July 26.

#### Locomotive Services Ltd

CLASS 37 No. D6851 (37667) was noted from a passing train arriving light engine at Oxford on July 8. The Class 37 was apparently running as train 0Z76 from Crewe to Bicester to collect a failed member of the same class, believed to be No. 37688.

A pair of HST power cars, Nos. 43049+43046, ran light engine on July 18 from Crewe to Neville Hill for cosmetic attention.

#### Eastleigh Arlington

CLASS 317 MSO No. 62682 (317722) has been kept back for additional component recovery and is the last 317 vehicle on site. No more are expected in the near future.

New Class 69 No. 69002 arrived back on July 6 and had *Bob Tiller CM&EE* nameplates fitted on July 9 ready for its naming at Waterloo the following day.

Rail Charter Services HST set formed of Nos. 43058+44081+41166+41160+40804+41187+43059 were completed in their green and silver livery and departed from Eastleigh Works for Crewe on July 12.

Class 66 No. 66769 arrived on July 13 for repainting into

a special livery; it is due to be completed in early August.

Class 768 No. 768001 had a test run from Eastleigh Works to Basingstoke and back on July 22. It left the works on August 2 towed by Class 57 No. 57312 for Wembley, continuing the following day to Hams Hall.

A convoy of Class 37 Nos. 37038+37218+37419 were moved from Crewe to the works by Class 68 No. 68002 on August 6.

Regarding the Class 142s at Eastleigh, Nos. 142003+142007 are currently passing through the paint shop, reportedly sold to Locomotive Services; Nos. 142032+142089 have been stripped and are awaiting disposal. The remaining two, Nos. 142014+142056, are still largely intact and would not take much to get back to operational condition (charge batteries, check over etc.) and are available for sale if anyone is interested.

#### Derby RTC & Network Rail

CLASS 97s Nos. 97303, 97304 and 97302 were noted passing through Wolverhampton station working from Derby RTC to Coleham on Friday, July 9.

The monthly 1Q69/12.22 South Croydon-Derby RTC test train on July 17 was top-and-tailed by GBRf Class 73s Nos. 73961+73963. The train was formed of Generator No. 6261, Special Vehicle No. 1256, Track Recording Coach No. 999550 and Staff Coach No. 977969, which was formerly Royal Saloon No. 2906.

Network Rail's Class 43s Nos. 43290 and 43299 worked an infrastructure assessment train from Derby to Edinburgh on July 20. On the following day, the same formation ran south on the WCML heading for Crewe, seen passing through Lancaster at 10.50.

Colas Rail's Tamper No. DR73909 *Saturn* was stabled in Lancaster's downside siding on July 23 having arrived from Chester at 12.42. Also in the siding was Colas Rail's No. DR73930, which had arrived from Shap Summit two days previously.

Class 73s Nos. 73961 and 73962 made two visits to Littlehampton on July 26 with a Network Rail Train.

Colas Rail Class 37 No. 37254 *Cardiff Canton* pulled a set of Network Rail Ultrasonic testing rolling stock from Slateford (dep 09.15) to Crewe on July 26.

Seen in East Grinstead station on the morning of July 29 was Rail Maintenance Unit No. DR98917. It left after the 10.06 departure to Victoria.

#### Our thanks

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## SIDELINES

### No date yet for Downpatrick restart

THE Downpatrick & County Down Railway has announced that it is hoping to reopen later this year, although no date has yet been set.

Volunteers have been undertaking a wider variety of essential tasks to get the railway ready for welcoming its first passengers since the arrival of the pandemic. Track maintenance and rail/sleeper replacement, CCTV and fencing installation, and station building refurbishment have all been amongst the work undertaken, along with rolling stock maintenance.

Both of the line's O&K 0-4-0Ts Nos. 1 and 3 passed their steam tests during June, while the 80 Class Railcar, including under overhaul driving trailer No. 749, are being readied for receiving passengers.

### Drumboe reboilered at Whitehead

THE cosmetic restoration of ex-County Donegal Railway 2-6-4T No. 5 *Drumboe* is nearing completion in the workshop of the RPSI's Heritage Engineering Ireland at Whitehead. On August 8, the loco's boiler was reunited with the frames at Whitehead, where most of the contracted repair work is now complete.

The Nasmyth Wilson-built loco will eventually go on static display at the Donegal Railway Heritage Centre in Donegal Town. However, the work undertaken at Whitehead has been done to facilitate a return to operation condition in due course.

### Fintown Railway reopens for first time in 22 months

THE 3ft gauge Fintown Railway reopened on July 20, running its first services over the restored section of the former County Donegal Railways Joint Committee (CDRJC) line since September 2019.

Formed of ex-CDRJC railcars and trailers, trains are running at 50% capacity owing to Covid-19 social distancing restrictions – booking in advance is essential. Services leave Fintown station on Tuesday to Friday at 10.30, 11.30, 12.45, 13.45, 14.45 and 15.45, and on Sundays at 12.15, 13.15, 14.30, 15.30 and 16.30.

Tickets are priced at €8 per adult and €5 per child. Bookings can be made by calling +353(0)74 9546280 Monday to Friday, 10.00 to 12.00.

# Firm appointed to head Strategic Review

## ARUP to lead study into all-Ireland rail connectivity

ENGINEERING specialists ARUP has been appointed to carry out a strategic review of the entire rail network across the island of Ireland.

The All-Island Strategic Rail Review was formally launched in April as a joint venture between the Republic of Ireland's Department of Transport (DoT) and the Department for Infrastructure Northern Ireland (DfI), in co-operation with key stakeholders including the Commission for Rail Regulation, the National Transport Authority, Iarnród Éireann and Translink.

### Agenda

Top of the review's agenda will be how the rail network of all-Ireland can improve its connectivity between major cities, enhance regional accessibility (including to the North West) and support regional development. Additionally, it will consider the feasibility of higher speeds, and look at ways to encourage more freight to move from road to rail in line with climate change objectives.

Commenting on ARUP's appointment, Northern Ireland



201 Class No. 217 hauls Mk.4 set No. 4007 into Limerick Junction on July 14, with the 11.00 Dublin Heuston to Cork InterCity train. Higher speed services over this route will form part of the All-Island Strategic Rail Review. NEIL DINNEN

Transport Minister, Nichola Mallon, said: "This is an important step forward in delivering our All-Island Strategic Rail Review which will allow us to consider and improve our network across this island for everyone."

"This review expands on the commitment under the New Decade, New Approach agreement to examine the feasibility of a high/higher speed rail link between Belfast,

Dublin and Cork by now including Derry and Limerick. It will also examine how we can connect our rail network to our international gateways through our ports and airports."

### Opportunities

Railways are seen as having a major role to play in Ireland's plans to meet its climate commitments, in line with the European Green Deal, Ireland's

Climate Action Plan and the UK's 2050 Net Zero commitment. The review will therefore cover both inter-urban and rural connectivity and focus on the opportunities rail offers to enhance social and economic development, while identifying current constraints to rail travel and balance decarbonisation priorities with economic growth and rural connectivity objectives.

## New firebox for Dromod's *Dromad*

THE long-awaited overhaul of the Cavan & Leitrim Railway's (C&LR) 3ft gauge Kerr, Stuart 0-4-2T *Dromad* is progressing at the works of John Fowler & Co near Ulverston, Cumbria, with the boiler work reaching a significant milestone.

A new inner firebox has recently been formed and welded, marking a major progress with the loco's return to steam. When the boiler was lifted last December, it had been hoped that the inner 'box might be repairable, but instead it was deemed that replacement would be the way forward.

Meanwhile, work on the restoration of former Tralee & Dingle Railway carriage No. 7T is also progressing in the Ulverston workshops. One of the bogie frames has now been completely restored, along with the horn guides. Replacement brake gear has been manufactured, and new axle boxes provided. The frame has been trial assembled and at the time of writing awaited riveting.

The bogie restoration was



The new inner firebox for the Cavan & Leitrim Railway's 0-4-2T *Dromad*. C&LR

funded as part of the Heritage Council Community Grant Scheme 2021. It is one of four bogies currently being restored for the C&LR, two for No. 7T and the other pair for Tralee & Dingle carriage No. 10T, which is currently in store and awaiting restoration.

Donations can be made at [www.cavanandleitrimrailway.com/vintage-train](http://www.cavanandleitrimrailway.com/vintage-train) or in writing to: Cavan & Leitrim Railway, Station Road, Dromod, County Leitrim, Republic of Ireland.

## RPSI eyes September return to main line excursion operation

THE Railway Preservation Society of Ireland is eagerly awaiting the day its trains can return to the main line in both Northern Ireland and the Republic, with work taking place behind the scenes to ensure the locos and stock are ready to go.

The society told *The RM* that it hopes to restart main line running in Northern Ireland during September (dates to be announced) and at Whitehead a select band of volunteers was able to carry out essential maintenance prior to the site reopening to the public.

This included shunting the society's Mk.2 coaches in order to prevent bearing damage. BREL-built dining car No. 547 was found to have developed a series of electrical issues, and as a consequence the former 'Enterprise' coach has been removed from the Mk.2 rake for overhaul.

Work has continued on the practicalities of running main line excursions in Northern Ireland in the post-lockdown era. A plan has been drawn up for socially distanced seating within the Mk.2s, and a considerable amount of paperwork has been dealt with.

Meanwhile in Dublin, volunteers have continued to perform maintenance on the society's Cravens carriages at Inchicore Works. All on-board toilets have been spray painted, together with certain vestibules, and the RPSI Dublin team is ready to begin operations as soon as the current Covid-19 restrictions are relaxed.

Ex-GNR(I) 'Q' class 4-4-0 No. 131 has been tested at Whitehead, seeing service on the short demonstration line, while its fellow GNR(I) 4-4-0, 'V' class No. 85 *Merlin*, continues to be maintained at Connolly station in Dublin.



## Tasmania's final home for last built EE diesel

### Future of final diesel locomotive secured in Hobart after museum donation

THE Tasmanian Transport Museum Society (TTMS) in Tasmania's capital Hobart has been given the final English Electric (EE) loco to be built in Australia – which was also the last English Electric built locomotive ever.

ZA Class Co-Co No. 2118 was the last of six locos built for Tasmanian Government Railways (TGR) by English Electric (by then known as GEC Australia) at its Rocklea plant in Brisbane in 1976, originally numbered ZA6 (works number A279) but since renumbered No. 2118. Fitted with a 1,752kW 12CSVT Mk.3 engine, similar to that used for BR Class 37s, the locos were based on Queensland Railways Class 2350 and originally bought for timber traffic.

Loco No. 2118 was officially handed over to TTMS on February 16 by Tasmania state government-owned rail operator TasRail, which

replaced private operator Pacific National Tasmania in 2009 (TGR had become part of national operator Australian National in 1978 but was privatised in 1997 (until 2009)).

Since the loco entered preservation, it has been cleaned and cosmetic repairs made. TTMS plans to restore bodywork and repaint No. 2118 in its 1988 green and yellow bicentenary livery as ZA6 later in 2021 and is raising funds to pay for this.

Tasmania was once a bastion of EE powered diesel locos which were ordered by TGR; the first EE diesel bought for Tasmania, UK built X Class Bo-Bo X1 (Vulcan Foundry 1796/1950) is also preserved in operational condition at the Tasmanian Transport Museum.

While the X Class was constructed in the UK, subsequent locos were built by EE in Australia either at Rocklea



TasRail No. 2118 at the Tasmanian Transport Museum Society in Glenorchy (Hobart) on February 16, 2021. ANDREW DIX

or in TGR workshops. The museum also has an EE design, ex-TGR, Y Class Bo-Bo dating from 1964.

The Tasmanian government has agreed to lease a section of the former suburban line north from the museum in the suburb of Glenorchy to

Berriedale. This approximately 5km line will significantly extend the current short running line available for TTMS. A five year lease for the line began in February. Visit [www.tasmaniantransportmuseum.com.au](http://www.tasmaniantransportmuseum.com.au) for more information about the museum.

### Alstom wins Italian order

ITALIAN national operator Trenitalia will order up to 150 new regional EMUs from Alstom under a new framework contract. Initially 19 'Coradia Stream' EMUs have been ordered in a contract worth €115 million. The new EMUs will be built in Italy and will replace older EMUs and Class 464 loco hauled push-pull trains.

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## Could passenger trains between Calgary and Banff aid modal shift?

THE Canadian province of Alberta, along with the national Canada Infrastructure Bank, has agreed to develop detailed plans to introduce passenger trains between Calgary and Banff with the aim of removing traffic from the Trans-Canada Highway which runs through

the Banff National Park in the Rocky Mountains.

The proposed service of up to 10 train pairs daily would start at Calgary Airport, north of the city, and then serve six more stations between central Calgary and Banff using a new track built for 131km alongside

the existing Canadian Pacific-owned transcontinental line Laggan subdivision (Calgary-Banff-Field). A more frequent service between Calgary and the airport would also be part of the plan. While proposals to expand passenger services in Canada have been made before,

often leading nowhere, it does appear this proposal has a realistic chance of progressing.

Regular passenger trains have not operated between Calgary and Banff since 1990 when VIA Rail's 'Canadian' service was re-routed to run via the Canadian National route

via Edmonton. Tourist train operator Rocky Mountaineer did run some services from Calgary to Vancouver via Banff but stopped passenger operation east of Banff in 2014; its trains still run to and from Canmore for servicing and stabling.



Banff still has a substantial station used by 'Rocky Mountaineer' tourist trains. A Vancouver-bound Canadian Pacific freight with export grain is seen passing on September 8, 2019 with GE AC4400CW No. 8536 leading. KEITH FENDER



**Above:** SŽ No. 315 108 seen at Ljubljana with a Maribor service. Unlike the three-car Polish EN57, the SŽ version was normally four coaches long. In recent years these trains have suffered from massive graffiti damage so 'clean' pictures like this one taken on June 23, 2001 are rare. KEITH FENDER

**Left:** The RhB Be4/4 powercars were mainly used for all stations services. Be4/4 No. 513 is seen on arrival at Davos Platz with a service from Landquart on July 30, 2019. KEITH FENDER

# Classic European EMU designs withdrawn

NEW trains supplied by Stadler have recently enabled replacement of older EMUs in countries as far apart as Switzerland and Slovenia.

In the east of Switzerland, the metre gauge Rhätische Bahn (RhB) withdrew all its Be4/4 EMUs in July, replaced by new 'Capricorn' ABe 4/16 EMUs built by Stadler. The Be4/4 EMU powercars worked with similar design trailer and driving trailer coaches and were built by Flug-

und Fahrzeugwerke Altenrhein (now the site of one of Stadler's Swiss factories and where the new 'Capricorn' trains are being made) in two batches in 1971 and 1979.

The new RhB ABe 4/16 EMUs will continue to be delivered this year and into late 2022 and the additional trains will be used to replace many loco-hauled regional services with 100 coaches scheduled to be withdrawn.

In Slovenia the Polish-built Class 311/315 'Gomułka' EMUs were finally withdrawn in late June by national operator SŽ, although most had been taken out of service in recent years.

Nicknamed 'Gomułkas' after the 1960s Polish communist leader Władysław Gomułka, these 3kV DC EMUs were an export version of the Polish (PKP) Class EN57, of which thousands of vehicles were built in the period 1961-1993.

Yugoslav Railways bought 50 trains from Pafawag in Wrocław, most of which were based in Ljubljana, although some were allocated to Zagreb for use around Rijeka (later classified HŽ Class 6011 and all withdrawn by 2011).

SŽ withdrawals began around 2001 and most units had been taken out of service by 2010; some were even sold back to Poland for further use or to provide spare parts for Class

EN57 trains still in use.

SŽ has a new fleet of Stadler built multiple units (21 Flirt EMU; 21 Flirt DEMU and 10 KISS double deck EMU) on order which Stadler is building at Siedlce in Poland and Minsk in Belarus. The first of these have now been delivered. When deliveries are complete by 2023/24 most existing DMUs and remaining electric loco hauled domestic trains will be withdrawn.

## New link from Bucharest Airport to rail network

TRAVELLERS to Romania will discover a new rail link to Henri Coandă International Airport once Europe reopens fully.

The new 5km long branch, which opened in December, heads north-east from the existing Bucharest to Urziceni/Făurei line at Odăile.

National operator CFR runs 30 train pairs a day connecting Bucharest's main Gara Nord station with the airport using 'Desiro' DMUs, while private operator Transferoviar Călători (TFC) provides six train pairs a day. The 19km journey takes 20 minutes even with two stops

(around half the time by road) and both operators charge 5 RON (£1) each way.

TFC operates a variety of DMUs including ex-French Railways SNCF Class X72500 DMUs. In June TFC bought 12 two-car Class 643 'Talent' DMUs from German TOC Regiobahn which had used them to operate route S28 'S-Bahn' services from Kaarster See to Mettman (via Duesseldorf). Regiobahn is now using the unique Jenbacher Werke built 'Integral' DMU fleet previously used south of Munich. Thanks to Adrian Stevenson for some of this information.



**CFR 'Desiro' two-car DMU No. 96-2593-0 at Bucharest Henri Coandă International Airport on arrival from București Nord on July 31. ADRIAN STEVENSON**

## Tampere tram network open

THE new tram system being built in the Finnish city of Tampere partly opened on August 9, over four months ahead of schedule and €34 million under budget.

Branded as Tampereen Ratikka, the system is being run by Finnish national rail operator VR, which won an international tender to win the contract. Two routes are now being run, both serving the city's main station. Another is due for completion by 2024.

Škoda Transtech is supplying 'ForCity Smart Arctic' which it is building at its Otanmäki factory; 19 of the 37.3 metre long vehicles have been delivered already and options for another 46 for future extensions have been agreed.

## Czech metre gauge interurban tramway to be rebuilt



**Services to Jablonec were operated by modernised Tatra T3 vehicles and it is likely these will be regauged to 1435mm and retained for use once the line reopens. T3R PLF part low floor car No. 28 leads high floor T3R PV No. 40 at the Jablonec nad Nisou terminus on April 7, 2017. KEITH FENDER**

REBUILDING began on the 13km interurban tramway which connects Liberec with Jablonec nad Nisou on July 19.

The metre gauge line closed for reconstruction the day before and will reopen widened to standard gauge in late 2022. Plans exist for an extension of the line into Jablonec town centre, but construction has yet to be approved

The line, which is one of the last interurban tram routes remaining in central Europe, was built between 1947 and 1955 to connect the existing

metre gauge tram systems in the town of Jablonec and the neighbouring city of Liberec.

Part of the route runs in parallel with the Liberec to Harrachov railway line, but on a different alignment lower in the valley. As part of the rebuilding programme, it will be moved to the same level as the railway in the Proseč nad Nisou area.

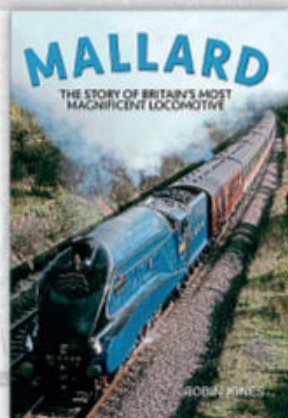
The rest of the Jablonec tram network was closed in 1965, while the Liberec city tram network was rebuilt to standard gauge by 2005 with work starting in the 1990s.

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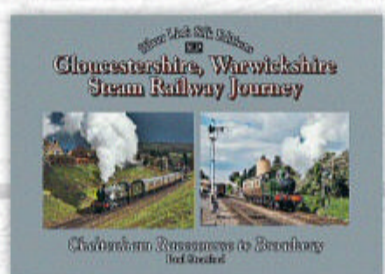


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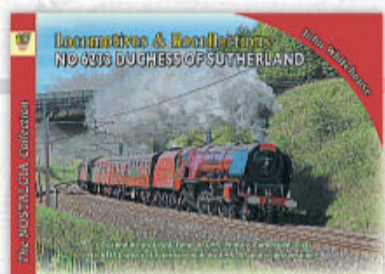
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## BRITISH RAILWAYS MODERNISATION-ERA DMUs

By Evan Green-Hughes

FEW people know more about first generation BR diesel multiple units and railcars than Evan Green-Hughes. A prominent figure in the DMU preservation movement, he has been involved with the rescue and restoration of many DMU vehicles. And while locomotives often take the headlines, it is old DMUs that tend to give us the biggest hit of nostalgia when we visit a heritage railway.

The author has tapped into that with a fascinating selection of monochrome images from the early years of the BR Modernisation era units. Organised as a photo album, with images reproduced at a decent size throughout, the book also features detailed captions, offering historical context and highlighting important details of this diverse family of trains. Chapters are organised into broad

topics, from the early prototype units and 'Lightweight' sets, through BR and contractor-built sets, Cross-Country, Suburban, Low Density units and single railcars, plus accidents and depot views.

Most images date from the BR green era, depicting a long-lost railway of steam-age infrastructure, locations and lines that closed decades ago, despite the success of DMUs in attracting passengers back in the postwar years.

With so many different classes to cover, each design only gets brief attention, but these build up to give a broader, overall picture of the diverse designs and the duties they worked. While many of the designs live on thanks to the efforts of preservationists, some have been lost forever and this album provides a welcome reminder of popular types such as the Swindon-built Cross-

## British Railways Modernisation-Era DMUs



Evan Green-Hughes

Country and Inter-City units and Class 128/129 parcels railcars. **BJ Transport Treasury Publishing, www.TTpublishing.co.uk, 112 pages, black & white, softback, £14.50**

## Southern to the Coast

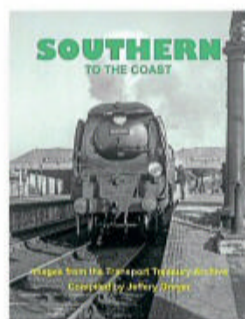
By Jeffery Grayer

COMPILED by Jeffery Grayer, and drawing on Transport Treasury's extensive photographic collection, this book takes the reader along the coastal locations served by the Southern Railway from Kent to Cornwall. The addition of a brief description of each of the locations visited is an added bonus.

Many of the locations are well known, but others are far less photographed. It is good to see the variations of the lesser recorded stations. The captions are extensive and extremely informative, making this far more than a pictorial record with just the locomotive numbers recorded.

This unashamedly nostalgic collection of black & white photographs looks back at the stations, locomotives and stock that could be seen in the 1950s and early 1960s. It offers excellent value for money, and is highly recommended. **AB**

*Transport Treasury Publishing, www.TTpublishing.co.uk, 112 pages, softback, ISBN 978-1-913251-18-5 £14.50*



information far less readily available in magazines and other publications. *The Railway Observer*, house magazine of the RCTS, was arguably the main source of information, and drawing on this and publications by Coorlea Publishing, Harris has provided the most comprehensive listing of coaches yet published. It includes lot numbers, builders, storage locations, withdrawals and disposals, including preservation sites.

There are gaps in the listings and, whilst sourcing further historical information may not prove easy, further research could yet be undertaken to enhance this highly recommended series.

These books are of a limited print run so buy whilst you have the opportunity – when sold out it is unlikely they will be reprinted. Essential reference material for anyone with an interest in this aspect of railways. **AB**

*Available from the author at 63 Carol Avenue, Bromsgrove, Worcestershire B61 8RW. Volume 3, 140 pages. £23.50, Volume 4, 154 pages. £24.50*

## The Storage and Disposal of Mark 1-Mark 4 Loco Hauled Coaching Stock & NPCCS

Volume 3 21000-80044

Volume 4 80200-94922

Compiled by Roger Harris

ROGER Harris has, over the years, compiled a significant amount of information regarding locomotives, diesel multiple units and now loco hauled coaching stock. Whilst modern coaching stock attracts considerable interest, in the past it had had much more of a minority following, with

## DVD: IVO PETERS COLLECTION VOLUME NINE NARROW GAUGE STEAM IN THE EARLY 60s

FILMS shot by the late Ivo Peters are legendary and rightly so. Available for many years in video tape form, they are progressively being remastered and issued as DVDs.

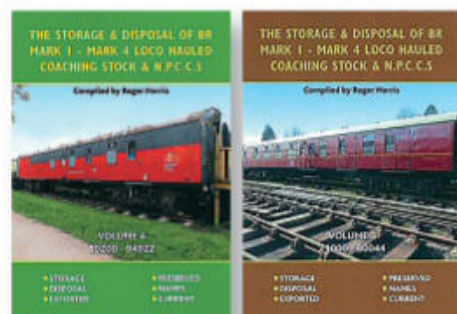
This programme, running for just short of 49 minutes, commences by visiting the Vale of Rheidol Railway in June 1963, then still operated by British Railways, followed by footage of the early (1961 and 1963) years of preservation at the Talylyn, Welshpool & Llanfair and Ffestiniog Railways. At the time the Welshpool & Llanfair footage was shot, the line was only being operated between Llanfair and Castle Caereinion, but film is included of the very last train (a stock transfer) to leave the town of Welshpool and cross the roundabout at Raven Square.

A 1963 visit is then made to the (then) newly-built Bicton Woodland Railway, featuring ex-Woolwich Arsenal Avonside 0-4-0T Woolwich steaming round the gardens at the head

of a passenger train.

The remainder of the programme, nearly half-an-hour, is devoted to the Isle of Man. Commencing with footage of Bagnall 2-4-0T *Polar Bear* in exotic 'Fairground' colours at Groudle Glen, the action moves to the steam railway emanating from Douglas. The south line to Port Erin naturally features, but arguably most interesting of all the footage are trains on the long-closed Manx Northern route, high above the Irish Sea on the west coast of the island en route to Sulby and Ramsey.

The programme may not have the crisp images of modern filming, nor would you expect it, although the quality is improved over the original video tape reproduction. What you definitely get is a wonderfully nostalgic record of how things were half a century ago. **CT**  
*Available from I P Peters, 2 Dark Lane, Steeple Ashton, Near Trowbridge, Wilts BA14 6EY, £16.95 (including p&p)*





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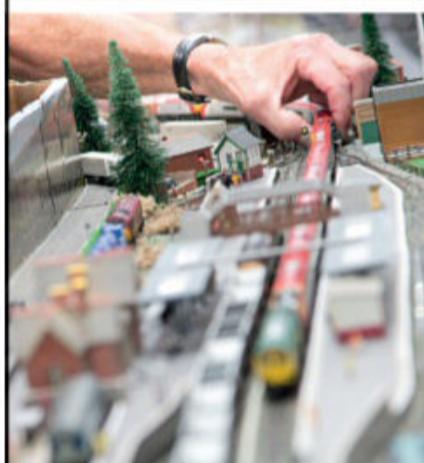
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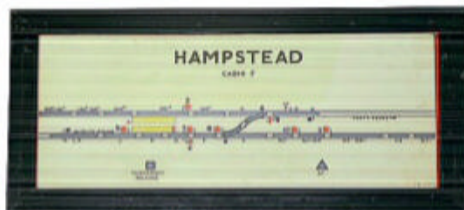
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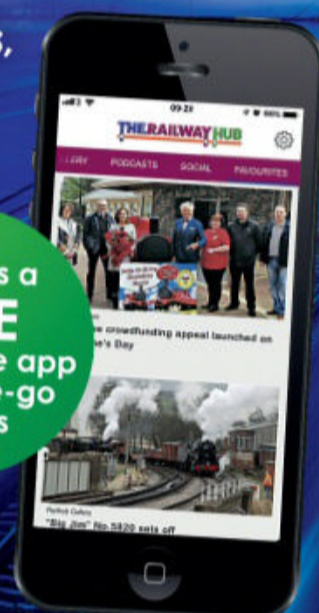
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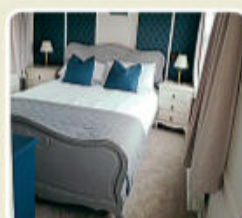
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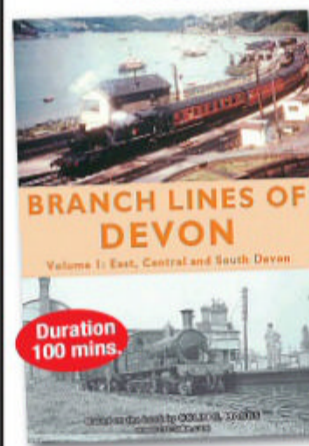


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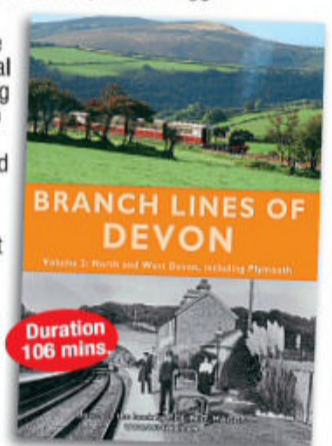
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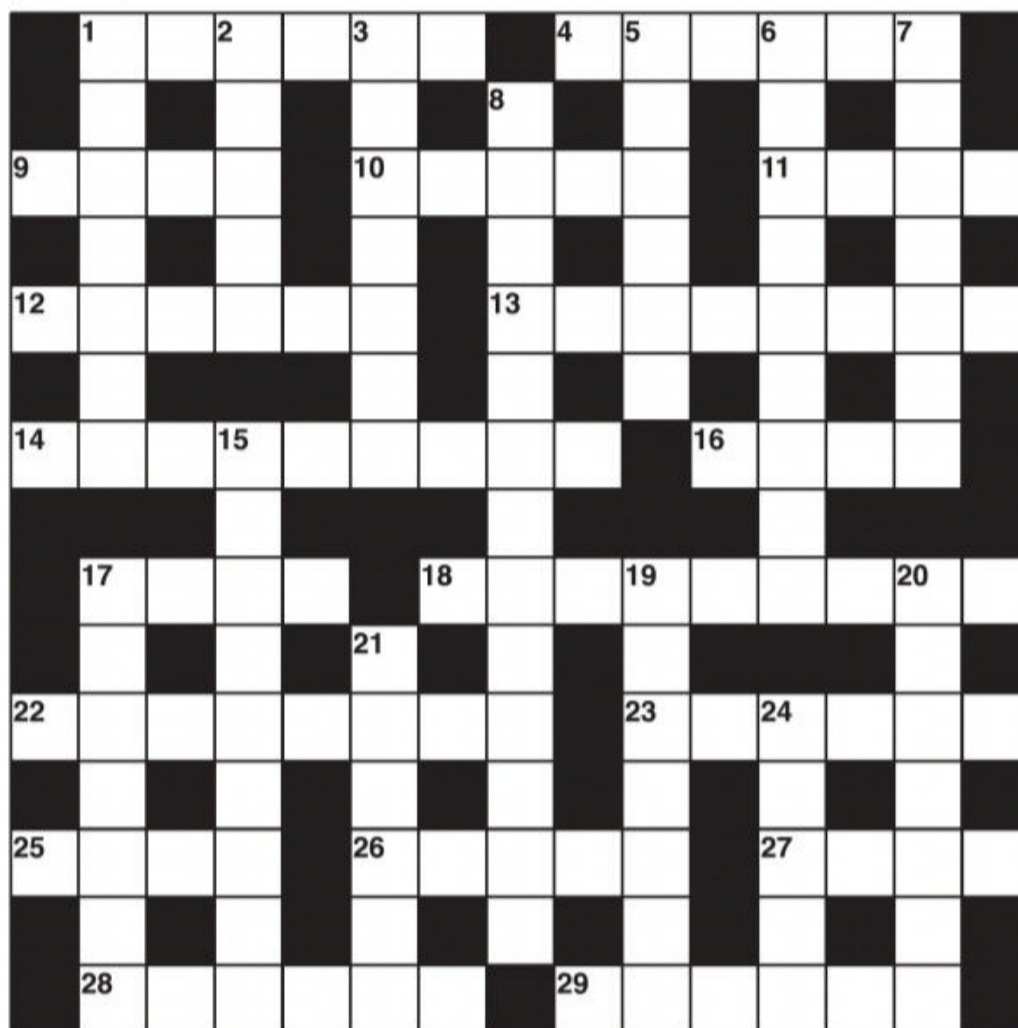
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 9 What 'Pendolinos' do (4)  
 10 \_\_\_ Bay, Lynton & Barnstaple Railway station (5)  
 11 \_\_\_ Side, station on the Blackpool South branch (4)  
 12 17 across \_\_\_, West Somerset Railway station (6)  
 13 and 2 down 'Deltic' No. D9013 (3,5,5)  
 14 Station between Porthmadog and Pwllheli (9)  
 16 See 17 across  
 17 and 16 across 'Merchant Navy' No. 35010 (4,4)  
 18 Kent & East Sussex Railway station (9)  
 22 Gloucester station closed in 1975 (8)  
 23 *Princess* \_\_\_, 'Princess Royal' No. 46204 (6)  
 25 Preserved Liverpool & Manchester 0-4-2 (4)  
 26 and 27 'Britannia' No. 70038 (5,4)  
 28 Station between Lewes and Eastbourne (6)  
 29 Fort \_\_\_, terminus of a Highland Railway branch from Gollanfield Junction (6)



### Down

- 1 \_\_\_ & Princes Risborough Railway (7)  
 2 See 13 across  
 3 *King* \_\_\_, preserved No. 6024 (6,1)  
 5 \_\_\_ Park, junction between Sutton and Surbiton (6)  
 6 \_\_\_ Hall, preserved No. 4920 (9)  
 7 \_\_\_ Heritage Railway in South Yorkshire (7)  
 8 Station on the Lincolnshire Wolds Railway (5,8)  
 15 Sampford \_\_\_, station on the Dartmoor Railway (9)  
 17 Surviving station on the Isle of Wight (7)  
 19 Covering for the wheels and motion of an 'A4' (7)  
 20 \_\_\_ Hall, 'Modified Hall' No. 7921 (7)  
 21 *Dorothy* \_\_\_, Class 60 No. 60071 (6)  
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Send completed form (photocopies are accepted) to: September 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 November 2021 issue. The winners will be the senders of the first all-correct solutions opened in our office after the closing date.

**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.**

**DATA:** Protection of your personal data is important to Mortons. Supplied data will be stored securely and will only be used for the purpose of processing this competition. Data will be stored for a period of three months then destroyed.

### Solution to the July issue.

**Across:** 1 Dartmouth 8 Cunard 9 Tralee 12 Hyde 13 Polar 14 Star 17 Trestle 18 Deganwy 19 Saltash 22 Caersws 24 Arms 25 Bound 26 Tube 29 Kemble 30 Albert 31 Armstrong

**Down:** 2 Ajax 3 Tadpole 4 Outward 5 Tram 6 Dundee 7 Repton 10 White Star 11 Droylsden 15 Steam 16 Agnes 20 Lamiel 21 Hoovers 22 Centaur 23 Square 27 Aber 28 Oban

**July winner:** Mr A Marsden, Pontesbury, Shrewsbury

**Runners-up:** Mr J Bradford, Irlam, Manchester; Mr J Whiteing, Lockwood, Huddersfield

**The closing date for this month's crossword is Friday, October 8, 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 of a Class 120 DMU at the top of an embankment by a river (right) was taken at the end of the Girvan Goods branch 40 years ago on August 30, 1981 as Nos. 51529+59685+51787 formed the Branch Line Society's 'Ayrshire Wanderer' tour.

For this month's question, where was this dockside industrial scene taken (left)?



**Next month**

The October issue will be on sale on October 6, 2021. Thank you for choosing *The Railway Magazine*.

## OO Gauge (1:76 Scale)

### Hattons Originals - Steam locos



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (RRP £99) ... **BARGAIN** ... £84



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (RRP £99) ... **BARGAIN** ... £84

### Diesel locos



H4-66-033 Class 66 66743 in GBR/Royal Scotsman (RRP £150) ... **BARGAIN** ... £119



H4-66-036 Class 66 66623 in Freightliner/G&W orange (RRP £150) ... **BARGAIN** ... £119

### Wagons



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (RRP £118) **BARGAIN** ... £99

### Heljan - Diesel locos



3451 Class 33/0 D6515 'Lt Jenny Lewis RN' in BR green small yellow panels - as preserved - Ltd Ed for Olivias Trains ... £159  
3458 Class 33/0 33025 in BR Civil Engineers 'Dutch' grey and yellow - weathered, marks where nameplates & crests removed ... £143.65



3459 Class 33/0 33029 in Direct Rail Services blue £135.15



3462 Class 33/0 D6508 'Eastleigh' in 1990s BR green small yellow panels ... £135.15



3463 Class 33/0 33023 in BR blue grey roof and orange cantrail stripe - weathered ... £143.65

### Electric locos

8651 Class 86/0 E3114 in BR blue small yellow panels, blue bufferbeams and lion on wheel emblem ... £161.46

### DMUs



19400 GWR AEC diesel railcar 22 in GWR chocolate and cream white roof and shirtbutton emblem ... £160.65  
19401 GWR AEC diesel railcar 29 in GWR chocolate and cream grey roof and coat of arms emblem ... £160.65  
19402 GWR AEC diesel railcar W21W BR crimson and cream grey roof ... £160.65



19403 GWR AEC diesel railcar W20W in BR crimson and cream dark grey roof and white cab rooves ... £160.65



19404 GWR AEC diesel railcar W32W in BR green speed whiskers white roof ... £160.65

### Hornby - Steam locos

R3719X Class 5101 'Large Prairie' 2-6-2T 4154 GWR green - Digital fitted £158  
R3765 Class B2 Peckett 0-6-0ST 1456 Bloxham and Whiston Ironstone Co. Ltd lined green ... £108



R3830 Thompson Class A2/2 4-6-2 60501 'Cock o' the North' in BR green early emblem ... £188



R3861 Class 8P 'Merchant Navy' 4-6-2 35017 'Belgian Marine' in BR green early emblem ... £188



R3865 Class 7MT Britannia 4-6-2 70013 'Oliver Cromwell' in BR green early emblem ... £197.50  
R3871 Class B2 Peckett 0-6-0ST 1264 'Henry' Port of Bristol Authority lined green ... £113

### Diesel locos



R3943 Ruston 48DS 235511 in Express Dairy Co. Ltd blue **NEW** £90

### HSTs



R3903 Pair of Class 43 HST Power Cars 43021 and 43132 'A New Era' in ScotRail '7 Cities' ... £261

### EMUs



R3952 Class 390 Pendolino 4 car pack 390001 in Avanti West Coast **NEW** ... £247

## N Gauge

### Dapol - Steam locos

### DMUs



2D-142-005 Class 142 'Pacer' 2 car DMU 142053 in Provincial light blue **NEW** ... £123.12

### Wagons



2F-041-002 Dogfish' ballast hopper in BR grey - DB993073 **NEW** ... £15.79

### Kato - Bi-Modal Multiple Units



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 £178

## O Gauge (1:43 Scale)

### Dapol - Steam locos



7S-007-008 Class 57xx 0-6-0PT pannier 6739 in BR black early emblem ... £206.75



7S-010-014 Class A1 'Terrier' 0-6-0T 734 in LSWR green ... £197.95  
7S-010-016S Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC sound fitted ... £340

### Coaches

7P-001-001 Mk1 BSK brake second corridor E34010 BR crimson and cream ... £175.07



7P-001-005 Mk1 BSK brake second corridor W34150 in BR chocolate and cream ... £175.07

7P-001-006 Mk1 BSK brake second corridor W34154 BR chocolate and cream ... £175.07

7P-001-009 Mk1 BSK brake second corridor M34393 BR blue and grey ... £175.07

7P-001-009U Mk1 BSK brake second corridor BR blue and grey - unnumbered ... £175.07



7P-001-201 Mk1 SK second corridor E24154 in BR crimson and cream ... £175.07

7P-001-203 Mk1 SK second corridor W24164 BR chocolate and cream ... £175.07



7P-001-205 Mk1 SK second corridor M25362 in BR blue and grey ... £175.07

### Hattons Originals - Coaches



H7-TC115-002 Gresley Teak coach Diagram 115 Corridor Third 23896 in LNER Teak ... £179

H7-TC175-002 Gresley Teak coach Diagram 175 Brake Corridor Composite 24068 in LNER Teak ... £179

H7-TC186-002 Gresley Teak coach Diagram 186 Open Third 23956 LNER Teak ... £179

### Heljan - Steam locos



H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green unstreamlined corridor tender - 'Record Breaker' (RRP £750) ... **BARGAIN** ... £579

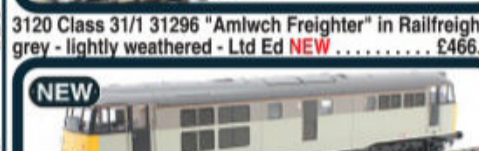


H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and unstreamlined corridor tender (RRP £750) ... **BARGAIN** ... £579

### Diesel locos



3120 Class 31/1 31296 'Amlwch Freighter' in Railfreight grey - lightly weathered - Ltd Ed **NEW** ... £466.65



3122 Class 31/1 in Railfreight 'Sector' triple grey - unnumbered **NEW** ... £466.65



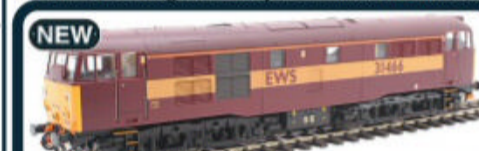
3140 Class 31/4 in BR blue - unnumbered **NEW** ... £466.65



3141 Class 31/4 in Intercity Mainline - unnumbered **NEW** ... £466.65



3142 Class 31/4 in Regional Railways - unnumbered **NEW** ... £466.65



3143 Class 31/4 31466 in EWS red and gold **NEW** ... £466.65



3144 Class 31/4 in Network Rail yellow - unnumbered **NEW** ... £466.65



4029 Class 50 in BR large logo blue black roof - unnumbered ... £594.15

4060 Class 40 in BR green centre headcode panel - unnumbered **NEW** ... £466.65



4061 Class 40 in BR green small yellow panels and centre headcode panel - unnumbered **NEW** ... £466.65



4062 Class 40 in BR green full yellow ends and centre headcode panel - unnumbered **NEW** ... £466.65



4063 Class 40 in BR blue centre headcode panel - unnumbered **NEW** ... £466.65



4064 Class 40 40155 in BR blue centre headcode panel **NEW** ... £466.65

## Any or Multiple Scales

### Hattons Originals - Digital decoders

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

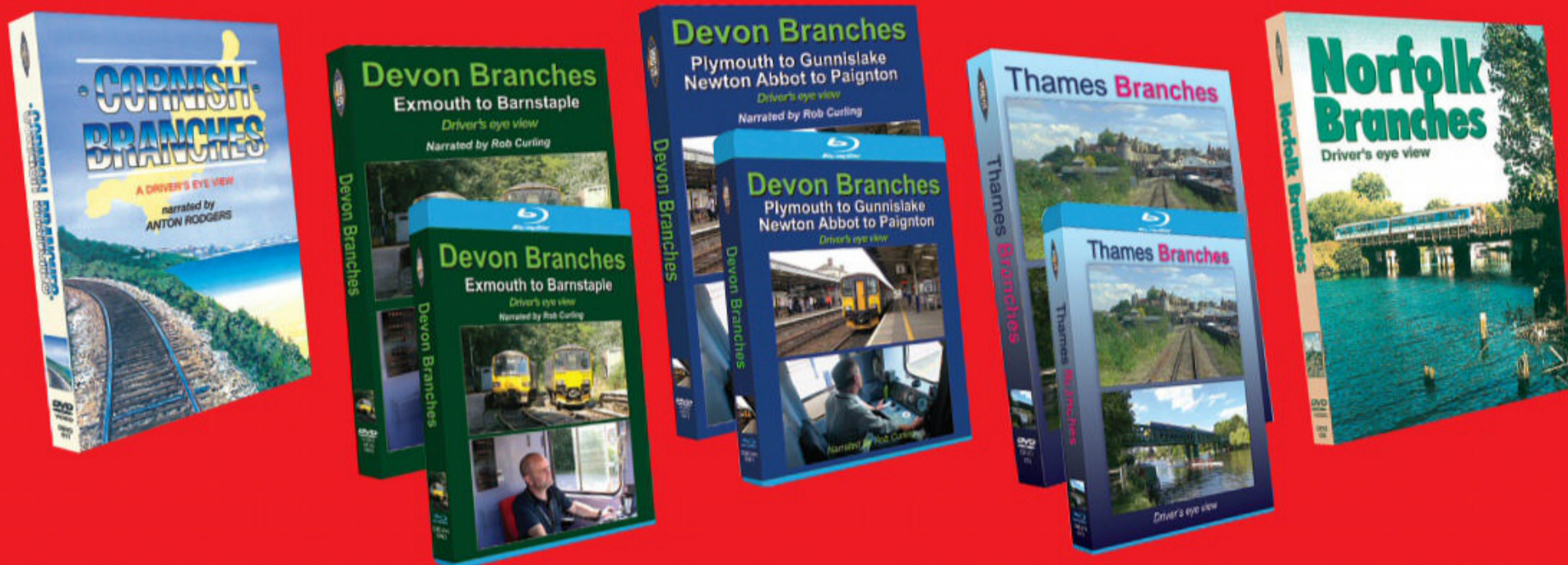
### Hornby - Digital decoders

R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel ... £41.50

R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) ... £69

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder ... £21

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