LUMO IS GO!

New East Coast operator starts Edinburgh services

DRS LOCOS UP FOR SALE

Class 20s, 37s and 57s on tender list

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November 2021

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A tribute to celebrity A4 as it steams for the last time ever

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Lumo's No. 803001 ready for the off at King's Cross on October 21's press run, and ready to convert domestic airline passengers travelling between London and Newcastle/Edinburgh to rail travel. PAUL BICKERDYKE

Sending mixed messages

TRAIN OF THOUGHT
Editor's Comment

WITH the COP26 UN Climate Change Conference due to begin in Glasgow soon after this issue goes to press, environmental and pollution issues are very much under scrutiny in the public eye. Railways have a key part to play in helping to reduce pollution, both in moving freight and passenger traffic, and yet there have been some mixed messages this month.

On the freight side, the operators have been praised for keeping supplies moving through the pandemic, and supermarkets such as Tesco say they will now increase the use of rail to distribution hubs, while every intermodal rail working takes an estimated 70 lorries off our road network.

However, a somewhat alarming development has seen operators actually swap electric locos for diesels on freight workings because the cost to them of the electric supply has more than doubled. While one or two diesel locomotives will still be less polluting than 70 individual lorries, it is a crazy situation not to use electrics along fully-electrified routes such as the West Coast Main Line.

You cannot blame the operators, they are commercial organisations and must therefore choose the most cost-effective traction at the time. But as our report on page 6 shows, a large proportion of that electricity charge to freight operators is a levy to subside renewable energy. This seems ironic – that a tax to encourage renewable energy is leading to operators switching from electric to diesel!

On the plus side, however, new open access operator Lumo has launched its service linking Edinburgh, Newcastle and London. On the face of it, the company has a similar offering to established East Coast operator LNER – using Hitachi-built Class 803 units with a similar overall journey time. But the difference is that Lumo is specifically targeting current airline users, trying to get them to switch from flying between the two capital cities. It also offers single-class budget fares, like the airlines, with one-way fares from £14.90 when booked in advance – and, of course, the journey is from city centre to city centre without the need to check in early before departure.

Lumo's all-electric service is, like all rail travel, far less polluting than flying – so we wish them well. And besides anything else, northbound passengers will be treated to a trip along the York avoiding line on the run from King's Cross to Newcastle – when was the last time this line was used for a booked passenger service, if ever?

Win a free cab or footplate ride

WE are asking for your help this month because, as we come out of the coronavirus pandemic, we want to know more about our readers to ensure that *The Railway Magazine* continues to best suit your needs.

To this end, we have created an online survey for you to complete, which is accessible through our website at **www.railwaymagazine.co.uk** or by scanning the QR code on the right.

By way of thanks, all respondents will be entered into a free prize draw for a chance to win a round-trip cab ride on the Nene Valley Railway in your choice of steam or diesel loco – for which we are very grateful to the NVR, an excellent and friendly heritage line.

The survey is easy to complete, and we would be very grateful if you could take a little time to visit our website and give us your thoughts.

Many thanks, and good luck in the prize draw!

PAUL BICKERDYKE, Editor

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The Revolution VLR demonstration vehicle is seen at Ironbridge during its press launch. GRAEME PICKERING

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On the cover

MAIN IMAGE: LNER 'A4' No. 60009 *Union of South Africa* approaches Somerseat on the East Lancashire Railway with the 11.55 from Bury Bolton Street on July 24. The 'Streak' has now steamed for the last time, and we pay tribute to the celebrity loco on pages 17-21 as it faces a future on static display only. KEVIN WHITEHURST

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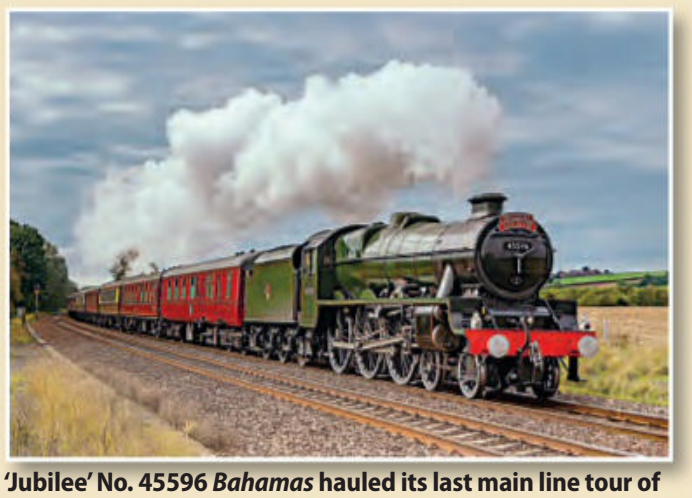

'Jubilee' No. 45596 *Bahamas* hauled its last main line tour of the season on October 16. ALAN WEAVER

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Reinstated and re-logoed for Colas, HST power car No. 43274 at Doncaster with a test train. GEOFF GRIFFITHS

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Old meets new at Bodmin Parkway. CRAIG MUNDAY

Rail Adventure's HST power cars Nos. 43484 and 43480 are pictured stabled at Munich Donnersbergerbrücke station on October 13, with ex-DB 111 Class No. 111 082. The company specialises in moving stock using a fleet of ex-Deutsche Bundesbahn and Swiss Federal Railways locomotives, but earlier this year it also acquired eight redundant power cars from Angel Trains to be used in Britain and on the Continent. KEITH FENDER

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Features

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Destined for a future on static display only, 'A4' No. 60009 has now worked its last train on both the main line and in preservation, a boiler tube leak scuppering plans for it to see out the last few months of its certificate at the East Lancs Railway.

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John Heaton FCILT rounds off his coverage of the ill-fated GBRf 'This time it's personal' tour, before looking at some extra detail of the West Coast Main Line record attempt earlier this year, and then comparing attacks on the climb to Whiteball summit in Somerset by different traction.

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Hidden away at the north end of Perth station is the little-seen Up Carriage Sidings and shed, but earlier this year Jordan Kearney had permission to visit and take this photographic record.

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Freightliner switches to diesel haulage for electric diagrams

Temporary move is due to 'unprecedented' increase in electricity prices.

Normally hauled by a single or pair of Class 88s in electric mode, DRS' Daventry to Mossend 'Tesco' working on October 15 was in the hands of diesels Nos. 66430+66432, seen getting underway from the Northamptonshire warehouse. CHRIS MILNER

RISING electricity prices have prompted Freightliner to temporarily use diesel locomotives on services diagrammed for electric haulage.

Making the announcement on October 12, the company said it was responding to an "unprecedented" increase "in order to maintain a cost-effective solution for transporting essential goods and supplies around the UK".

The sector's representative body, the Rail Freight Group, said that a 210% leap in wholesale energy prices between September and October (ironically just as final preparations were being made for the UK's hosting of the 26th United Nations Climate Change Conference in Glasgow) had meant neither operators nor customers could absorb the rise.

Other operators

Describing the increase as "challenging", DB Cargo UK said it had no plans at present to suspend use of its Class 90 or 92 locomotives.

GB Railfreight declined to comment on the situation, but it is understood its current Class 92 operations on the Caledonian Sleeper and heavy freight through the Channel Tunnel are unaffected.

Direct Rail Services indicated the possibility of alterations to fleet deployment if necessary. A spokesman commented: "Our fleet of locomotives offers the flexibility to adapt to changing market conditions while maintaining a safe, secure and reliable service. That might mean we change the type of traction we use on our train services in response to temporary fluctuations in energy prices."

DRS told *The RM* that although it could move them to other duties if required, it had no plans to sideline its 10 Class 88s. These locomotives, the only ones in its fleet with electric capability, also have diesel engines that can maintain the same tractive effort as electric mode but less than 20% of the available power.

Energy policy

Currently a customer of EDF Energy, Network Rail (NR) is the single biggest consumer of electricity in the UK and procures traction electricity on behalf of operators.

Although costs for some are subject to the current market wholesale price, the Rail Delivery Group, which represents freight and passenger companies, says around 80% is managed through its EC4T Scheme Council. Clubbing together to buy EC4T (electric current for traction) in bulk via NR enables savings and a degree of protection from market fluctuation.

NR says its electricity costs and those of passenger operators were negotiated some time ago and are fixed for this year and most of next, adding that some operators lock prices up to three years ahead of delivery.

Freightliner has also raised concerns about levies set by the Government to subsidise renewable energy, which it says represent around 40% of the price.

A breakdown of traction electricity costs for 2021/22 from Network Rail shows no fewer than four separate entries related to renewable energy and a further cost element that helps to cover payments to renewable energy generators where there is insufficient grid capacity to get their energy to where it is needed.

RDG director general Andy Bagnall said: "With taxes now making up around 40% of the electricity costs for train operators, we are calling on the Government to use the levers of funding and taxation to encourage businesses and passengers alike to go green and use the train."

£7bn transport boost for Regions

THE Chancellor Rishi Sunak was due to deliver his Autumn Budget just after this issue went to press, but prior to that, £6.9bn was announced for train, tram and other transport projects around the country.

Greater Manchester (£1.07bn), the West Midlands (£1.05bn) and West Yorkshire (£830m) were three regions set to benefit most. Liverpool City was allocated £710m; South Yorkshire £570m; the West of England £540m; and Tees Valley £310m.

Mr Sunak said: "This transport revolution will help redress the imbalance as we modernise our local transport networks so they are fit for our great cities and those people who live and work in them."

Much of the West Yorkshire money looks set to be spent on a new metro system, possibly trams, with Leeds being described as the largest city in Europe not to have such a network already.

Further details were expected in the budget, but other rail-related projects expected to benefit include: next generation tram-trains in Manchester; extending the West Midlands Metro, including the completion of the Wednesbury to Brierley Hill line; new and renovated stations in Liverpool and Runcorn; a Supertram renewal project in Sheffield; and upgrading Darlington and Middlesbrough stations.

Part of the Chancellor's transport funding could finally see West Yorkshire get its own metro system like this impression.

Lumo is go!

The new open access operator is now running its budget services between Edinburgh, Newcastle and London

By Paul Bickerdyke, Phil Marsh and 'Industry Update'

A THIRD open access operator after Hull Trains and Grand Central began running services on the East Coast Main Line from October 25, as FirstGroup subsidiary Lumo launched its public services between King's Cross and Edinburgh.

Initially there were two workings each way (departing King's Cross at 10.45 and 14.36, and Edinburgh at 09.11 and 16.12), although a third will be added in December and the ultimate goal is to have five. Intermediate calls are made at Stevenage, Newcastle and Morpeth – the northbound services using the normally freight-only York avoiding line.

There is a single-class offering budget fares, with the company targeting passengers that currently choose to fly between Edinburgh/Newcastle and London, while the Stevenage stop is for those currently flying between Edinburgh and Luton.

"The real competition is road and air travel, and we're trying to make rail more accessible by price and ease of use," said Phil Cameron, First Rail's commercial projects director. "We are also going for the leisure market, and the post-Covid growth in this area has undoubtedly helped us."

Trains are formed of single five-car Class 803 EMUs, of which Lumo has five (Nos. 803001-803005), which are similar to the Hitachi-built LNER 'Azumas' and TransPennine Express 'Nova 1' sets that also operate on the route. The '803s' can be coupled with other Class 80x series units, which is a useful characteristic in the event of service failures.

Seating is mostly airline style, with the non-driving intermediate cars having 94 seats per vehicle, with only two bays of four around a table per coach. First impressions are the seats offer slightly more cushioning and slightly more support than those of rival operators. Catering is confined to a trolley service.

Fares are offered from £14.90 for a single trip if booked in advance, although a proportion of seats will be held back to cater for turn up and go passengers where the fare has been set at £69. However, Lumo says advanced sales have been higher than expected so far, and so it is only accepting passengers with a seat reservation until at least the beginning of December.

Five years' planning

After an extensive investigation into route capacity and the allocation of paths by the Office of Rail and Road (ORR), FirstGroup's application for a track access agreement to operate five return services was approved in May 2016, accepting that services would not start until 2021 to allow time to procure rolling stock.

FirstGroup's proposal was competing with an alternative application by Alliance Rail to acquire new 'Pendolino' sets to operate an hourly service between London and Edinburgh that would reduce journey time to 3hrs 45mins. Although it was acknowledged these faster services would generate an estimated £26 million in new revenue, the abstraction level was estimated at £115 million and so it was inevitable this would be rejected.

The Lumo plan for more limited services was assessed as being likely to generate £16.8 million in new revenue, with limited abstraction from other train operators of £7.9 million.

The nature of the timetable does not offer faster services than those provided by the franchised operator on the route (LNER), and therefore was not considered likely to result in a significant transfer of existing passengers to the services.

The current regulatory requirement for the approval of open access services is that it must be shown that at least 30% of forecast revenue will be from new users, thus limiting abstraction from other train operators.

Asked whether the Great British Railways (GBR) project might affect open access operators such as Lumo, Mr Cameron said: "I don't see a clash at all as the Government White Paper is supportive of Open Access, although it is a bit of an oddity in the business.

"I think open access is really good for the industry, but GBR is years away and we don't really know what it's going to look like."

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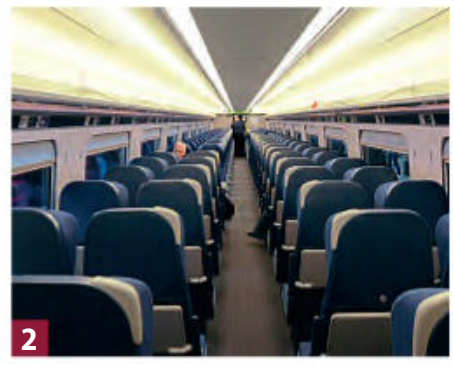
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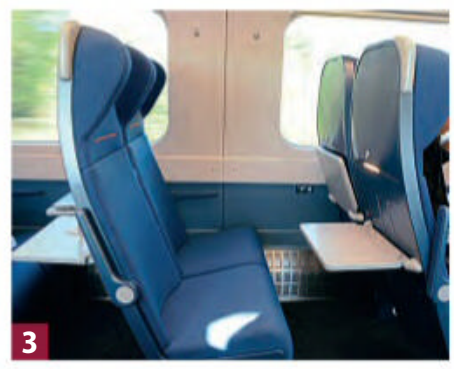
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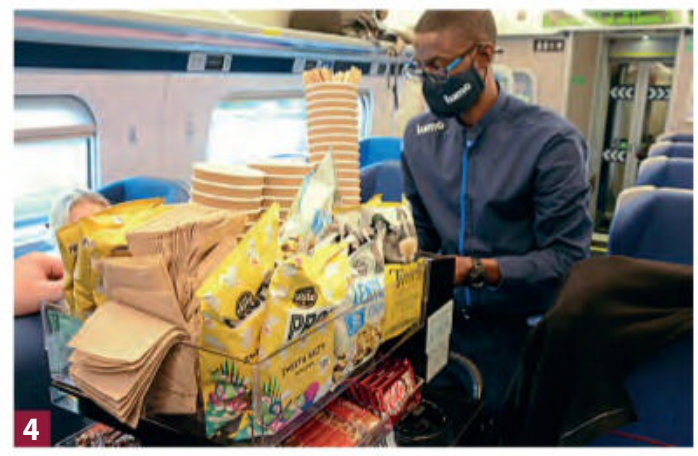
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1. A piper welcomed the press train into Edinburgh on October 21. GRAEME PICKERING
2. Seating is mostly airline style, with the intermediate cars having 94 seats per vehicle.
3. The seats themselves seem to be an improvement on other Class 80x units, with more cushioning and a more supportive shape.
4. There is no buffet, so on board catering is via a trolley service to the single-class seating.

A press trip ran ahead of the public launch on October 21, No. 803001 seen at King's Cross amongst the razzmatazz ready to leave with the 10.45 to Edinburgh.
PAUL BICKERDYKE

The benefits of open access

Challenger entrants bring new ideas that keep established operators on their toes.

By 'Industry Update'

Hull Trains began services using a small fleet of Class 170 DMUs, which were replaced by '222s', then '180s', and recently Class 802 bi-modes. Hull Trains-branded No. 170396 passes Homerton, North London, on September 2, 2004 while working empty from King's Cross to Ilford depot.

THERE is a continuing debate about the benefit of open access services, with a belief in some quarters that the monopolistic nature of most franchised operations is being justified on the grounds of simplicity, with passenger choice not seen as important.

This is in contrast to decisions taken at the time of Privatisation in the 1990s, when policy makers held the opinion that the decline in passenger and freight markets at the time could be reversed if competition was introduced to stimulate new services and reduce fares as a result of lower operating costs.

Freight comparison

This has certainly been evident in the freight market where, after significant cutbacks made by British Rail with the closure of private sidings and removal of network services, the use of privately-owned locomotives by Foster Yeoman and ARC in the 1980s for the movement of construction materials had shown that lower costs could be achieved to make rail more competitive.

This showed other rail freight customers that operating their own trains was also a way forward, and so the electricity generator National Power duly obtained the necessary assets. British Nuclear Fuels also decided to set up a new operating entity, Direct Rail Services, using the open access procedure.

A competitive market has since developed, with the formation of a number of new operators such as GB Railfreight, who represent challenger entrants competing successfully with the companies established at Privatisation.

There were expectations that the passenger market would develop in a similar way, particularly on longer-distance routes, but an immediate issue arose about the value of holding a franchise if there could be competition on profitable routes. As a result, the then Office of Rail Regulation decided it would restrict access to the network for new open access services to protect the revenue of franchised operators.

Initial approvals

Elaborate rules were created under a process described as the Moderation of Competition. The new franchised train operating companies could nominate flows for protection from competition, either from other franchised operators or new entrants, but after an initial period the rules were eased to restrict the protection to flows that made up 80% of franchise revenue.

At this point, Hull Trains applied for track access rights to run services between Hull and London because the minimal revenue earned by the franchised operator on the route, then GNER, did not amount to 20% of its income.

The main argument about the application was about capacity, but after much haggling three 100mph paths were identified that allowed the services to begin in September 2000 using Class 170 rolling stock provided by Anglia Railways. This also became problematic because, in an attempt to thwart the development of services, the newly-created Strategic Rail Authority ruled that assets held by a franchised operator could not be used by other parties.

This decision resulted in Hull Trains acquiring its own Class 170 units, which were delivered in 2004 as an interim measure until Class 222 125mph vehicles were delivered in 2005. Fortunately, there was a general shortage of DMUs as a result of traffic growth, so HT's displaced Class 170s were acquired by ScotRail for use on its longer distance express services.

Another open access operator Grand Central secured regulatory approval to provide trains between Sunderland and King's Cross from December 2007, with a route to Bradford added in 2010.

Rolling stock was a constraint, but six HST power cars became available that were the non-standard with buffers added as part of the switch to electric haulage on the East Coast Main Line in the late 1980s. The Bradford route used Class 180 units displaced from their original use on Great Western services.

> "The Williams-Shapps review maintains a place for open access operators in the passenger, freight and charter markets"

The justification for the GC services was similar to the Hull Trains example, where the lack of trains provided by the franchised operator meant revenue was below the threshold that would dilute the earnings of GNER.

Legal challenge

GNER launched legal proceedings to prevent the operation of the Sunderland trains and the expansion of Hull Trains' timetable. It was claimed that the regulatory decision was discriminatory and unlawful, and gave the open access operators an unfair advantage as they only paid a variable charge for track access.

After a four-day hearing, the judge Mr Justice Sullivan declined to grant an order quashing the regulator's decision, and additionally found the regulator's charging regime was not unlawful.

The fact that franchised operators pay a fixed charge before a variable tariff is added is in reality a charge-through paid to the infrastructure owner, which is reflected by the Department for Transport in the cost base for operating the franchise – so it is therefore included in any need for revenue support payments or to reduce a premium.

Franchised operators are also allowed to run at peak times, whereas open access services have to fit into available space, which in reality is usually at off-peak times.

The Government white paper issued following the Williams-Shapps review of the future industry structure maintains a place for open access operators in each of the passenger, freight and charter markets, and confirms that existing track access contracts will be honoured.

This is an acknowledgement that eliminating challenger entrants would not result in the better delivery of services by incumbent operators, as studies have shown the beneficial effects of East Coast open access competition compared with routes such as the West Coast and Great Western main lines. In the case of the former, the ORR approved a service between Blackpool and Euston, but subsequently Arriva decided not to go ahead.

Welsh proposal

A different attitude was taken for an application to operate services between West Wales, Cardiff and Paddington, which was declined. The issue was that, although there was agreement that 45% of the revenue would be new, the franchised operator would lose £34 million per annum in abstraction.

The intention was to provide seven daily return services, initially as far as Cardiff using Class 91 and Mk.4 rolling stock, with an extension to Carmarthen after bi-mode trainsets had been acquired. But the ORR concluded that the absolute level of abstraction from existing services was too great, even though the proposal was backed by Transport for Wales.

It can be anticipated that this application will be revived in due course, which prompts a view that – as there is likely to be greater devolution of transport decision making – the Welsh Government should have greater control over decisions about the provision of main line services.

In economic terms, market entry by challenger firms (such as open access operators in the case of rail) bring customer benefits that can be clearly seen in the rail freight sector, and are evident in many other markets such as low-cost airlines, supermarkets, mobile phone and internet service providers.

DRS to sell off redundant locomotives and carriages

Operator's eight Class 20s up for sale in first phase of older traction disposal.

By Graeme Pickering

DIRECT Rail Services has listed all of its Class 20 fleet, along with two Class 37s, two Class 57s and four Mk.2 coaches for sale.

The Class 20s were the first locomotives to enter service with DRS, then a subsidiary of British Nuclear Fuels, with No. 20301 being handed over to the operator on September 28, 1995. It and Nos. 20302-5 (which, having been among 10 purchased from RFS, were the initial batch of Class 20s modernised at Brush Traction for working trains carrying low-level radioactive waste) were advertised online to potential bidders on October 15, along with Nos. 20308/309/312, 37606/703 and 57302/311.

Nos. 20304/308/309 were previously offered for sale in 2018 and are located at Barrow Hill along with 20301/312. Nos. 20302/305 are at Bo'ness, as is No. 37703. Gresty Bridge depot in Crewe is the current home for Nos. 20303 and 37606. The pair of Class 57s are at Arlington Fleet Services (Eastleigh Works) on accommodation bogies, which are included in the sale.

Tenders are also invited for Mk.2 vehicles Nos. 5787, 5937, 6173 and 6064, which are currently located at DRS's Motherwell depot.

Parts for sale

Associated components are also available for purchase. The list of Mk.2 parts runs to nearly 260 separate items, available in varying quantities, ranging from seats, axles and door handles to fuses and toilet flush valves.

Four partially-overhauled wheelsets and four traction motors requiring overhaul are among the extensive list of Class 20 parts offered for sale. Over a hundred Class 57 items are listed.

Although this first phase of disposals includes locomotives that have been out of use for some time, DRS (part of Nuclear Transport Solutions, a division of the Nuclear Decommissioning Authority) says it marks an "important first step" as it looks to its plans for the future and options for traction with lower carbon emissions.

The deadline for receipt of completed tenders for the current sale is 12.00 on November 11. DRS has confirmed that further Class 37s and 57s will be put up for sale in the future.

NEW SEES OLD OFF TO PRESERVATION: A unique working on the Island Line on October 20 saw new Vivarail unit No. 484004 propel its withdrawn predecessor No. 483006 from Ryde depot to Sandown, so the '483' could be transported away by road to its new life in preservation with the London Transport Traction Group at the Llanelli & Mynydd Mawr Railway in South Wales. A bespoke coupling was required, with the train restricted to 5mph, and the odd pairing is seen approaching Smallbrook Junction. This was the final '483' (former London Underground 1938 Stock) to leave Ryde, and it arrived safely at the L&MMR on October 22. Classmate No. 483008 is also bound for the L&MMR, but for the time being remains stored under a tarpaulin at Sandown.
JOHN FAULKNER

Controversial Battlefield 'Peak' set to be scrapped

By Gareth Evans and Peter Nicholson

AFTER almost 20 years in limbo, the end is nigh for Class 45/0 No. 45015 (D14), which is stored in a siding at Market Bosworth on the Battlefield Line.

Having long been the subject of discussion, the 'Peak' – which has never operated in preservation – is finally set to be removed from the grip of mother nature and will be broken up.

A Battlefield Line spokesman told *The RM*: "There have been a lot of conversations with the former owner this year, which has resulted in the Battlefield Line seizing the loco. We have had an asbestos survey recently done and the small amount found is due to be sorted as soon as possible."

He said breaking up the loco was the only realistic option. "Anyone who is serious has had ample time to mount a rescue bid. No other railway will take it – they are aware of the hassle it has caused us.

"In the last 12 months one individual thought about doing it up as a shell. They stopped when the costs to restore the loco even to that extent reached £100K.

"Scrap is currently £200 per ton, so there is enough in cash in it for us to deal with it – the railway funding the asbestos removal.

"It will be moved and parts will be recovered. These include cylinder heads, bogies and the heat exchanger. Three serious industry players have expressed an interest in the major, usable components.

"We remain open to offers for other parts, including the cabs – but prospective purchasers will have to pay the scrap price and associated costs.

"We will retain one of the number panels for the railway's museum. The other is to go to auction as that is the fairest way."

Questions often asked are why should this loco be saved, and why is it of interest, as there are two other Class 45/0s (steam-heat) and nine Class 45/1s (electric-heat) in preservation. No. 45015 was built at Derby in 1960 as No. D14 and is the oldest survivor of the 127 built, and the only one with potentially operating nose-end doors.

It was withdrawn with a defective traction motor on March 3, 1986, but was retained at Toton depot in an immovable state and was located for many years in the training area.

It possibly holds the record for being the longest time of any diesel between withdrawal and sale – a period of 16 years 7 months.

SIDELINES

Digital signalling for heritage stock

AS part of the East Coast Digital Programme, Network Rail is spearheading a project that will see European Train Control System (ETCS) in-cab signalling equipment fitted to 'A1' Pacific No. 60163 *Tornado*, and also designed for a 'Black Five' and a Class 55 'Deltic'. ETCS is the signalling and control component of European Rail Traffic Management System (ERTMS), which will replace traditional lineside signals with in-cab radio-based signalling, initially on the East Coast Main Line. A trial fitment will determine if it is a viable technical and commercial option for heritage vehicles, and the option of retro-fitting the technology would enable heritage steam and diesel vehicles to continue operating on mainline infrastructure under radio-based train control.

Immingham intermodal

A NEW container service between the Port of Immingham and Doncaster iPort will have capacity to move up to 80 containers a day between the locations.

Operated by Victa Railfreight, the 'Humber Express' services for DFDS Seaways will run twice a day in both directions from November 2, although Victa said it was possible a few would operate ahead of that date.

Class 20s No. 20007 and 20205 made a guest appearance leading a demonstration train from the DFDS terminal to Barnetby on October 22, carrying containers on IXA wagons supplied by VTG.

Passengers return

FIGURES released from the Office of Rail and Road show that rail travel started to rebound between April and June 2021 following the gradual easing of the Government's Covid restrictions. Overall, there were 182 million rail passenger journeys made between April and June 2021. This is more than double the previous quarter's 80 million journeys, and more than five times the 35 million journeys made in April to June 2020. However, it is still down on the 437 million journeys made in the same quarter two years ago.

The numbers indicate that passenger rail usage in Great Britain began the quarter at around 30% of pre-coronavirus levels, before increasing to 55% in early June.

Brid semaphores go

EAST Yorkshire's last working semaphore signals were exchanged for colour lights at the end of October when the mechanical 65-lever frame Bridlington South signalbox was replaced with a modern control panel. Buses were put on to replace trains between Driffield, Bridlington and Scarborough over the nine-day closure period from October 22 to November 1.

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November start for Dartmoor line services

Regular, all-year-round services to restart for first time since 1972.

By Chris Milner

REGULAR timetabled services between Okehampton and Exeter are to commence on November 20. The restoration of all-year-round services is the first 'reopening' under the Government's Restoring Your Railway programme and will cost more than £40m.

Trains will initially run every two hours between Exeter and Okehampton, but from the May 2022 timetable the frequency will increase to hourly. All trains will call at Crediton and selected trains will call at Newton St Cyres on request.

Since the beginning of the year, teams of Network Rail engineers have been busy laying 11 miles of new track from Coleford Junction (north of Crediton) with 24,000 concrete sleepers and 29,000 tonnes of ballast. Repairs have also been made to 21 structures along the route, including four bridges, and a range of works such as vegetation clearance, earth and drainage works and fencing improvements have been carried out.

It is a remarkable achievement in nine months, particularly during a pandemic. More work will be carried out over the winter including further work on the station buildings to enable the restoration of the cafe and other facilities.

50 year closure

The Dartmoor line first opened in 1871, and closed to regular services in 1972 but remained as a freight-only line to extract aggregates from Meldon Quarry until 2011 when the quarry was mothballed. Occasional summer Sunday services have operated between Okehampton and Exeter.

Under the auspices of the Dartmoor Railway, heritage trains operated between Okehampton and Coleford from 1997, but in February 2020 Dartmoor Rail entered administration, and in March this year Network Rail took over the line.

GWR No. 150246 leaves Okehampton on September 20 with the 5Z59/15.43 crew training run to Yeoford. DWV HUNT

GWR will operate services and timetabled weekday departures from Okehampton at 07.20, 09.24, 11.25. 13.24, 15.24, 18.20, 20.22 and 22.18. From Exeter departures are at 06.29*, 08.34, 11.02, 12.21*, 14.32, 17.04, 19.08 and 20.52* (departures are from Exeter Central unless asterisked, which are from St Davids). There are eight return trains on a Saturday at slightly different times, and seven return workings on a Sunday. These times are applicable until December 11, from when a revised timetable will be effective. An anytime day return will cost £8 and journey time is around 40mins.

Okehampton will operate as an unstaffed station, with card-only ticket machines, CCTV coverage and a pay & display car park. Looking ahead, a funding bid has been submitted to open a Parkway station east of Okehampton, but there are no plans to open any other stations on the route.

RHEIDOL GARRATT: The amazing sight of ex-South African Railways Hanomag-built 2-6-2+2-6-2 Garratt NG/G13 (10551/1927) No. 60 drawing into the Vale of Rheidol Railway's Devil's Bridge station on October 18, pulling a loaded post-overhaul test train with a few VoR staff members aboard. The privately-owned locomotive was imported from Switzerland in July 2017 and has undergone an extensive overhaul at the VoR's Aberystwyth works. It is expected to undertake photo charter work during November and enter VoR passenger service in 2022. Further details to follow in next month's issue. JOHN R JONES

Extending the Borders Line is 'best idea' for the region

REOPENING the remaining section of Borders Railway to Carlisle is seen as the "best solution" for the area's transport issues and improving connectivity between England and Scotland.

The Borderlands Partnership – a consortium of local authorities covering the Dumfries and Galloway, Scottish Borders, Cumbria, Northumberland and Carlisle areas – has produced a prospectus looking at the potential of extending the line, and all back extending from Tweedbank to Carlisle. However, the prospectus does not say where any new stations should be sited.

The document points out a higher car ownership in Melrose, St Boswells, Newcastleton, Langholm and Longtown compared to the national average, suggesting the car dependency stems from a lack of alternative transport.

Scottish Borders Council leader Shona Haslam said the re-establishment of a line between Edinburgh and her region had brought "immense and wide-ranging benefits", adding: "SBC has made a case for the extension of the line to Hawick and on to Carlisle for some time, and together with the other local authority partners we are reaffirming and strengthening that case in the prospectus."

The prospectus says in order to deliver an extended line in a 10-20 year time frame, development work should begin now. At present, 96% of the original trackbed remains unobstructed.

Opening between Edinburgh and Tweedbank in September 2015, the Borders Railway stands out as the most successful rail reopening scheme, averaging 1.74m passengers per year between 2017/8 and 2019/20.

SIDELINES

Waterloo to Bristol campaign

SEVERAL campaign groups have joined forces to fight plans to scrap direct trains from Bristol to Waterloo after South Western Railway announced plans to end through services, which began in 2004, on December 11 this year.

SWR said it is trying to reduce duplication across the network, and there is already sufficient services between Salisbury and Bristol operated by GWR. Campaigners say the panned connections at Salisbury are poor, with GWR's services leaving for Bristol just before SWR's arrive from Waterloo.

Petition against reopening

MORE than 13,000 signatures have so far been gathered by campaigners who say the proposed reopening of the rail route between Matlock and Buxton would have a negative impact on the popular Monsal Trail.

Manchester & East Midlands Rail Action Partnership (MEMRAP) is hoping to secure funding to examine the feasibility of reinstating the line (part of which is operated by Peak Rail). It would be used by passenger services, traffic from local quarries, and the current heritage services. Petitioners say rerouting the trail, which uses 8.5 miles of the trackbed, would make it less appealing to visitors and damage the tourism industry.

Sheffield derailment

THE Rail Accident Investigation Branch has made recommendations to Network Rail regarding processes for identifying high risk derailment locations after 16 wagons of a train carrying cement powder from Hope to Dewsbury came off the rails at the north end of Sheffield station on November 11 last year.

The RAIB found that a number of track screws had failed several weeks or possibly months earlier, allowing the rails to spread apart, but the failures had not been identified by NR's maintenance inspections.

Recommendations were also made for safety-critical changes to processes, standards governing fitment of check rails and track geometry data formats.

EMR wagon auction

EAST Midlands Railway raised £700 for the Railway Children Charity after it auctioned off a decommissioned 1970s goods wagon. The OBA wagon, which was built in 1977 at Ashford Works in Kent, was used to carry around materials such as scrap and general merchandise until the early Nineties.

The winning bid was by Kieran Fallows of the National Wagon Preservation Group, which aims to preserve and exhibit a selection of wagons built since the formation of British Rail in 1948.

SIDELINES

Track monitoring trial

DB ESG has announced a project with Network Rail to trial a continuous track monitoring system called CTM2.0. The equipment will be installed onto a Mk.3 driving van trailer, which will operate on Chiltern Railways passenger services between Birmingham and Marylebone. The trial will enable Network Rail to assess the suitability of the system in helping to reduce the number and impact of service-affecting failures.

Neville Hill takeover

NORTHERN has confirmed it has taken over full control of the Neville Hill depot in Leeds.

The depot, which currently employs around 550 engineers, technicians and train presentation operatives, is a key element for rail services in the North and had previously been jointly managed by Northern and East Midlands Railway.

All former EMR employees have transferred to Northern as part of the deal.

'Standard' locomotives on the move

BR 'Standard' '4MT' 2-6-4T No. 80078 has temporarily left its Mid-Norfolk Railway (MNR) home to assist the Swanage Railway with its Christmas services. Owned by Stewart Robinson, the former Purbeck line stalwart promptly entered service at Swanage where it hauled half-term trains. After winter maintenance, the loco is set to return to the MNR to play an integral part in the line's 2022 operations. Meanwhile, Southern Locomotive Limited's '4MT' 2-6-4T No. 80104, moved from Swanage to Tyseley Locomotive Works on October 25. The loco is expected to return to service in 2023.

Inverness Airport construction begins

WORK is now underway to create the new Inverness Airport station with the start of construction of the platforms at Dalcross. The plans for the new £14m facility will see the construction of a two-platform station on the Aberdeen-Inverness line with step-free access

First black driver commemorated

A PLAQUE has been unveiled at King's Cross to commemorate Britain's first black train driver. Wilston Samuel Jackson began driving in 1962, and went on to drive famous trains such as 'The Flying Scotsman' and 'The Elizabethan'.

Wilston was born in Jamaica in 1927 but moved to London in 1952 to join Britain's efforts to rebuild after the Second World War. He started as a locomotive cleaner before rising through the ranks to fireman and then driver. A rail accident in 1966 broke both his legs, but he recovered to rejoin the railways before moving to Zambia, He passed away in September 2018 aged 91.

Debut for innovative Very Light Rail vehicle

First of a kind Revolution VLR prototype offers lower cost option for railway reopenings.

By Graeme Pickering

The Revolution VLR demonstration vehicle stands at the platform at Ironbridge Power station following its press run on October 7. GRAEME PICKERING

With capacity for 56 seated passengers, the air-conditioned train is compliant with accessibility requirements and features wheelchair space, CCTV, a passenger information system, wi-fi and mobile device charging points. GRAEME PICKERING

A LIGHTWEIGHT hybrid diesel and battery electric single-car train, the result of seven years of work to create a low-cost option for new services, was launched to the media on October 7 at the former Ironbridge Power Station site in Shropshire.

Weighing just 24.8 tonnes, the Revolution VLR (very light rail) demonstrator is almost 40% lighter than a single-car Class 153 diesel multiple unit, but can accommodate 56 seated passengers.

RVLR is the response to a challenge set out by the Rail Safety & Standards Board (RSSB) and the Department for Transport to create a vehicle to enable new or additional local train services to be provided more cost-effectively, while also being attractive enough to encourage passengers to choose rail over other modes of transport.

Featuring wheelchair space at one end of the train, it also has air conditioning, wi-fi and charging points for mobile devices.

Stratford-upon-Avon-based Transport Design International (TDI), which has been involved in the development of a number of lightweight vehicle concepts, is the leader of the RVLR consortium, which also comprises rail fleet leasing firm Eversholt Rail, the RSSB, Warwick Manufacturing Group (WMG) at the University of Warwick, engine manufacturer Cummins, vehicle technology specialist RDM Group and rail interior supplier Transcal.

The demonstrator, capable of running at up to 65mph, is fitted with two 2.8litre Cummins Euro 6 emissions-compliant common rail diesel engines and a generator.

The generator can provide power to the bogie-mounted motors for traction or charge the vehicle's two lithium titanate battery packs, which can be used for emissions-free operation in areas such as stations and during journeys at up to 20mph. The mix of power from the two sources can be adapted to suit specific operations. A battery-only version is planned and the consortium says the vehicle could also be configured for hydrogen operation.

The demonstrator is already configured for multiple working, although the consortium believes two single cars working together (or a two-car unit with cabs at either end) is probably the logical limit for the RVLR concept.

Three pre-series production vehicles are already planned for manufacture next year.

'World first' autonomous transit system for Shildon

LOCOMOTION, the National Railway Museum's site at Shildon in County Durham, will be the location for a driverless electric pod system described as the first of its kind in the world, writes Graeme Pickering.

London-based Urban.MASS is behind the project, which will combine door-to-door on demand and mass transit transport modes.

Lightweight driverless electric pods can be deployed to any part of the system area, using ground-level or elevated tracks and existing road networks. Depending on demand, the pods can operate individually or group together to run as connected trains, giving flexibility where needed for high frequency peak-time capacity.

Elevated track, powered by overhead solar canopies, can run above roads and other obstacles. Urban.MASS says these sections will have a physical footprint which is 70% smaller than a typical urban light rail system and will minimise the need which might otherwise occur at ground level for tunnelling and demolition.

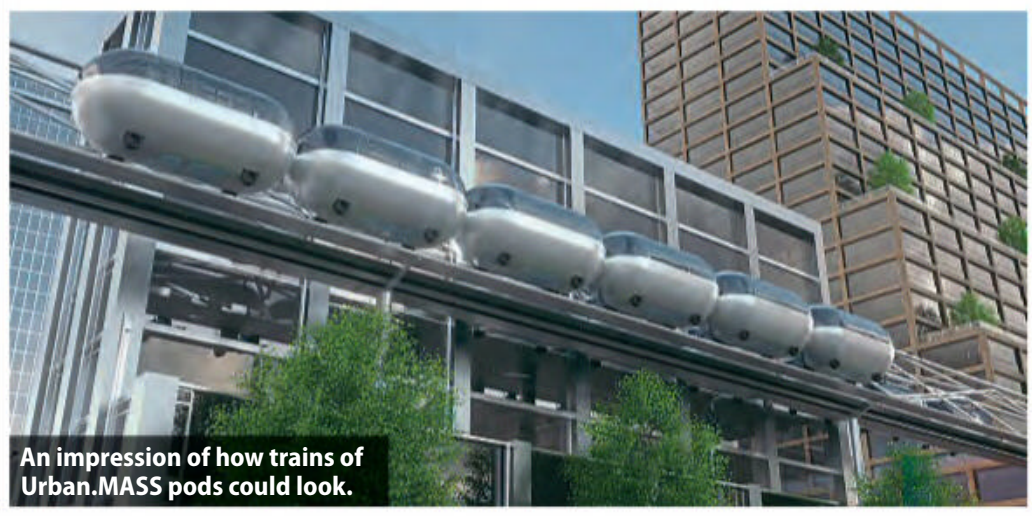
Modular design allows quick construction and adaptability to changing needs of urban areas as they develop, with a cost estimated by the company to be 50% less than a traditional mass transit route.

Shildon trail

The Shildon system, which will run next to the route of the Stockton & Darlington Railway, is due to be operational in time for its bi-centenary in 2025 and forms part of the NRM's £55 million Vision 2025 transformations of the site and its York headquarters. It will allow Urban.MASS to demonstrate the flexibility of the technology in negotiating a number of obstacles, including a road bridge, railway line and public walkway.

There will be three stations, one at ground level (where the pods will travel on tarmac), an intermediate stop (allowing pods to transfer between ground level and elevated track) and a station on elevated track, where pods can avoid ground level obstructions while travelling at higher speeds.

Urban.MASS says Bristol, Liverpool, Cambridge, Oxford and Cardiff are among the British cities it has identified that would be suitable for deployment of the system.



An impression of how trains of Urban.MASS pods could look.

The design for a single pod.

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

SIDELINES

Tenders invited for enabling works

SIX bidders – BAM, Galliford Try, John Graham, Kier, Laing O'Rourke and Skanska – have been invited to tender for a major two-part enabling works contract for Phase 2a of HS2 between the West Midlands and Crewe.

The three-year contract, with a base price of £240 million, will involve tasks such as environmental mitigation, creation of site compounds and preparing a trace of the route, ahead of the start of main civil works in summer 2024.

Bintou wins Apprentice of the Year award

A PROJECT management apprentice with HS2, Bintou Keita, was named Apprentice of the Year 2021 in the transport and logistics category at the BAME Apprenticeship Awards.

Having completed her apprenticeship in September, she is now project coordinator for HS2's interchange station at Solihull

The BAME Apprentice Network aims to support and inspire apprentices from black and minority ethnic groups.

Insights shared

INFORMATION on lessons learned, good practice and innovation during the delivery of HS2 will be shared online as part of the HS2 Learning Legacy project.

Providing an industry resource, additional papers will be published on the learninglegacy.hs2.org.uk website every six months.

Students present accessibility ideas

BIRMINGHAM students have presented their ideas for how HS2's stations and trains can meet the needs of passengers with disabilities. Braidwood School for the Deaf, Heart of Birmingham College and Queensbury School were involved in the virtual work experience project.

Online sessions for potential bidders

BUSINESSES can find out more about opportunities to bid for work on the HS2 project as part of online 'Meet the contractor sessions' being held during November. This year, it includes a focus on contracts for smaller companies.

Second contract awarded for tunnel segments

The site of STRABAG's Hartlepool factory, already rail-linked via the dock branch (right of picture), which meets the Durham Coast route in the middle distance. HS2

STRABAG will open factory in Hartlepool to fulfil order

THE second contract to supply precast segments for HS2 tunnels in London has been won by STRABAG, which will establish a new factory in Hartlepool to manufacture them.

Production of the segments will take place at a former oil rig fabrication yard at the town's docks, creating more than 100 jobs for the duration of the project.

The operation in Hartlepool will supply 36,000 segments for the twin-bore tunnels that will run under Northolt, linking the HS2 station at Old Oak Common with Green Parkway.

Construction of the new factory will begin in January 2022, with the manufacture of segments starting in December 2022.

Rail facilities

All the segments produced in Hartlepool will be transported entirely by rail, with the first consignment scheduled for delivery to HS2's Willesden logistics hub in April 2023.

The factory site is adjacent to the short docks branch line that runs from the Durham Coast route. An area of land will be redeveloped to accommodate rail loading and segment storage. The existing building will house an automated segment carousel and reinforcement hall, with telemetry-guided robots producing the reinforcement cages for each segment.

■ Pacadar UK was the winner of the first contract, announced in August, to supply 58,000 tunnel segments. Its Isle of Grain factory in Kent is due to start production of the order in January.

HS2 chief commercial officer Ruth Todd, HS2 minister Andrew Stephenson, Tees Valley mayor Ben Houchen and Hartlepool MP Jill Mortimer inside the building that will produce tunnel segments like the one pictured. HS2

First mile of tunnelling under Chilterns completed

TUNNEL Boring Machine (TBM) *Florence* completed its first mile of work under the Chilterns in late September.

The 2000 tonne machine has been cutting through a mix of chalk and flint since its launch in May. So far, the TBM and its crew have installed over 5500 segments, each weighing around 8.5 tonnes, which are being made on-site at the south portals. To complete each of the twin bores, 56,000 such pieces will be needed.

Working in the other bore of the 10-mile long tunnel (both of which are being driven from the southern end at West Hyde, north of Denham, in Buckinghamshire), identical TBM *Cecilia* is a short distance behind having started about six weeks later than *Florence*.

Both machines are expected to break through at the other end of the tunnel in around three years' time.

Looking south towards London from inside one of the Chiltern tunnel portals. HS2

A completed section of the Chiltern tunnel. HS2

Electrification rate ‘behind schedule’

RIA says railway electrification is running at less than half the rate needed to decarbonise by 2050

DATA published by the Office of Rail and Road shows that in 2020/21, 179 track-kilometres were electrified, which is less than half the 448 track-kilometres required each year to meet Network Rail’s target of a Net Zero railway by 2050, according to the Railway Industry Association (RIA).

RIA technical director David Clarke said Network Rail’s Decarbonisation Strategy identified a need to deliver 13,000 kilometres of electrification by 2050, but there are currently no major schemes in the pipeline. He added the industry is losing expertise whilst schemes are stalled, making it more difficult when new projects are started.

“We need to get a programme of electrification work underway today, so we can decarbonise the network, bring greater benefits to passengers and freight users, and support the UK economy as we look to ‘build back better’,” said Mr Clarke.

IET BRANDED: Prime Minister Boris Johnson unveiled new branding on GWR bi-mode No. 800313 at Paddington on October 15, promoting the environmental benefits of travelling by train. The wording says a single train removes up to 500 cars off our roads, and that travelling by train reduces carbon emissions by 7.7 million tonnes in the UK every year. GWR

SIDELINES

Rail catalyst for jobs

RESEARCH commissioned by the Rail Delivery Group shows that a ‘net zero railway’ could support 6000 green jobs to 2050, generate £4.4 billion of economic benefits, and kick-start the growth of hydrogen and battery industries. The Government is aiming to have 5GW of low-carbon hydrogen production by 2030, and hydrogen trains would require 2-5GWh of power, meaning rail could help the emerging hydrogen industry to scale-up. Thousands of jobs will also be needed to assemble electric, battery and hydrogen-powered vehicles, most of which will be at existing plants in the North, Midlands and South Wales.

Goal for modal shift

DB Cargo has launched a new campaign to encourage modal shift from road to rail. By teaming up with some of Britain’s biggest businesses, it will lobby the Government to set a legally-binding target for switching transportation from road to rail. DBC’s chief executive officer Andrea Rossi said: “A legally-binding target will provide the confidence and certainty needed to unlock sustained investment.”

Tesco backs rail

SUPERMARKET Tesco said it will increase the use of trains to distribute products by almost 40% after acknowledging the role that rail freight played in keeping shelves stocked during the lorry driver crisis. The company said it aimed to deliver 90,000 40ft containers of goods a year to its warehouses via trains by the end of 2021, up from about 65,000 at present – including a new service linking Spain with Scotland.

Call for flight ban

CAMPAIGN for Better Transport is calling on the Government to ban some domestic flights and do more to promote rail as a greener alternative to help tackle climate change. The national transport charity wants to limit domestic flights with the equivalent train journey made cheaper. This would include an end to flights between Manchester and London, London and Edinburgh, and Birmingham and Glasgow.

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Railways in Parliament

by Jon Longman

Traction costs rise

GATESHEAD MP Ian Mearns asked the Department for Transport (DfT) to assess how much Network Rail (NR) has increased its electricity charges to operating companies.

Transport Minister Chris Heaton-Harris replied: “Network Rail does not set traction electricity charges for train operators. NR procures traction electricity on behalf of the rail industry, which is then charged to operators at the price that NR pays. This means that NR does not set the price or make a profit or loss in this process. If market electricity prices change, the risk or benefit rests with train and freight operators.

“Each train and freight operator has its own strategy for securing future traction electricity prices. These strategies are then enacted by NR according to the Traction Electricity Rules referenced in Track Access contracts. The process replicates what operators would need to do if they bought directly from an energy supplier.”

LSER refunds £25m

SLOUGH MP Tanmanjeet Singh Dhesi, noting the ‘Government takes over running of London and South Eastern Railway (LSER) services’ press release regarding the £25m breach of the franchise agreement, asked if the DfT plans to investigate other operators on the uses of historic taxpayer funding.

Mr Heaton-Harris replied: “The issues identified are highly unusual and specific to the LSER franchise. They represent a significant breach of the good faith obligation within the franchise agreement. This is why the DfT has acted swiftly and decisively to protect taxpayer interests and recover the money owed.

“At this stage, given the issues are unique to the LSER contract, I have no reason to believe this activity is part of wider-industry practice. The DfT will undertake a rigorous examination and review of all the evidence provided, to consider whether further action or investigation is required.”

Dartmoor scrutinized

LIFE peer Lord Berkeley asked for an outline of the DfT Acceleration Unit’s current works programme and its achievements to date.

Transport Minister Baroness Vere of Norbiton said: “Since its launch in October 2020, the Acceleration Unit has supported programme and policy teams to speed up the delivery of infrastructure projects and the implementation of new policy initiatives.

“The work of the Acceleration Unit is driven by the need to build back better, to level up the country and to decarbonise transport. Key achievements to date have included challenging delivery of the Restoring Your Railways programme, including the Dartmoor Line reopening, the Northumberland Line and working with DfT’s arms-length bodies on the development of modal acceleration programmes.

“The current work includes acceleration oversight on a portfolio of 112 projects in the north through the Northern Transport Acceleration Council; ongoing challenge on the Restoring Your Railways programme; and supporting acceleration of the Manchester & Northwest Rail Transformation Programme to bring forward benefits to passengers in the north earlier.

“The Acceleration Unit is currently made up of three members of staff.”

Snoozing to Europe

EAST LOTHIAN MSP Kenny MacAskill asked whether the DfT had assessed the merits of a sleeper service from Scotland to Europe.

Mr Heaton-Harris replied: “The Government supports the future growth and success of international passenger rail services, which provide many benefits for passengers, businesses and the wider economy including significant environmental benefits.

“The Government stands ready to engage with other partners and private operators to facilitate potential new sleeper services, where there is a commercial proposition to do so.”

Costing wire infills

LORD Bradshaw asked if the DfT had plans to announce new infill rail electrification schemes ahead of COP26.

Baroness Vere answered: “Announcements on future rail electrification schemes will be informed by the outcome of the ongoing Spending Review.”

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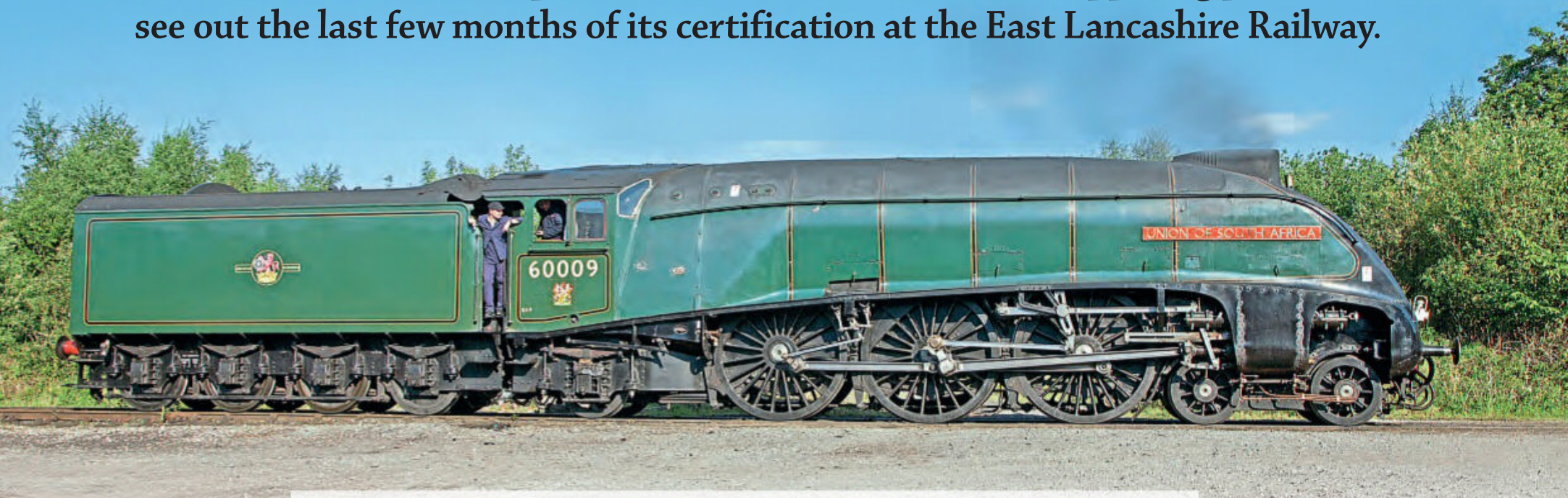
Farewell No. 9

Destined for a future on static display only, 'A4' No. 60009 has now worked its last train on both the main line and in preservation, a boiler tube leak scuppering plans for it to see out the last few months of its certification at the East Lancashire Railway.



No. 60009 *Union Of South Africa* shows off its sleek lines at Bury, East Lancashire Railway, on May 30 – the loco having carried this green livery through its later BR years and all through its time in preservation. It was due to have its operational finale at the line's Autumn Steam Gala on October 15-17, but its unfortunate failure with water tube issues in early October meant it could only be on static display. ROBERT FALCONER

THE failure of popular 'A4' No. 60009 with boiler tube issues at the start of October means there is currently no working 'A4'. The streamlined loco is one of six survivors from the original LNER fleet of 35, with four already in museums (Nos. 60008 in the USA, 60010 in Canada, 60019 in Margate and 60022 in the NRM, York), although happily No. 60007 is approaching the end of an extensive overhaul that should see it back on the main line next year with Locomotive Services.

No. 60009 (LNER Nos. 4488, 590 and 9) was built in 1937 and was originally intended to carry the name *Osprey* as part of the fleet's bird-named series, but this was changed to *Union of South Africa* in recognition of that country gaining full sovereignty in 1931. The loco was Scottish-based throughout its LNER and British Railways career, being first allocated to Haymarket in Edinburgh before transferring to Aberdeen Ferryhill in May 1962 to see out its BR years working the Glasgow expresses.

It was one of the last six A4s to be withdrawn, being taken out of service on June 1, 1966 – just three months before the final two, Nos. 60019 and 60024. Before then, however, the loco had the 'honour' of being the final steam locomotive to be overhauled at Doncaster Works in November 1963, as well as hauling the last-booked steam out of King's Cross on October 24, 1964 when it worked the 'Jubilee Requiem' to Newcastle and back. It is also said to be the highest mileage 'A4' in LNER and BR days.

Despite its withdrawal by BR, the locomotive turned out to have many more

A flashback to November 6, 1963 when No. 60009 was celebrated at Doncaster Works as the last steam loco to be repaired at the 'Plant'. BRITISH RAILWAYS

No. 60009 was also the last booked steam out of King's Cross when it hauled the 'Jubilee Requiem' tour to Newcastle and back on October 24, 1964 – seen ready to leave the capital on the outward leg. B E TEASDALE

Left: No. 60009 was a Scotland-based loco throughout its BR working career, and is pictured on home ground at Aberdeen Ferryhill in company with classmate No. 60004 and an unidentified '08' diesel shunter on April 9, 1966. HAWTHORNE COLLECTION

Left: The 'A4' was withdrawn at the start of June 1966 and purchased the following month by John Cameron. Despite that, the privately-owned loco was used on the 'Grand Scottish Tour No.1' railtour on March 25, 1967 – and seven days before that it is seen leaving Dundee on a test run. M J FOX

John Cameron based the loco at the Lochty Private Railway in Fife, where it could travel along 1.5 miles of track, and it is pictured there on July 7, 1968. G NORMAN TURNBULL

The celebrity loco has been used on railtours around the country, here seen at Paddington on June 22, 2002 at the head of 'The Elgar Explorer' to Worcester.

"The loco had the 'honour' of being the final steam locomotive to be overhauled at Doncaster Works in November 1963, as well as hauling the last-booked steam out of King's Cross in October 1964 when it worked the 'Jubilee Requiem' railtour"

active years ahead – albeit in the more gentle and cared for environment of preservation – as it was purchased by John Cameron in July 1966, who would ensure it was kept operational for much of the subsequent 55 years.

One of its first duties as a preserved loco was to haul the 'Grand Scottish Tour No.1' on March 25, 1967, after which it was moved to the now-closed Lochty Private Railway in Fife, where it was used to give rides and haul a couple of coaches along the 1.5 miles of track.

Main line returns

Following the end of the BR steam ban in 1971 (see also pages 32-37), No. 9 left Lochty in 1973 for a new base in the former goods shed at Kirkcaldy, from where it was able to power a number of railtours over subsequent years. It moved again to bases at Thornton and Markinch but, following an overhaul in 1989, its railtour use extended to almost all points of the compass, including Plymouth, Inverness, Holyhead and Norwich.

During the height of political and civil unrest in South Africa, caused by the now-disposed apartheid regime, the loco was temporarily renamed *Osprey* in 1988-90, and *Merlin* in the summer of 1991.

No. 9 then left its Markinch base in 1994 for the Severn Valley Railway, where it remained until being fitted with on-train monitoring recorder (OTMR) equipment at Crewe in early 2007, allowing it to return to

No. 60009 prepares to leave Aberdeen on September 1, 1979, with the return Scottish Steam Railtour Group's 'Festival Flyer' back to Edinburgh Waverley. The trip featured 279 miles behind the A4 over the Forth and Tay Bridges. The fare was £9.50.
FERNDALE MEDIA

Growing political unrest in South Africa in 1991 saw the 'A4' take on the identity of No. 60027 *Merlin* for the summer – seen in that guise at Conwy on September 1 while hauling the 'North Wales Coast Express'.
J R CARTER

The boiler certificate expired in 2010 and the loco went to Crewe for a two-year overhaul, the boiler-less frames seen there on April 11, 201. DR G GUEST/CREATIVE COMMONS

Pictured stabled at the National Railway Museum in York on January 16, 2013, the open hatched reveal the smokebox door beneath the streamlining.

Right: No. 60009 hauled a train carrying the Queen and Prince Phillip from Edinburgh to Tweedbank on September 9, 2015, to officially open the rebuilt Borders Railway – and was then used on further public tours that month, including on September 10 when this shot was taken from the cab looking towards the bufferstops at Tweedbank. MAURICE BURNS

the main line once more, as well as making guest appearances at heritage line galas around the country.

Its boiler certificate expired in 2010, but after a two-year overhaul at the LNWR Workshops in Crewe, it was back on the main line in 2012, working trains for the West Coast Railway Company. September 9, 2015, saw royal duties, when it took the Queen and Prince Phillip from Edinburgh to Tweedbank to officially open the rebuilt Borders Railway.

Main line farewell

Repairs in late 2016 saw it return to the East Lancashire Railway, being back in steam there from April 2017, followed by further main line work, although it was out of service again at the end of that year for further work.

Although the main line boiler certificate was due to run out April 2019, this was

To mark 75 years since No. 4468 (60022) *Mallard* set the world speed record for steam traction, the National Railway Museum gathered all six remaining A4s together for a series of events – including temporarily repatriating No. 60010 from Canada and No. 60008 from the USA. The six are pictured in BR number order at Shildon for one last photo event on February 19, 2014 with (from left) Nos. 60007, 60008, 60009, 60010, 60019 and 60020. FRED KERR

With its chime whistle blowing, No. 60009 approaches Sherburn in Elmet (North Yorkshire) on March 7, 2020 at the head of 'The Yorkshireman' from Ealing Broadway to York. The loco only worked this outbound leg, and was retired from main line action on reaching York. MARK GILL

Crowds gather to pay their respects to the A4 at York on March 7, 2020 after its final main line tour. Owner John Cameron can be seen amongst the crew in a black woollen hat. MAURICE BURNS

extended for another 14 months and, after a loaded test run in February 2020, it was able to do one last run on March 7, 2020 hauling the outbound leg of 'The Yorkshireman' from Ealing Broadway to York via the Midland Main Line – any further farewell trips then prevented as the Covid-19 pandemic hit and the country went into lockdown.

From York the loco was moved back to the East Lancashire Railway in October 2020, where an inspection led to an extension of its boiler certificate through to early 2022 for heritage line use.

After being used in the summer of 2021, it was due to star at the ELR's Autumn Steam Gala on October 15-17. However, two weeks prior to this a leaking small tube was discovered in the boiler and, with such a short time left on its ticket, it was not felt that the difficult repairs were viable.

Sadly then, the loco had to be retired – earlier than hoped, but against the backdrop of 84 years in service on the main line and in preservation.

The plan is for No. 60009 to join John Cameron's other loco 'K4' No. 61994 *The Great Marquess* – which has been out of service since 2015 – in a new purpose-built museum in Fife, although a final decision on planning permission for this is still awaited. ■

Its main line career over, No. 60009 moved to the East Lancashire Railway in October 2020, returning to steam in April 2021 to see out the remaining months on its boiler ticket to the end of the year, but failed before it could star in the line's October's Autumn Steam Gala. Back on June 2, however, it is pictured in action at Little Burrs. GAVIN THOMSON

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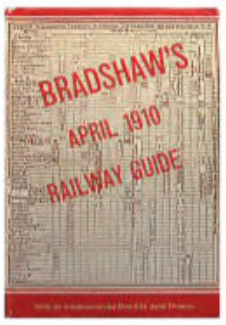

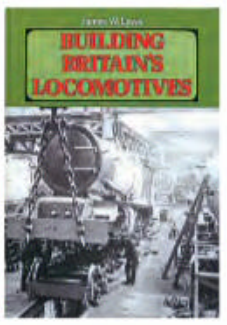

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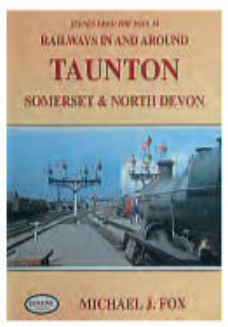

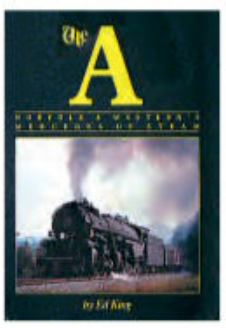

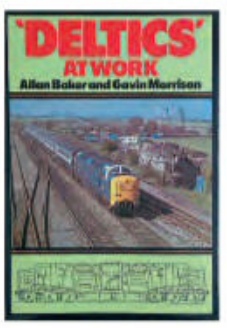

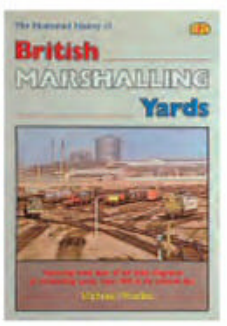

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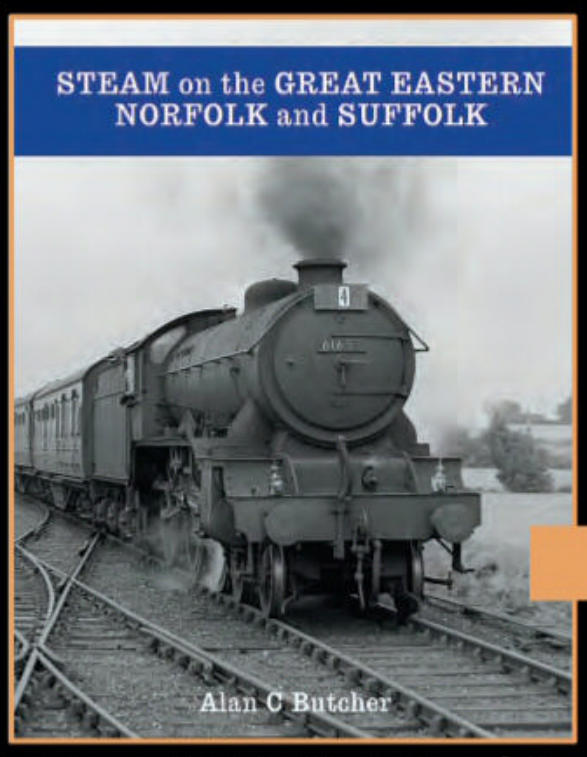

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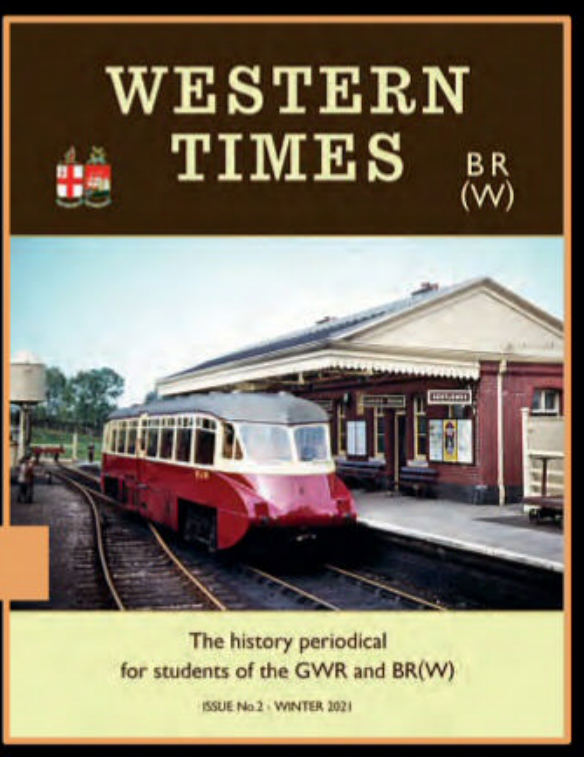

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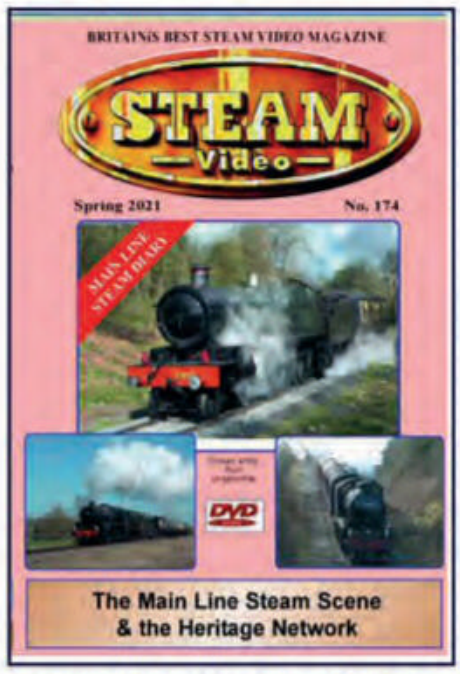

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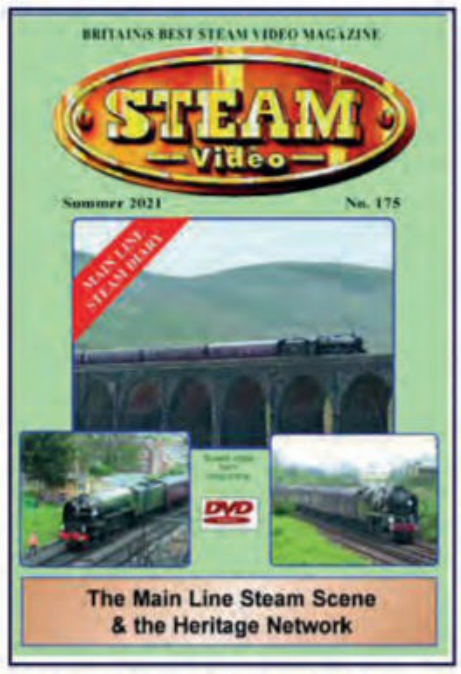

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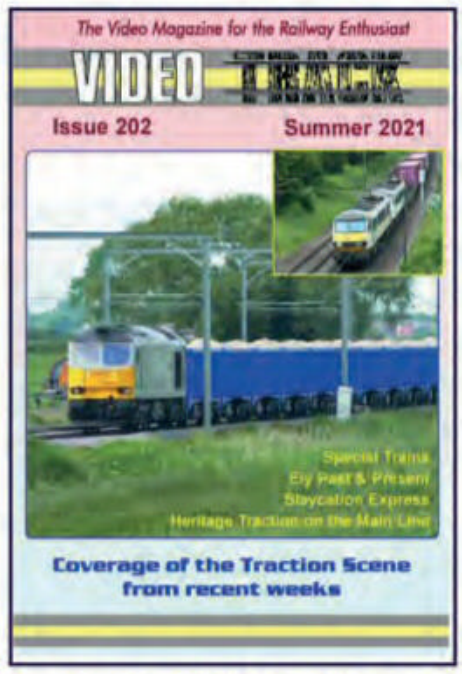

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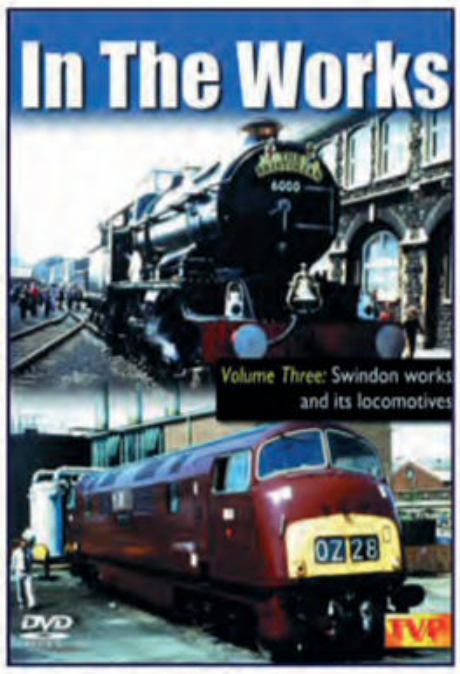

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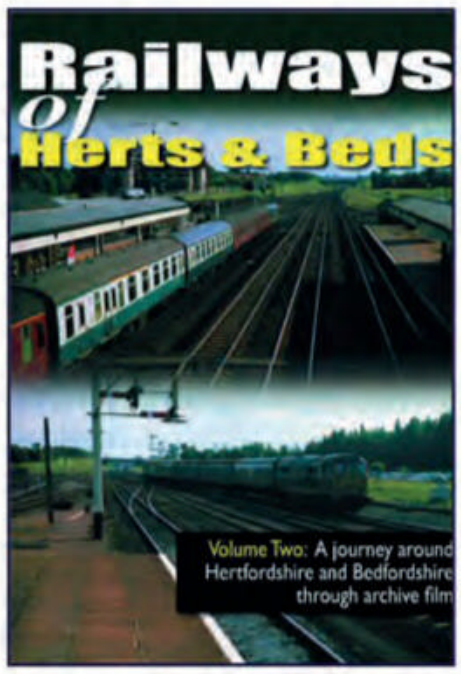

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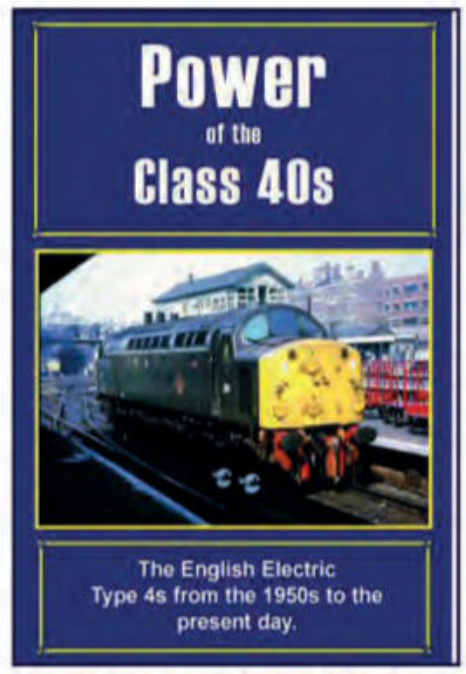

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PUTTING IT BLUNTLY

John Heaton FCILT rounds off his coverage of the ill-fated GBRf 'This time it's personal' tour, before looking at some extra detail of the West Coast Main Line record attempt earlier this year, and then comparing attacks on the climb to Whiteball summit in Somerset by different traction.

HAVING recovered from whatever bug struck so many passengers on GBRf's 'This Time It's Personal' four-day tour, at the cost of an extra Carlisle hotel night, lost London hotel booking, and inability to travel on Day 4 of the tour, your long-suffering writer could sit back and count his lost opportunities.

In the previous Practice and Performance we reviewed the organisers' merciful decision to head straight from Mossend to Carlisle with Class 91 No. 91130 instead of the promised itinerary along the splendid coastline from Edinburgh to Newcastle, followed by a Class 60 trundle across the Tyne Valley, mostly in darkness at a maximum speed of 60mph. There had been insufficient space to look at this West Coast Class 91 run in detail, but the rarity value alone merits a more detailed reprise of events.

There was a certain irony in the selection of No. 91130, which proudly bore the name *Lord Mayor of Newcastle,* when events would lead to the diversion of the train away from that proud city. The tour brochure contained the question concerning the Class 91, "Which way round will it be leading?" causing many on board correctly to predict it would be blunt end first.

Indeed that was the case, giving many linesiders the opportunity en route for unusual shots – not only of a Class 91 'blunt end leading', but also at the head of a Mk.1 set, which would be rare enough whichever way the loco was pointing.

The ensemble was eased from Mossend for a 'set-down' stop at Motherwell to the news there would be no dinner that night and no food at all on the final day of the tour. For those hoping for fireworks, there was some disappointment as the loco was treated gently over the three miles to Wishaw, taking nearly 5min and then sticking at 75mph. There is a 60mph permanent speed restriction (PSR) at Law Junction and the 50mph blanket temporary speed restriction (TSR) over the layout at Carstairs that had defeated the Avanti record Euston-Glasgow record attempt (see July issue). Beyond there we had no booked path, so the likelihood of a fast run was not high, although there had been a whiff of what might come with 100mph being reached at Cleghorn before the brakes were applied for Carstairs.

However, spirits on board were to be lifted by a true "Lord Mayor's Show" as No. 91130 raced away at the stock's 100mph speed limit. Blunt end leading, the loco was limited to 110mph, but there was no way this could be exploited. Nevertheless, the 5.25miles from Thankerton to Lamington were completed at an average speed of precisely 100mph, and the 29.67miles from Beattock Summit to Ecclefechan at 98.9mph after starting down the bank at 88mph.

We had to stand 5min at Gretna Junction for a Class 156 to sidle into Carlisle ahead of us, but we passed Kingmoor Yard in only 71min from Motherwell, although with the brakes on. There was going to be no platform available until after 20.00, so we had to sit for 45min in which time the passengers began to fall like skittles to the sick-bug. My four-day tour peremptorily terminated right there as I was unable to continue on the tour's last day to Paddington, or anywhere else for that matter.

Class 69 let loose

I am indebted, therefore, to Railway Performance Society (RPS) magazine editor David Ashley for producing Day 4 logs from the GPS data supplied by Real Time Trains chief Tom Cairns, for which we are both grateful. A reasonable log can be completed by those versed in the art, with the exception of precise run times because the actual start and stop times remain estimates – as indeed they do on e-train running sites, which themselves have to use average offset allowances to the first and from the last 'actual' time available. Some discrepancies occur concerning the rate of acceleration and deceleration, and passing times at lower speeds, if GPS data is not collected frequently.

The 10.15 Carlisle-Preston leg of the tour made a 25min late start as extra cleaning was undertaken before passengers were allowed to join. No. 66712 appears to have produced an excellent performance running at or within a couple of miles per hour of its authorised maximum. Table 2 shows the 'virtual' log from these sources, but I have shown only David's average speeds to smooth out any high speed wrinkles. The 68.3mph on the 1-in-125 rising gradient from Eden Valley Junction to Thrimby Grange indicates a possible equivalent drawbar horsepower of around 2275, followed by an impressive average speed of 74.3mph for almost 54miles from Shap summit to Barton, within five miles of Preston.

Here, the railtour was handed over to three Class 50s Nos. 50049+50044+50007, but the log does not show many defiant or Herculean efforts as the locos stuck rigidly to a 75mph limit. There were a few bursts of

TABLE 1: MOTHERWELL TO ECCLEFECHAN (PASS)

Loco	No. 91130 ('blunt end' leading)
Load*	12/431/480/564
Train	17.47 Mossend-Carlisle
Date	September 4, 2021
Recorder/Position	J. Heaton / 11th of 13

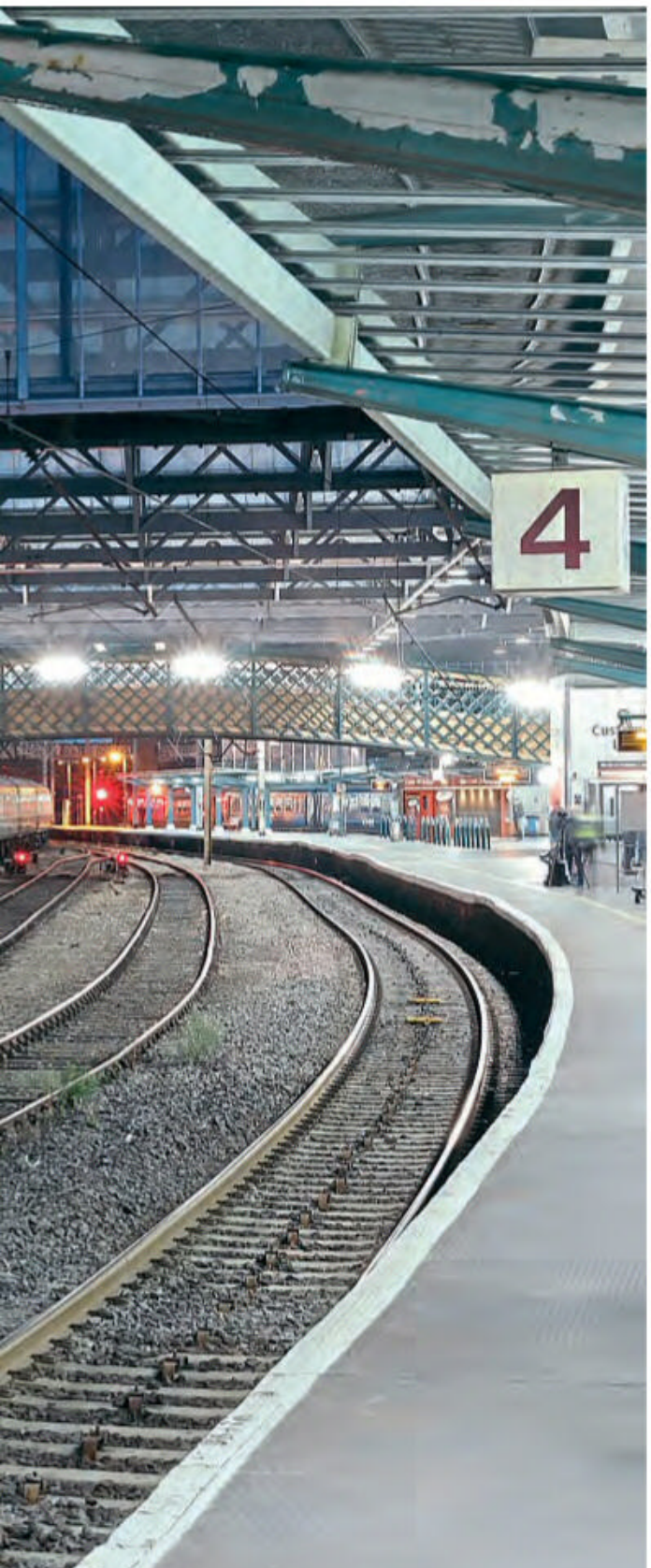
Miles	Timing Point	M S	M.P.H
0.00	MOTHERWELL d	0 00	
1.70	*Shieldmuir*	3 38	60
3.02	*Wishaw South*	4 45	74/76/55
5.46	*Law Jct*	6 54	61
7.49	*Carluke*	8 42	84
13.41	*Lanark Jct*	12 31	100 50tsr 48
15.81	CARSTAIRS	14 49	50
20.93	*Thankerton*	19 02	100
22.54	*Symington*	20 00	100
26.18	*Lamington*	22 11	100
31.56	*Abington*	25 45	50tsr/97
36.81	*Elvanfoot*	29 58	94
37.84	*Bodsbury LC*	30 38	89/91
39.68	*Beattock Summit*	31 51	88
43.43	*MP 46*	34 16	97/100
46.43	*MP43*	36 05	98/101
49.68	*Beattock*	38 02	98
54.91	*Wamphray*	41 14	98/102
57.66	*Dinwoodie*	42 53	99/101
63.59	LOCKERBIE	46 26	100/102
69.35	*Ecclefechan*	49 51	99

Notes
*Load=Trailing vehicles/tare/gross tonnes/incl loco

TABLE 2: LONDON EUSTON TO COLWICH (PASS)

Unit		No. 390044			No. 390115			
Vehicles/tare/gross tonnes		9/460/470			11/567/580			
Train		1Z57 10.36 Euston-Glasgow			14.10 Euston-Glasgow Central			
Date		Thursday June 17, 2021			Friday September 3, 2021			
Recorder/Position		J Heaton / 5th of 9			J Heaton / 10th of 11			
Miles	**Timing Point**	**Sch**	**M S**	**M P H**	**Sch**	**M S**	**M P H**	**seconds behind record attempt**
0.00	EUSTON Pfm 16 d	0	0 00	T -/52	0	0 00	Pfm 16 T	
1.57	*Camden Jct*	3	2 50	rbt38	3	2 50	52/rbt-	0
5.27	*Willesden W L Jct*	6	5 44	105	6	6 03	103	19
8.01	Wembley Central	7½	7 13	121/125	7½	7 33	120/126	20
11.33	Harrow and W	9½	8 49	123/124	9½	9 11	115/117/108	22
17.37	WATFORD JCT	12½	11 56	109	12½	12 26	110	30
20.88	King's Langley		13 48	121/126		14 15	123/124	27
25.48	*Bourne End Jct*	16½	16 02	123/118	16½	16 30	122	28
27.86	Berkhamsted		17 12	123		17 39	125/124	27
31.65	Tring	19½	19 02	124/123	19½	19 29	125/124	27
37.22	*Ledburn Jct*	22	21 45	124	22½	22 10	125	25
40.12	Leighton Buzzard		23 09	125/123		23 34	124/123	25
46.60	Bletchley	26½	26 17	124	27	26 43	125	26
49.77	MILTON KEYNES C	28	27 48	124	28½	28 15	123	27
52.35	Wolverton		29 04	121/126	[1]	29 30	125	26
56.70	*Hanslope Jct.*	31	31 09	123/125	32½	31 37	123/126	28
63.10	*Blisworth*		34 15	124/120		34 40	125	25
69.62	*Weedon*	37½	37 27	121	39	37 54	118/126	27
75.22	*Welton*		40 12	122	[1] (½)	40 41	114/109	29
78.13	*Kilsby TNP*		41 43	109/125		42 16	111	27
82.47	RUGBY	44	43 50	124/125	47 (2½)	44 23	124	27
87.87	*Brinklow*	46½	46 28	123	52	47 00	123	32
93.47	*Bulkington*		49 11	124	(2)	49 42	125	31
97.02	NUNEATON	50½	50 54	124	58½	51 24	125/99	30
102.27	Atherstone		53 35	100		54 09	100/98	34
106.46	Polesworth		55 43	123		56 17	124	34
110.00	TAMWORTH	57	57 26	124	65	58 01	123/125	35
116.22	LICHFIELD T V	60	60 27	124/121	68	61 02	123/125/122	35
124.26	Rugeley TV	64	64 21	124	72[1](½)	64 56		35
127.08	*Colwich pass*	66	65 59	63	75½	55 51	64	52

Notes
'Seconds longer than record attempt' are taken from full (rounded) seconds in the table.
Times of the 390115 run are c.2sec earlier at 125mph (and pro rata) than 390044 owing to the position in the train. This also applies to the 'seconds longer than record.
[1]= 1min recovery time, (x)= minutes pathing time



Left: LNER's No. 91130 stands at Carlisle after working from Mossend with the GBRf charter on September 4, which had been diverted to run direct to Carlisle via the West Coast Main Line rather than the East Coast route and Newcastle. This was a rare working on multiple counts, with the loco working a railtour for another operator, hauling Mk.1 stock, and running 'blunt end' first. AIDAN FORT

acceleration but, for instance, the indicated speed rising from 52mph at Madeley to 64mph at Whitmore (mainly on an adverse 1-in-348 gradient) needed an edbhp of only 1100 or so from each loco.

The final leg of the tour was one I had anticipated with the greatest enthusiasm: the first passenger outing for a GBRf Class 69, converted from Class 56, especially if the loco was to be given a main line routing from Reading to Paddington. In the end, Nos. 69001 and 69002 were provided – arguably less interesting to the train timer than just one but, of course, not to haulage enthusiasts.

Tour organiser Paul Taylor says that since the locos were still on trial it was logical to provide two for insurance. This seemed to have been wise when one loco shut down with fuel pump problems at Honeybourne, but it was revitalised by the driver and on board technical staff to enable both locos triumphantly to end the troublesome journey inside the classic Paddington trainshed.

Table 3 shows a computer re-creation, again from GPS data, of the run over the final leg from Reading where it was indeed allowed to turn 'Up main'. In this instance, the inferred spot speeds have been shown. If you have an actual log of either Table 2 or 3, please contact *The Railway Magazine*.

Notes on a 'Pendolino'

Turning back in the year for a few moments to the failed Euston-Glasgow record attempt in June, there has been some discussion concerning the importance of a few seconds to punctual train running, not least the contribution of running marginally below permitted maximum speeds when sectional running times depend on their attainment. The result is a few seconds dropped down the drain known as 'sub-threshold delays', which are those that remain unexplained after the monitoring system has ignored delays of under 2min.

The failure of the 'Pendolino' run to match the existing APT record by 21sec has rankled a few observers. The Railway Performance Society technical officer, Dr David Stannard (formerly of Jodrell Bank and therefore comfortable with light-years as well as seconds), has been further investigating the background.

Examination of both train running and individual Class 390s identified five locations where a half-minute could be stripped out of the scratch schedule: immediately after Tring, Rugby Trent Valley Junction, Stafford, Winsford and Beattock Summit.

The use of a nine-car set gave a slightly better power/weight ratio, plus the ability to accelerate from restrictions slightly earlier, and the use of 'boost mode' meant the train had the benefit of extra power compared to a normal non-boost run, although we saw in the Milton Keynes-Euston 'Pendolino' article (August issue) that 'boost' does not necessarily help across the gamut of performance.

Comparison of the schedule with actual running times reveals a close match except on the Preston-Carlisle section, where the plan was 42sec more optimistic than the time achieved, the pinch points being through Lancaster and the apparently interminable 20mph restriction into Carlisle.

As we discovered in the Milton Keynes-Euston article, the average GPS speed climbing banks is nearer 123mph than 125mph when on speed-set, corroborated by Dr Stannard's analysis on the 125mph stretches against the prevailing gradients to Hatch End, Tring, Roade, through Lichfield, after Carnforth, and the initial portion of Beattock bank. Dr Stannard says his evidence points to a 0.8% over-reading of the speedometer at high speed on level sections, which in practice contributed 1min to time lost.

Having received this information shortly before my latest northbound 'Pendolino' run from Euston, I started to take particular notice when I realised we were having a comparatively fast run. We had lost time against the record run after a slow transit of Hampstead tunnel, which seemed more than just a running brake test, followed by an easy climb towards Watford Junction.

At this point the 11-car No. 390115 was 30sec down on the nine-car record attempt of No. 390044, but after that it kept pace to Nuneaton. Table 4 repeats the record journey log but compares it to No. 390115. On its faster sections, one could claim that the 11-car gained 14sec on the nine-car, but that is being too selective with approximate data. It is, however, clear the record run pulled further ahead with a smart run along the Trent Valley.

As an aside, it was disappointing to note that the schedule of the 14.10 Euston to Glasgow contained no fewer than 37min of allowances, of which 25½min were pathing from being unable to command first priority on the infrastructure. Wake up! There is competition out there.

Of course, slack schedules tend to create slack working so the 14.10 was 'behind time' all the way from Garstang to Penrith and arrival at Glasgow Central was 1½min late – despite having been 9min early at Colwich, standing time for 8min at Warrington Bank

TABLE 3: CARLISLE TO PRESTON*

Loco	No. 66712
Vehicles/tare/ gross tonnes	12/431/460
Train	10.15 Carlisle-Paddington
Date	September 5, 2021
Data Source	Real Time Trains GPS Feed*

Miles	Timing Point	Sch	M S	Ave M P H
0.00	CARLISLE d	0	0 00	25L
4.91	*Wreay*		7 30	39.3
7.37	*Southwaite*		9 55	61.1
10.66	*Calthwaite*		12 47	68.8
13.03	*Plumpton*		14 46	71.5
17.84	PENRITH	18	18 43	73.1
21.15	*Eden Valley Jct*		21 29	71.8
26.10	*Thrimby Grange*		25 50	68.3
29.38	*Shap*		28 51	65.1
31.48	*Shap Summit*	28½	30 45	66.3
36.89	*Tebay*	33	35 02	75.8
39.10	*Dillicarr*		36 51	73.1
43.09	*Grayrigg*	38	40 00	76.0
44.85	*Lambrigg*		41 26	73.8
49.96	OXENHOLME	43½	45 32	74.8
55.56	*Milnthorpe*		50 02	74.7
62.85	*Carnforth*	54	55 55	74.3
64.71	*Bolton-le-Sands*		57 27	72.9
65.96	*Hest Bank*		58 28	73.8
69.10	LANCASTER	59	61 00	74.3
72.29	*Oubeck*		63 43	70.4
74.84	*Bay Horse*		65 44	75.9
77.36	*Scorton*		67 49	72.7
80.65	*Garstang*	68	70 26	75.4
82.65	*Brock*		72 03	74.2
85.35	*Barton*		74 15	73.6
90.09	PRESTON a	80	80 48	43.4

Note: GPS automatic feed, imprecise (see text)

The GBRf tour continued from Carlisle on September 5 with No. 66712 taking it to Preston where Nos. 50049+ 50044+50007 took over for the run to Bescot Yard. The final leg from there to Paddington was in the hands of re-engineered Nos. 69002+69001 making their passenger-hauling debut on the main line – the pair seen amongst the traditional signalling infrastructure at Droitwich. CHRIS MILNER

Quay and passing Beattock station 5½min early before choosing to achieve nothing over 90mph to the summit to while away another 2min pathing allowance of the generous timetable.

West Country 'Jubilee'

My autumn of railtour discontent was magnified later in the month by the news that Pathfinder's Class 52 special from Eastleigh to Kingswear would no longer feature No. D1015 *Western Champion*, which had suffered a major engine failure on its test run (see Headline news last month). Instead, the Class 50 Alliance had responded to the emergency by providing two Class 50s to take the place of the Diesel Traction Group's Class 52. I was disappointed not to be able to record the original choice in both directions over Whiteball in Somerset, as the modern infrastructure gives greater scope for uphill running than in the hydraulic's heyday with, for instance, 100mph round Cullompton curves in both directions – a 10mph leeway over a Class 52's maximum.

In contrast, I had undertaken a great many runs over Whiteball with Class 50s, many in the cab (all officially). I was therefore grateful to Pathfinder Tours chief Peter Watts for offering an unequivocal full refund or change of bookings. Full marks for customer care with a move that has fostered goodwill and loyalty in many quarters.

I had been especially keen to measure the Class 52's performance against the Railway Touring Company's outing to Plymouth on August 1, 2021, hauled by double-chimney 'Jubilee' 4-6-0 No. 45596 *Bahamas*; a loco believed never to have visited Devon before. In fact, folklore has it that there have been only three pre-preservation 'Jubilee' visits to the county.

Local photographer and train observer David Hunt says two Bristol 'Jubilees' visited in the early 1960s when Bristol Barrow Road Midland Shed had taken over some Western workings during modernisation work at Bath Road and St Philip's Marsh. No. 45660 *Rooke* ventured as far as Exeter St David's with the 3.32pm Bristol-Penzance parcel train on September 15, 1962 before being detached and sent home and, the following year, Dawlish sea wall was graced with now-preserved No. 45690 *Leander* – albeit working a humble freight train to Hackney Yard in Newton Abbot. It then went to Goodrington (Paignton) for turning before heading for Bristol light engine. Dave remembers seeing its driver receiving instructions from the Starcross signalman. And the third trip? That remains a mystery but I feel sure there will be a reader who will know when, and probably how, it happened.

Over the Devon banks – just

In the summer of 2021, 'Jubilees' were more commonplace visitors to Devon than former GWR 4-6-0s, but double-chimneyed *Bahamas* remains unique amongst the unrebuilt class members of the 1960s and has enjoyed a fine reputation over the decades.

I am indebted to RPS Secretary Dr Frank Price for providing details of No. 45596's 'Royal Duchy' trip, even if the title was something of a misnomer with steam going no further than Plymouth, thought to be related to the status of the St Blazey turntable. Nevertheless, with Covid restrictions eased,

Avanti 'Pendolino' No. 390130 races through Rugby on June 24, 2020 with the 1H30/14.20 Euston to Manchester Piccadilly – our log of a similar service train working on the southern end of the WCML closely matched that of June's record-breaking attempt to Glasgow. BRAD JOYCE

TABLE 4: READING-LONDON PADDINGTON*

Locos	Nos. 69002/69001
Load**	13/557/575/827
Train	10.15 Carlisle-Paddington
Date	September 5, 2021
Data Source	Real Time Trains data feed

Miles	Timing Point	Sch	M S	Ave M P H
0.00	READING d	0	0 00	-/49
2.43	*Sonning*		4 48	47/69
4.98	*Twyford*	5½	7 25	67
6.33	*Ruscombe*		8 37	70
7.95	*Shottesbrooke*		10 00	70
9.58	Waltham		11 25	68/69/65
11.74	Maidenhead	11	13 22	68/70
13.59	Taplow		14 56	69/71
15.08	Burnham		16 14	69/64
17.56	Slough	15½	18 27	67
19.75	Langley		20 24	69
21.29	Iver		21 44	71/72
22.76	West Drayton		23 04	63/33
25.08	Hayes	21	26 08	47
26.93	Southall	22½	28 04	57/62
28.65	Hanwell		29 46	61
29.43	W Ealing		30 32	65/69/64
30.36	Ealing Bdwy		31 25	66/69
31.75	Acton ML	26½	32 38	68/69
33.25	*Old Oak Common E*		34 10	34/35/10
34.75	*Westbourne Park*		38 45	32
35.85	PADDINGTON a	33	41 57	

Note:
*GPS automatic feed, imprecise (see text)
**=Trailing vehicles/tare/gross tonnes/including 2xClass 69 train locos.

the nine-coach train was full and proved to be a worthwhile challenge for both locomotive and crew.

Arrival of the train from Slough for the locomotive change at Taunton coincided with a cloudburst, but a punctual departure was made from the station for the first of the climbs, westbound to Whiteball. The rain continued to fall across the Somerset/Devon border, but the weather was to become fine and sunny from Exeter. In poor adhesion conditions, Whiteball tunnel was entered at 36mph in 15¼min from Taunton – respectable for a Class 6 loco in the prevailing conditions although, as Frank comments, perhaps not outstanding.

After a water stop at Tiverton loop, *Bahamas* ran through Exeter and cut a fine figure along the now ugly, modernised Dawlish sea wall before tackling the first of the South Devon banks to Dainton, where the short tunnel was entered at 26½mph. An IET had overtaken *Bahamas* at Tiverton Loop and made station calls, having to make around an 8min headway to give the non-stop steam special a clear run through the long signal section from Totnes to Aish. In such circumstances, it would have been wiser for the railtour to have dissipated time downhill from Dainton instead of approaching the Devon market town 3min early. The signals stubbornly refused to clear as 'The Royal Duchy' made its regal progress through the centre road at Totnes and came to a stand, some say abruptly, at the signal on the 1-in-66 foothills of the initial climb to Tigley, a gradient that steepens to 1-in-46/57 before easing onwards to Rattery.

Double-chimneyed 'Jubilee' No. 45596 *Bahamas* at Plymouth on August 1 with 'The Royal Duchy' tour after only just making it up the climb to Tigley following a signal stop at Totnes. DR F PRICE

Ex-GWR 4-6-0 No. 5029 *Nunney Castle* leaves Whiteball Tunnel, Somerset, on February 17, 1996 with the Paddington-Plymouth 'Mayflower' tour. The loco spent a week in Plymouth and returned on February 24 with another tour heading to Birmingham. MARK S WILKINS

The crew was now faced with the prospect of climbing the bank from a stand. With pyrotechnics from the double-chimney, a tentative start was made but it was immediately questionable whether the momentum could be maintained or the train was going to sit down on the West of England main line. With speed down to 1mph, despite continuous sanding and a full head of steam, the odds favoured the latter, but the crew valiantly kept the wheels turning. The two miles from Milepost 224 took 14½min at an 8mph average speed but, by the time the 'Jubilee' reached Marley tunnel, the loco had made a strong recovery from such a dire situation and entered the single bore 'Down main' tunnel at 32½mph. It could well have been a different story had the earlier rain persisted. Plymouth was eventually reached some 17min late where the immaculately spruced *Bahamas* came off to be turned and serviced.

No. 45596 was not to be spared on its return run either, already reaching 60mph at the Plym River crossing before tackling the 1-in-42 of Hemerdon. At least this climb does not have the tortuous curves of eastbound Dainton bank to come later on the journey, but the ascent turned into a slog, with a minimum speed of just 9mph. Much as I respect the access rights of steam specials, this was the second time the railtour had been within a wheelslip of calamity.

By Totnes, *Bahamas* had recovered its composure to make an excellent climb to Dainton, with a minimum of 30.5mph and a time of 4m14s from MP 221½ to entering the tunnel averaging 50½mph.

Climbing to Whiteball

It transpired that these two mighty efforts were to be merely a curtain-raiser for the run out of Exeter culminating at 1-in-115 for two miles from Tiverton Parkway towards Whiteball summit. See Table 5. Following water replenishment, train timers could enjoy acceleration to 73mph into the slight dip prior to Hele & Bradninch, with speed being maintained round Cullompton curves, before 63mph at the mini-summit approaching the former Tiverton Junction. Digging in for the final climb to Whiteball summit at MP 174, the loco's minimum speed was no less than 55mph before a high speed descent. The train was just inside even time before the brakes came on for the crossover onto Fairwater Yard reception siding, where steam gave way to diesel for the return to Slough.

Comparisons can be misleading, but I have included a railtour with No. 5029 *Nunney Castle* from 1996 timed by C P Ritchie, who also happened to be on the 2021 *Bahamas* trip. The 'Castle' made a fast run with a heavier 11-coach train, making what seemed like an all-out assault on Whiteball taken at 42½mph. Looking back through the RPS electronic archive, I found a large number of runs by train timing doyen R E Charlewood, who recorded the fastest 'Castle' time from Exeter to Taunton contained in the archive with a light cross-country train hauled by No. 5057 *Earl Waldegrave*, which took only 32m30s for the 31mile run. Intermediate times included 10m43s at Hele (63½mph, the maximum before Whiteball) 22m22s at Whiteball itself (47mph minimum) and 25m41s at Wellington (78½mph maximum).

An unidentified 'Western' – but thought to be No. D1005 – heads an up working away from Exeter St David's at Cowley Bridge Junction in the early 1970s, with the challenging climb to Whiteball ahead of its Taunton stop. RAIL ONLINE

It was at this point I had intended to include the log of *Western Champion* on its September 25, 2021 reappearance, but instead I will content myself with two excellent Exeter to Taunton runs of David Adams from the last year of Class 52 'Westerns'; one No. 1009 *Western Invader* on a light train making a good climb and a 97mph descent, the other with No. 1056 *Western Sultan* on a heavier train, which did not exceed its authorised 90mph maximum on *City of Truro's* Wellington bank racing ground.

Fascinating detail in the Western Locomotive Research Society's website reveals '*Invader*' was withdrawn four months later on November 10 with nothing worse than a broken bogie coil spring, '*Sultan*' lasting a month longer until December 15, when it failed a 'C' exam. ■

■ *Dr Price tells me that a few days before the Plymouth trip he travelled behind the modern reconstruction A1 No. 60163* Tornado *from Edinburgh to Aberdeen. He remarks that 50 years after the return of preserved steam to the main line (see pages 30-35), it is possible to travel virtually the full length of the United Kingdom behind this form of locomotion – a remarkable achievement; one for which we should be grateful to all those who have kept this tradition alive, including the authorities for allowing main line access. I hope to cover 'Steam to Aberdeen' in a future article.*

TABLE 5: EXETER TO TAUNTON

Loco		Jubilee 4-6-0 No. 45596			Castle 4-6-0 No. 5029			Class 52 No. 1009		Class 52 No. 1056	
Vehicles/tare/gross tonnes		9/332/255			11/412/440			8/264/280		12/408/440	
Train		17.38 Par-Slough			14.35 Plymouth-Birm N S			13.45 Plymouth-Padd		11.15 Penzance-Padd	
Date		August 1, 2021			February 24, 1996			July 15, 1976		April 9, 1976	
Recorder/Position		W E Long/4th of 10			C P Ritchie			D C Adams		D C Adams	
Miles	**Timing Point**	**Sch**	**M S**	**M P H**	**Sch**	**M S**	**M P H**	**M S**	**M P H**	**M S**	**M P H**
0.00	Exeter S D d	0	0 00	Pfm 6 5L	0	0 00	½L	0 00		0 00	
1.24	*Cowley Bridge Jct*	3	3 24	41	4	4 31	29	2 13	52½	2 36	45½
3.70	*Stoke Canon LC*		6 23	57½		8 17	48	4 28	70	5 14	61
8.39	*Hele & B.*		10 45	73		13 41	57½/54	8 08	83/87	9 24	73/76½
12.55	*Cullompton*		14 13	71/63		18 09	57/51	11 05	83	12 49	72
14.76	*Tiverton Jct*		16 12	65/69		20 37	53/57	12 40	84	14 40	71/75
16.58	Tiverton Parkway	19	17 48	67	22	22 34	55	13 56	88	16 09	73½
19.90	*Whiteball*	22½	21 06	55		26 34	42½	16 23	76½	19 05	61½
20.74	*Whiteball TEP*		21 56	62/-		27 35	56est		-/97		-/90
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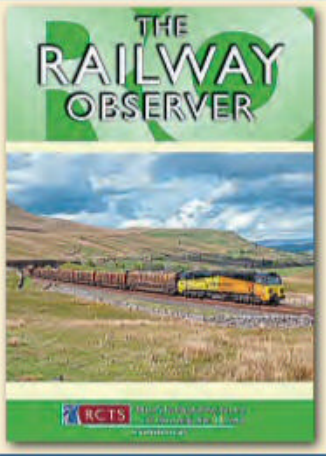

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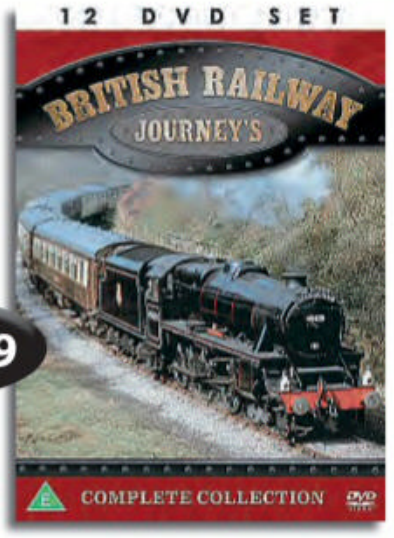

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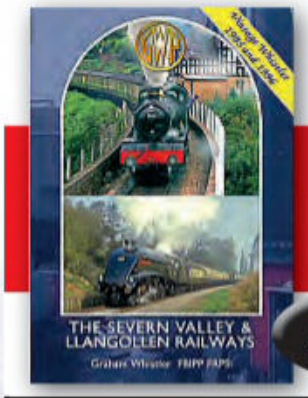

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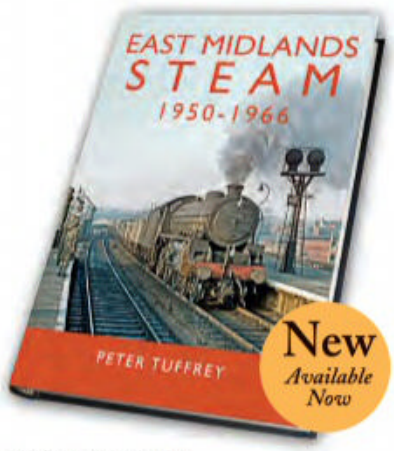

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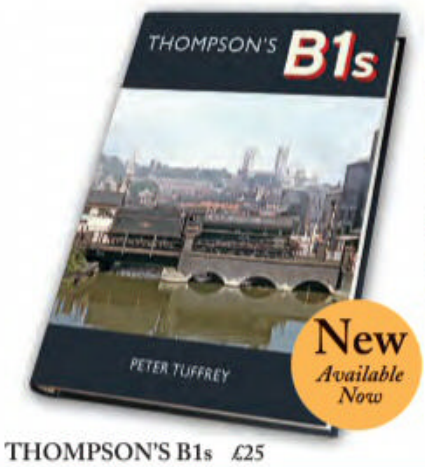

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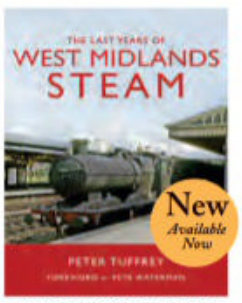

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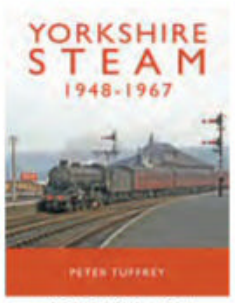

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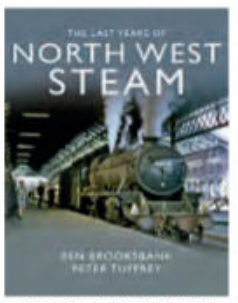

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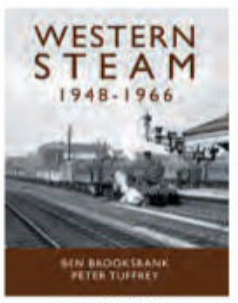

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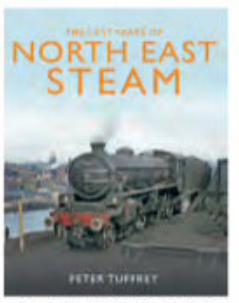

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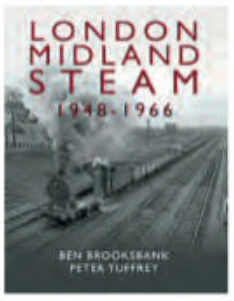

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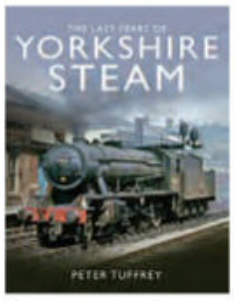

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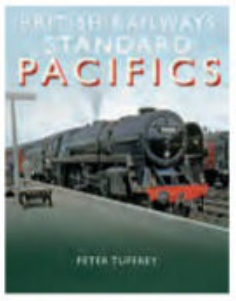

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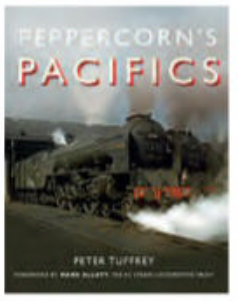

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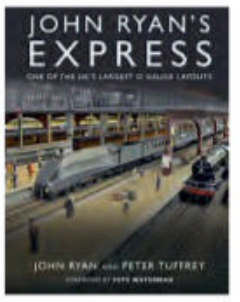

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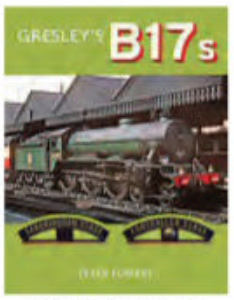

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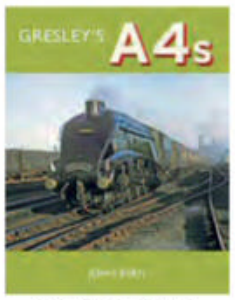

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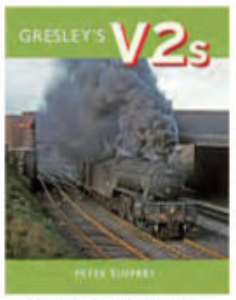

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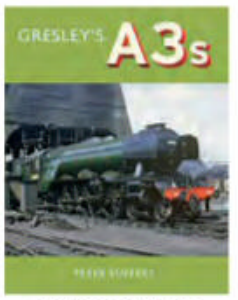

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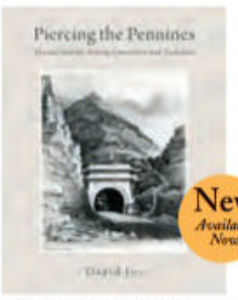

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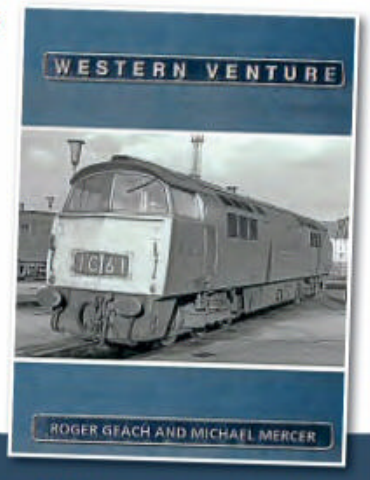

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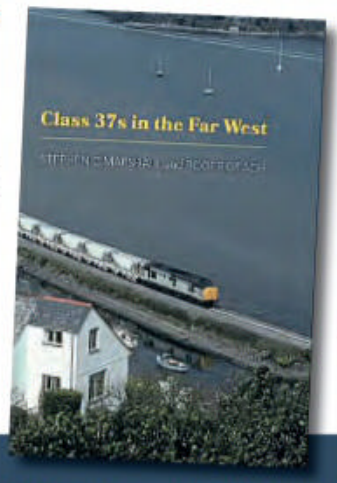

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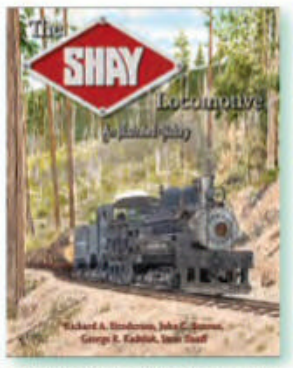

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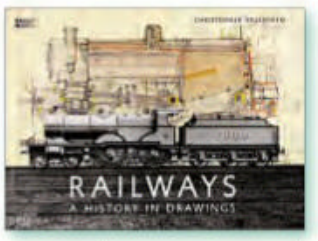

A beautiful book in every way, written by an employee of the National Railway Museum in York who has selected 108 original technical drawings from its archives, plus 192 other illustrations. The first drawing is of a Horse Dandy Cart, the last is a proposal for Manchester Piccadilly station. In between are steam, electric and diesel locomotives, carriages, wagons and stations from all eras. Each drawings, or set of drawings, is accompanied by a good commentary on the subject. The scanning of frequently very old documents is exemplary, as is the quality of the printing and the book in general. 306 larger format landscape pages with both B&W and colour illustrations. Not cheap, but highly recommended and worth every penny.

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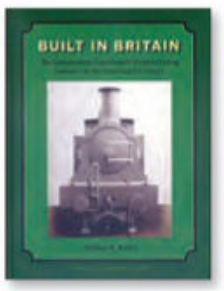

Very readable and erudite book about the rise of Britain's independent locomotive manufacturers (IE not railway workshops) during the nineteenth century. It is a story of continued growth, amalgamation, survival and failure in a number of cases. This is not a Gazeteer of the various companies, but a look at the locomotive building industry as a whole, and the factors which contributed to success and failure. 197 photos, drawings and ephemera, mainly in black and white. 221 pages. Nicely produced hardback.

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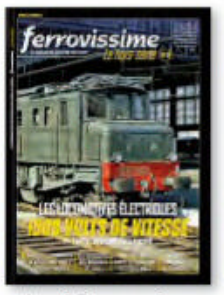

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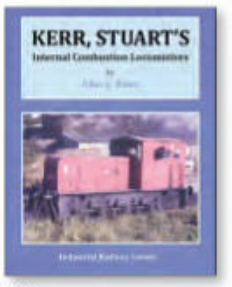

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BREAKING BR'S STEAM BAN

October marked the 50th anniversary of ex-GWR 'King' No. 6000 leading the return to steam on the main line. Chris Milner recalls how the ban was broken, and how steam then developed under British Rail up to the point when the railways were Privatised.

FIFTY years ago on October 2, 1971, steam officially returned to British Rail metals, after being banned for just over three years since the '15 Guinea Special' of August 11, 1968 marked the official end of mainline steam.

The lifting of the ban was an historic moment as, during the intervening years, the only steam loco permitted to operate on BR had been Alan Pegler's A3 *Flying Scotsman*, which had been subject to a three-year agreement from April 1968.

With the expiry of the Pegler contract, the agreement to run that first train from Hereford to Birmingham as part of a four-day tour, hauled by GWR 4-6-0 No. 6000 *King George V*, was in no small part due to the lobbying of BR chairman Richard Marsh by Peter Prior and many others. At the time Mr Prior was the chairman and managing director of Hereford-based cider makers Bulmers, which had custody of the 'King'.

Just to be factually correct here, BR's ban had been previously relaxed in July 1969 to allow three steam locomotives – Nos. 5593 *Kolhapur*, 7029 *Clun Castle* and 5428 *Eric Treacy* – to run on a length of track at an open day at Cricklewood depot held on July 12, while a number of other BR open days around the time also featured steam locos. But

nothing other than No. 4472 had hauled a tour under its own steam on the main line.

The ban is broken

October 2, 1971 saw the 'King' haul a number of Pullman carriages, owned by Bulmers, and some Mk.1s from Hereford via Severn Tunnel Junction, Swindon and Oxford to Tyseley. The fare was £5 – equivalent to just over £70 in today's money.

King George V worked the second of the four specials on October 4, returning steam to London on a working from Birmingham Snow Hill to Kensington Olympia. The third special on October 7 took the 'King' from Olympia to Swindon, and the final leg on October 9 saw it returning triumphantly to Hereford.

With the die cast and a growing appetite by enthusiasts, BR sanctioned a limited number of steam excursions in 1972, over what it called 'permitted routes', totalling 301 miles. These included Shrewsbury-Hereford-Newport, Birmingham Moor St-Didcot, York-Scarborough, Newcastle-Carlisle and Carnforth to Barrow-in-Furness.

These routes were chosen as they were not heavily used, had turning facilities at each end, and – in several cases – preservation groups had locos based nearby. At the end of 1972, BR said it would review the trial steam operations.

As part of the return to steam operations, BR sanctioned the use of 23 locos for main line use (see table p35), of which some were in the final stages of overhaul. Amazingly, 50 years later, more than half-a-dozen locos on that first list still have mainline credentials and work railtours. That is a fantastic tribute to the owning groups.

For the purposes of a steam excursion in 1972, BR would hire a loco for the nominal sum of £1. BR would not only expect the loco to be mechanically fit, but fire lighting, steam raising, coaling, watering and disposal was the responsibility of the owners. BR would provide the footplate crew. Owners were also required to take out insurance to indemnify BR.

It was a far cry from steam operation today, where loco hire usually costs around £7000-9000 and it requires an independent fitness to run examination before each tour. The loco will now be fitted with additional mandatory safety equipment: TPWS, GSMR communications equipment, and the 'black box' data recorder. Given the cost of owning and operating a steam loco in the 21st century, that £1 deal with BR in 1972 appears somewhat paltry!

With steam on the mainline being a new venture, organisations such as the Locomotive Club of Great Britain (LCGB), Stephenson Locomotive Society (SLS) and Manchester Locomotive Society (MLS) began to collaborate on joint tours to benefit members.

One such tour on October 14, 1972, saw the LCGB use No. 6000 from Newport to Hereford, then 'Jubilee' No. 5596 *Bahamas* onward to Shrewsbury, with the SLS/MLS using the same locos in the reverse direction. A clever use of resource sharing, and an aspect of railtours that seldom happens today.

More miles and locos

With a series of successful operations completed, BR authorised a further 460 miles for use by steam in 1973/74, including several notable scenic routes: Inverness-Kyle of Lochalsh; Dundee-Ladybank-Dunfermline-Thornton Jct-Dundee; Hull-Filey; Carnforth-Leeds; Barrow-in-Furness to Sellafield; Guide Bridge to Dore; Oxford-Hereford; and Tyseley-Shirley-Stratford-upon-Avon. BR mandated that steam excursions had to run in April-June or September-October, with insurance and crewing as per the previous year.

From August 1968 to October 1971, the only exception to the steam ban was 'A3' No. 4472, which had a three-year deal agreed between owner Alan Pegler and BR. The celebrity loco and double-tenders is pictured arriving at King's Cross on October 20, 1968 at the head of a special from Leeds in connection with the opening of the Museum of British Transport in Clapham, South London.

'King' No. 6000 broke BR's three-year steam ban when it hauled passengers from Hereford to Tyseley on October 2, 1971. Two days later it brought steam back to the capital when it ran from Tyseley to Kensington Olympia. It is seen here during an hour-long break at High Wycombe, when there was clearly a much different attitude to health and safety on the line. HAWTHORNE COLLECTION

Between the first two legs of the 'Return to Steam' specials, No. 6000 is pictured at Tyseley on October 3, 1971 working open day shuttles within the depot's boundaries 'top and tail' with No. 6201.

1976 saw the return of LNWR 'Precedent' No. 790 *Hardwicke* and Midland 'Compound' No. 1000 to the main line, the locos' first outing being paired together on April 24's 'London & North Western & Midland Railways Joint Tour' from York to Carnforth, which is pictured at Leeds.

'8P' No. 6201 *Princess Elizabeth* returned to the main line in 1976, and two years later on May 20, 1978 it is seen leaving Chester working a return charter to Wellingborough as far as Hereford.

Several of the versatile LMS/BR 'Black Fives' have featured on the main line since 1971, including No. 5305 – seen leaving York with a circular trip via Leeds and Harrogate on June 17, 1979.

Taking advantage of the Scottish route inclusions was Lochty Private Railway-based 'A4' No. 60009 *Union of South Africa* owned by John Cameron, which appeared on the Dundee circular route. It is sad that one of the original and most popular main line performers has now been withdrawn from active service and destined for life in a museum (see pages 17-21).

Other new locos to the main line in that year included a second 'Jubilee' No. 5690 *Leander*, 'V2' No. 4771 *Green Arrow*, 'Black Fives' Nos. 44871 and 45407, and a third 'A4' No. 60019 *Bittern*. Somewhat smaller, Tyseley-based 5700 Class 0-6-0PT No. 7752 was used to work shuttle trains between Birmingham Moor Street and Stratford.

No. 6998 *Burton Agnes Hall* worked across the Cotswold line between Didcot and Hereford (and a month later on Marlow centenary specials), while David Shepherd's '9F' No. 92203 *Black Prince* made a return back to BR metals with Eastleigh Works Open day specials on May 13, then six days later headed Wirral Railway Circle's 'Royal Giants' tour, which also included the Cotswold line.

One of the highlights for 1974 was the appearance of the Great Western Society's Vintage Train of historic GWR carriages in October, hauled by No. 6998 and No. 7808 *Cookham Manor*. Earlier in April, 'Merchant Navy' No. 35028 *Clan Line* returned to Southern metals – and today this loco is one of the most resplendent preserved steam locos on the network, and a credit to its owning society to have diligently returned the loco to the main line after each overhaul.

One of 1974's oddest workings must have been No. 4079 *Pendennis Castle* double-heading *Flying Scotsman* on a positioning move to Newport – Bill McAlpine owning a share in the 'Castle' with John Gretton.

Shildon cavalcade

The initial years of steam back on the main line had been a valuable learning lesson for British Rail, because 1975 marked the 150th anniversary of the Stockton & Darlington Railway – the highlight of which was a steam cavalcade between Shildon and Heighington. BR also sanctioned four special 'Rail 150' workings over the East Coast Main Line between York and Newcastle.

Movement of cavalcade locos to Shildon in steam was permitted, one remarkable movement was that of No. 7808 from Didcot with preserved stock, which paused in the centre road under York's arched roof.

Some of the smaller locos on the initial approved list were removed (Nos. 1466, 7752, 7760, 6106, 6697) and replaced with '9F' No. 92220 *Evening Star*, 'B1' No. 1306 *Mayflower*, and 'K4' No. 3442 *The Great Marquess*.

The year also saw the formation of the Steam Locomotive Operators' Association (SLOA), which would play a major role in future steam operations by liaising between tour operators, loco owners, and BR over an achievable programme of main line steam tours.

The January 1976 issue of *The RM* reported the good news that BR had approved steam over previously agreed routes for the next four years based on the same policy: trips on Saturdays and Sundays only, from mid-March to June, and September to mid-October. The statement was tempered by news of a review

The 150th anniversary of the Stockton & Darlington Railway was celebrated with a cavalcade of locos on the main line between Shildon and Darlington, as well as a series of 'top and tail' shuttles from the wagon works at Shildon – including this one on August 28 powered by Nos. 6960 and 41241. Note the makeshift loading platform by the middle coach.

Another main line cavalcade ran in May 1980 to mark 150 years of the Liverpool & Manchester Railway and the 1829 Rainhill trials, and this included a number of surprise workings such as the replica *Sans Pareil* – seen passing the grandstand of spectators on May 26, 1980.

When this shot was taken on April 17, 1982, '9F' No. 92220 *Evening Star* was still only 22 years old – but had spent most of that time in preservation. As the last standard gauge steam loco built by British Railways, it was only in service from 1960-1965, but made its preservation return to the main line in 1975 and is pictured here leaving Shrewsbury at Sutton Bridge Junction with a 'Welsh Marches Express' to Hereford. FERNDALE MEDIA

BR APPROVED MAIN LINE LOCOS IN 1972

Loco	Name	Home depot
7029	*Clun Castle*	Tyseley
5593	*Kolhapur*	Tyseley
5428	*Eric Treacy*	Tyseley
7752		Tyseley
7760		Tyseley
44871		Carnforth
44932		Carnforth
45231		Carnforth
45407		Carnforth
4079	*Pendennis Castle*	Didcot
6998	*Burton Agnes Hall*	Didcot
1466		Didcot
6106		Didcot
6697		Didcot
5322		Caerphilly
6000	*King George V*	Hereford
92203	*Black Prince*	Eastleigh
75029	*The Green Knight*	Eastleigh
35028	*Clan Line*	Ashford
4498	*Sir Nigel Gresley*	Co. Durham
60019	*Bittern*	Leeds
60532	*Blue Peter*	Didcot
45596	*Bahamas*	Dinting

Notes
Some locos were under overhaul when this list was drawn up.
*4472 already had dispensation for main line operation

of operations in 1978, with the rider that BR considered it unlikely there would be steam on the main line beyond the early 1980s.

BR also wanted locos to work in and around their 'home' areas to ease admin and make best use of staff. One plus, however, was the addition of Manningtree-Ely to the approved routes list as well as Edinburgh-Stirling.

Unusual combinations

1976 also saw the welcome return of Stanier '8P' No. 6201 *Princess Elizabeth* to the main line, as well as LNWR 'Precedent' No. 790 *Hardwicke*, which worked some specials on its own between Carnforth and Grange-over-Sands. *Hardwicke* also featured in bizarre pairings with 'Compound' No. 1000, 'A3' No. 4472 *Flying Scotsman* and '9F' No. 92220 *Evening Star* – a 'David and Goliath' combination if ever there was one.

The centenary of the opening of the Settle & Carlisle in May 1976, which would have been ideal for a steam special over the famed route, only saw Nos. 790 and 4472 working between Hellifield and Carnforth (replacing the booked locos No. 1000 and a 'Black Five').

With a pattern of tours basically set for the next few years, steam did return to the Settle & Carlisle line on March 25, 1978 with a SLOA-organised special hauled by No. 4771 *Green Arrow*. It was named the 'Norfolkman' in honour of D W (Bill) Harvey, who had masterminded the loco's restoration. Further steam over the S&C came in September with memorial trains for that doyen of railway photographers Bishop Eric Treacy, who had died suddenly in May at Appleby while waiting to photograph No. 92220.

With greater demand for steam over the iconic 72-mile route, with its 20 viaducts and 14 tunnels, it was an inconceivable act that BR published a closure notice in December 1983 – the reasoning being the cost of viaduct repairs against the level of traffic on the route. A campaign to save the line started before BR's announcement, which in any event was withdrawn due to a legality, but the notice was reissued later in 1984. The fervent campaign by the line's 'Friends' to save the line was successful in 1989, and the popularity of the route remains as strong as ever.

Despite BR's belief (or was that more of a hope?) that the steam bubble would burst, it did not. At the start of the 1980s, the 150th anniversary of opening the Liverpool & Manchester Railway was marked by steam specials between the two northern cities hauled by No. 6201 *Princess Elizabeth* or No. 5690 *Leander*, and a cavalcade ran over three days at Rainhill featuring 40 locos.

Rainhill remembered

The steam locos were gathered at Bold Colliery (near St Helens) and there were a number of movements to achieve this. On May 17, for example, Nos. 6201 *Princess Elizabeth*, 46229 *Duchess of Hamilton* and 850 *Lord Nelson* all hauled specials – but, following an unseasonal dry spell, a number of lineside fires led to BR insisting on diesel pilots, much to the disappointment of all involved.

Also due to work south from Scotland that day to Bold was North British 'J36' No. 673 *Maude* with two Caledonian carriages. The story was that BR insisted on a diesel for *Maude* from Carlisle over the S&C, but BR was told if that was the case, the loco would

A popular performer in the 1980s was 'N15' No. 777 *Sir Lamiel,* captured leaving York in August 1983 at the head of a southbound 'Scarborough Spa Express'.

All four 'A4s' preserved in Britain have had spells back on the main line – including No. 4498 *Sir Nigel Gresley,* which is seen leaving Hull Paragon on September 22, 1984 with the 'West Yorkshire Enterprise' special to mark the 150th anniversary of the Leeds-Selby Railway. FERNDALE MEDIA

be going no further. Eventually an agreement was made to run *Maude* at 30mph, and some historic pictures were taken that day, while somewhat ironically *Maude's* return north at the end of May was in almost total rain.

Some loco movements to or from Bold under their own power resulted in unusual combinations – such as 'Jinty' No. 7298 with 'Schools' No. 925 *Cheltenham* and 'Merchant Navy' No. 35028 *Clan Line*.

1980 was the year that also saw Severn Valley Railway-based locos Nos. 43106, 5000 and 80079 venture onto the mainline, the 'Black Five' double-heading with both stablemates during the season.

Following *Maude's* eventful outing in May, August 21 saw diesel No. 40179 fail with a goods train on the S&C, blocking the passage for a southbound steam charter hauled by No. 5690 *Leander*. BR decided that *Leander* could leave its stock at Kirkby Stephen, run wrong line to Garsdale, set back and haul the stricken train to stable in Garsdale's sidings, before returning to collect its train!

Clearly a year for unusual steam moves, 1980 saw Midland Railway 'Spinner' 4-2-2 No. 673 haul No. 4027 and two carriages from Butterley to Tinsley for an open day. It is thought to be No. 673's only mainline outing.

The pinnacle of the 1980s, however, was when BR's ScotRail division allowed steam to return to the West Highland Line extension in May 1984, the first trains being hauled by *Maude* and 'Black Five' No. 5407.

Sewing the seed in the popular Highland tourist and holiday area, the 'Jacobite' as it is now known (previous names included the 'West Highlander' and the 'Lochaber'), has become a staple of the steam calendar running from April to the end of October.

After the Privatisation of BR in the 1990s, operation of the 'Jacobite' from 1995 was switched to West Coast Railways, who in 2011 added a second daily service to cope with demand – much additional patronage stemming from the use of Glenfinnan Viaduct in the Harry Potter films. Other than the initial season in 1984, steam locos used on

Today's 'Jacobite' workings between Fort William and Mallaig date back to an initiative by BR's ScotRail business in 1984. The trips were an instant success, and three years later on August 30, 1987, 'K1' No. 2005 (disguised as K4 No. 3445 *MacCalin Mor*) climbs the last few hundred yards to Glenfinnan station with a westbound working. The K1 was reputed to have carried No. 3445's boiler during its BR career, hence the identity change. FERNDALE MEDIA

the line have centred around LMS 'Black Fives or LNER's 'B1', 'K1' or 'K4'.

Under BR's Special Trains Unit, which liaised closely with SLOA, luncheon specials were introduced between Marylebone and Stratford-upon-Avon in 1985, and steam also returned to the Southern Region in 1986 (and 1987) masterminded by Salisbury area manager Gerry Daniels.

A longer season

By the mid-1980s, there was far more steam than in previous years. The use of spring and late summer/autumn had also fallen by the wayside and steam was, as a rule, running somewhere several days per week.

The 'Great Western 150' celebrations of 1985 with planned steam specials went ahead – despite the poorly timed announcement from BR in March that year that Swindon Works would close in 1986. While events at Swindon were rather muted, several steam specials ran between Bristol and Plymouth worked by GWR locos.

Most notable was when Nos. 6000 and 7819 double-headed over the Easter weekend; the 'King' failed at Taunton with a hot box, leaving the 'Manor' to work solo to Exeter where a pair of Class 37s took over to Plymouth. A hotbox on the 'Manor' was discovered on arrival at Exeter, but repaired overnight, while Severn Valley stablemate No. 4930 *Hagley Hall* was quickly rustled up for the northbound return from Plymouth on April 8.

GW150 events also saw steam return to Cornwall on September 6, 1985 – reported to be the first since May 1964 – when No. 7029 *Clun Castle* hauled a Plymouth-Truro working. The loco returned north after turning at Par. Another unusual GW150 working involved the Severn Valley's 28XX Class 2-8-0 No. 2857 hauling a demonstration freight train between Kidderminster and Newport.

When BR closed Birmingham Moor Street in September 1987 (services being transferred to the rebuilt Snow Hill), there was a steam farewell with No. 7029 and Ivatt No. 46443 working to Stratford and back. Luckily the Grade II-listed buildings were refurbished, and now the reopened Moor Street sees steam again.

Cambrian adventures

The highlight for 1987, however, was without doubt the return of steam to the Cambrian Main Line after a 20 year gap. Hertfordshire Rail Tours' 'Barmouth Bay Express' on May 24 utilised Severn Valley-based GWR 4-6-0 No. 7819 *Hinton Manor* between Machynlleth and Barmouth.

The following day, the same loco ran over the same route with BR's 'Cardigan Bay Express', and on May 28 BR Class 5 No. 75069 saw some action around the scenic coastal line. The 'Manor' ran additional trips in August, sharing duties with the Standard, but it was sidelined with a firebox crack and replaced by Ivatt 2MT No. 46443 for the bank holiday weekend.

Both Nos. 7819 and 75069 were involved in further steam over the Cambrian line, this time between Shrewsbury and Barmouth in 1991, which took in the demanding Talerddig summit. The subsequent introduction of the ERTMS signalling system on this route has prevented steam operations since 2010 unless accompanied by a Network Rail Class 37.

GWR veteran 4-4-0 No. 3440 *City of Truro* looks somewhat incongruous hauling a rake of InterCity-liveried Mk.1s away from Banbury on May 13, 1989 while working from Marylebone to Stratford-upon-Avon. FERNDALE MEDIA

Ex-Southern 'Pacifics' have also been popular returnees to the main line – including 'West Country' No. 34027 *Taw Valley,* which makes a vigorous start from Holyhead on August 13, 1989, returning a 'North Wales Coast Express' to Crewe. FERNDALE MEDIA

Privatisation in the mid-1990s saw BR's Special Trains Unit sold to Pete Waterman along with six Class 47s and 200 carriages, but this did not include an operating licence and the company was reliant on Res (Rail Express Systems). Costs and other difficulties saw the assets sold off as the tour market became more fragmented.

What also came in the 1990s was the emergence of a few enterprising railtour promoters who wanted to break the mould. One such operator was Mel Chamberlain, who created 'Days Out' and launched in 1995 taking steam back to St Pancras.

Tackling Shap

The year saw many planned trains cancelled due to two serious lineside fires, while a high number of planned steam specials left the market oversaturated with too much choice and insufficient passengers. Inevitably, questions began to arise over the viability of whether steam on the main line had a long-term future.

But it was Chamberlain's audacious plans to take steam over Shap Summit with three specials each hauled by a giant of steam – Nos. 71000 *Duke of Gloucester*, 46229 *Duchess of Hamilton* and 60007 *Sir Nigel Gresley* – that really recaptured public imagination.

Backed and exclusively revealed by *The RM* in its July 1995 issue, the Shap Trials (as they had become dubbed) would run between September 30 and October 2, creating an event that critics said could not be done. But they were proved wrong, with the trips showing *Duke of Gloucester* to be the outright winner over *Duchess of Hamilton*.

Not only did the time trials bring steam back to the West Coast Main Line north of Carnforth, it was yet another erosion of routes yet to see a return to steam, whetting appetites for where to take steam next. ■

■ *Readers wishing to look up past steam, diesel and electric railtours are recommended to visit the excellent www.sixbellsjunction.co.uk website, which was used during the preparation of this feature.*

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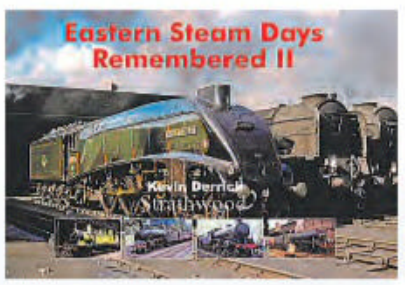

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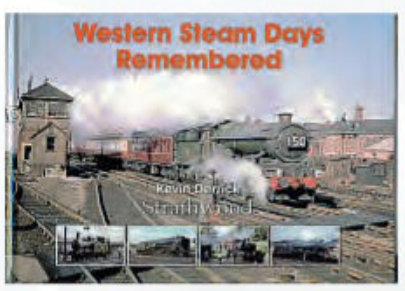

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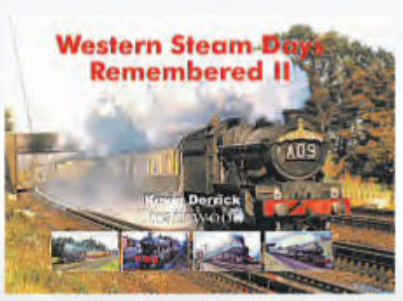

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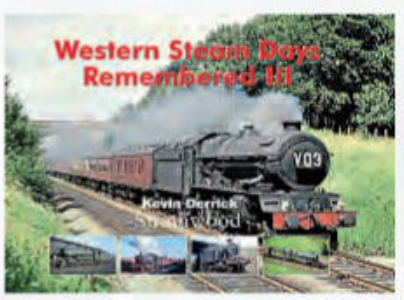

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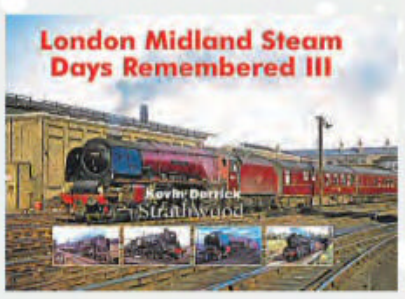

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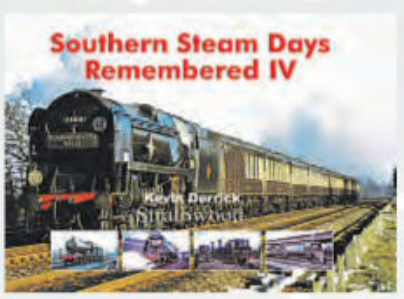

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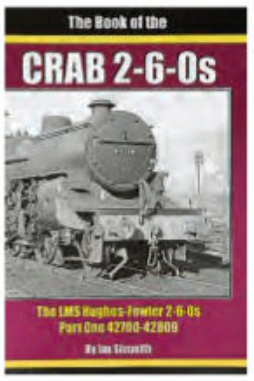

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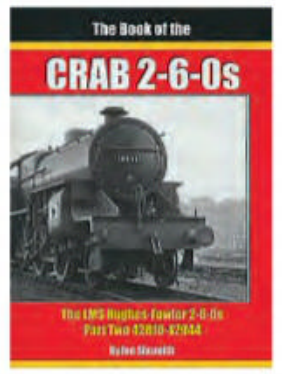

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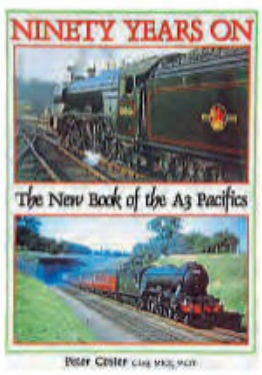

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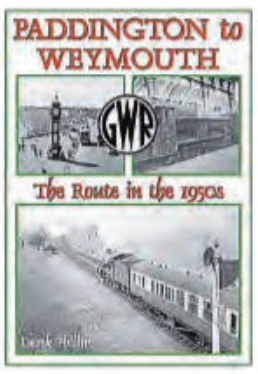

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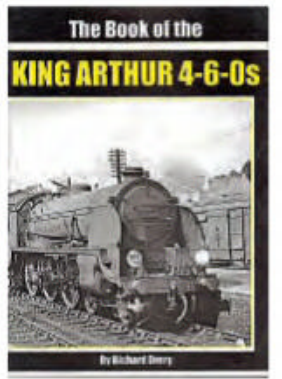

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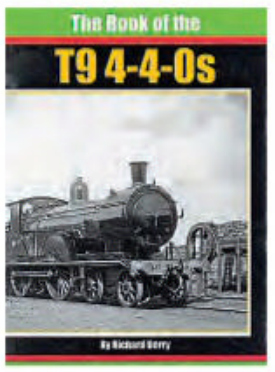

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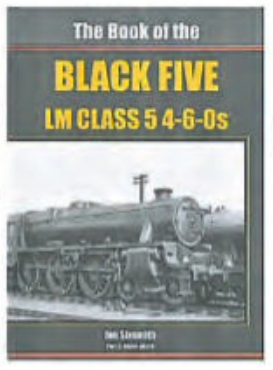

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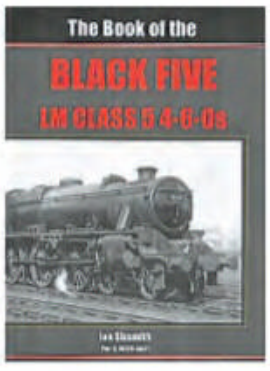

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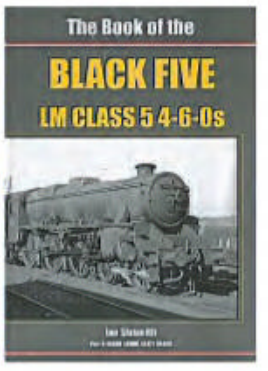

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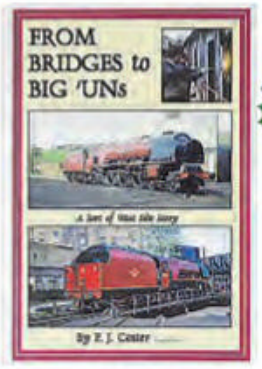

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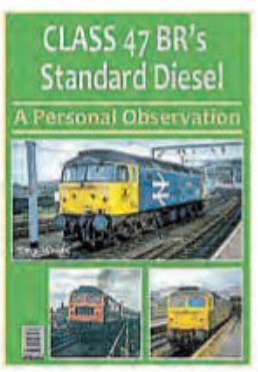

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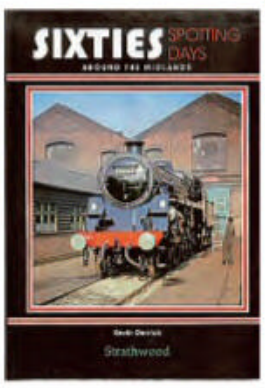

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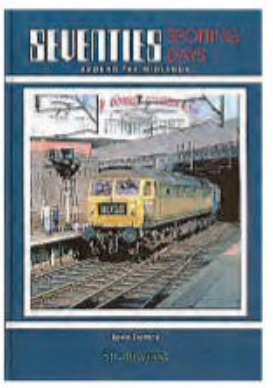

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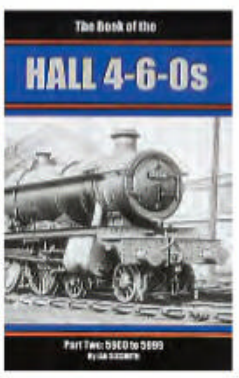

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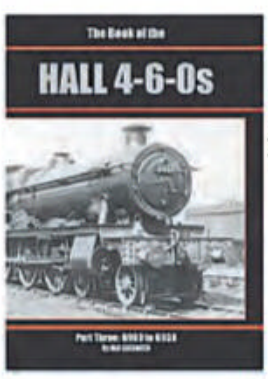

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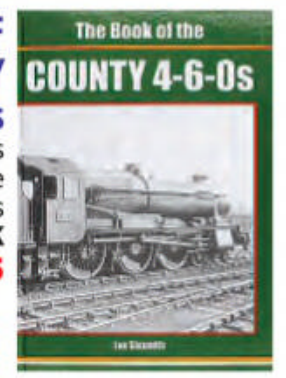

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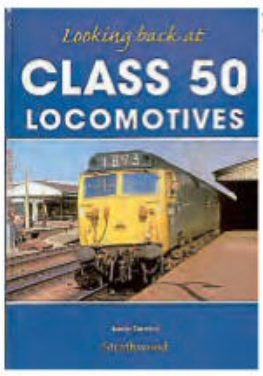

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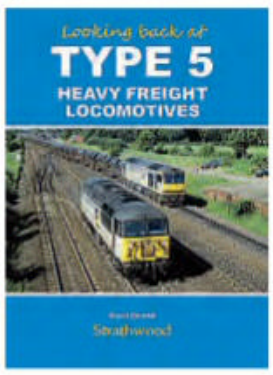

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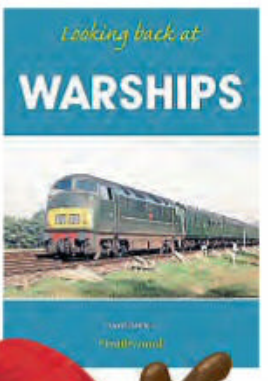

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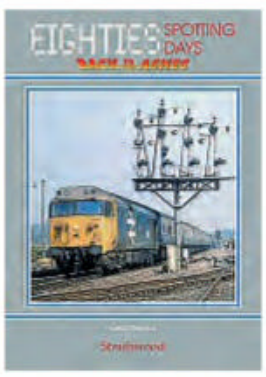

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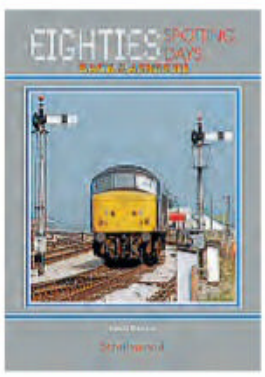

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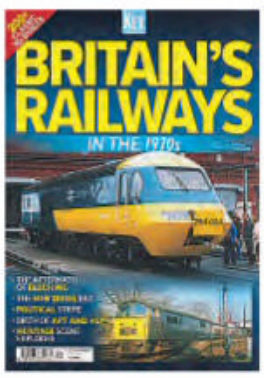

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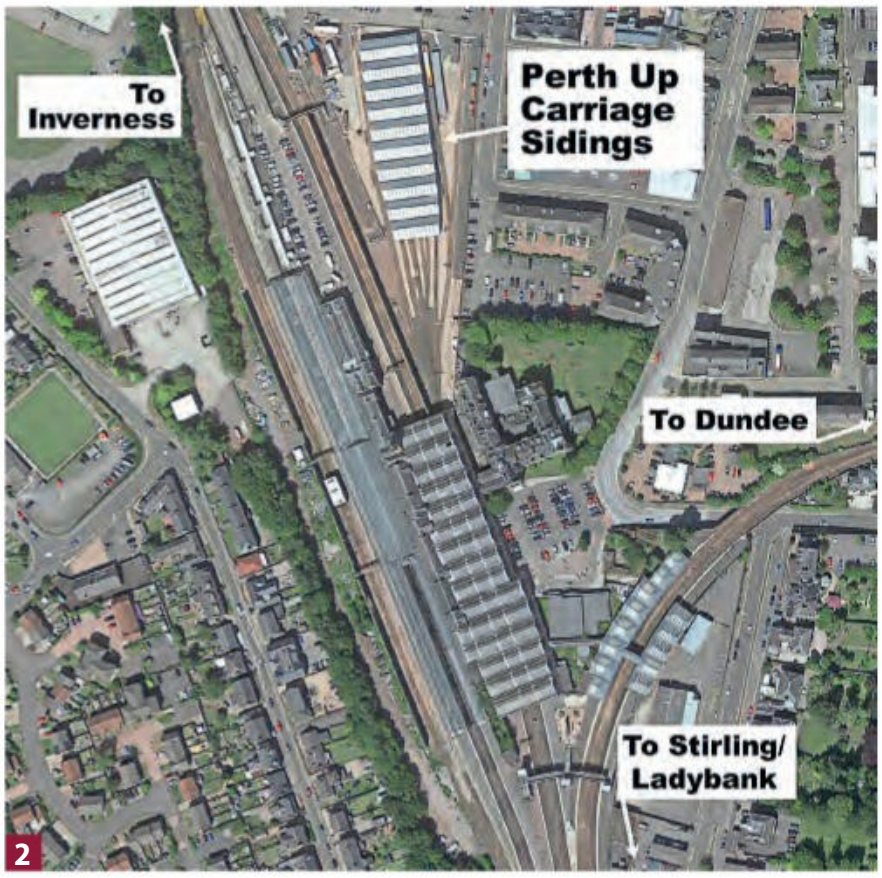
1: The shed is separated from the station's Inverness platforms by a high wall, as seen in this night-time shot showing West Coast Railways' No. 37518 on the single-track access to the sidings on February 4. ALL PHOTOS TAKEN BY JORDAN KEARNEY



2: The location of the shed and sidings at the north end of the station and east of the Inverness-bound platforms. There are six roads in the shed, with three other outside sidings. MAP DATA: GOOGLE ©2021; IMAGERY: GETMAPPING PLC, MAXAR TECHNOLOGIES

BERTHED IN PERTH

Hidden away at the north end of Perth station is the little-seen Up Carriage Sidings and shed, but earlier this year **Jordan Kearney** had permission to visit and take this photographic record.

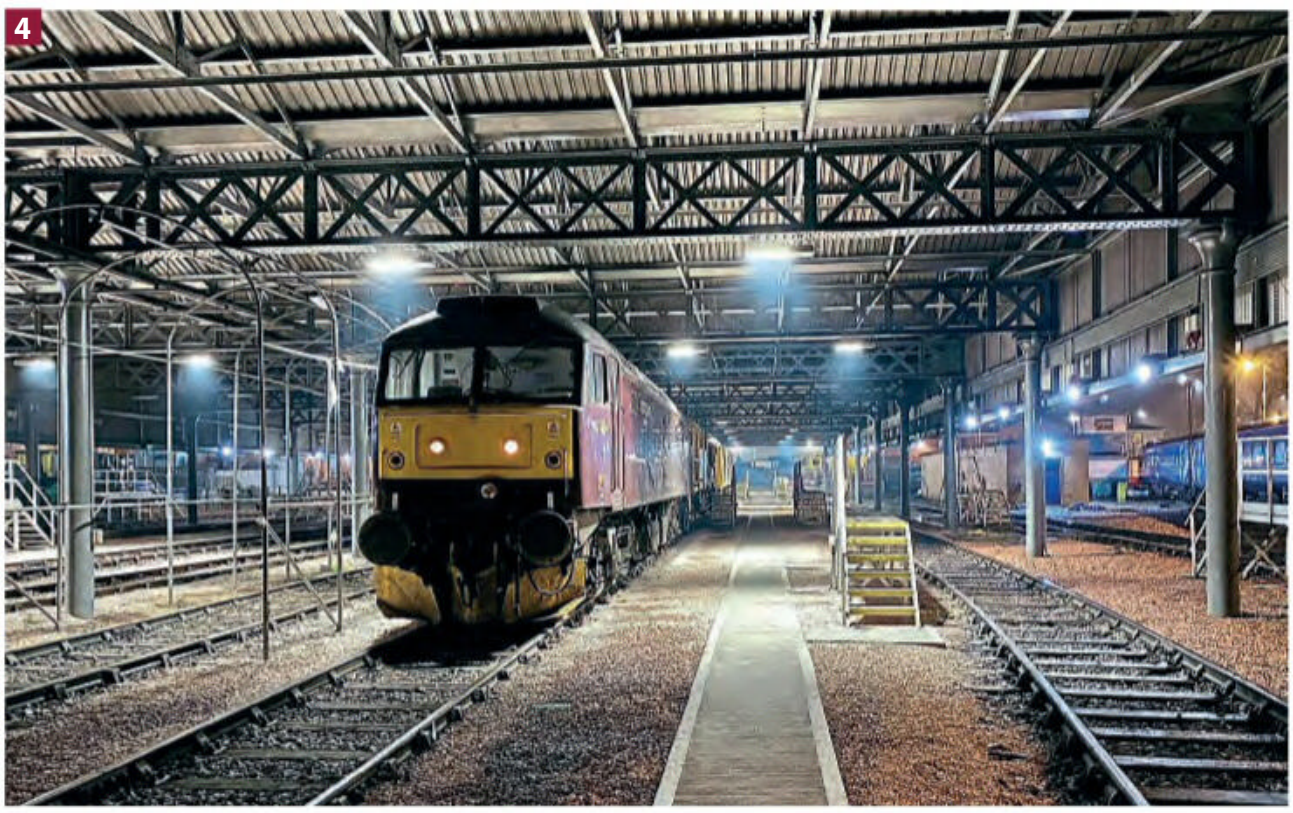
BUILT by the Caledonian Railway in the Victorian era, Perth's Up Carriage Sidings and shed can be glimpsed from the station platforms behind a high wall to the east of the Highland Main Line platforms.

As well as for stabling carriages, the sidings were also used for loading and unloading the car-carrying Motorail wagons and vans from the mid-1950s, but they slipped into disuse with the demise of these services and loco-hauled trains generally in the 1980s and 1990s.

There was still a need to stable and service DMUs at the station overnight, however, eventually leading to the older shed structure being upgraded and replaced in 2013 and today it is used to stable and service ScotRail DMUs and HST sets as well as visiting locos – most notably during the winter for patrolling the Highland Main Line during times of snow. ■

3

3: Looking back from the shed to the station on February 5, with West Coast Railways' No. 47854 and DRS's Nos. 37423+37401.



4

4: Looking towards the buffer stops inside the shed on February 4, as Type 4 No. 47854 heads a standby snow train 'top and tailed' with No. 37685.

5: Looking from the buffer stops back towards the station on February 5, with West Coast Type 3s Nos. 37685 (on the snow train with No. 47854) and 37518 side by side.

6: A general view of the six-road shed and sidings, looking north from the entrance throat on February 5. It is mostly for stabling ScotRail DMUs, but on this occasion was visited by DRS Type 3s Nos. 37401+37423 book-ended by independent snowploughs Nos. ADB965236 and ADB965231.

5

6

Tetbury remembered

Stephen Roberts looks back over the history of the former branch to Tetbury in Gloucestershire, where there is now a project to preserve memories of the line in the station's former goods shed.

THE final train left the terminus at Tetbury – in the south-west corner of the Cotswolds in Gloucestershire – on April 5, 1964 with all due fanfare of the time. Like many such branch line closures of the Beeching era, one can imagine quite a few tears being shed as that last working disappeared into the distance, its characteristic sounds becoming fainter until they were extinguished forever.

While there is now no chance of the line reopening, there is some light at the end of this particular railway tunnel with the recent award of a £5800 Heritage Lottery Grant, which will enable the fond memories of those who recall the Tetbury branch line to be recorded, collated and exhibited in the Tetbury Goods Shed Arts Centre.

Right: Tetbury railway station in the early 20th century. The train is pointing towards Kemble, with the goods shed visible in the background at the very end of the branch.

Long time coming

Tetbury was at the end of a branch from Kemble, an extant station on the Swindon to Gloucester 'Golden Valley Line'. Kemble was unusual in that it had opened in 1845 just to allow passengers to change between main line trains and the branch to Cirencester (opened in 1841), there being no other public access. The Great Western Railway had to overcome a lot of opposition from landowner Squire Robert Gordon, who did not want any railways disturbing his peace, or local riff-raff turning up expecting to catch a train, and it would take until 1882 for Kemble to become a public station with road access.

The nearest station to Tetbury at that time was the ominously-named 'Tetbury Road' (1845-82), the suffix 'Road' indicating a healthy hike ahead to get to the actual destination – in this case, the station was a full seven miles from the town. Tetbury Road closed when Kemble gained its road access, but what Tetbury really wanted was its own railway.

The first suggestion of a line had been back in 1845, when plans were drawn up by the Wiltshire & Gloucestershire Junction Railway (W&GJR), but it would be another 44 years before a railway finally arrived.

The first attempt to build a line, from Stroud to Tetbury and Malmesbury, had begun in 1865. After the original company was wound up in 1871, local MP Colonel Nigel Kingscote intervened, calling a public meeting to consider 'the propriety of taking the necessary steps for obtaining railway communication between the town of Tetbury and the GWR near Kemble Junction.'

It was the GWR who would take on the task, an oddity in that a branch was to be constructed by one of the major railway companies and not some smaller concern.

Ex-GWR Collett 0-6-0PT pannier tank No. 7418 at Tetbury with a typical mixed working to Kemble in the 1950s. PICTURES BY TETBURY GOODS SHED ARTS CENTRE UNLESS STATED

Rodmarton Halt in April 1962 with its GWR 'Pagoda' style shelter.

An AC Cars railbus passing Trouble House Halt in the 1960s, one of four intermediate stations at this time.

"The new halts were opened when a diesel railbus was introduced to compete against road services, the four-wheel AC Cars vehicle could seat 46 with luggage space in the centre."

The GWR was happy to purchase 50% of the shares in the new company, provided all affected landowners agreed to sell their land without the need for litigation. The contract for erecting suitable buildings at Tetbury and altering Kemble came out at £1719 (more than £220,000 in 2018 prices) and the contract went to J Harris & Co. of Brighton.

Those awkward Gordons still had to be mollified, however, and this time it was the turn of Miss Anna Gordon, daughter of Squire Robert, to be obstructive. She reluctantly agreed to a railway crossing her estate, but wanted the junction to be Tetbury Road, not Kemble, where a double-junction for Cirencester and Tetbury would have had all sorts of implications. The GWR girded its loins, as her proposal would have seen the two junctions a mile apart, which was unacceptable and impractical from its perspective.

Finally a connection

Protracted negotiations finally persuaded Miss Gordon that the new railway should junction at Kemble, which accordingly became a public station in readiness. Work on the Tetbury branch project began with a 'sod' turned at Kemble on October 18, 1887, and the standard-gauge 7½-mile branch line opened on December 2, 1889.

The line had been easy and cheap to construct using 'bridge rail', which meant that no sleepers were required, and there was just one intermediate halt to begin with at Culkerton.

Traffic was given a boost when a new cattle market opened in Tetbury in 1893. Local people also made the most of their new-found freedom, as excursions commenced to London, Cirencester (using the other branch from Kemble), and even the seaside.

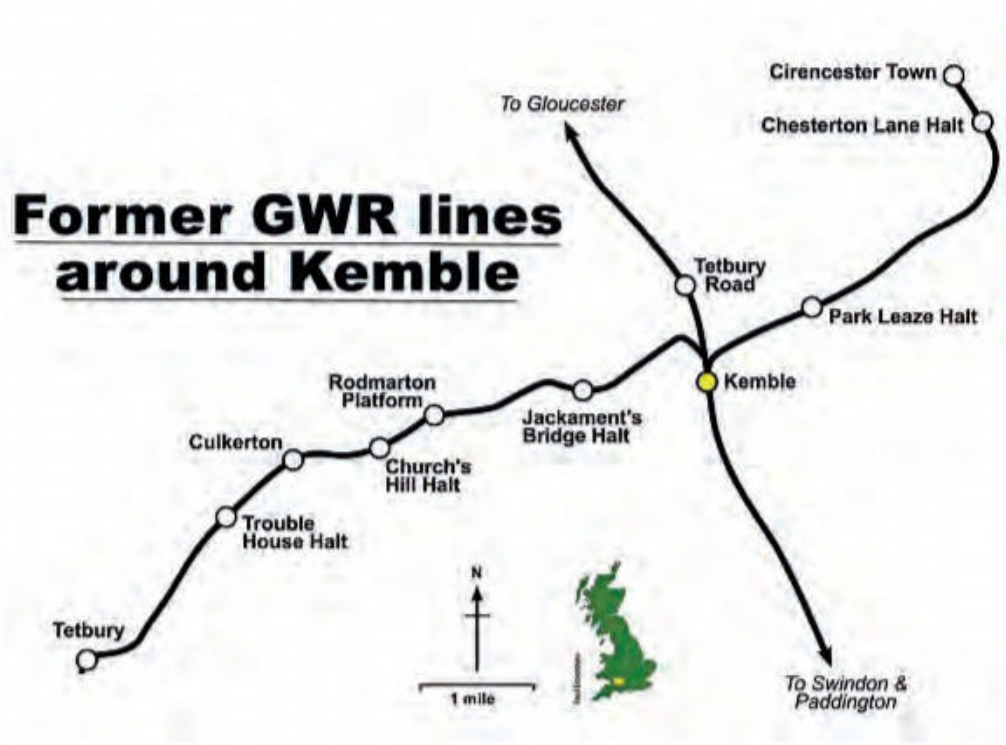
Over time the line was gradually upgraded. Rodmarton Platform was added in 1904, and a little bit of history was created here, for this was the first GWR 'Platform'. Small unmanned stops were normally 'halts' on the GWR, but the 'Platform' suffix was borrowed from Scotland, where it was the usual nomenclature for a tiny station that was singly-manned (by a senior grade porter), as against a 'halt' that was not. It is believed that this was actually the first 'Platform' in the whole of England.

Tetbury's wooden station was upgraded to brick by 1916, although the window frames and doors from its wooden predecessor were reused. The platform was lengthened in the 1930s to accommodate longer trains conveying polo ponies, and Jackaments Bridge halt was opened in July 1939 to serve RAF Kemble – but this would close after the Second World War in 1948.

Culkerton also closed in 1956 when it was troubled by just 40 passengers a month on average, but reopened in 1959 along with two other stops at Church's Hill Halt and Trouble House Halt. The latter was said to be the only halt in the country just serving a pub, and one that was immortalised in the 1963 Flanders & Swann song 'Slow Train', which became a lament for the many quaintly-named stations that would be disposed of by Dr Beeching. At its apogee then, the little branch line had four intermediate stations before the terminus was reached at Tetbury.

Typical traction

The new halts were opened when a diesel railbus was introduced to compete against road services, the four-wheel AC Cars vehicle could seat 46 with luggage space in the centre. Each railcar was manned by a driver and conductor/ ▶



An AC Cars diesel railbus at Tetbury on the last day of regular services, April 4, 1964.

guard, which saved on booking office facilities at Tetbury. Services on the branch were also increased to eight trains in each direction per day, with an extra one on a Saturday, and traffic accordingly increased by 150%.

For most of its working life, however, the branch had seen five passenger trains in each direction per day powered by steam tank engines. Two or three passenger coaches would be coupled to any freight wagons that had business on the line, so 'mixed' traffic was very much the order of the day.

A goods shed was provided at Tetbury, which was beyond the station and to the left as you approached the terminus. There would also be an engine shed and water tank on the opposite side of the track from the goods shed. Early motive power would have included 517 Class 0-4-2T engines.

In those days, horse-drawn drays distributed incoming goods around the town and the surrounding district. In 1925, the branch handled 292 trucks of animals, 43,645 milk churns, and 13,000 tons of general freight. An experiment of 1926 (the year of the General Strike) saw the GWR invest in a pair of patent-geared, four-wheel, vertical-boiler steam locos from the Sentinel Wagon Works, but trials of the 18mph 'plodders' on the branch were unsuccessful, which was a shame as it was thought these might significantly improve the economic viability of rural lines.

Kemble station in the 1960s looking towards Swindon – the main line is on the left (with the Cirencester branch behind), and a diesel railbus sits in the Tetbury-bound platform.

Looking towards Swindon at Kemble station today, with the former Tetbury platform overgrown on the right. STEPHEN ROBERTS

The Grade II-listed water tower at the Gloucester end of Kemble's platform 2. STEPHEN ROBERTS

Postwar decline

The branch was beginning to show its age after the Second World War. Although the goods shed was still operational, the building's fabric was showing signs of wear and tear, and the terminus was looking sleepy and overgrown.

In the early British Railways era, it would have been ex-GWR tank locos on the line, such as the 5800 Class 0-4-2T and the 0-6-0 pannier tanks.

The small tank engine that worked the line would be kept overnight in the shed at Tetbury. Water for the locos was supplied by a nearby well, with a steam pump being used to raise the water.

Almost the last opportunity to see steam on the line was the end of January 1959, after which it was rather less romantic diesel railcars, but the very last train of all on April 5, 1964 was a steam special.

Dr Beeching's report in 1963 had the Tetbury branch in its sights, and the bean-counters did not waste any time. In July that year the goods and parcels operation had ceased, and the engine shed closed by the end of December.

When the last day came, feelings ran high and bowler-hatted passengers loaded a coffin – daubed in suitable graffiti and filled with empty whisky bottles – onto a Kemble-bound train at Trouble House Halt, ultimately destined for Paddington and Dr Beeching himself. The train crew also had to extinguish a fire of hay bales on the line at Culkerton, when they were returning to Tetbury.

After the final passenger train ran in April 1964, the track was lifted with almost indecent haste, as contractors got underway in the July. By the autumn anything metallic, and/or saleable, had gone. The charming station and engine shed were demolished in the early 1970s; only the goods shed and livestock loading platform were retained. The Dolphins Coal and Coke Co. moved into the goods shed, operating it as a coal depot for some years.

Post-rail use

With the sale of the trackbed to adjacent landowners, there was no likelihood the railway would ever return in the future. By the mid-1990s, Tetbury's former rail lands and assets, still owned by BR, had fallen into a sadly-neglected state. The goods shed had lost its last business tenant years before and was in a parlous state.

It was at this point that the goods shed was acquired by Tetbury Town Council and redeveloped into what has become a flourishing arts venue, from spring 2017. There are some nice touches: sleepers mark where the track once went, old rails mark out the car parking spaces, and there are GWR benches. Part volunteer-run, the Goods Shed aims to become a regional centre of excellence for the arts, whilst also utilising an historic site that once brought people into the town but can now

"We have opened up the track bed between Tetbury and the Trouble House as a family friendly footpath and cycle route: it would be fantastic if eventually this route could run all the way to Kemble station."

bring excellent arts and entertainment to its townsfolk. The Shed has also gained Heritage Lottery funding to enable the collation of the memories of those people who used the branch railway during the 1950s/60s, which will help to source an anecdotal audio-visual exhibition on the line's history.

Julia Hasler has worked on the renovation project for many years and was instrumental in obtaining the recent Heritage Lottery Grant. "We felt that it was important to try and capture people's memories of the railway while we still had the chance (it closed 55 years ago, so our window of opportunity is limited). We've already found that everyone is incredibly interested in the history of the Tetbury branch line and the role that it played in the town's story.

"With the grant money we'll be able to interview and film those who remember the line, editing their contributions into short videos that we can show in the goods shed. We'll also have more photographs that we can put on display, plus a schools' pack to enthuse the younger generation, and generally more information boards around the station site, so that visitors can visualise what was once there.

"We have opened up the track bed between Tetbury and the Trouble House as a family friendly footpath and cycle route: it would be fantastic if eventually this route could run all the way to Kemble station.

"Tetbury has a higher than average proportion of retired people and residents without cars, so it is important that there are facilities that can be easily accessed. The Goods Shed is an important hub in this respect, providing entertainment and just a place to meet up. The café is doing well also. This is inside the shed during the winter, but ventures outside in the nicer weather, plus utilises the new railway carriage, which is half cafe and half meeting room/workshop area. The Goods Shed is also easily accessible for those with disabilities. The railway certainly played its part in the life of the town in the past and it's fitting that the Goods Shed is continuing in the same vein today and helping us to maintain a sense of community."

In addition to the Tetbury Goods Shed, the most tangible reminder of the branch is the Grade II Listed station at Kemble, which was a junction for two branch lines, the Cirencester and Tetbury branches, both of which closed on April 6, 1964. Two operational platforms remain today, but the former Cirencester bay-platform and Tetbury branch platform remain – although the latter has had its track removed.

The Grade II-listed station's main building is on the Swindon-bound platform 1, and a covered footbridge connects to the Gloucester-bound platform 2 where there is an immense water tower left over from steam days at the Gloucester-end. ■

Tetbury goods shed as built at the end of the 19th century.

The disused goods shed in 2004, when it was in a poor state of repair.

The rejuvenated goods shed, which was reopened as an arts centre in 2017.

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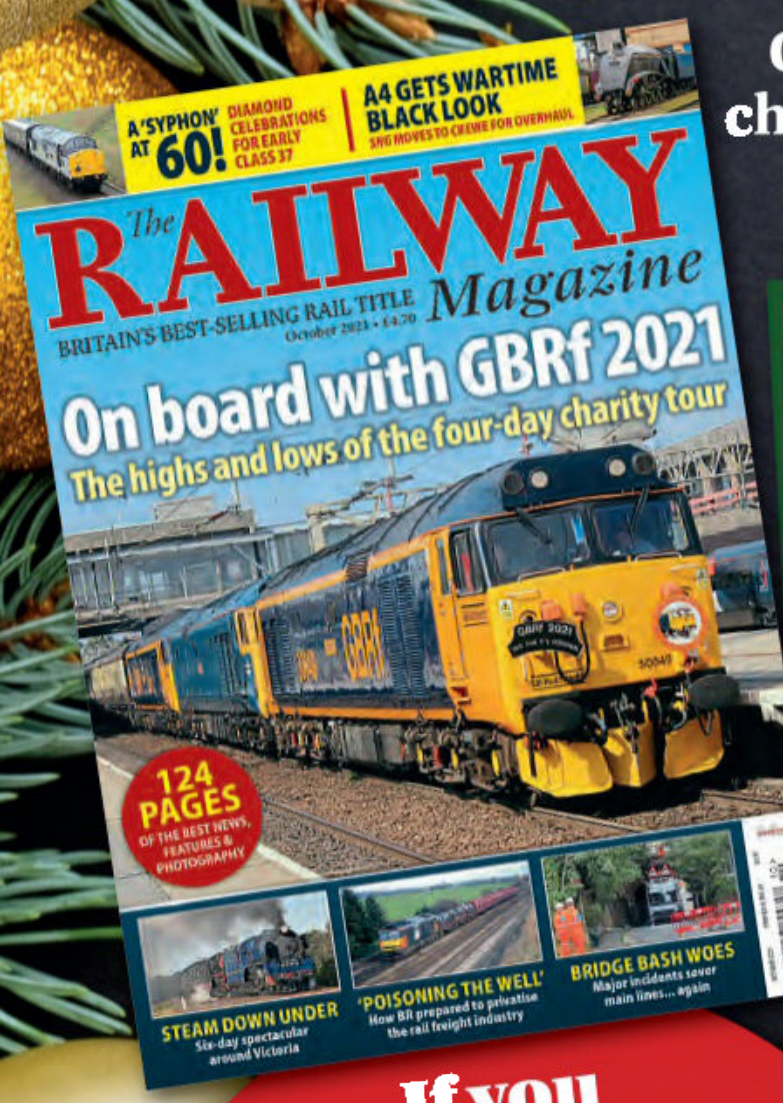

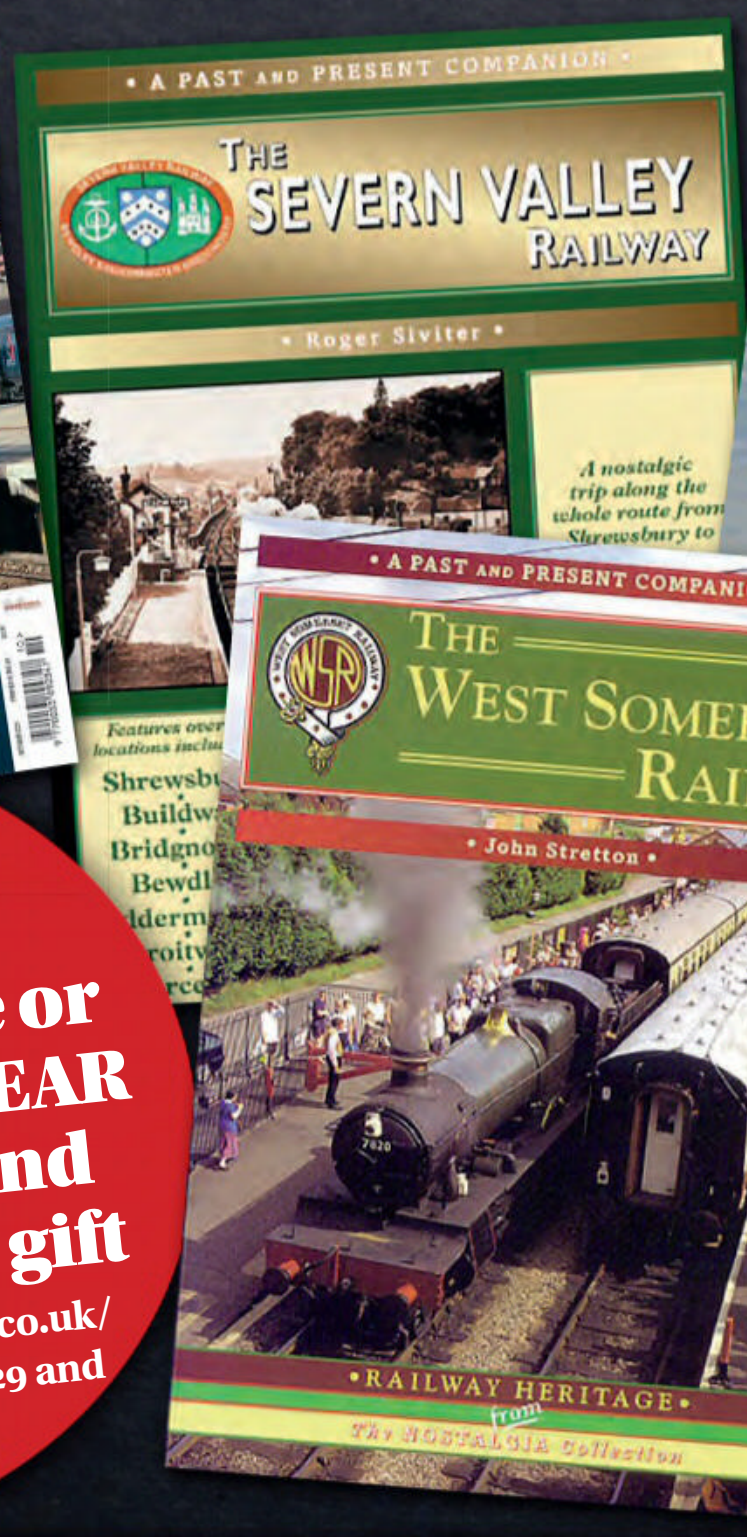

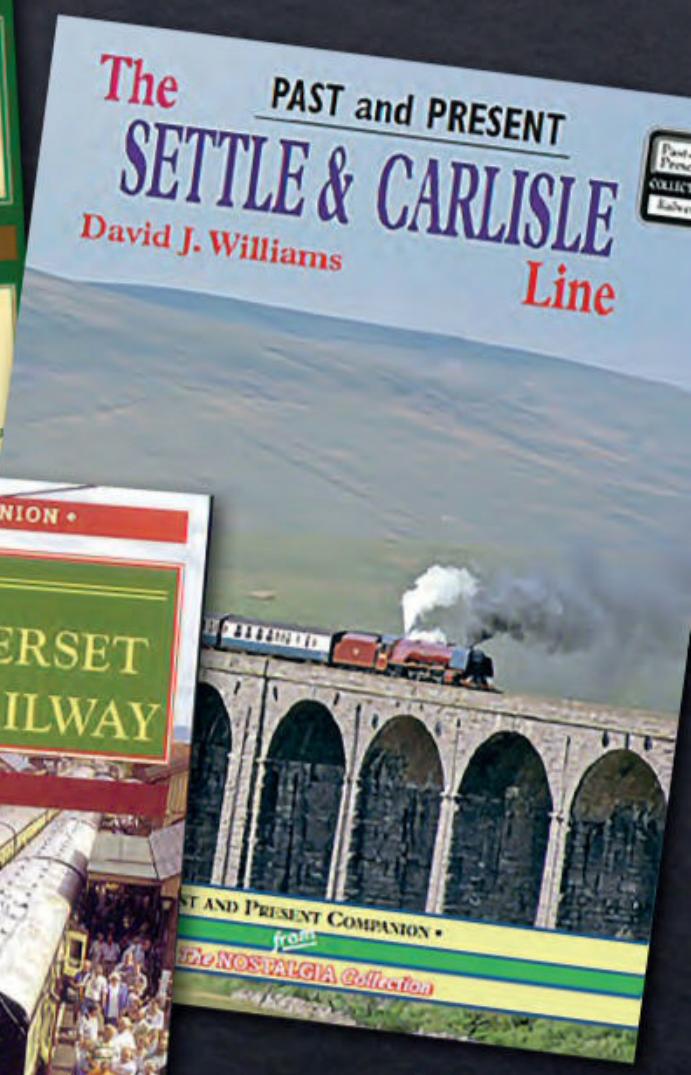

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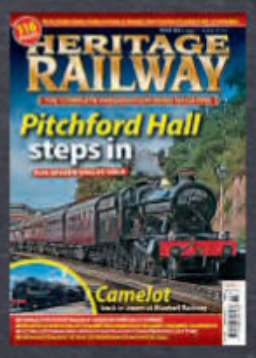

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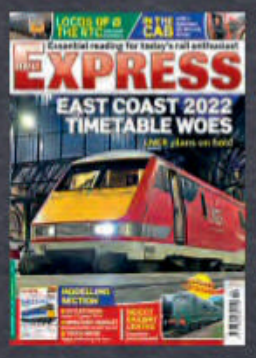

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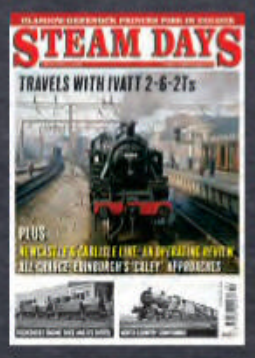

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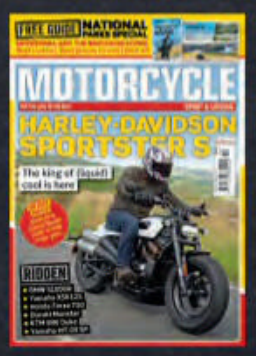

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Readers' Platform

STAR LETTER

Bridge bash woes

READING the article on bridge bashes in the October issue, I was reminded that when I worked in the then Railway Inspectorate of the Ministry of Transport 40 years ago, this subject came up quite often.

I wondered back then if, just before each low bridge, something could be built over the roadway to enable scaffolding poles, steel balls or concrete blocks on chains to be dangled at the same height above the road as the low bridge was. Then any over-height vehicle would receive a noisy warning to alert a driver who has forgotten the height of their vehicle. A good idea they said, but I see we are still waiting for something like that to be installed!

Edward Dawes
By email

AS a former bridge inspector for 25 years, my work involved being on call for bridge bashing incidents. I have attended countless strikes over the years, some quite horrific. Having been retired now for 10 years, it still makes my blood boil to read this still goes on so frequently. It just need not happen, it is pure negligence solely on the driver.

All bridges under 16ft 6ins have height signs, the driver legally should know the height of his vehicle. There is literally no excuse whatsoever. The driver should be instantly dismissed from his employment with court action. Employers must prove they have documented and instilled this in their drivers on a regular basis.

Peter Atkins
Yarwell, Peterborough

OVER the past few years I have written several letters to various publications on this subject, with no response. Why on earth in the 21st century are lorries hitting low structures throughout the UK?

With current research into taking more control of vehicles away from the driver (including driverless trucks), surely it is obvious that accurate sensors need to be fitted to new and existing trucks, lorries and buses warning of a low structure ahead. If the height of the vehicle does not fit under the bridge, the sensor would activate the brakes or turn off the ignition.

A cruder alternative would be to place a collapsible copy of the bridge's outline several metres preceding the bridge to give some indication to the driver of the problem. This latter alternative has apparently been tried and found to be effective.

With strikes costing Network Rail £20 million per year, plus the cost to the logistics industry, this needs to be urgently looked at, not to mention the danger to life and limb with double decker buses.

John Deards
Warminster

GOING to work in late September, I arrived at Ewell station to find a driver had driven his tractor and trailer under the bridge. The tractor was fine, but the trailer looked in a sorry state.

This is inexcusable, the driver should be charged with dangerous driving as they have demonstrated they are unfit to drive what is a deadly weapon. Having once been a driver in the Army, I know you plan your routes and study it like the driver of a train.

What is needed is a laser device that monitors the road ahead that gives a warning and if ignored applies the brakes so the vehicle stops before it hits the bridge.

Stephen Bennett
Ramsgate

A bad month for bridge strikes

Against an average of five recorded strikes a day somewhere on the network, two recent high-profile events closed the Great Western and Cambrian main lines.

WHERE bridge strikes are most frequent, would it be a worthwhile investment for Network Rail to pay to lower the road, even though it is not its responsibility to do so?

Clive Johnson,
Luton

I READ your article in the October edition concerning bridge strikes (an average of just over five per day) with incredulity.

The former Deutsche Reichsbahn of East Germany had an answer to this problem. A heavy steel girder corresponding to the profile of the bridge, and painted with highly visible chevrons, was placed a few metres either side of the bridge so that any lorry 'out of gauge' would strike the girders and be stopped, rather than striking the bridge itself.

Perhaps Network Rail could institute a similar system in this country for those bridges which are particularly vulnerable to bridge strikes – although no doubt the 'elf and safety' brigade would find spurious grounds for vetoing such an idea.

Alan N Peachey
Bishop's Stortford

THAT Network Rail bridges are hit on average 2000 times per year is an appalling statistic.

It was good to read that Network Rail does pursue offenders, not only for the cost of repairing the damage, but also the cost of the Schedule 8 compensation.

However, it was hugely concerning to read that the number of prosecutions for such offences are few and far between. Surely there should now be a presumption to prosecute on virtually every occasion? Anything less is simply unacceptable, and evidence really cannot be too hard to find!

Bob Watson
Baildon

…and a lorry driver's view

I LEARNED to drive wagons with a local company in 1983. They put me with an experienced driver and after 13 weeks basically doing his job for him, I passed my HGV and started at the same company on my own.

I am amazed that any firm will employ anyone who takes a week's course and passes. Most firms used to require two years' experience, but companies now will take on anybody who passes a short assessment and it really shows. If they do not hit anything, they are in.

Then they come and ask us basic things like 'where's the handbrake?' Some do not even realise that some wagons do not have automatic handbrakes, and end up with runaways when coupling trailers incorrectly.

On the road, I am actually embarrassed by the truck driving I see – stick a phone and sat nav on the windscreen (illegal in area swiped by wipers), put it into gear and drive flat out… until they hit something, then the invisible police roll up in vast numbers and shut the road for hours and hours.

My normal shift is a triangular route with a 16ft 2in tall trailer. I know loads of diversion routes, but Highways England have just about stopped using the yellow signs advising of future overnight closures. There is the system of shapes on trunk road diversions, but nobody can provide a list of them to plan in advance and ringing the helpline is frustrating as the operators are basically clueless.

Name and address withheld

PUTTING THE RECORD STRAIGHT

■ THE Northern Line extension to Battersea Power Station is not the first major extension to the Tube network this century (October issue), as the Piccadilly Line was extended to Heathrow Terminal 5 (from Heathrow Terminal 2&3) in March 2008.

That was the first since the Jubilee Line extension from Green Park to Stratford was completed in 1999.

A new station was also opened at Wood Lane (Circle and Hammersmith & City lines) in October 2008.

***TRM* Editor**

■ THE caption for No. 37714 hauling tank wagons at Lincoln (October issue) may be in error because in 1993 there was no rostered Class 37 work from the refineries at Immingham.

However, the tanks would have been working from oil storage sidings at Immingham Transit Quay to the loading point at Gainsborough Lea Road oil sidings.

SM Daubney,
Barnetby

■ THE article on British Rail freight (October issue) mentions importing cars from a Ford factory in Ghent (Belgium).

There was no such factory in Ghent, however Ford did have a factory in Genk (Belgium).

R. Taylor
Queensbury

Railtour jinx

HAVING caught norovirus on the recent GBRf tour, then having booked for *Western Champion* to Kingswear, only for it to fail its engine test, and now the 'Lickey Banker' tour will apparently not be banked, it struck me that you might be interested if I notify you of any future railtour bookings I make – so your readers would then know they were jinxed.

Disillusioned of Devon
(Name and address withheld)

Held together by string

HERE is an anecdote about the old MSJ&AR 1500V DC stock, which was told to me by a former colleague who died at an early age some years ago. Peter joined the railways on a graduate entry scheme for engineers in 1967, and for the first two years did a 'Cook's tour' of the organisation.

In the winter of 1968/69, he was spending some time with the traction maintenance people in Manchester. The old rolling stock on the Altrincham route suffered from the malfunction of a power relay, which prevented the EMU from taking power and moving. However, the electrical fitters had devised a 'get home' solution to this problem – they tied a length of string around the relay in the control cubicle, passed the loose end through the louvres at the side then through the window of the first compartment (which was for 'ladies only'). On a signal from the driver, the spring then was pulled to operate the relay and the train could move forward.

On a particularly cold day, the relay had failed to operate, so the string was duly tied to it and passed through the compartment window. Just before departure, a rather statuesque lady in a tweed two-piece and glasses entered

Send your letters to: *The Railway Magazine*, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR. email: railway@mortons.co.uk

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

MEETINGS

COMPILED BY JON LONGMAN

WEDNESDAY, NOVEMBER 3

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennetthorpe, Doncaster DN2 6AA. 19.30. 'Britain and Europe in the 90s': Neil Taylor.
Railway Correspondence & Travel Society (RCTS). Haig House Social Club, Woolton Road, Garston, Liverpool L19 5NQ. 13.30. 'Goods Depots around Liverpool – Part One: The Docks': Paul Wright.

THURSDAY, NOVEMBER 4

Great Central Railway Society (Sheffield branch). The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. '100 Years of Doncaster Station': Bryan Longbone.
Lutterworth Railway Society. Lutterworth Bowls Club, Coventry Road Lutterworth LE17 4RB. 19.30. 'The GWR Railmotor Project': Peter Jennings.
RCTS. Methodist Church Hall, Silver Street, Stony Stratford, Milton Keynes MK11 1BE. 19.30. 'That Was The Year That Was – 1962': Geoff Plumb.

FRIDAY, NOVEMBER 5

RCTS. St Teresa's Church Club, 71 Gloucester Road North, Filton, Bristol BS34 7PL. 19.30. 'North Wales in the 1980s': Arthur Turner.
Slough Railway Society. Zoom meeting. 19.30. TBA. Contact info@swrs.co.uk.
Stephenson Locomotive Society (SLS). Newport Community Hub, Union Street, Middlesbrough TS1 5NQ. 'Sir Thomas Bouch, Civil Engineer': Bill Jagger.

SATURDAY, NOVEMBER 6

Ffestiniog Railway (Bristol group). Frome Cricket Club, Rodden Road, Frome, Somerset BA11 2AH. 10.00-13.00. New and second-hand railway books, DVD and memorabilia sale.
SLS. Friends' Meeting House, Mount Street, Manchester M2 5NS. 14.00. 'The Grimsby & Immingham Electric Railway and its context': Peter Worsley.

MONDAY, NOVEMBER 8

RCTS. Small Hall, East Croydon United Reformed Church, Addiscombe Grove, Croydon CR0 5LP. 19.30. 'That Was The Year That Was – 1963': Geoff Plumb (Zoom meeting).
Southern Electric Group (Sussex branch). Deall Room, Southwick Community Centre, Southwick BN42 4TE (close to Southwick station). 19.30. 'Britain's Railways in the 1980s — Part One: The Early 80s': Andrew Marshall.
SLS. Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 19.30. 'Modern signalling in Scotland, now and in the future': Alan Mackie.

TUESDAY, NOVEMBER 9

RCTS. The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. 'Roaming around London with a Camera': Geoff Brockett.
Wells Railway Fraternity. Town Hall, Wells, Somerset. 19.30. 'My Life in Transport': Jonathan Jones-Pratt.

WEDNESDAY, NOVEMBER 10

RCTS. Greenfinch Church Hall, Greenfinch Avenue, Ipswich IP2 0SQ. 14.15. 'DMU Miscellany': Robert Warburton.
RCTS. Sheffield Scout Headquarters, 60-68 Trippet Lane, Sheffield S1 4EL 19.30. 'All things Northern Trains': Peter Myers.
SLS. The Scout and Guide Headquarters, Godalming GU7 1HR. 14.30. 'The former LSWR in the 1950s' part 2': Hugh Davies.

FRIDAY, NOVEMBER 12

Slough Railway Society. Zoom meeting. 19.30. TBA. Contact info@swrs.co.uk.
SLS. Conference Room (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Road, Newcastle-upon-Tyne NE1 1SG. 19.00. 'The Hetton Colliery Railway & Bi-Centenary Celebrations': John Cook.

MONDAY, NOVEMBER 15

RCTS. Town Crier, City Road/Station Road, Chester CH1 3AE (opposite station entrance). 19.30. 'Kidderminster Railway Museum': David Postle (Zoom meeting).
RCTS. Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8BL. 19.30. 'The Rail Freight Group – The Opportunities and Challenges': Maggie Simpson.

TUESDAY, NOVEMBER 16

RCTS. Didcot Civic Hall, Britwell Road, Didcot OX11 7JN. 19.30. '1966 Farewell to Steam': Mike Beale. Zoom meeting contact: Fixtures Secretary Andrew Jenkins 01793 783749 or email Tv-fixtures@rcts.org.uk.
RCTS. The Black Beauty, Keddington Road, off Messingham Road, Scunthorpe DN17 2QH. 19.30. 'As I see It – A View of Traction Local and Further Afield': Alan Morgan.

WEDNESDAY, NOVEMBER 17

Bradford Railway Circle. Sedbergh Community Centre, Huddersfield Road, Odsal, Bradford BD6 1DJ. 19.30. 'A Quick Look at Slow Trains': Dave Peel.
Pennine Railway Society. Doncaster Town Fields Sports Club, Bennetthorpe, Doncaster DN2 6AA. 19.30. 'Reflections on the Past': Geoff Griffiths (meeting on Zoom).
RCTS/Mid Hants Railway, Eastleigh Railway Institute, Romsey Road, Eastleigh SO50 9FE. 19.30. 'The Illustrated Goods Life – Part 1': Stewart Smith.

THURSDAY, NOVEMBER 18

RCTS (Cheltenham branch). Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 19.30. 'Worcestershire Steam': Chris Wilkinson.
RCTS (North East branch). Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 1SG 19.00. 'Steam on the Isle of Wight': Dave Allinson.
RCTS. Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ. 19.30. 'The John Bearpark Collection': Vic Drake.
RCTS. Woking United Reformed Church, White Rose Lane, Woking GU22 7HA. 19.15. 'Network Rail Helicopter Operations': Sean Leahy.

FRIDAY, NOVEMBER 19

Slough Railway Society. Zoom meeting. 19.30. TBA. Contact info@swrs.co.uk.
SLS.

FRIDAY, NOVEMBER 26

Railway Club of the New Forest. Brockenhurst Village Hall. 19.30. 'Preserved Steam on Main Line and Heritage Railways': John Barrowdale.
RCTS. Fulwood Lawn Tennis Club, Highgate Avenue, Preston PR2 8DY. 19.30. Branch annual meeting followed by members' slides (not digital) .
Slough Railway Society. Zoom meeting. 19.30. TBA. Contact info@swrs.co.uk.
SLS.

SATURDAY, NOVEMBER 27

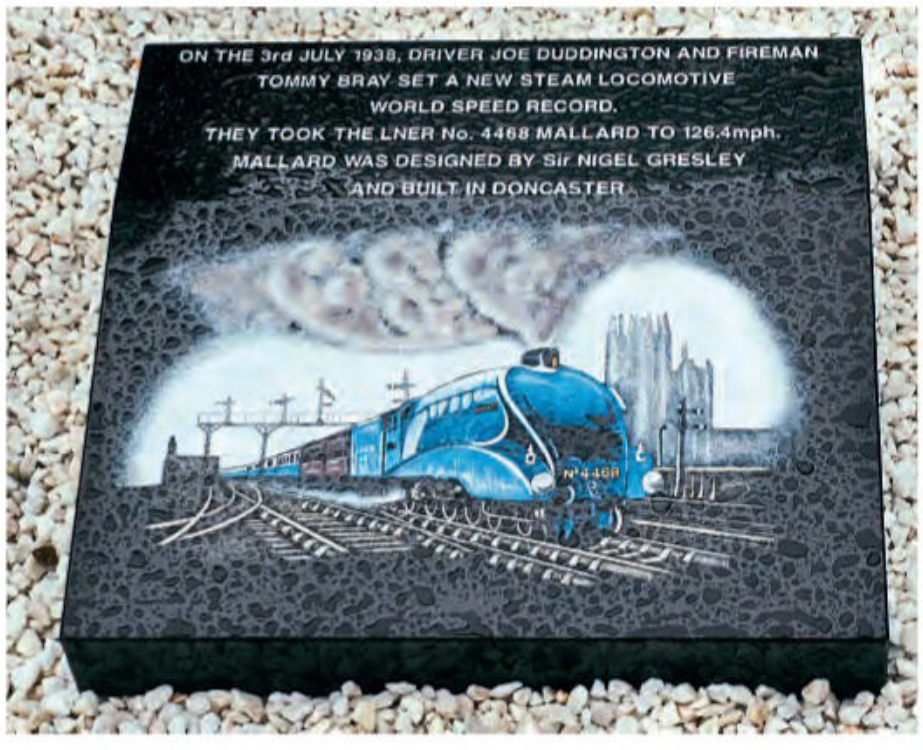
Lutterworth Railway Society. Wycliffe Rooms, Lutterworth. Modelling Open Day.

WEDNESDAY, DECEMBER 1

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennetthorpe, Doncaster DN2 6AA. 19.30. 'When I shout diesel, get ready to run — Part Two': Rhys Jones.

THURSDAY, DECEMBER 2

Great Central Railway Society (Sheffield branch). The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Taking Railway Photography to New Heights': Geoff Griffiths.



Mallard crew memorials

THE friends of Hyde Park Cemetery in Doncaster unveiled a headstone and memorial plaque for Joe Duddingtons on October 2, the driver selected by Sir Nigel Gresley for *Mallard's* run on July 3, 1938 when it set the world record speed for a steam loco of 126.4mph. He retired in 1944 and passed away in 1953, but was initially buried in an unmarked grave.

Mallard's fireman that day was Tommy Bray, who has similarly been commemorated with a memorial at Rose Hill cemetery that was unveiled by Doncaster Council earlier this year.

Geoff Griffiths

the compartment, gave Peter and the fitter a stern look, directed her attention to the 'Ladies Only' sign, then back to Peter and the fitter, but said nothing. On arrival at Altrincham, she fixed the men with a steely stare and said: "It is a great pity that grown men have nothing better to do than dangle pieces of string out of carriage windows," and abruptly left.

Godfrey Pell
Chapeltown, Sheffield

LNWR online

WHILST the pandemic has caused much disruption to many organisations and individuals over the last 18 months, the LNWR Society has responded to the challenge of members being unable to physically access its archive collection by permanently placing online its digitised archive material. Whilst this is just a fraction of the collection held at its Study Centre, it still represents a significant amount of information accessible to society members worldwide.

Approximately 20,000 catalogued photographs, together with 4000 drawings and 1500 documents are currently available online. In addition, nearly 50 years of society publications, including 'Journals', 'Premier Lines' and 'Portfolios' are in the online library together with an ever-growing collection of staff magazines published by the LNWR, LMS and British Railways.

Society members can access the online archive as part of their membership package at £35 per annum.

Mike Musson
L&NWR Society

EDITOR'S NOTE

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In search of South Wales steam

I MADE a number of visits to South Wales in the 1970s to see the remaining steam locos at work in the collieries. The most memorable of these was on a cold and wet Wednesday, December 1, 1976.

My journey started on the 05.24 Orpington to Charing Cross, then across to Paddington for the 06.42 to Swansea. This should have been a HST, but No. 47499 and eight coaches was standing in and this got us there on time after some very fast running, with 100mph reached three times. Who needs HSTs, I thought.

South Wales Transport bus service 101 got me to Pontardulais for 40 pence and I walked to Graig Merthyr Colliery, arriving at about 11.00. Here were four 0-6-0 saddle tanks but only one was working – Bagnall No. 2758 (of 1944). Hunslet No. 3846 (1956) was out of use and Robert Stephenson Hawthorn No. 7170 (1944, ex-71516) was a new arrival but also out of use. Finally, Hunslet No. 3770 (1944) was under repair in the small shed.

At 12.20 No. 2758 worked a trip from the exchange sidings up to the colliery and took a loaded train back at 12.45. I then adjourned to the local public house with the engine crew for much needed refreshment, during which the enginemen invited me to accompany them on their afternoon shift. Unfortunately, I had to politely decline as I had heard steam working in the next colliery, Brynlliw, and wanted to visit there during the afternoon.

So I caught South Wales Transport bus service 105 for the short journey to find Peckett 0-6-0 saddle tank No. 2114 (1950) in steam at 14.00. I had heard four trips from the exchange sidings earlier whilst at Pontardulais, but all was now quiet and as dusk fell and the rain started I wondered if my luck was out. But no, at 15.15 the little Peckett ran down to the exchange sidings and returned 10 minutes later struggling uphill with a train of empties.

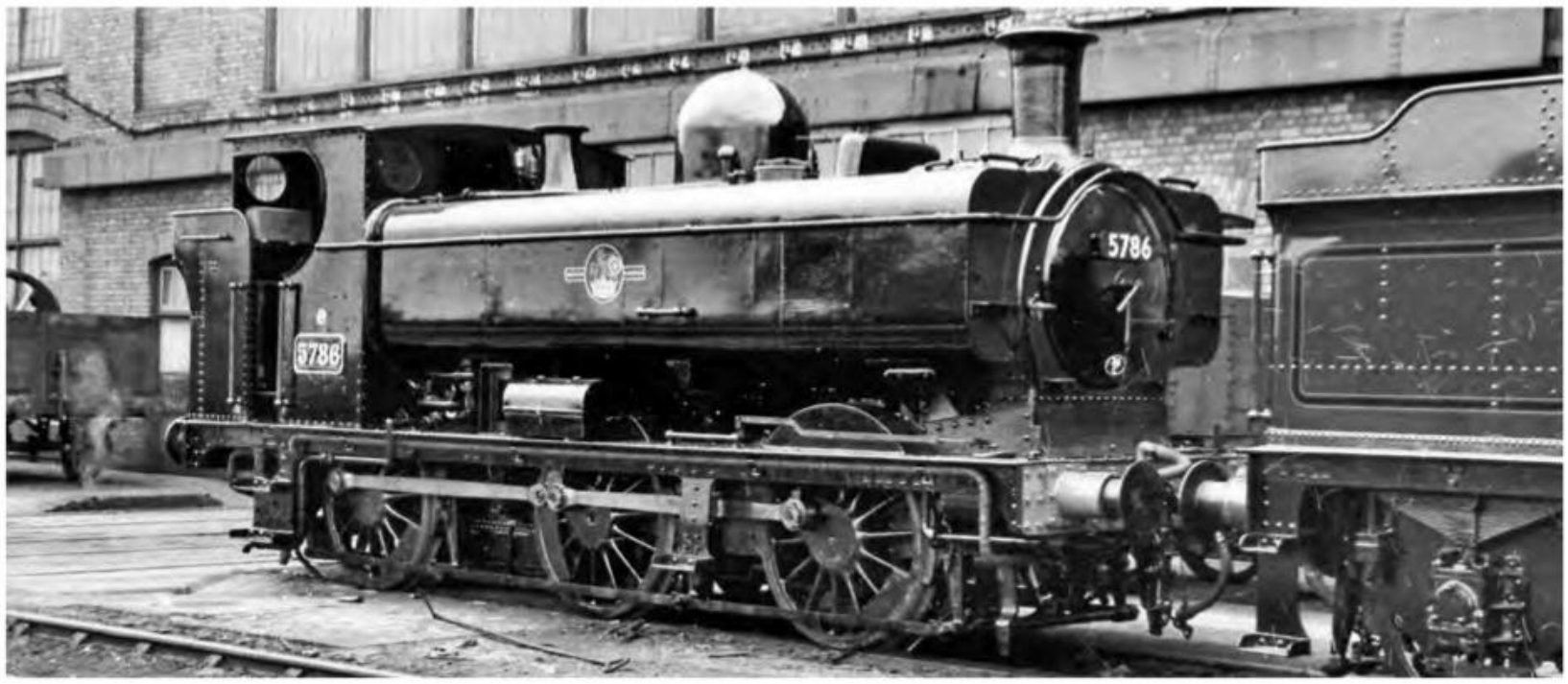
There was just enough light to get a couple of shots of this working before I called it a day and caught the bus back to Swansea for the 17.05 HST to London and home. This was to be my last visit to South Wales for steam, which finished soon afterwards.

Don Benn
By email

LT-bound pannier in black

THIS photo shows the outshopped No. 5786 at Swindon Works on February 1958. At the time, the guide told me that it had been sold to London Transport. It was painted black with the BR emblem and the 86C Cardiff shed plate, so it does not appear the sale was imminent. I took the photo because of what the guide told me, as in those days there were far more interesting locos to photograph at the works. I hope it is of some use.

Michael Jackson
By email



Job vacancy at
The Mid-Norfolk Railway Preservation Trust

PERMANENT WAY Supervisor

Full time, Permanent Staff Contract

The Mid-Norfolk Railway Preservation Trust owns and operates East Anglia's longest heritage railway which currently runs between Dereham and Wymondham Abbey, with plans to restore the line northwards to North Elmham and County School.

Due to the continued success of the railway, we are currently looking to employ a Permanent Way supervisor. The ideal applicant will have come from either a heritage or railway industry background and to be able to demonstrate previous track maintenance experience, preferably also having had time working within a volunteer organisation. Qualifications in permanent way maintenance and machinery would also be considered an advantage.

The job will require both a hands-on approach and office time in order to maintain and develop the railway's records and paperwork, along with developing the railway's volunteer skill base and competencies. The ability to work unsupervised whilst delivering to agreed targets and being able to communicate to the railways management updates on progress and issues is a must.

This post is full time, based in Dereham, Norfolk, and includes weekend and unsociable hours working with a normal 40 hour working week including breaks. It may suit someone approaching retirement who wishes a new challenge, but also someone earlier in their career who wants to expand their horizons. Renumeration will be based on experience.

For more information, please email the railway at mnr.management@mnr.org.uk

Written applications to mnr.management@mnr.org.uk by noon on Friday 19th November 2021, giving details of your relevant experience and a telephone number where you may be contacted.

Ex-GWR panniers

FURTHER to the article on the end of BR steam in the August issue, I note that the author claims that former GWR 0-6-0PT No. 7754 was "definitely dumped out of use and parked at the back of the shed behind other engines" in February 1975.

I visited the Mountain Ash loco shed on the evening of April 26, 1975 (a Saturday) and found No. 7754 in front of the shed with steam clearly coming from beneath the water tank. We did not see it working, but the presence of steam very strongly suggests it had been operating that day. It would seem that the damaged cylinder cover mentioned in the article had been repaired.

Basil Hancock
Faulconbridge, Australia

Steam audio recordings

MANY years ago before the age of camcorders and mobile phones, our recordings of steam trains were audio recordings on cassette or portable reel-to-reel recorders, and our films were on 8mm cine cameras.

Have all of these recordings been lost? I know that the technical quality of the recordings would not be up to modern standards, but there is significant historic interest in them. It was a great shame that before the complete modernisation of the railways someone did not install a cine camera in the cab of a diesel loco or DMU and record the scene as it existed.

Paul Brown
Sheffield

RM Archive

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FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO
NOVEMBER 1921

'Conductor-Guard' Trains

THE Great Eastern Railway is developing the principle of 'conductor-guard' working on branch trains, already in use on certain light railways, as a means of operating less remunerative branches more economically.

The conductor-guard has a complete set of single and return tickets to meet standard requirements and, in order to cover instances where through tickets are ordinarily issued at a fare less than the sum of the branch fare and the continuation on the main line, provision is made whereby only the difference between the branch fare originally paid and the through fare is charged when rebooking.

Special rolling-stock may eventually be introduced, but for the time being the experiment is being carefully watched.

50 YEARS AGO
NOVEMBER 1971

Three lines for Merseyrail

LOCAL services radiating from Liverpool are being given the brand name of 'Merseyrail' as the Merseyside network of the London Midland Region is divided into three district segments, centred on Lime Street, Exchange and Central Low Level. Each group has been given a line name. Services from Lime Street are being called 'City Line'; Exchange 'Northern Line'; and those from Central LL 'Wirral Line'.

50 YEARS AGO: Withdrawn 4-DD EMU vehicle No. 4902 at Ashford Steam Centre in October 1972. HUGH LLEWELYN (CC BY-SA 2.0)

Double-decker EMU for scrap

SOUTHERN Region eight-car double-deck EMU train 4-DD sets Nos. 4901/2 (previously Nos. 4001/2) made its last public service run on the 18.04 Charing Cross to Dartford via Bexleyheath on October 1, after which it was withdrawn for scrapping. Since their introduction in 1949, the pair had run 700,000 miles and was due for major overhaul.

Steam to continue in Germany

GERMAN Federal Railway says it intends to keep some steam locomotives in service for the next 10 years, and is seeking manufacturers outside Germany that would be prepared to produce steam locomotive replacement parts, principally heavy forgings. Capacity in Germany for such work is monopolised by the automobile industry, so outside manufacturers are being sought.

20 YEARS AGO
NOVEMBER 2001

Call for new safety bodies

A BIG change in the way railway safety is handled is the message in the second and final report by Lord Cullen into the Ladbroke Grove train crash on October 5, 1999 that killed 31 people.

The report, which contains 74 recommendations, said that although there is no evidence to suggest that Privatisation has led to unacceptable levels of safety, it has hampered the learning of lessons from previous accidents and led to a loss of skills and experience.

It recommends the creation of two independent bodies: a Civil Aviation Authority-style Rail Accident Investigation Branch (RAIB) – mirroring those in the UK airline and marine industries – and a body to provide leadership across the industry on safety matters. Lord Cullen is also proposing that drivers and signallers should be licensed under tough new safety measures.

Central Rivers opens

AS part of the supply and maintenance contract between Virgin Trains and Bombardier Transportation for the 352 'Voyager' and 'Super Voyager' vehicles now on delivery, a £30m purpose-built maintenance depot, known as Central Rivers, was officially opened on September 18.

Located at Barton-under-Needwood, near Burton-upon-Trent, the 18-road complex comprises nine covered roads, outside sidings, cleaning and fuelling area and has a staff of 250. It is the largest new maintenance depot built in the UK since North Pole for the Eurostar fleet in the early 1990s.

RCTS
Britain's leading Railway Society

The RCTS: then and now

LOOKING back almost 50 years at the railtours organised by the RCTS, the reports that featured in the *Railway Observer* are well recorded. Some trips produced the extremes of both excitement and disappointment that featured ailing locomotives, brilliant performances by some crews, and what others can only charitably call lackadaisical. The 'Three Summits' special of June 30, 1963 touched all these bases.

Organised by the West Riding Branch, the itinerary took in the climbs to Ais Gill, Beattock and Shap and would feature two 'A4s', a 'Princess Coronation', a McIntosh Caledonian '3F' 0-6-0 and the preserved 'Jones Goods' 4-6-0.

Gateshead 'A4' No. 60023 *Golden Eagle* was booked to work from Leeds to Carlisle, but suffered injector trouble and required emergency repairs at Skipton. Further problems were encountered at Bell Busk, and it was not until descending from Mallerstang Common that the 'A4' showed its mettle.

On handing over to Kingmoor's No. 46255 *City of Hereford* at Carlisle, the Stanier Pacific departed 50 minutes late and the crew set about regaining some of the lost time – but permanent way and bridge work badly impeded progress and, despite Beattock summit being passed at 35mph, less than a minute had been regained by Carstairs.

LSL's Nos. 47614 and 47593 thunder past Standish on the climb from Wigan to Coppull whilst hauling a Cardiff to Appleby 'Statesman' excursion on June 5, 2021. JOHN SLOANE/ RCTS

There the 'Jones Goods' and No. 57581 took over for what the *RO* report called a pleasant amble across country to Auchinleck, where 'A4' No. 60004 *William Whitelaw* was waiting to take over for the return to Carlisle. The *RO* was scathing, saying it was the most uninspired run behind an 'A4' and that the train was still 33 minutes down on arrival at Carlisle. Here No. 60023 was waiting to take over again as its injector problems had been solved while on shed.

Unfortunately Control had issued instructions for a diesel multiple unit to run ahead of the RCTS special, and it was only after Penrith that No. 60023 achieved linespeed, passing Shap Summit at 60mph. Further hard work followed over the Ingleton line to Clapham and the time of 89 minutes to Hellifield was still faster than the usual time for the non-stop run over the Settle & Carlisle. Arriving at Skipton, the special was still 24 minutes late meaning many missed connections.

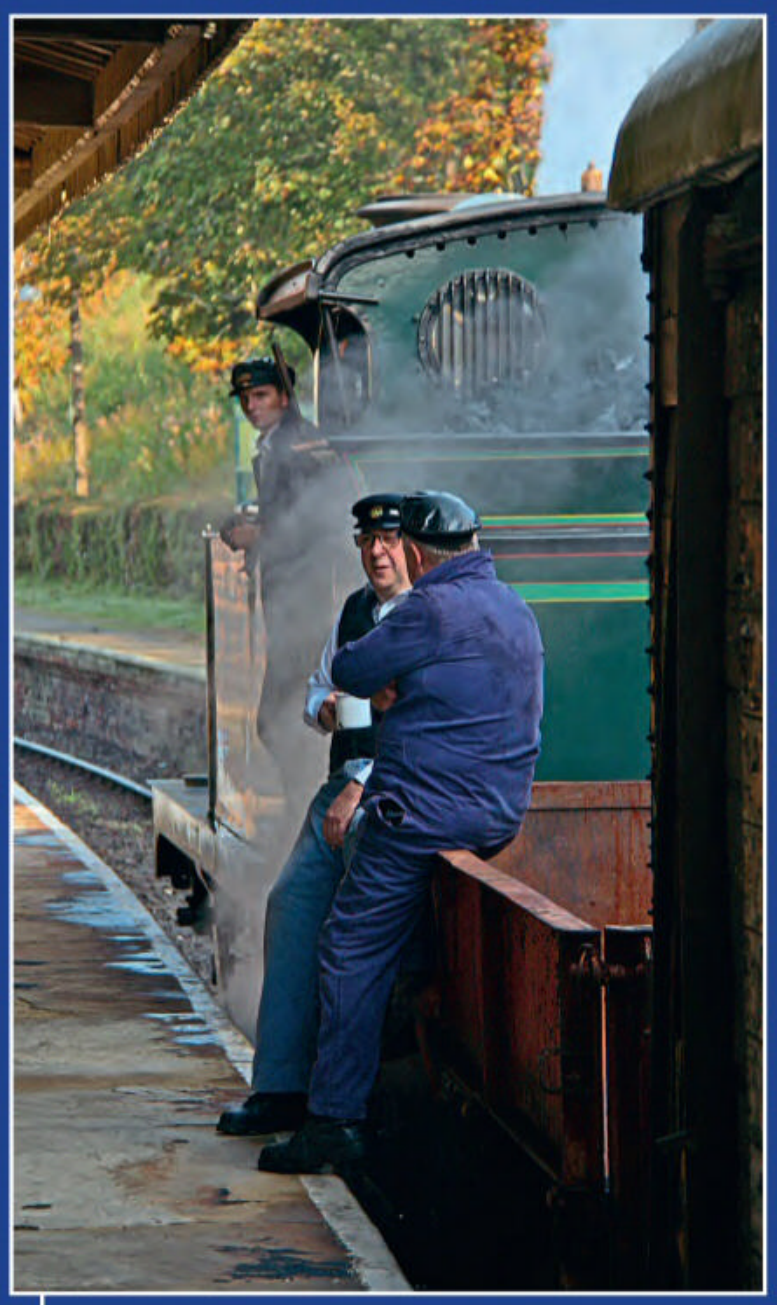
Despite the vicissitudes of the day, the *RO* admitted that the tour was very well thought out and the reporter stated that he would like to repeat the itinerary behind diesels with a 'Peak' running over Ais Gill, Beattock and Shap. He also conceded that the Pacifics used were not specially prepared, but were locomotives on top link duties.

For information on the Society visit www.rcts.org.uk

Panorama

There seems to be little interest amongst the passengers at Newport on October 8 as Colas' purple-liveried HST power car No. 43274 passes through with its first visit to Wales on test train duties. No. 43272 was at the other end. JOHN HEADON

People just cannot help waving at a steam train – such as here at Corpach on October 10 as LMS 'Black Five' 4-6-0 No. 45407 gets into its stride with the morning 'Jacobite' from Fort William to Mallaig. JACK BOSKETT



The crew of SECR 'H' Class 0-4-4T No. 263 pause for a brew at Horsted Keynes on October 10, while working a demonstration goods train during the Bluebell Railway's 'Giants of Steam' gala. ROBERT BATTY

DB Cargo's No. 66142 looks to be hiding in a remote siding under a bridge, but is actually captured on the main line at Crowle (North Lincolnshire) on September 23 at a point where road (the A161 overhead), rail, and canal (the Stainforth and Keadby) all meet. GRAHAM TAYLOR

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Old meets new at Bodmin Parkway on October 14, as the guard of a Bodmin & Wenford Railway maintenance train looks out from his brake van as GWR bi-mode No. 800303 arrives with an Up working from Penzance. CRAIG MUNDAY

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TRACKRECORD

The Railway Magazine news digest

The sole surviving Class 17 'Clayton' No. D8568, now in BR blue livery, crosses Falling Sands Viaduct working the 09.52 Bewdley to Kidderminster on October 3, the final day of the four-day Severn Valley Railway diesel gala. ETHAN WILSON

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Portable railway for hire

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COMPILED BY GARETH EVANS

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

SIDELINES

SVR board changes

SEVERN Valley Railway general manager Helen Smith has become managing director designate. The line said the change of role allows her to take complete responsibility for the safe operation of the railway, its financial health and future growth. As part of the SVR's safety management system, a review and validation of this change will take place in the near future before the managing director position is confirmed. After a decade as chairman of the Severn Valley Railway Holdings (SVRH) board, Nick Paul CBE is stepping down, as former deputy chairman Mike Ball takes over the role.

Models to aid 'GSN'

THE General Steam Navigation Locomotive Restoration Society (GSNLRS) has again joined forces with the Medway Queen Preservation Society to produce model wagons to aid the respective rail and maritime heritage groups. Following on from the success of the first two limited edition model wagons in OO gauge, two variants are now available in N gauge. Produced by Dapol Ltd, they are based on the manufacturer's N gauge gunpowder vans with the lettering 'General Steam Navigation, No. 11, Blunsdon and Gillingham Pier.' They are available in either red or blue and are priced at £11.90 each, excluding post and packing. The models, along with other merchandise can be bought from the online shop at www.35011gsn.co.uk

Earlstoke milestone

ON October 18 at Tyseley Locomotive Works, the safety valves on WR 4-6-0 No. 7812 *Erlestoke Manor's* boiler lifted for the first time since the end of 2017. The boiler insurance inspector pronounced himself satisfied with the out of the frames steam test. The boiler can now be lagged, clad and lifted back into the frames, enabling final stages in returning the 'Manor' to traffic, for service on the Severn Valley Railway, to commence.

Avon Valley lamp hut

THE Avon Valley Railway raised £5114 between August 27 and October 1, as part of a crowdfunding exercise to pay for the reconstruction of the lamp hut at Bitton. The target was £5000. Volunteers will re-create the hut at the north end of the old cattle dock, just feet from where the original once stood.

Furness Railway No. 20 returns to action

Britain's oldest working standard gauge steam loco back in traffic.

Fit for another 10 years: Furness Railway No. 20 gained its new boiler certificate on October 7. FRT

THE oldest steamable standard gauge steam locomotive in the British Isles has returned to service, following the completion of its overhaul by owners, the Furness Railway Trust (FRT).

Furness Railway No. 20 was built by Sharp, Stewart in 1863 as an 0-4-0 tender loco, before being sold to the Barrow Haematite Steel Co and subsequently converted to an 0-4-0ST.

Acquired by the FRT in 1990, the loco became the group's flagship and was restored to original condition. It was formally relaunched into service on April 20, 1999.

Having operated regularly at Locomotion Shildon for much of its last decade in traffic, it was withdrawn for overhaul at the Ribble Steam Railway (RSR) in July 2018, where the FRT is based.

Overhaul

Largely undertaken by FRT volunteers, the work has been described as a more intense heavy general-type overhaul. It has included the manufacture of new springs to replace those from the loco's spell in industry, which it is hoped will lead to a smoother ride on the footplate. No. 20 has also benefited from a full repaint into 1860s Furness Railway livery.

After successfully being assessed by the boiler inspector on October 7, the loco now has a new 10-year ticket.

Asked about the next steps, FRT secretary Neil Smith told the *RM*: "Trustees are currently considering plans for next year. Hire arrangements remain to be confirmed, although there has been some interest.

"We have however, planned for No. 20 to stretch its legs at the RSR before the end of the year."

The FRT now has three operational steam locos. Hunslet 'Austerity' 0-6-0ST Cumbria (3794/1953) is in traffic at the Embsay & Bolton Abbey Steam Railway, while GWR 0-6-2T No. 5643 continues in service at the East Lancashire Railway (ELR). The '56XX' has received attention to its valves at ELR over the summer and is now performing well, hauling 11/12 coach trains with ease.

Meanwhile, the restoration of GWR 4-6-0 'Hall' No. 4979 *Wootton Hall* from Barry scrapyard condition is progressing steadily.

To date, the focus has been on the tender, which is now a rolling chassis. While some work remains to be completed on the tender chassis, the next step is to fit the tender tank top. The original tank and coal space was badly wasted so a new GWR 4000 gallon Collett type was acquired. It requires some repairs but is otherwise sound – parts are being fabricated for it. Once the tender is complete, efforts will be refocused on the mechanical side of the loco, followed by the boiler.

Future

A longer term project is the return to steam of the group's other Furness Railway loco – No. 25, acquired from Bert Hitchen.

"We will continue with Bert's plan to return it to steelworks condition as an 0-4-0ST so that we can tell the story," explained Mr Smith.

"Currently a kit of parts, it needs a new boiler. For the last three years, efforts have been focused on sister loco No. 20."

Earlier in the year, a 100-year lease was signed with Preston City Council, RSR's landlord, securing FRT's future on the site.

BACK TO BRONTE COUNTRY: LMS 'Jubilee' No. 45596 *Bahamas* approaches to Slittingmill Farm, Staveley on October 16, with its last main line tour of the season – The Railway Touring Company's 'The Yorkshireman' from Ealing Broadway to York. After a break for servicing, the 4-6-0 returned home to the Keighley & Worth Valley Railway (KWVR) with its support coach. The following day, *Bahamas* worked alongside the KWVR's other resident main line steam loco – 'Black Five' No. 45212, recently returned from the opposite end of the UK, after working the Fort William – Mallaig 'Jacobite' services. ALAN WEAVER

*'Lizzie'*s boiler needs £165K

LMS 'Princess Royal' Pacific No. 6201 *Princess Elizabeth* has been withdrawn from service following the discovery of a leak around the throat plate area of the firebox.

A boiler inspector has requested that all cladding must be dismantled from the boiler and firebox – and that the superheater header should be removed to enable proper examination of the front tube.

To undertake this inspection work and subsequent repairs, owners, the Locomotive 6201 Princess Elizabeth Society Ltd has launched an appeal to raise £165,000. It is hoped this will enable *'Lizzie'* to return to main line service in time for next year's Northern Belle trains.

Visit 6201.co.uk for details or send a cheque to: Locomotive 6201 Princess Elizabeth Society Ltd, 39 Newton Street, Millom, Cumbria, LA18 4DR.

B TO B: No. 46100 *Royal Scot* hauled the 'Great Western Envoy' from Bridgnorth to Bristol Temple Meads on October 6. The Saphos Trains excursion departed the Shropshire market town at 05.25, stopping for a crew change and water top up at Kidderminster, before continuing via Birmingham Snow Hill and Dorridge. The LMS 4-6-0 is pictured passing beneath the Marylebone line at Ayhno Junction as it heads for Oxford. Class 47 No. D1935 *Roger Hosking MA 1925 -2013* was at the rear. Train was worked ECS to Kidderminster the following day. On arrival, No. 46100 was turned, departing SVR metals just after 1500 to Crewe. JOHN TITLOW

Robert Smallman, who saved No. 6045 nearly half a century ago, looks out of 'his' carriage on October 17. JOHN TITLOW

Unique GWR carriage relaunched at Severn Valley

SOLE-SURVIVING GWR 57ft Bow-end Corridor Composite carriage No. 6045 was ceremonially returned to traffic at the Severn Valley Railway (SVR) on October 17.

Built in 1928 to Lot 1392, Diagram E132, it was used initially on expresses and later on semi-fast cross-country services, including the Birmingham to Cardiff trains, which passed through Kidderminster.

Having become BTU Staff & Dormitory Coach No. DW150293 in 1962, it was bought for £200 by Robert Smallman in 1972 and arrived on the SVR from Bristol on January 6, 1973.

Subsequently acquired by the GW (SVR) Association, restoration work began in earnest in 2015 and was completed in April 2020.

The group's chairman Mick Haynes said: "Passengers travelling in No. 6045 can enjoy the feeling of luxury with panelling picked out in gold leaf and photographs of the GWR in Edwardian times. No. 6045 was built in May 1928 and is turned out in the livery it carried in 1930. Both the interior and exterior have been made as authentic as possible and we are very proud of the end result."

Visit www.gw-svr-a.org.uk for details of how you can support the association.

Supporters greeted by 'face' of '4MT'

SHAREHOLDERS and supporters of Toddington Standard Locomotive Ltd (TSLL) who attended the October 2 open day at Locomotive Maintenance Services (LMS) in Loughborough, were welcomed by the 'face' of the group's BR '4MT' 2-6-0 No. 76077.

It came after the brand-new smokebox assembly was temporarily added which meant, viewed from the front, No. 76077 looked very much like a locomotive rather than a kit of parts.

Chris Irving, TSLL chairman, said: "The reaction 'wow!' was heard from almost everyone as they came in. It was a great opportunity for us to meet some of the generous people who have bought the shares that have enabled us to progress so quickly."

As previously reported, No. 76077 is being restored with a combination of both professional input at LMS and volunteer working parties at both Loughborough and Toddington on the Gloucestershire Warwickshire Steam Railway (GWSR), where the locomotive will eventually be based.

Mr Irving added: "There is still much to do of course, but at our present rate of progress, we are on target to see the Horwich 1956-built loco steam in time for its 70th anniversary in 2026 – but that is clearly subject to continuing investment."

The vision of the future which welcomed attendees at the Toddington Standard Locomotive Ltd open event on October 2. TSLL

Tender

A new tender will also need to be built – No. 76077's original tender is now attached to sister loco No. 76017 on the Mid-Hants Railway. However, TSLL expects to be able to hire a suitable one if its new-build is not completed in time.

A common question during the open day concerned the type of tender to be built. The tender originally attached was a BR2A with the cut-down tank which provided maximum visibility when travelling in reverse.

However, many members of the class working on the SR were attached to high-sided BR1B tenders which afforded greater water capacity, increasing their range given the SR had no water troughs.

"We have not decided which tender to go for yet," said Mr Irving. "There is no BR1B tender in preservation, so we could fill that gap – but the BR2A is more practical. We will seek opinion from our shareholders."

Visit www.standard76077.com for details of how you can help.

Spring hopes for Rother Valley Railway Transport & Works Act Order decision

IT IS anticipated that a decision will be made on the Rother Valley Railway's (RVR) Transport & Works Act Order application by the second quarter of 2022. The public inquiry finished on September 3.

Gardner Crawley, chairman of the RVR Heritage Trust said: "I would like to take this opportunity to thank all those who wrote in support of the Bodiam to Robertsbridge reconnection project. Many of you wrote to express your backing for the RVR's application for a Transport and Works Act Order, and several of you gave evidence during the public inquiry this summer, all of which was greatly appreciated by the Trustees.

"We are now in the hands of the inspector who will write his report to the Secretary of State for Transport and anticipate his decision will be made around spring or summer of next year."

As previously reported, the proposed order has been applied for by the RVR, working in partnership with the Kent & East Sussex Railway, which operates the existing heritage line between Tenterden and Bodiam.

The project is to replace the missing link between Bodiam and Robertsbridge, a station on the Tonbridge to Hastings main line. The RVR has established a base at Robertsbridge, which has included relaying the line up to Northbridge Street.

SIDELINES

East Lancs upgrades

THE project to improve the East Lancashire Railway's carriage and wagon workshop is progressing well. Old wooden staging has been dismantled and a new concrete floor laid. New bespoke metal and wood staging will be erected. Materials for the scheme are budgeted to cost £17,000. A £16,000 project to refurbish Rawtenstall West signalbox is also underway. After being cancelled three times due to Covid-19 – twice in 2020 and once in 2021 – the visit of No. 60103 *Flying Scotsman* has been hailed a success. In excess of 10,000 passengers were carried during the National Collection-owned loco's visit on August 29/30 and September 3–5.

GCR Cuneo auction

THE Great Central Railway is auctioning a signed and framed print by celebrated railway artist Terence Cuneo, which depicts LMS Princess Coronation Class No. 46229 *Duchess of Hamilton* being coaled. The artwork marked the return to steam of the Pacific in 1989. The item can be viewed online at electricwolf.co.uk/Railways/Shop/GCRAuctions.html – all money raised will go towards the Reunification project. Bids can be submitted by email to gcr.friends.auctions@gmail.com or by post to 'FoGCML Cuneo Picture Auction', Lovatt House, 3 Wharncliffe Road, Loughborough LE11 1SL. Please include with your bid, your name, postal address and contact telephone number. The winner will be the best bid received by midday on January 31.

Hertford to Leyburn

THE Wensleydale Railway has been awarded a grant of £80,000 by The Railway Heritage Trust to restore and relocate the Grade II listed Hertford East signalbox to Leyburn where it will control the recently installed passing loop. Currently in the way of a planned platform extension, after dismantling, the 'box will be worked on over winter before being installed at Leyburn during 2022. The 'box will control the station site at Leyburn and be located in the same place as the original Leyburn station signalbox. The joint project involves the heritage line, the Railway Heritage Trust, Network Rail and Greater Anglia.

GWR group closes

THE GWR Preservation Group Limited has entered liquidation by general agreement of shareholders following an extraordinary general meeting on September 4. All stock from the group, which was based at Southall, has been sold and is now in the hands of heritage groups.

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Autumn galas delight

Varied line-ups generate welcome 'feel good' factor

SEVERAL well known heritage lines have operated steam enthusiast events during their traditional autumn diary slots, providing welcome variety and featuring guest locomotives alongside trusty home fleets.

First up was the North Yorkshire Moors Railway (NYMR), which held its steam gala on September 23-26, featuring three visiting locos – 'A1' No. 60163 *Tornado*, Great Central Railway-based (GCR) '8F' No. 48305 and 'Saint' No. 2999 *Lady of Legend* (see picture p66) from Didcot Railway Centre. Resident performers included '9F' No. 92134, '4MT' 2-6-4T No. 81036, 'J27' No. 65894, '4MT' 2-6-0 No. 76079, Lambton No. 29 and 0-4-0VBT No. 8 *Lucie*.

The Great Central Railway's September 30-October 3 Autumn Steam Gala brought two 'heavy freight' visitors, with members of the line's restored wagon fleet coming to the fore.

Welcome sights included double-heading '9Fs' featuring resident No. 92214 *City of Leicester* and sole surviving single chimney No. 92134 visiting from the NYMR (see picture p66). Also in attendance was Llangollen Railway-based GWR '2884' 2-8-0 No. 3802, which looked at home hauling the rake of 'Windcutter' wagons.

Performances

As always, the home fleet put on a strong performance with LMS '8F' No. 48305, GWR 'Modified Hall' No. 6990 *Witherslack Hall*, BR '5MT' No. 73156, BR '2MT' No. 78018, 'Ivatt 2MT' No. 46521 and Hunslet 'Austerity' 0-6-0ST No. 68067. LMS 'Black Five' No. 45305 made its final gala appearance before overhaul – the 4-6-0's last booked operating dates being October 23/24.

Above: Visiting from the Llangollen Railway, GWR '2884' 2-8-0 No. 3802 passes Kinchley Lane on October 1, with the Loughborough-Rothley Brook Windcutter demonstration freight train during the Great Central Railway's Autumn 2021 Steam Gala. PAUL BIGGS

Right: No. 7820 *Dinmore Manor* approaches Summerseat with 'The Cambrian Coast Express' from Bury to Rawtenstall on October 16, 2021. GEOFF GRIFFITHS

October 8-10 brought a pair of Southern Region visitors to the Bluebell Railway's Giants of Steam gala. National Collection-owned 'School's 4-4-0 No. 30925 *Cheltenham* (see picture p66) starred alongside Bulleid Pacific No. 35028 *Clan Line*, which made a rare appearance away from its regular main line haunts. On October 12, No. 35028 and supporters of its owning group, the Merchant Navy Preservation Society, gathered at Sheffield Park to rededicate the loco, 70 years after it was originally named. The 4-6-2 returned to its Stewarts Lane home on October 18.

Substitutions

The line-up for the East Lancashire Railway's October 15-17 Autumn Steam Gala was hastily rearranged following the withdrawal from service of 'A4' No. 60009 *Union of South Africa* (see p17).

The Watercress Line's BR '2MT' No. 41312 starred alongside Gloucestershire Warwickshire Steam Railway-based WR 'Manor' No. 7820 *Dinmore Manor*. Also operating over the course of the event were GWR '56XX' No. 5643, LYR Class 27 No. 52322, SR Bulleid Pacific No. 34092 *City of Wells*, BR '4MT' No. 80097, LYR No. 51546 and Sentinel 0-4-0VBT *Ann*.

Another late addition was recently overhauled LMS 'Jinty' No. 47298. No. 60009 was on static display at Bury Bolton Street.

WELCOME BACK: LMS 4-6-2 No. 6233 *Duchess of Sutherland* operated a test run from the Midland Railway-Butterley to Tyseley via Sheffield on October 21. It is seen at Woodhouse on what was the loco's first main line outing of 2021. The 'Princess Coronation' Pacific had been undergoing extensive repairs and maintenance at its West Shed home. ALAN WEAVER

Tyres back on the *Duke*

The overhaul of No. 71000 *Duke of Gloucester* to main line standard continues to progress at Tyseley Locomotive Works (TLW).

With the tyres having been fitted to Pacific's wheels by Buckfastleigh-based South Devon Railway Engineering, it was anticipated that they would be dispatched to TLW by late October. TLW will then reprofile the tyres.

Also by the end of October, TLW was expected to have the piston heads reassembled along with fixing the slide bars to the cylinders.

Meanwhile, volunteers from the BR Class 8 Steam Locomotive Trust have stripped and painted the roof of the loco's support coach, BR Mk.1 BSK No. W17015 at TLW. They have also fitted a kitchen. The carriage was due to move to Rampart Engineering at Barrow Hill by the end of October.

Tyres have now been fitted to No. 71000's wheels.

Members of the trust will be able to benefit from a ride on 4-6-2's loaded test run for only £10. Details of how you help No. 71000 can be found at www.theduke.uk.com

West Somerset passenger trains all set for Minehead return in 2022

WEST Somerset Railway (WSR) passenger trains are on course to resume operating to Minehead for the 2022 season – the work to replace Seaward Way level crossing near the seaside terminus having reached a key milestone.

The main contractors Amey handed back the crossing to the WSR on October 18. The level crossing order was due to come into force on October 26, authorising use by the Office of Rail and Road. Training of staff in the use of the new crossing was then set to start and various service trains will be able to use the crossing.

The management of the replacement has been undertaken by a joint WSR and Somerset County Council (SCC) team. This has been jointly led by Paul McSharry, managing director of Kilborn Consulting, John Jenkins, WSR signal engineer and Frank Courtney, WSR plc director. With the road having been built long after the railway – 30 years ago – the new crossing has been funded by SCC.

'Manor' No. 7828 *Odney Manor* approaches Crowcombe Heathfield with a Bishops Lydeard to Blue Anchor service on October 3. As reported last month, the WR 4-6-0 is temporarily running with a 4000 gallon tender on loan and previously used with No. 7802 *Bradley Manor* while a new one is constructed for it at Minehead. DON BISHOP

Operations

Full public use of the railway over the new crossing will not recommence until the start of the public passenger service next spring, at which time the railway will celebrate the full reopening of Minehead station.

Meanwhile, the WSR's October 2-4 Autumn Steam Gala – the first event in two years – was popular despite the weather with nearly 1100 passengers travelling (1071) and revenue of over £20,000. It featured all four home-based steam locos – Nos. 5199 and 9351, plus 'Manors' No. 7822 *Foxcote Manor* and No. 7828 *Odney Manor*. 'Hymek' diesel No. D7018 was also in action.

While numbers were down on previous events, the WSR said the gala was a big morale booster for staff, volunteers and stakeholders alike.

The railway's 'SOS' appeal now stands at £57,749.74, i.e. over 11% of the initial £500k target this winter and so almost 6% of the full £1 million appeal figure. Almost 8000 passengers have booked for the WSR's Santa Express and new Winter Lights festive services, bringing in revenue of more than £150,000.

Llangollen Railway secures future

THE Llangollen Railway Trust (LRT) says thanks to donations from well-wishers, grants and a significant legacy, cashflow-wise the trust is secure through to 2023.

"That is not to say we can relax – cashflow will always be very important," said LRT Pete Edwards, chairman.

"We have no debt – it will remain that way – and creditors will continue to be paid within a few days of receipt of invoice. September trading was around 10% over budget and, whilst the initial enthusiasm after reopening has calmed, we are very pleased with the continuing support we are receiving from out visitors."

Finance

Meanwhile, LRT has been advised by the administrators' lawyers that the £30,000 placed in a separate bank account by the directors of the PLC trading arm, intended to cover sales of tickets, experiences, etc in advance, will have to be made available to the general body of creditors.

Phil Freeth, finance director, said: "The directors of the PLC didn't do anything wrong – it is common practice to use advance sales and customer deposits to fund working capital. One of the issues was that the funds were only put into the separate account, very late in the day, from an overdrawn account. The directors of the new board of the LRT have therefore created a sales in advance account, cash backed from an account substantially in credit, with immediate effect.

"This will cover advance sales at one time and hopefully this early step will prevent any similar recurrence should the Trust fall into financial difficulties in future."

Class 08 No. 13265 brought a train of ballast wagons into the Corwen station loop on October 11, to allow the loco to run round. The empty wagons were then taken back to Bonwm where they were due to be filled with stone from the ballast mound for eventual depositing in the station loop at Corwen, to level up the track and point work. PETER NEVE

New Gresley 'P2' 'Mikado' on course as cylinders and boiler take shape

THE project to build new Gresley 'P2' No. 2007 *Prince of Wales* is now two-thirds complete, with over £4m of the estimated required £6m raised since it was launched in September 2013. The A1 Steam Locomotive Trust (A1SLT) is constructing the 2-8-2 at Darlington Locomotive Works.

The engineering team has completed the considerable amount of work involved in converting the original class 'P2' monobloc cylinder casting into a welded fabrication.

This has included: Finite Element Analysis to check for structural integrity; improving the layout of the valves to reduce the clearance volume, which affects cylinder efficiency); rerouting the steam and exhaust passages to physically separate them to prevent incoming steam from heating the outgoing exhaust; increasing the size and improve internal streamlining of steam passages along Chapelon lines to increase maximum power and improve economy; and reducing the overall width of the cylinder block to provide *Prince of Wales* with the widest possible route availability on the main line.

Progress

Manufacturing of the cylinder block is now underway at Howco, Irvine. Design efforts are currently focused on the adaptation of the Lentz rotary cam poppet valve gear to overcome deficiencies in the original design.

Meanwhile, the boiler for No. 2007 is due for delivery from DB Meiningen, Germany in summer 2022.

Mark Allatt, trustee, A1SLT said: "The trial fitting of the coupling rods and pony truck to the engine for the first time for the trust's annual convention on September 25 is a very significant milestone.

"We still have another £2m to raise and so I would encourage potential supporters to get on board by becoming a 'P2 for the price of a pint of beer a week' donor, joining one of our fundraising clubs or sponsoring a specific component through our dedicated donation scheme."

Visit www.p2steam.com or call 01325 460163 for details of how you can help.

DIARY

- **November weekends Didcot Railway Centre:** Exhibition Days
- **November 5** Great Central Railway: Bonfire Night
- **November 6 Isle of Wight Steam Railway:** Race The Train
- **November 5-January 9 Bluebell Railway:** SteamLights (on selected dates)
- **November 6 Nottingham Heritage Railway:** Fireworks Spectacular (tbc)
- **November 7 & 21 East Lancashire Railway:** Steam on Sunday
- **November 13 Isle of Wight Steam Railway:** Walk The Line – Yarmouth to Freshwater
- **November 19-January 9 Epping Ongar Railway:** Light Fantastic (on selected dates)
- **November 15-December 23 North Norfolk Railway:** The Norfolk Lights Express
- **November 19-December 23 Severn Valley Railway:** Steam in Lights
- **November 19-December 23 West Somerset Railway:** Winterlights (on selected dates)
- **November 20-21 Great Central Railway:** Last Hurrah Gala
- **November 21 Lincolnshire Wolds Railway:** Engine Shed Tours
- **November 26-January 2 Spa Valley Railway:** Steam Illuminations (on selected dates)
- **November 26-January 2 Watercress Line:** Steam Illuminations (on selected dates)
- **November 27-December 24** Many heritage railways are running Santa Specials. *Please check with your local line for details. Early booking is advised to avoid disappointment.*
- **December 1-24 Great Central Railway:** Winter Wonderlights
- **December 3 & 10 Keighley & Worth Valley Railway:** Mulled Wine Heart Warming Specials
- **December 3/4, 10/11, 17-23 West Somerset Railway:** Winterlights
- **December 4-24 Great Central Railway:** Winter Wonderlights
- **December 26 & January 1 Avon Valley Railway:** Mince Pie Specials
- **December 26 Isle of Wight Steam Railway:** Boxing Day Specials
- **December 26/27 East Lancashire Railway:** Mince Pie Specials
- **December 27-January 3 North Norfolk Railway:** Mince Pie Specials
- **December 27-30 Nottingham Heritage Railway:** Winter Holiday Trains (tbc)
- **December 31-January 1 Great Central Railway:** Night Rider

Help 'N2' steam again

Gresley's sole tank survivor needs your support to complete its overhaul.

LNER 'N2' No. 1744 (BR No. 69523) needs £100,000 to complete its overhaul following the discovery of unexpected additional work – and the loco's owning group is now appealing to *RM* readers to help return the unique 0-6-2T to steam.

Owned by the Gresley Society since 1963, No. 1744 was withdrawn from traffic at the North Norfolk Railway (NNR) for its 10-year overhaul in November 2018.

The society had planned for the work, and believed it had sufficient funds to complete the overhaul with a margin to spare for the unexpected items.

The overhaul was contracted to Northern Steam Engineering in Stockton-on-Tees and began in early 2019. Since then, the Covid-19 pandemic has impacted both the timescale and the cost of materials, despite the best endeavours of Northern Steam.

The society said the number of items requiring replacement has also proved to be quite exceptional. These have included pony truck tyres, crankpins, safety valves, front boiler ring, firebox top and corners, superheater header, smokebox tubeplate and firebox tubeplate – all of which have now been dealt with.

The chassis work is mostly complete – the exception being the expansion links, which have been found to be in need of replacement.

However, it has recently been discovered that the boiler requires more in-depth work than previously anticipated. A new firebox wrapper is needed due to cracking around the crown stays holes, together with associated backhead work.

Wastage has been found on the top of the inner firebox that was replaced only 10 years ago with a steel 'box when copper to the correct specification was unobtainable. Retubing and restaying is also required.

Philip Benham, Gresley Society chairman, told the *RM*: "Although Northern Steam is being as helpful as possible, the stark truth is that the society now faces a huge shortfall. Therefore, we are launching an appeal to raise £100,000 to complete the work."

The frames, motion and wheelsets of 'N2' 0-6-2T No. 1744 await the boiler on August 16 at Northern Steam Engineering. PHILIP BENHAM

When No. 1744 returns to action, it is due to work NNR trains, including those to Cromer – the necessary equipment for main line operation having already been acquired.

Donations can be made by cheque payable to The Gresley Society Trust, and sent to: Chris Nettleton, Membership Secretary, 96 Greenfield Drive, Eaglescliffe, TS16 0HN.

Details of how to donate online by credit/debit card and PayPal, or by bank transfer can be found at www.gresley.org.

Bluebell seeks to return sparkle to 'jewel in the crown'

THE Bluebell Railway has launched an appeal for at least £500,000 to help finance the repair of leaking roofs and replacement of rotting beams at the Grade II-listed Horsted Keynes station.

Built in 1882 by the London Brighton and South Coast Railway as part of the Lewes-East Grinstead line, it was bought by the Bluebell Railway in the 1960s and the heritage line has maintained it and decorated it in the style of a Southern Railway junction station from the 1930s.

The railway's appeal co-ordinator Trevor Swainson said: "The station buildings were built in Victorian times and are now showing signs of wear and tear. For its age, Horsted Keynes station is in remarkably good condition but now is the time to get on top of the deterioration.

"We view Horsted Keynes as our 'jewel in the crown' and we hope this appeal puts the sparkle back into the station."

The railway has carried out a major survey of the station and calculates the first phase of the repair work will be at least £500,000. The priority is to work on the Station House and Platform 5, followed in succession by Platforms 3 and 4 and then Platforms 1 and 2.

Thus, in Phases 1 and 2 of the project comprising the Station House & Platform 5, the immediate goal is to make the buildings waterproof. This entails 40 separate areas of work. Planning for this phase is already underway but, for practical and operational reasons, it is unlikely that work will start until the late winter/early spring of 2022.

Members of the Bluebell Railway Preservation Society have already pledged £20,000 and the railway's charitable arm is promising to match-fund, on a pound-for-pound basis, all public donations between now and the end of January, up to a total of £150,000.

Visit www.bluebell-railway.com for further details of the appeal and how to donate.

ON THE WAY BACK: SR 'Battle of Britain' No. 34067 *Tangmere* undertook a test run with a support coach from West Coast Railway's Carnforth headquarters on October 6 – marking the latest stage in the Bulleid Pacific's overhaul. Minus its nameplate and looking a little work worn, the scene had a 1967 end of Southern steam feel about it – perhaps helped by the fact Hellifield station retains a period atmosphere. The 'Spamcan' completed a loaded test run on October 20. CHRIS GEE

STEAMING INTO BIRKHILL: Caledonian Railway (CR) 0-4-4T No. 419 arrives at Birkhill with the 10.30 from Bo'ness to Manuel on October 10. The Scottish Railway Preservation Society, which operates the Bo'ness & Kinneil Railway, is continuing to restore and install the station's former West Calder footbridge and the lamp hut from Kentallen on the ex-CR branch from Connel Ferry to Ballachulish. IAN LOTHIAN

'County' tender takes shape

THE re-creation of Hawksworth 4-6-0 No. 1014 *County of Glamorgan* continues to take shape at Didcot Railway Centre – the tender being the current focus of attention. It is being constructed on a new Hawksworth-design frame, incorporating a centre section and standard GWR wheelsets and axleboxes from a Collett tender.

As previously reported, the tank arrived in flat-pack form at Didcot, where all deliveries to the site have to be made by rail.

While similar in appearance to the standard Hawksworth tenders paired with 'Modified Halls' and later-built 'Castles', the tenders for the 'Hawksworth Counties' had a tank six inches wider to match the larger cabs of these 4-6-0s, making them 8ft 6in wide. The additional space allowed an extra ton of coal to be carried compared to the 'Hall' and 'Castle' tenders, although water capacity remained the same at 4000 gallons. None of the original wider tenders have survived.

It is hoped to complete the tender by spring 2022.

The loco itself has not been forgotten, however. "Volunteers are now working on the outside motion – starting with fitting the bearings to the coupling rods and then the connecting rods," 1014 GWR County Project press officer David Bradshaw told the *RM*.

"They are also finishing the lubrication system. The next step will be the inside motion, which is being machined or renovated accordingly at Tyseley Locomotive Works."

On the boiler, the new safety valve has been completed and work proceeds on the installation of the many fittings inside the barrel prior to the installation of the safety valve, internal steam pipes and tubes.

Awaiting manufacture are the steam pipes and the three-row superheater header.

"We think later in 2023 is now realistic to complete this loco," added Mr Bradshaw.

Approximately £150,000 is needed to finish No. 1014. Donations can be made online at www.county1014.org

The tender, which is 6ins wider than the standard Hawksworth design, has a coal capacity of seven tons. GWS

SIDELINES

Derwent Valley Railway anniversary

THE Derwent Valley Light Railway marked the 40th anniversary of the original line's closure with an event at Murton Park station on September 26, attended by Normandy veterans and the Lord Mayor of York. Mk.1 TSO No. E4990, which arrived on loan from North Yorkshire Moors Railway in July 2019 was also named *Lavinia* in honour of the late Lavinia Nelson, a DVLR supporter.

Austin 1 to stay on hire in West Country

THE Llangollen Railway Trust's Kitson 0-6-0ST *Austin 1* (5459/1932) is to remain on hire to the Somerset & Dorset Railway Heritage Trust at Midsomer Norton until January. *Austin 1* will be used on the line's Santa trains on December 11, 12, 18 and 19.

Birkenhead to get new museum

MERSEY Railway 0-6-4T *Cecil Raikes* (2605/1885) is to be among the exhibits at a new attraction in Birkenhead which has been given the working title of The Transport Shed. The Beyer Peacock has been housed in the National Museums Liverpool's (NML) Bootle stores for many years. Wirral Council has been awarded £25m for regeneration projects in Birkenhead under the Government's Town Deal. Work on the Dock Branch Park project is due to start in late 2022 and take two years to complete. The venue will complement the nearby Wirral Transport Museum.

HERITAGE WAGONS TRACK RECORD

Compiled by Gareth Evans

Iron ore opens to remain in Rutland

Former National Collection wagon pair gifted to accredited museum.

ROCKS by Rail (RBR) at Cottesmore has added two original iron ore wagons to its collection following a transfer from the National Railway Museum (NRM).

The two wagons – BR built 27 ton iron ore tippler No. B383560 and 22 ton iron ore hopper wagon No. B436275 – had been on loan from the National Collection for a number of years to the venue that was formerly known as the Rutland Railway Museum.

The tippler wagon had seen occasional use in the accrediated museum's demonstration ironstone quarry trains on open days, while restoration work was undertaken by the museum's volunteers on the hopper wagon.

RBR applied to the NRM to retain the two wagons within its own collection of standard gauge ironstone quarry rolling stock.

Ore wagons of these types were commonly found working at ironstone quarries in Rutland and the East Midlands from the early 1950s until the quarries closed at the end of the 1960s.

In early September, RBR was notified that the application had been successful and that the two wagons are now officially part of the museum's collection.

The wagons will continue to see occasional use on public open days where they will be included in demonstration quarry trains operating within the mock ironstone quarry at the museum, thus helping to re-create local ironstone quarry heritage for the benefit of museum visitors.

Ed Bartholomew, lead curator at the NRM, said: "The two wagons have been well looked after at Rocks by Rail for many years and as permanent parts of the collection they will help tell the story of the railway's important role in the transportation of iron ore."

Restored PalVan boosts Midsomer Norton fleet

THE Somerset & Dorset Railway Heritage Trust (SDRHT) at Midsomer Norton has unveiled its newly restored ex-BR PalVan No. B779696. Built by British Railways at Faverdale Works, Darlington in 1958 to diagram 1/211 in Lot number 3118, the box van was kindly donated by the Swanage Railway and arrived at the SDRHT in 2020.

"Despite the fact that it had been sat dormant at Swanage for a number of years, the majority of the frame of the wagon was in good shape," Stephen R J Lacey, SDRHT chairman told the *RM*.

"All the remaining wood on the van was replaced, along with various parts of the frames for both doors. Additionally, a folding winching frame was added to allow heavy items to be winched into the van from rail level."

The van is to be used by the line's Permanent Way team but will also be available for regular operation in demonstration goods trains alongside other box vans restored by trust volunteers. Future restorations are planned and the SDRHT is on the lookout for further 16T mineral wagons to help create a traditional coal train that was once a common sight around Midsomer Norton.

Right: BR PalVan No. B779696 is a welcome addition. SDRHT

COMPILED BY GARY BOYD-HOPE

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

SIDELINES

Elsecar Avonside moves to Ribble line…

THE locomotive that started operations at the Elsecar Heritage Railway in 1996 – Avonside 'B4' 0-6-0ST *Earl Fitzwilliam* (1917/1923) – has left the closed heritage line to take up residence at the Ribble Steam Railway. The out-of-ticket loco departed South Yorkshire on October 7, having been purchased by an RSR member.

…as *Jessie* heads to Cholsey

MIKE Pearce's Hunslet '48150' class 0-6-0ST *Jessie* (1873/1937) arrived at the Embsay & Bolton Abbey Railway on October 12 for an extended stay over the winter months. The Pontypool & Blaenavon Railway-based loco journeyed to the Yorkshire Dales line from the Cholsey & Wallingford Railway, where it had been on hire since September 30. Jessie is expected to work E&BR 'Santa Special' services alongside fellow Hunslet 0-6-0ST *Beatrice* (2705/1945).

Telford's *Rocket* boosts Dean Forest's gala

THE Dean Forest Railway may have been unable to turn out its pioneer steam locomotive – Peckett 'R4' 0-4-0ST *Uskmouth 1* (2147/1952) – for its 50th Anniversary Gala on October 23/24, but echoes of those early days were able to be rekindled thanks to a visit by another loco from the Bristol manufacturer.

Peckett 'W6' 0-4-0 *Rocket* (1722/1926) was hired in for the event courtesy of the Telford Steam Railway. Just as *Uskmouth 1* kick-started DFR operations by giving brakevan rides half a century earlier, *Rocket* rolled the clock right back by performing similar duties during the course of the weekend. Also in service were GWR '4575' 2-6-2T No. 5541 and Hunslet 'Austerity' 0-6-0ST No. 75008 *Swiftsure* (2857/1943).

Ex-British Electricity Authority *Uskmouth 1* came to the DFR from Uskmouth 'A' power station near Newport after it was displaced by diesels in early 1971. It worked the fledgling line's first brake van rides at Parkend in October 1971, and is currently under overhaul at Norchard.

Hunslet *Hastings* moves to the Chasewater Railway

Running-in gets underway on 133-year-old veteran in Staffordshire.

FORMER Sproxton ironstone quarry Hunslet 0-6-0ST *Hastings* (469/1888) moved from Statfold Engineering Ltd to the Chasewater Railway on September 14, to allow comprehensive running-in to be carried out on the newly overhauled locomotive.

The veteran loco returned to steam at Statfold earlier this year, and made its first independent moves in 56 years on Statfold's short standard gauge line on May 7.

In a statement on the loco's Facebook page, owner Mike Hart said: "I wanted to make the next phase commissioning and testing on a longer run, and at faster speed, than is practical on the short length of standard gauge track at Statfold. The Chasewater Railway very kindly offered the use of their line for that testing."

***Hastings* runs through the yard at the Chasewater Railway's Brownhills West headquarters during running-in trials on September 18. In due course lining will be added to the blue paintwork to complete the livery.** ALISTAIR GRIEVE

Recommissioning

On September 18 *Hastings* was steam tested and undertook some successful light engine running, resulting in it working a full round trip from Brownhills West to Chasetown (Church Street) and back with three coaches. This was believed to have been the first time that the 0-6-0ST had hauled any sort of train since the early 1960s. The following day the loco worked all four service trains, pairing up with Hudswell, Clarke 0-4-0ST *Waleswood* (750/1906) on the last train of the day.

Hastings was booked to work a photographic event for 30472 Charters on October 23, ahead of starring in Chasewater's Coal Train Day the next day. This event was also expected to feature *Waleswood* and Hunslet 0-6-0ST *Holly Bank No. 3* (3783/1953) in service; the blue-liveried trio working an intensive timetable of both passenger and coal train demonstrations.

No date has yet been set for when *Hastings* will leave Chasewater. Mr Hart has previously told *The RM* that it is his eventual intention to have the loco based at the currently mothballed Elsecar Heritage Railway, but until such a time he hopes that the loco will be able to visit other preserved railways, including its former home at the Kent & East Sussex Railway.

OVERHAUL PLAN FOR SENTINEL *GERVASE*

ANOTHER former Kent & East Sussex Railway loco, coincidentally also owned by Mike Hart, has moved to the Buckinghamshire Railway Centre for a 10-yearly overhaul.

Sentinel 0-4-0VBT *Gervase* (6807/1900) had been a mainstay of steam operations at the Elsecar Heritage Railway (EHR) prior to the Covid-19 lockdown. Its current boiler certificate was not due to expire until 2023 but, with the EHR currently closed while its future is decided by Barnsley Metropolitan Borough Council, Mr Hart has taken the decision to put the loco through overhaul early.

The work will be carried out by J M Steam Engineering Ltd based at the Buckinghamshire Railway Centre, where *Gervase* moved in late September.

The plan is to strip the loco and remove the boiler, which will be split into its two main parts ready for inspection and overhaul. The aim is to return *Gervase* to pristine condition ready for action in 2022.

Williton workshop to return Barclay *Victory* to action

ANDREW Barclay 0-4-0ST *Victory* (2201/1945) is to be returned to steam by the team at West Somerset Restoration, based at Williton on the West Somerset Railway.

The former Stewart & Lloyds (Newport) locomotive arrived from the Avon Valley Railway on September 27, having been reassembled for the second time this year; it moved to Bitton from the Pontypool & Blaenavon Railway back in March. The contract restoration will be led by WSR's head of mechanical engineering, Ryan Pope, owner of Barclay 0-4-0ST *Caledonia Works* (1219/1911).

Victory has not run since the early 2000s. However, since then it has 'lost' its old boiler to ex-Mountain Ash Barclay 0-6-0ST *Llantarnam Abbey* (2074/1939), which in turn gave its boiler to *Victory*. This boiler has not been steamed since the 1970s and is understood to require a considerable amount of work.

Ironically, *Llantarnam Abbey's* bottom end is also undergoing overhaul in the Williton workshops on behalf of the Pontypool & Blaenavon Railway. It is one of three Andrew Barclay-built locos currently receiving the benefit of Mr Pope's expertise, the others being *Victory* and 0-4-0ST *Tom Parry* (2015/1935); the latter being a cosmetic project only.

Loosely reassembled Andrew Barclay 0-4-0ST *Victory* arrives at West Somerset Restoration's Williton works on September 27, where its contract restoration will be completed. RYAN POPE

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10001 during scrapping Cox & Danks, North Acton, also in January 1968. Courtesy of the John Foreman Collection. Below left: LMS Rly/EE

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What has happened since September?

- ✓ **Bogie suspension:** in preparation for lifting the chassis, adjustments have been made following removal of the weight of the power unit and alternator. The cabs have been separated ready to be lifted.
- ✓ **Engineering Overview:** Checkout the updated Engineering Overview on www.LMS10000.co.uk
- ✓ **AGM:** this was held at the start of October. See the LMS10000 Youtube channel for the recorded meeting.
- ✓ **Steam heating boilers:** The Veronica Awdry Charitable Trust awarded a grant toward restoration of the ex-Deltic train heating boilers and that work has begun.
- ✓ **Legacies:** We are thankful for two members who recently set up legacies to the tune of £55,000 on their passing, maybe something you could consider?

Now is a great time to get involved.

How You Can Get Involved

We encourage you to have your own tour of Centenary Works prior to donating. Contact us to arrange a visit.

- **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
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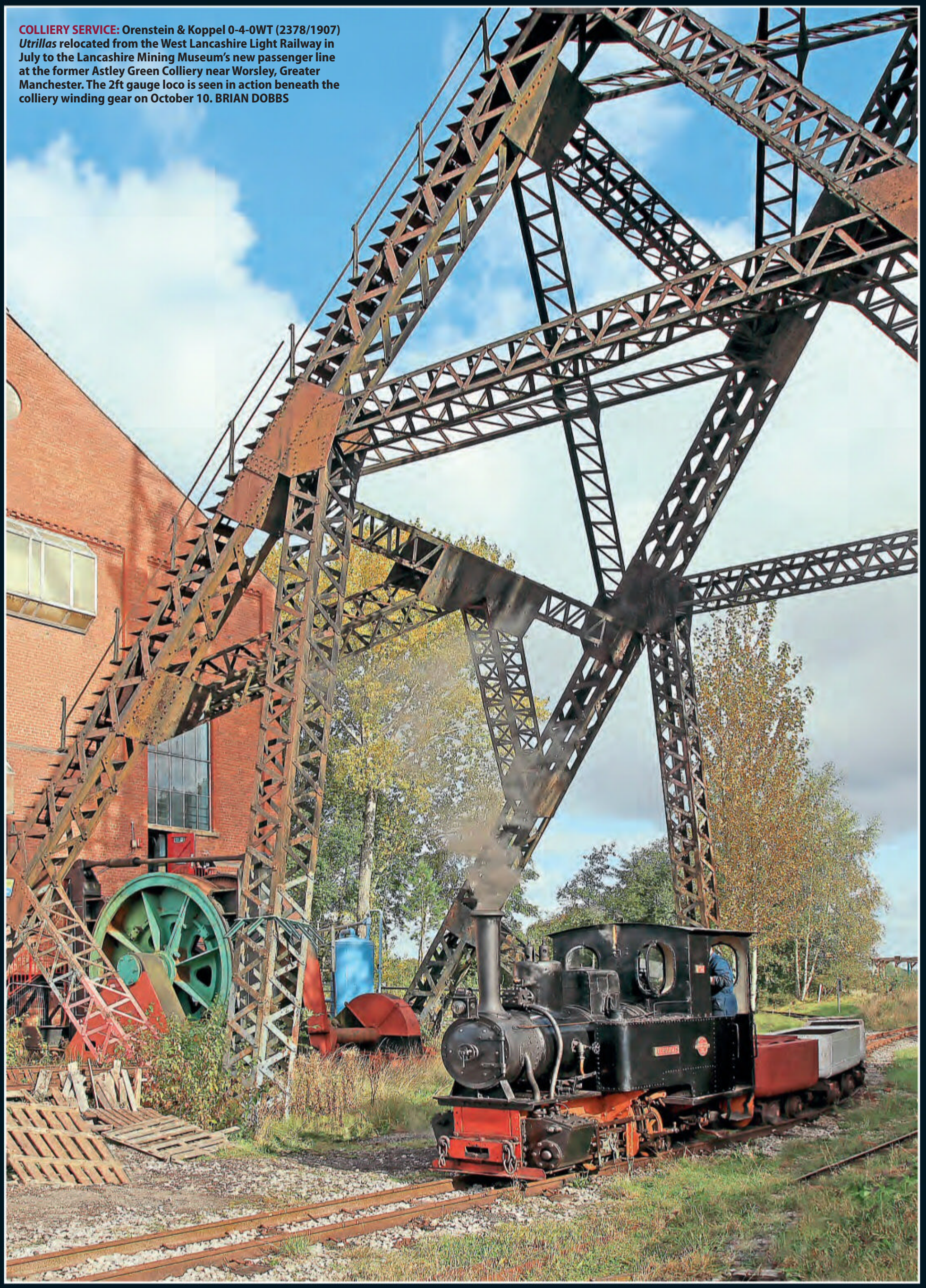
Steam Portfolio Track Record



COLLIERY SERVICE: Orenstein & Koppel 0-4-0WT (2378/1907) *Utrillas* relocated from the West Lancashire Light Railway in July to the Lancashire Mining Museum's new passenger line at the former Astley Green Colliery near Worsley, Greater Manchester. The 2ft gauge loco is seen in action beneath the colliery winding gear on October 10. BRIAN DOBBS

Steam Portfolio Track Record

WAGON LOADS OF ATMOSPHERE: Sole surviving single chimney BR '9F' No. 92134 hauls a train of 16T mineral wagons during a Don Bishop Photography Steam Recreations charter at the Great Central Railway on October 5. The 2-10-0, which was visiting from the North Yorkshire Moors Railway, works the 'Windcutters' past Swithland Yard. GAVIN THOMSON

AWASH WITH SCENERY: LMS 'Black Five' No. 44871 heads away from Mallaig with a West Coast Railways 'Jacobite' service on September 29 in the early evening light as the stormy sea batters the rocks on the seafront. MIKE HEATH

GOD'S WONDERFUL RAILWAY ON THE MOORS: 'Saint' 4-6-0 No. 2999 *Lady of Legend* slowly makes its way up the 1-in-49 climb to Goathland with the 11.37 Grosmont-Pickering service on September 24. The Great Western Society-owned loco was visiting the North Yorkshire Moors Railway as part of the September 23-26 steam gala. SAM YEELES

AN UPLIFTING SIGHT ON A DAMP MORNING: **SR 'Schools' No. 30925 *Cheltenham* approaches New Road Bridge, Horsted Keynes with four Bulleid carriages on October 18 during a Jon Bowers charter. The 4-4-0 was visiting the Bluebell Railway from the Mid-Hants Railway as part of the line's October 8-10 Giants of Steam gala.** **DAVE BOWLES**

COMPILED BY CLIFF THOMAS

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

SINGLE LINES

■ TALYLLYN Railway's Fletcher Jennings 0-4-0WT No. 2 *Dolgoch* hauled its final train, a wedding special, before withdrawal for 10-year overhaul on October 1. Within days *Dolgoch* was being stripped down at Pendre.

■ RAVENGLASS & Eskdale Railway had to suspend operating on October 3 after localised flooding amid extreme weather conditions caused a landslip which severed the line. Trains resumed on October 16.

■ A FIRE was lit in the boiler of new-build 2ft gauge Bagnall 'Sipat' 0-4-0ST *Big Dave* and the loco run under its own steam, on rollers, at North Bay Railway Engineering on October 4. The loco has been built for use at the West of Fife Munitions Railway at Lathalmond.

■ LINCOLNSHIRE Coast Light Railway's final operating day of the 2021 season on September 4 was the busiest day the line has had since it reopened at the Skegness site in 2009.

■ A NEW boiler constructed by Severn Valley Railway was test fitted in the frames of Isle of Man Railway's Beyer, Peacock 2-4-0T No. 12 *Hutchinson* at Douglas on September 29. The locomotive was withdrawn from traffic at the end of August 2019 when the certificate for its previous boiler expired.

■ GROUDLE Glen Railway's September 19 gala day featured four locomotives in steam: Bagnall 2-4-0T *Sea Lion*, replica Bagnall 2-4-0T *Brown Bear* and new-build Bagnall 'Sipat' 0-4-0ST *Otter* and replica Bagnall 0-4-2T *Annie*.

■ AT the beginning of October, the finishing touches were being made to the new 15in gauge events carriage *Ruth* constructed at Boston Lodge by Ffestiniog & Welsh Highland Railway for the Ravenglass & Eskdale Railway.

■ Sittingbourne & Kemsley Light Railway's (SKLR) September 26 gala centred on Kerr, Stuart 0-4-2ST *Leader,* the 10-year ticket for which expires next May. Also in action was Hunslet 4wDM 4182/1953 *Victor* making rare appearances working passenger trains. Scheduled to replace *Leader* in SKLR's roster will be Kerr, Stuart 0-4-2ST *Premier* which has been out of service for over a decade.

■ THE boiler for Great Laxey Mines Tramway's replica Lewin 0-4-0T *Bee* has returned to the line following retubing, enabling reassembly of the loco.

Ogwen returns to steam – as *Durham!*

Former Durham County Water Board and Penrhyn Quarry locomotive hauls first trains for 56 years.

ON SEPTEMBER 20 Martyn Ashworth's Avonside 0-4-0T *Ogwen* moved under its own power for the first time since January 15, 1965. That date was recorded by a chalked inscription inside the cab by (then) Penrhyn slate quarry driver, the late Iorwerth Jones.

When *Ogwen* was repatriated from the USA in May 2012, that inscription was still present and has been carefully preserved in-situ during the loco's meticulous overhaul.

After an initial period displayed at Beamish following repatriation, *Ogwen* arrived at the private 'Workshop X' in north Derbyshire on March 13, 2018 where the volunteer team commenced the restoration, culminating in the September 20 test over a short length of temporary track laid at the workshop.

The following day *Ogwen* passed an official boiler inspection and test.

The original plan was for the loco to be unveiled at Statfold Barn Railway in July, however the restoration was inevitably delayed by the coronavirus pandemic and this date was missed. Instead, when it left its 'Workshop X' restoration base on September 29 it went to Apedale Valley Light Railway to make its public debut during that line's October 2/3 steam gala when it hauled its first ever passenger train.

Identity

However, instead of appearing carrying its *Ogwen* nameplates, the loco made its debut in original Durham County Water Board (DCWB) form as employed on the Burnhope reservoir contract carrying its original *Durham* name. On completion of that project it was sold to the Penrhyn slate quarry operation where it was given the name *Ogwen* by which it is best known. During restoration of *Ogwen* the original name painted on the tanks was found during rubbing down. This was recorded and reproduced to its original size and colours for this debut occasion.

Apedale Valley LR's gala featured six locomotives in steam, *Durham (Ogwen)* joining Kerr, Stuart 0-4-2ST *Stanhope*, Hudswell Clarke 0-6-0WT No. 104, ex-WDLR Hunslet 4-6-0T No. 303 and, visiting from Statfold Barn Railway, Hunslet 0-4-0ST *Sybil Mary* and Hudswell Clarke 0-6-0WT GP39.

Avonside 0-4-0T *Ogwen*, appearing in its original form carrying the name *Durham*, hauls a passenger train at Apedale Valley Light Railway on October 10. CLIFF THOMAS

'Workshop X' marks its fourth loco restoration

DURHAM (*Ogwen*) made a second appearance in DCWB form as the star of a very special October 10 'Workshop X Open Day'.

A volunteer team led by Martyn Ashworth started to form in 2006 after Andrew Neale repatriated Hunslet 0-4-0ST *Edward Sholto* and undertook its restoration to steam at a private workshop in north Derbyshire which has become known as 'Workshop X'.

The team grew and after *Edward Sholto* was completed in spring 2010, further restorations followed: Hudswell Clarke 0-6-0WT 1238/1916 (finished 2014), War Office Locomotive Trust's ex-WDLR Hunslet 4-6-0T HE 1215/1916 No. 303 (completed 2018) and now Martyn's own Avonside 0-4-0T *Ogwen*.

After having to skip 2020 due to the Covid-19 pandemic, a special open day for ticket-holding 'Workshop X' volunteers and supporters was organised for October 10.

With *Ogwen* completed and no running line at the workshop, compounded by issues such as car parking and social distancing, this was held at Apedale Valley Light Railway rather than the workshop.

This presented the chance to see three of the locomotives restored by the team in steam together. *Edward Sholto* itself is now out of ticket and stored, so was represented by Statfold's Hunslet 0-4-0ST *Sybil Mary* carrying temporary *Edward Sholto* 'nameplates'.

The two October appearances as *Durham* will be the only occasions the loco will appear in this form. During the winter it will receive Penrhyn lining and become *Ogwen*.

'Workshop X' restorations lined up at Apedale Valley Light Railway on October 10, as Martyn Ashworth (right) addresses the invited attendees. Left is Hunslet 0-4-0ST *Sybil Mary* carrying temporary *Edward Sholto* plates, then Hudswell Clarke 0-6-0WT 1238/1916 Hunslet 4-6-0T HE 1215/1916 No. 303 and beside its owner, Avonside 0-4-0T *Ogwen* in its *Durham* identity. CLIFF THOMAS

Delivery of *Blyth* replica to Suffolk home is imminent

SOUTHWOLD Railway Trust anticipated delivery of replica 3ft gauge Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth,* to its Steamworks site, imminently following completion by North Bay Railway Engineering. It was expected to be displayed on the 80 yards of track at Steamworks over October 30/31. The trust's next project will be construction of a replica Southwold Railway veranda-ended carriage.

LYNTON & BARNSTAPLE ENJOYS RECORD AUGUST

THE Lynton & Barnstaple Railway (L&BR) recorded its best ever performance for the month of August in 2021. Overall takings were up by over 60% with over 13,000 passengers carried, an increase of 26%.

The record month was followed by L&BR's September 25/26 Steam gala which featured a visit by War Office Locomotive Trust's Hunslet 4-6-0T WDLR No. 303.

Ffestiniog Railway Double-Fairlie *David Lloyd George* runs across The Cob towards Porthmadog Harbour station on September 29, with the 14.50 from Blaenau Ffestiniog. The previous few days had seen heavy rainfall, doubtless contributing to there being more water on the landward side of The Cob (left) than the seaward side! Boston Lodge works can be seen in the distance. TERRY EYRES

£3.1 million lottery win for Ff&WHR

FFESTINIOG & Welsh Highland Railway (Ff&WHR) has secured £3.1 million from The National Lottery Heritage Fund (NHLF). Ff&WHR's £4.2 million Boston Lodge Redevelopment & Interpretation Project secured a NHLF first round pass last year (*RM*, February 2020) and this second stage application was submitted at the end of May this year (*RM*, July).

The £3,144,000 grant will finance the restoration and conservation of buildings at Boston Lodge Works, boosting Ff&WHR plans to attract more visitors by providing "a high-quality tourism experience", and work, training and volunteering opportunities for the Porthmadog community.

Funding

Earlier this year the Ffestiniog Railway Society committed to contributing £475,000 of match funding to the project, this contribution being made possible by a significant legacy from the late John Powell which specified it should be spent on heritage buildings. The balance of the contribution will come from general society funds. A similar sum has been committed by the Ff&WHR Trust.

The project is scheduled to take three-and-a-half years to complete and aims to help attract up to 250,000 visitors to the railways annually. This lottery success follows the announcement of the Slate Heritage of Northwest Wales, of which Ff&WHR is a part, becoming a UNESCO World Heritage Site.

The Ffestiniog Railway's October 9/10 Bygones Weekend was billed as a low-key replacement for its traditional October Victorian Weekend. Even so, six locomotives were in steam working historic carriage stock and, as pictured at Minffordd on October 9 amid unhelpful weather conditions when The *RM* visited, restored and re-created goods wagons were being hauled by England 0-4-0STT *Palmerston*. CLIFF THOMAS

Quadruple-header at Scarborough gala

SCARBOROUGH North Bay Railway celebrated the 90th birthday of Hudswell Clarke 4-6-2DH *Neptune* with a September 25/26 gala. The 16.40 departure from Peasholm on the Sunday was hauled by all four of the 20in gauge line's Hudswell Clarke-built steam outline locos, *Neptune* being joined by 4-6-2DH *Triton*, 4-6-2DH *Poseidon* and 4-6-4DH *Robin Hood* – understood to be the first time all four have ever been at the head of a passenger train on the railway.

Thornhill to be returned to steam?

PRIVATELY owned ex-Isle of Man Steam Railway (IoMSR) Beyer Peacock 2-4-0T No. 14 *Thornhill* has been moved from its long-term location in the north of the Isle of Man and is now at John Fowler Engineering in Bouth, Cumbria. It appears to have been largely stripped, to assess, it is understood, what will be required to return it to steam.

Thornhill last worked in 1963 and was sold in 1978, along with Manx Northern Railway carriage No. 6 (later Isle of Man Railway No. 45), which was relocated to IoMSR's Douglas works last year (*RM*, November 2021).

Restored 3ft gauge Wickham Trolleys go to Crowle Peatland

THE Rail Trolley Trust (TRTT) has placed 3ft gauge Wickham Type 17A Trolley (works No. 4091) and a Type 17A DsmT (dismantled from a powered Trolley, works number unknown, to an unpowered trailer) on loan to the Crowle Peatland Railway in Lincolnshire. No. 4091 was built in 1946 for the North British Aluminium Co Ltd's Lochaber Works line at Fort William, Scotland.

The trolley and trailer were out of use by 1961 and recovered for preservation in 1978 by the late Rich Morris. Following a period in the collection at Gloddfa Ganol, Blaenau Ffestiniog, they passed through further ownerships until being donated to Statfold Barn Railway in 2012.

Statfold donated the vehicles to TRRT in April 2014 and they went to a private workshop where they were restored to running order. Replacement of the wooden bodywork on both vehicles will be undertaken by Crowle Peatland Railway.

The former Lochaber trolley and trailer pictured in action at the Crowle Peatland Railway on September 19. The railway is being extended out of the yard area onto the moors to the left of this view. ALISTAIR GRIEVE

Go-head given for overhaul of Sierra Leone No. 85

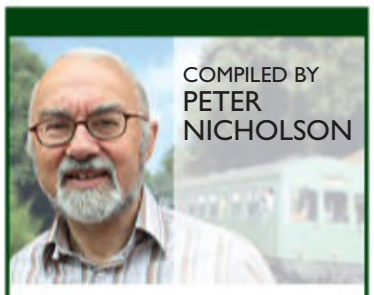
THE Welshpool & Llanfair Light Railway (W&LLR) has confirmed that its ex-Sierra Leone Railway Hunslet 2-6-2T No. 85 will be overhauled and returned to steam. The 1954-built loco has recently been disassembled by the Vale of Rheidol Railway to assess the feasibility of restoring it to service. This study was paid for out of a fund started by W&LLR members shortly after the loco was withdrawn from service in 2010.

Agreement has now been reached for the Friends of the Sierra Leone National Railway Museum (FoSLNRM) to raise the funding to overhaul the loco.

The W&LLR will produce the specification, assess the tendering process and provide project oversight. The W&LLR restricted fund will be set aside for the future maintenance of No. 85 once it is back in service. The loco is planned to return to service in time to appear at national events in 2025.

Meanwhile, the W&LLR took delivery of two newly constructed turnouts, which are built using plastic sleepers, on September 30. They have been laid at Sylfaen where the track has been realigned and a passing loop reinstated. The last scheduled passenger train through to Welshpool for the 2021 running season ran on September 19 following which track panels at Sylfaen were lifted. Remaining trains in 2021 will run on the Llanfair to Castle Caereinion section only.

The overhaul of Franco-Belge 0-8-0 No. 699.01 *Sir Drefaldwyn* is ongoing at Llanfair Caereinion, as seen in this October 9 view. The boiler is just visible behind the loco. GARETH EVANS



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Ferry Meadows Railway for sale

Opportunity to operate Peterborough 10¼in gauge Nene Park line.

THE 10¼in gauge Ferry Meadows Railway in Nene Park, Peterborough, is for sale as the owners are retiring.

The 700yd end-to-end line includes *Charles* (Keef 58 of 1999) a steam-outline 'Sweet Pea'-type 0-6-0DH, five open carriages, track, stations, turntable and water tower – everything needed to operate a public railway.

Also for sale are two trams, a 1971-built Severn-Lamb 'Rio Grande'-type 2-8-0PH, and steam loco No. 44, a 5in-to-1ft scale Darjeeling-type 0-4-0ST+T.

There are no restrictions when the railway can be operated. Anyone interested in buying should contact David or Sue Coging by email at stationmaster@ferrymeadowsrailway.co.uk, or telephone 01933 398 889.

For sale is No. 44, a Darjeeling-type 0-4-0ST+T, delivered on November 15, 2012. Construction was started by Laurence Hall 17 years earlier, but stalled for many years. The builder's plate reads No. 44797 of 2012. Seen running round its train on February 16, 2013, its first day in public service. PETER NICHOLSON

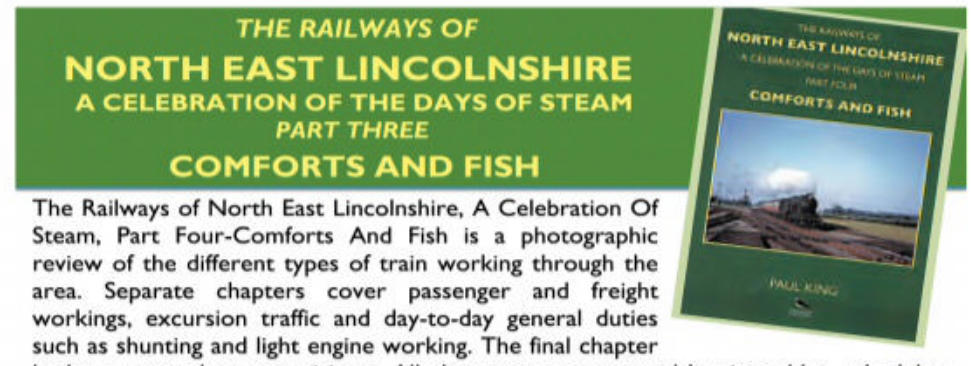
An efficient portable railway for hire

THE 7¼in gauge There & Back Light Railway is a modern portable railway launched in August 2019, which is run as a business. Using bar rail in 10ft lengths, it extends for 460ft with more track panels planned, including curves. It appears at fetes, festivals, country shows, weddings, birthdays, corporate events, and schools etc.

Future events include food and craft fairs in November, at Newbury Showground, Berkshire on 6/7; Sandringham, Norfolk on 19-21; Winterfest at Thoresby Park, North Nottinghamshire on 27/28; and December 11/12 at Peterborough Showground.

To book the railway, contact Steve Purves at email steve@thereandbacklight railway.co.uk, tel. 07565 690 125 or visit www.thereandbacklightrailway.co.uk

Left: There and Back's two current locos. *Nomi* (left), a scale Bagnall 'Mercedes' class 0-4-0ST+T (No. 1842 of 1907), built by Eric Jones of Sandback in 1989 to an MJ Engineering design. Originally named *Laura*, it made many portable railway appearances in the North West until 2001. On the right is *Moose*, a Colin Edmondson 'Scamp' type 4wPE (No. 88), built from a CMD Engineering kit. The two locos are seen at Matlock Farm Park, Derbyshire in August 2020. There are two bogie carriages, also attributable to Colin, but are 2ft longer than his usual design. PICTURE: STEVE PURVES



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SIDELINES

Fylde Transport projects progress

WORK on Fylde Transport Trust's Blackpool Twin Towing Car No. 671 has continued at a steady pace at St Helens Transport Museum. The paintwork has been rubbed down in preparation for its transformation from yellow and green 'Metro' colours into original cream livery, which should take place before the end of the year.

Lighting and other circuits on Railcoach 279 have been tested. New windscreens will be fitted once all the major electrical work in the cabs has been completed.

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Work underway on new halt for Seaton Tramway

Devon line's fifth tram stop will give visitors access to marshland nature reserves.

HAVING been put on hold due to Covid-19 lockdowns and nesting swans, construction of a new halt at Seaton Wetlands on the Seaton Tramway in East Devon is finally underway.

The project, funded by the tramway with support from the National Lottery Heritage Fund, will give passengers access to the marshland and reedbeds alongside the River Axe, which support a wide variety of birds and other rare and important flora and fauna.

After around a month of clearing the way across Colyford Common to create access, September saw machinery on-site and the laying of sleepers to form a decked walkway to the track at Swan's Nest Loop.

Seaton Tramway No. 8 is pictured at Swan's Nest Loop, the location of the new Seaton Wetlands halt which will open to visitors next year. Work on the walkway to the site can be seen progressing in the background. SEATON TRAMWAY

Construction

As the walkway also forms access for the construction of the halt, contractors have been working from the outside in, towards the line. By early October, it was inching closer to the site of the halt and stone gabions were in place in readiness for the construction of a pedestrian bridge.

In order to avoid disturbance to the wildlife and grazing cattle during the 12-week construction period, work is being carried out in close cooperation with staff from Seaton Wetlands.

The new halt, which will open for the 2022 season, adds a fifth stop to the three-mile line.

A WASH AND BRUSH-UP: One of the youngest trams to be preserved is former Manchester Metrolink Firema-built T-68 No. 1023. A member of the original fleet constructed for the system in 1991/92, it has been preserved by the Manchester Transport Museum Society, which operates Heaton Park Tramway, but currently resides at Crewe Heritage Centre. Mid-September saw volunteers giving it a clean, inside and out. MTMS

Newcastle 114 fit for traffic at Beamish

FOLLOWING testing at Beamish Museum, Newcastle tram No. 114 is available for service once again.

The overhaul, which included work on its motors, began prior to the first Covid-19 lockdown. The motors were refitted in mid-September, with subsequent testing of the tram taking place outside of opening hours.

Trams have resumed running into High Street, dropping-off passengers at Redman Park before leaving town to reverse and running empty to the stop next to the bank.

Newcastle No. 114 at the Beamish Museum tram shed. Sunderland No. 16 is just visible. PAUL JARMAN

Wirral volunteers help prepare site for reopening

IN anticipation of a date being announced for its reopening, the volunteers from the Wirral Transport Museum and Heritage Tramway are preparing for it to welcome visitors again.

It was expected to take a few weeks to get the site ready as trams need to be recommissioned and given full safety tests, checks and test runs.

Drivers and conductors also need refresher training.

One of the first jobs completed was a visit by a road sweeper to clean the tracks for the first time since 2019.

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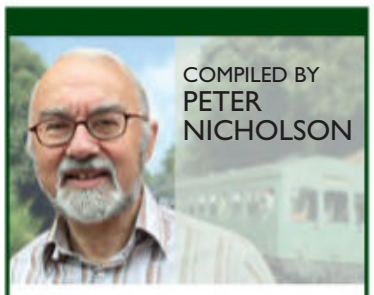

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SIDELINES

Class 315 EMU future secured

THE Class 315 Preservation Society (*RM* August p81) has confirmed agreement has been reached with owners Eversholt Rail that unit No. 315820 will be made available when it comes off lease shortly.

East Lancs Railway DMU weekend

THE East Lancashire Railway is holding a DMU weekend on November 13/14. Classes 104, 105, 110 and a Class 122 'Bubblecar' will be in operation. One or two-day rover tickets are available on the day, or at discount in advance.

Locos moved to Nemesis Rail

CLASS 31 No. 31454 has moved again, not long after arrival at The Shires Removal Group, Kinsley, Pontefract (*RM* May p90), this time to Nemesis Rail, Burton-on-Trent. Another recent arrival at Nemesis, by road on September 22, was Class 33 No. 33019 from the Battlefield Line.

Crewe 87 repainted in Privatisation livery

CREWE Heritage Centre's Class 87 AC electric loco, No. 87035 *Robert Burns* is being repainted in the red and grey livery of Virgin Trains (VT), as used by one of the earliest franchises nearly 25 years ago.

Andrew Briddon sells main line stock

CLASS 14 No. D9500, the first of the breed, has been sold to an as yet unnamed buyer. It is in need of much attention including the fitting of a replacement engine. Also being sold is the ex-Coventry Electric Railway Museum 2-HAP EMU set No. 4311.

DIARY

NOTE: all subject to Covid restrictions in force at the time. Please check with railway before travelling.

NOVEMBER
6-7 Glos-Warks Railway 40th anniversary gala
13-14 ELR DMU gala

■ Our thanks to contributors: Pete Briddon; Josh Brinsford; Ian Crowder (G/WR); Andrew Hoseason (IDRS); David Mee and Brian Porter (CHC).

Nene Valley Railway stages three 'Peaks' challenge

THE Nene Valley Railway held a three- day diesel gala on October 8-10 featuring an example of all three 'Peak' classes, 44, 45 and 46.

Seen at Wansford on the Friday are, visiting from the Midland Railway-Butterley, Class 44 No. D4 (44004) *Great Gable* and Class 46 No. D182 (46045), freshly painted in BR blue, stabled either side of resident Class 45 No. 45041 (D53) *Royal Tank Regiment*. PICTURE: ALISDAIR ANDERSON

The gala featured a triple-header of all three main 'Peak' variants – is this a first in preservation? The *RM* would be interested to hear from you. Class 44 No. D4, Class 46 No. D182 and Class 45 No. 45041 on October 9. HAYDEN SHEPPARD

CLASS 24 MAKES A RETURN TO THE SEVERN VALLEY RAILWAY: BR Sulzer Type 2 No. 5081 (24081) starred at the SVR's diesel gala, on September 30 to October 3. Owned and maintained by the 24081 Locomotive Group, the Bo-BoDE is based on the Gloucestershire Warwickshire Railway. It is seen heading the 10.55 Bridgnorth to Kidderminster train at Dropping Wells Farm on October 1. TOM MCATEE

Ivatt 10000 diesel project makes further progress

THE Ivatt Diesel Re-creation Society (IDRS), like all preservation groups, has had a challenging time since the Covid-19 lockdowns were imposed. However, much progress towards constructing LMS No.10000 has been achieved.

Steam-heating boilers have been obtained as the Deltic Preservation Society had decided to discontinue with steam heat in its locos. They sold a lot of spare parts to the IDRS, but the boiler shells from Nos. 55009 and 55019 had been disposed of.

Fortunately, the new owner agreed to sell both to the IDRS and they are now safely at Centenary Works, Wirksworth, awaiting refurbishment. Shortly afterwards, the Veronica Awdry Charitable Trust donated £1000 towards this work.

Meanwhile, the chassis of donor loco No. 58022, was almost completely stripped, with the last modules due to be removed in November. One module, the electrical cubicle, was not going to be used in the finished loco, but being in better condition than thought, it will be retained.

Thanks to a donation of £10,000 from a member to fund the refurbishment, this will start as soon as the cubicle is off the loco.

A problem with the cubicle is that all the control modules were removed a long time ago. However, in early October, a large quantity of original Class 58 modules became available from DB Cargo at Toton. This will enable the society to have a set of modules in the loco, and two complete sets of spares.

Agreement has been reached with GBRf to swap the traction motors from No. 58022 for a Class 56 alternator and other parts removed from the Class 56s being converted to Class 69s. Class 58 motors are the same as in Class 56, so it is good to know these will find a new life under a Class 69.

The current appeal for £60,000 is to create a rolling chassis for the new No. 10000, by mating the main frame of No. 58022 with the former Class EM3 bogies.

Anyone wishing become involved with the work in Centenary Works should contact the IDRS at info@lms10000.co.uk, visit www.lms10000.co.uk or call 07551 621 685.

A safe future assured for Island Line Class 483 in non-rail use

FORMER Island Line Class 483 EMU No. 483004 is the only example of this stock to be preserved on the Isle of Wight, in addition to No. 483007 at the Isle of Wight Steam Railway (*RM* June p12).

It is located at Holliers Park, Holliers Farm, Hale Common, Branstone PO36 0LT, on the A3056 between Newport and Sandown. This is a retail outlet for island artisans.

The two-car set has been acquired by the owner of the farm and it has no connection with The House of Chilli, as stated elsewhere. That establishment is simply another tenant on the site, as is the Bus Stop cafe in a retired Alexander RH-bodied Leyland Olympian double-decker.

The cars, DMS(A) No. 124 (ex-LT No. 10205) and DMS(B) No. 224 (ex-LT No. 11205) are being restored to original condition, inside and out, in LT red livery. They are not being gutted and repurposed as catering vehicles as has been suggested, the owner wishing to preserve an iconic item of island heritage.

They will be open to the public next season, but how they will be used has not been stated. One of the motor bogies was swapped with another bogie, and has been passed to the IWSR for display in Train Story at Havenstreet.

With car No. 124, right and 224 behind, Class 483 set No. 004 is seen receiving attention at Holliers Park, Isle of Wight on September 21. The roof was being prepared for painting following derusting and priming of the sides and ends. This clear view, from the disabled car park, will not always be possible as a platform will be erected alongside, together with some structures. PAULINE NICHOLSON

Class 43 HST power car No. 43081 in East Midlands Trains livery on the day of its arrival at the Crewe Heritage Centre, September 13. This marked 45 years to the day in 1976, when British Rail officially introduced the first High Speed Trains into service. BRIAN PORTER

Porterbrook Leasing gifts 8000th Crewe-built loco to Crewe Heritage Centre

THANKS to a generous donation by Porterbrook Leasing, Crewe Heritage Centre has secured a second HST power car, No. 43081, as a permanent exhibit at the museum.

No. 43081 was built a short distance from the heritage centre, in March 1978 and is officially considered to be the 8000th loco to be constructed at Crewe Locomotive Works.

Crewe Heritage Centre's first HST power car, No. 43018 (*RM* Dec p75) has been finished in Inter-City 125 livery. It is currently having its cab restored to as-built condition, as near as possible, but using 3D-printed buttons and gauges from a Class 87 electric loco. Restoration is being undertaken by two volunteers, Brian Porter and James Mather. James has rewired the headlights etc, while Brian has carried out bodywork painting, inside and out. It is hoped some of the missing parts can be obtained for No. 43018, such as roof grilles, drawgear panel, cab door etc. BRIAN PORTER

Two 400 series cars to boost East Kent battery-powered EMU project

THE 400 Series Preservation Group (400SPG), based on the East Kent Railway (EKR), has taken delivery of two further SR EMU vehicles. Both were privately owned and stored on the Dartmoor Railway. They were not connected with the RMS Locotec sale, but had to be removed from there on closure of the site as a storage facility.

Former 4-CIG driving trailer DTC No. 76747 arrived at Shepherdswell on July 29. It is here for a short stay for cosmetic attention before moving on to Rampart Engineering, Barrow Hill for refurbishment. It will go there when MBSO No. 62364 is completed and returned to Kent. They will form part of 400SPG's battery-powered EMU project, 'Batteries Included'.

Fleet

Class 411 trailer car TSOL No. 70273 arrived from Dartmoor on September 15, and will initially be used as hauled stock on the EKR. Eventually, it will become part of the battery-powered EMU set.

The group owns Class 423 4-VOP set No. 3905 at the EKR, alongside its ambitious 'Batteries Included' project. This will see a 1963 stock EMU unit operating under battery power for the first time.

A pre-ticketed open day at the EKR with all 400SPG's vehicles on display is being considered.

The group also offers technical assistance and a pool of spares with other like-minded groups throughout the UK.

These projects can be supported by making donations via PayPal at pete@400series.co.uk. See also the 400SPG's Facebook page.

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Highs and lows of visiting 'Choppers'

THE North Yorkshire Moors hosted four main line-registered Class 20s during September.

No. 20142 *Sir John Betjeman* in London Transport maroon livery and BR blue No. 20189 attended the September 11/12 diesel gala and helped out on the Whitby service. This was due to the non-availability of Class 25 No. D7628 *Sybilla* and the continued delay in receiving Class 47077 *North Star* (*RM* Oct p79).

Nos. 20007 in BR green and 20205 in blue, arrived on September 22 with steam loco 'A1' No. 60163 *Tornado* and coaching stock forming 5Z20. This was an SLC Operations move, from Crewe Heritage Centre to the NYMR for the September 23-26 steam gala. They stayed at Grosmont until the 27th when they took *Tornado* and its support coach to the NRM, York.

Nos. 20142 and 20189 also departed on September 27, going to Network Rail, Derby RTC. No. 20142 soon returned to the NYMR, leaving Derby by road on October 8.

However, between the two galas, No. 20189 was involved in an incident when it ran into stationary dining stock at Grosmont station on September 21. This occurred at 10.32, the light loco travelling at about 10mph. Five passengers sustained minor injuries and there was some damage to the coaches. A preliminary examination by the Rail Accident Investigation Branch resulted in a safety digest being published.

A nostalgic scene, reminiscent of a Midlands' diesel depot in the 1980s, but this is Grosmont shed, NYMR on September 24, during the railway's steam gala. Three visiting Class 20s are on view, off duty, Nos. 20007, 20205 and 20189, with resident Class 24 No. D5061 on the right. CHRIS GEE

Class 40 No. D345 makes a comeback

CLASS 40 No. 40145 was withdrawn from main line operations with Locomotive Services Ltd (LSL), for repainting in BR green from BR blue. Further attention was found to be required during its preparation, including bodywork repair (*RM* August p80), but the work was completed in September.

This was in time for the 'Whistler' to makes its debut in its new guise with original number, D345, at the East Lancashire Railway's September 17/18 diesel gala. It returned to LSL Crewe on October 4 to take up its main line duties again.

Making its first appearance following repainting in BR green and numbered D345, the erstwhile Class 40 No. 40145 heads the 15.30 Heywood to Rawtenstall at Heap Bridge during the East Lancashire Railway's diesel gala on September 17. TOM MCATEE

CEPs relocate from Eastleigh Works to Southall

THE EPB Preservation Group has had to remove its pair of 4-CEP EMU cars, Nos. 61229 and 61230, from Eastleigh Works, where they had been since January 2014.

They went to Arlington Fleet Services for a return to their original condition, but the work has not progressed as hoped and the workshop space was required for other projects.

The DMSOs were collected by West Coast Railways' Class 33 No. 33025 and the group's Class 419 MLVs Nos. 68001 and 68002, used to convey 4-CEP parts and equipment, on August 12, destined for the EPB Group's Southall base. The work to restore 4-CEP set No. 7105 to its original condition will be continued there.

Those wishing to support the group and its two EMU projects should visit www.epbpg.co.uk for details.

KWVR GALA WELCOMES TWO BIRMINGHAM RCW PIONEERS: The Keighley & Worth Valley Railway's September 10-12 gala saw Railfreight grey-liveried Class 26 No. 26007 (D5300) visiting from Barrow Hill, and the first Class 27, blue-liveried, No. 27001 (D5347), from the Bo'ness & Kinneil Railway. The BRCW Type 2 pair were believed to be working together for the first time in preservation (*RM* Sept. 82). Nos. 27001 and 26007 are seen at Oakworth with the 14.15 Oxenhope to Keighley service on October 10. PICTURE: IAN DIXON

Glos/Warks celebrates 40th anniversary

THE Gloucestershire Warwickshire Steam Railway (GWSR) rounds off its 40th anniversary season with a mixed-traction event on November 6/7.

Five resident diesel and four steam locos will work an intensive timetable, which sees more than 30 train arrivals and departures from Toddington each day.

The diesels in operation will be Class 24 No. 5081; 'Peak' Class 45 No. 45149; Class 47s Nos. 47105 and 47376; Class 37 No. 37215; and Class 117 DMU DMS No. W51405, TCL No. W59510 and DMBS No. W51363.

Left: Class 47 No. 47105 has returned to passenger service on the GWSR following a 10-year absence while an extensive overhaul has been carried out. This is to a very high standard, and was carried out by the owners, the Brush Type 4 Fund (BT4F). The Type 4 was painted by Heritage Painting with prep and undercoats applied by fund volunteers. Three coats of blue were followed by a top coat of BR blue mixed with varnish before a final coat of varnish gave it a glass-like finish. No. 47105 (D1693) is seen near Stanton on its inaugural run following restoration, with a northbound train heading for Broadway on July 16. This was top-and-tailed with BT4F's other loco, No. 47376. PICTURE: JACK BOSKETT

Wickham trolley escapes from Dartmoor

WICKHAM 10841, a Type 18 four-wheel diesel permanent way trolley and its trailer, No. 8385, have been acquired by the Epping Ongar Railway from the stock put up for sale on the Dartmoor Railway (*RM* April p71).

They arrived in Essex on September 15, with the immediate plan to service the engine and mechanical parts to maximise reliability. This will be followed by bodywork repairs, after which it will receive a full repaint in a yet-to-be-decided, but more appropriate livery.

Ultimately, a second bench seat will be fitted along with some modifications, to enable safe carriage of fare-paying passengers, as has proven popular at the S&D Midsomer Norton in Somerset (*RM* September p84).

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Yorkshire Wolds Railway launches Fund the Fowler appeal

FOLLOWING arrival of its second loco, the recently established Yorkshire Wolds Railway (YWR) at Fimber, East Yorkshire, has launched a £6000 appeal to restore 0-6-0DH *Patricia* (Fowler 4240017 of 1966) (*RM* October p81). It is not in poor condition, but does need work on all aspects of the mechanical side.

The priority is to make the cab watertight by fitting new windows and seals all round. Powered by a six-cylinder Rolls-Royce engine, parts such as the air compressor and locating bracket need replacing.

YWR member Graham Danby, who spearheaded the acquisition of the loco, said it took 2½ years of negotiations with the industrial owners in Hull. They wanted to ensure everything was right with the site at Fimber and documentation was in place before the loco could be moved.

It had been in store at its home on the Humberside Industrial Estate for many years and the track leading to it needed a lot of clearing before it could be extricated.

Fortunately, staff from South Cave Tractors were on hand to assist and brought in a Unimog road-railer which enabled the loco to be pulled out from its resting place.

Donations can be made through Givey at www.givey.com/fundthefowler or visit www.yorkshirewoldsrailway.org.uk for details of alternative methods.

FIRST USE OF MID-NORFOLK RAILWAY'S Mk.3 STOCK: Stratford 47 Group's recently repainted Brush Type 4 No. D1933 (47596) *Aldeburgh Festival* (*RM* June p96) was in operation during the Mid-Norfolk Railway's diesel weekend on September 26. Seen passing Garvestone, hauling ex-Greater Anglia Mk.3 stock including DVT No. 82112, it heads the 15.45 Wymondham Abbey to Dereham. AUBREY EVANS

Dartmoor disposals, some saved, some scrapped

THERE have been varying fortunes for the items put up for sale by RMS Locotec, stored on the Dartmoor Railway at Okehampton and Meldon Quarry (*RM* April p71).

The six Class 205 DEMU cars moved to the Caledonian Railway (*RM* August p79) were transported north by road during June to August.

The Swanage Railway-based 4-TC Group has secured 4-BIG buffet car No. 69332.

However, a number of unsold vehicles have gone for scrap including the five Mk.2 coaches, and SR EMU cars Nos. 61742 and 61743, plus No. 69310.

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UNFORGETTABLE TOURS

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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Kangra Valley 13-31 March 2022

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Steam Dreams adds more main line Santa specials

Popular excursions hauled by *Mayflower* to run from London Victoria.

MAIN Line 'Santa Specials' are fairly unusual, so it is no surprise that Steam Dreams' operation aimed at young families is proving so popular. Demand for seats on the 'Santa' and evening dining trains has led to an additional date – December 14 – being added.

The Santa trains will work a short circular route of 1hr 45mins duration from London Victoria on December 13, 14, 20 and 22, with departure times at 09.20, 12.00 and 14.15.

Fares start from £35 for standard Class tickets, £20 for children. In first class, fares are £55 adult and £40 child. All children aged two-plus will receive a drink, sweet treat and a gift from Santa. Adults can order hot and cold beverages from on board waiting staff.

To book a family ticket, for two adults and two children in Standard Class, please call the Booking Office on 01483 209888.

On the same days, an evening dining train will operate, departing from Victoria at 18.40, with the trip crossing the River Thames at least six times during its journey as it works its way through west London. Passengers will be served a three-course meal, with soft and alcoholic drinks purchased from the wine list.

Fares are £159 Pullman style dining, £159 premier dining, with a standard class non-dining seat at £49. Bookings can be made on 01483 209888.

All trains will be hauled by 'B1' 4-6-0 No. 1306 *Mayflower*.

Chairman of Steam Dreams, David Buck said: "We have been overwhelmed by the level of interest in these new trips and are very much looking forward to our first ever Santa steam train service experience from London."

Scotrail to operate charity HST Santa trains to Boat of Garten and Fife

SCOTRAIL is to operate its own 'Santa Specials' on the main line in the lead up to Christmas.

The trains are a partnership between ScotRail and the Railway Children charity which will benefit from all ticket sales. ScotRail staff are donating the presents for the children to receive on the train. The Branch Line Society has also been involved with the trains.

The first of three HST 'Santas' will run on December 4, from Edinburgh Waverley to Boat of Garten, home of the Strathspey Railway. Departure from the Scottish Capital is at 08.58, with an arrival at Boat of Garten at 12.24. Returning to Edinburgh, departure is at 13.23 and arrival back at Waverley is 16.46. There will also be performances from a magician on this train. Ticket prices are £30 per child, £60 per adult and £160 for a family.

Then on Saturdays 11 and 18 December, a morning and afternoon 'Santa' will run on each day, leaving Edinburgh Waverley and travelling around the Fife Circle line. First trip departs Edinburgh 10.15 and arrives back at 12.00, while the second trip departs Edinburgh 13.16 and arrives back at 15.04. Ticket prices for this train start from £12.50 for a standard child and £25 for a standard adult. A family ticket for two adults and two children costs £65.

The trains will be decorated internally in a festive manner.

In line with current policy in Scotland, face coverings will be mandatory in all ScotRail stations, covered and open air, and on board trains.

■ As we closed for press, it is understood all three trains had sold out.

In preparation for the charity 'Santa Specials', on a dreich September 22, Scotrail HST with power cars Nos. 43163 and 43150 arrive at Boat of Garten on the Strathspey Railway with a trial run from Inverness, passing stabled Class 27 No. D5394. GRAEME ELGAR

LSL's 'Scot' 4-6-0 No. 46100 *Royal Scot* is spotlit by the sun as it emerges from the darkness of Milford Tunnel as the clouds loom on the way to Buxton with Saphos Trains' 'Buxton Spa Express' railtour on September 29. ROBERT FALCONER

Railtours Track Record

Making its West Coast Railway debut, Class 86 No. 86401 *Mons Meg* passes Searchlight Lane, near Norton Bridge, hauling a Northern Belle charter from Coventry to Carlisle on October 7. BRAD JOYCE

Northern Belle hopes for *'Lizzie'* as it outlines 2022 steam plans

LUXURY train operator Northern Belle is planning 14 steam-hauled journeys over the picturesque Settle-Carlisle line for 2022.

Northern Belle had an agreement during 2021 to use 'Princess Royal' class Pacific No. 6201 *Princess Elizabeth*, and wants to use the loco in 2022, but a crack in the firebox throatplate, discovered in July, saw *'Lizzie'* withdrawn.

Popularity

Northern Belle owner David Pitts hopes the 4-6-2, which is subject to an appeal for around £165,000 to cover the repairs, will be concluded in time for the first trip of 2022 from Leeds, Huddersfield and Manchester on February 26.

Mr Pitts said the trips using No. 6201 had been incredibly popular with many selling out within days, so it was a terrible blow to hear about the boiler problems. Some trains have been hauled by 'A1' No. 60163 *Tornado* as a replacement.

He added: "We have a very exciting series of journeys lined up for next year and we are confident that 2022 will turn out to be a bumper year."

Departures

While the first Northern Belle of the season starts from Leeds, other trips begin from Birmingham, Coventry, Derby, Durham, Lincoln, Liverpool, Newcastle, Shrewsbury, Wrexham and York. Other specials will be to the Cheltenham Gold Cup, Ladies Day at Royal Ascot, the Chelsea Flower Show and the Weymouth Seafood Festival.

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MP – Midland Pullman
0800 038 5360
PT – Pathfinder Tours
01453 835414
RTC – Railway Touring Company
01553 661500
UKR – UK Railtours
01438 715050
VT – Vintage Trains
0121 708 4960
WCRC – West Coast Railways
01524 737751

COVID-19

- NOTE: This list was current at the time of writing in mid October. 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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NOVEMBER: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
6	Hampshire Pullman	Victoria-Southampton-Victoria	35028	UKR
13	The Cheshireman	Bristol TM-Cwmbran-Chester	60163	RTC
13	Welsh Marches Express	Tyseley-Worcester-Hereford-Newport	46233	VT
20	The Cheshireman	Euston-Northampton-Chester	LMS Cl 5	RTC
20	Lickey Banker (am train)	Tyseley-Snow Hill-Worcester	7029 + 9466 banking	VT
20	Lickey Banker (pm train)	Tyseley-Snow Hill-Worcester	7029 + 9466 banking	VT
23	Gloucester/Cardiff Markets	Victoria-Reading-Gloucester-Cardiff	46233	RTC
25	Christmas Sussex Belle	Victoria-Redhill-Eastbourne-Hastings	LMS Cl 5	RTC
27	Flying Scotsman	Hellifield-Carlisle-Hellifield	60103	WCR
27	York Yuletide Express	Ealing B'dwy-Leicester-Barrow Hill	60163	RTC
December:	**Tours**			
2	Worcester Christmas Fayre	Norwich-Leicester-Worcester	60163	RTC
4	York Yuletide Express	Liverpool LS-Chinley-York	WCRC Pool	RTC
5	Melton Christmas Fayre	Tyseley-Nuneaton-Melton Mowbray	46233 & 7029 (TnT)	VT
5	Harringworth Special	Melton Mowbray-Corby-Melton Mowbray	46233 & 7029 (TnT)	VT

WCRC Pool locos: 46115/35018/45699/45690

NOVEMBER: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
6	Whitby Jet	Barrow-in-Furness-Preston-Whitby	LSL Blue Pullman	MP
12	Whitby Jet	Finsbury Park-Ely-Grantham-Whitby	LSL Blue Pullman	MP
20	Jolly Slateman	Derby-Stoke-Crewe-Blaenau Ffestiniog	LSL 20s & Cl 37	IC
20	Northern Star	Salisbury-Banbury-York & Harrogate	DBC 67	PF
27	Blackpool Illuminations	Euston-Northampton-Blackpool	Unspecified	UKR
December: Diesel & Electric tours				
4	Christmas White Rose Exp	Cardiff-Gloucester-York & Newcastle	2 x Class 50s	PF
4	Jorvik Christmas Pullman	Dundee-Edinburgh-York	LSL Blue Pullman	MP
6	Chester Christmas Markets	Skegness-Sleaford-Chester	WCR 47/57	WCR
8	Edinburgh Christmas Spl	Peterborough-Newark-Edinburgh	WCR 47/57	WCR

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Day 3. Goslar

Visit Goslar for a guided tour of the UNESCO-listed city, home to a host of historic buildings. With free time in the afternoon, perhaps visit the Marktplatz or sample some traditional cuisine in a local café.

Day 4. The Brocken Railway

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Day 5. Quedlinburg

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COMPILED BY CHRIS MILNER

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SIDELINES

Drier passengers at Orpington

A PROJECT costing £2.5m has been completed at Orpington to refurbish the platform canopies, paint the supporting wrought iron columns and install new timber fascia boards. Additionally, new glazing has been put over the inter-platform subway staircases providing more natural lighting.

Keadby Canal bridge repairs

WORK to repair a structural fault on the Keadby Canal bridge between Doncaster and Scunthorpe has been undertaken by Network Rail in conjunction with the Canal & River Trust. In September a fault meant the bridge could not be closed. Plans include a live monitoring system and plans for long-term repairs. The bridge is a 'Vazon' type which slides open to let boats pass.

Contract completed for Norwich station offices upgrade

REFURBISHMENT of the first floor offices at Norwich station, which are used by Greater Anglia (GA) staff, has been completed. Staff have been working remotely for some 18 months and it is GA's intention for its employees to return to the newly revamped offices. The work has involved a conservation planner to preserve important heritage features of the Grade II listed building.

Tunnel repair materials airlifted

MATERIALS needed for essential maintenance and repairs on a ventilation shaft on the 127-year-old Cowburn Tunnel in the Hope Valley near Chinley have been brought in by helicopter. Engineers are installing a sophisticated system of drainage pipes to collect the water in a controlled way and divert it into drains running through the tunnel.

Reston footbridge

AT the end of September, the new footbridge for Reston station, between Edinburgh and Berwick, was installed. It is hoped the new £20m station will open to passengers during 2022.

£25m project to protect Wales and Borders link

Strategic Anglo-Welsh corridor to benefit from increased resilience.

NETWORK Rail is to spend £25m protecting the rail link between Gloucester and Newport along the Severn Estuary in and around the Purton to Gatcombe area.

Exposed to rain, wind and sea, frequent events of more extreme weather have seen the line seriously disrupted by five major landslips in the last two years. This has led to extended closures of the railway and temporary speed restrictions, delaying more than 200,000 trains.

A vital passenger and freight artery – 43 trains of steel, petrol and construction materials and supermarket goods from Tesco use the line every week – Network Rail engineers have developed a multi-million-pound plan to protect the railway's future. The line is also the diversionary route when the Severn Tunnel is closed.

Work will begin in summer 2022 to remove more than 30,000 tonnes of material from the cliff face.

A special steel mesh and bolt system will then be installed alongside three miles of track, stabilising the rockface and preventing landslips on to the track below. Soil nails will be drilled to a depth of up to 10 metres, and 9000 metres of mesh will cover the cliffs.

A drone view of one location alongside the Seven Estuary where landslips have taken place. NR

Cutting sides are being regraded on the Glasgow and South Western line between Sanquhar and Dumfries to lessen the risk of landslips as a result of higher levels of rainfall, ultimately as a result of climate change. NR

£8m investment to stabilise GSW embankments

REMEDIAL work to protect and contain embankments from slips, and adjacent land from causing flooding on the railway, is taking place on the former Glasgow & South Western route between Sanquhar and Dumfries.

Costing £8m, Network Rail along with contractor QTS, is improving the condition of cuttings where modelling and pro-active monitoring has indicated an increased risk from extreme rainfall.

Work includes the installation of extensive crest drainage at the top of railway embankments to channel water flowing from hillsides surrounding the railway into newly upgraded drains which will carry it away from the track and discharge it safely.

Trackside drainage has also been upgraded with capacity increased to reflect the larger volume of rain which is falling and to minimise the risk of localised floods.

Loose stone and vegetation is being removed and rock netting installed, while soil slopes above rock cuttings are also being regraded to reduce the possibility of landslips.

With extreme weather having an impact on Scotland's railways, Network Rail estimates that between 2019 and 2024 it will spend £149m on such work, a 25% increase on similar work between 2014 and 2019.

Tunbridge Wells-Hastings line closed for a week

CONCERN over the stability of earthworks between Tunbridge Wells and Hastings saw Network Rail close the line for a week between October 23-29.

The work was to centre on the Victorian-built Wadhurst Tunnel, which has seen its steep-sided entrances increasingly affected by heavy rainfall and subsidence in recent years.

Soil nails were to be driven into the cutting face at both ends of the tunnel.

In the past decade engineers have visited Wadhurst tunnel on numerous occasions to secure the railway and install temporary fixes to weather-related movements.

In addition, the closure allowed earth and vegetation work to be undertaken at several other locations – Strawberry Hill tunnel, Nevill golfclub, Church Settle Lane and Bearhurst.

Fiona Taylor, NR's route director for Kent, said: "The steep cuttings along the line have suffered from a number of landslips in recent years, causing significant disruption and we are nearing the end of our works to stabilise them.

Hitachi wins Gloucester area signalling upgrade contract

A DESIGN contract to replace the signalling in the Gloucester area with new digital signalling equipment has been awarded to Hitachi Rail and Linbrooke. The current signalling controlled by the Gloucester panel dates from the 1960s.

Over the next 12 months the two companies will tailor the Wayside Standard Platform (WSP HS+) system to create a bespoke package for the area. The digital signalling facilitates the management of a greater amount of trackside equipment and integrates safety, diagnostics and signalling functions in one single control station.

The technology also creates a safer environment for staff, as it allows fault checking to be carried out remotely as opposed to physical trackside checks.

The Gloucester contract has been awarded as part of Hitachi Rail's Wales and Western Region Major Signalling Renewals Framework, itself awarded in 2020 and covers 2700 miles of track.

First section of Dawlish sea wall completed

NETWORK Rail has finished upgrading the first section of the sea wall at Dawlish, with the installation of new low energy LED lighting and concrete seating along the sea wall.

The project costing £80m adds resilience to a vulnerable section of line and was instigated after storms on February 4/5, 2014, which destroyed the sea wall in several places, cutting the main line to Cornwall for eight weeks.

The new lighting and seating will allow people to walk along the 360m-long promenade both in the day and darker evenings, as well as enjoy the views of the sea while relaxing from one of the 14 concrete benches along the promenade.

Work on the second section of the new sea wall – a 415m stretch between the Colonnade breakwater west of the station to the Coastguard breakwater east of the station – began last November and is progressing.

A total of 143 concrete wall panels have now been successfully installed and the curved wave returns that sit on top of the wall panels are continuing to be added.

A view of Dawlish and the illuminated promenade and sea wall looking north from Kennaway Tunnel. NR

Surbiton station to receive £6.7m capacity upgrade

NETWORK Rail has announced Surbiton station is set for a £6.7m upgrade, which will improve passenger journeys. Work has already commenced on the southern side.

The busy Surrey commuter station, with its modernist entrances that was used by nearly 9.5m passengers in 2019/20, will get new staircases, a footbridge extension, and ticket gates for platforms 3 and 4 will be installed. The project is designed to speed up entry and exit from the eighth busiest station on the Wessex route, as at present passengers are having to queue on a single set of stairs which can prevent trains to Guildford, Hampton Court and Woking from leaving on time.

Engineers will remove part of the station building on platforms three and four, along with the southern staircase to the public footbridge, but access to the footbridge will be retained for passengers and some local redirection will be necessary during the works.

Because of the station's Grade II Listed status, Network Rail architects have worked in collaboration with The Royal Borough of Kingston Upon Thames, Historic England, The Railway Heritage Trust, The Design Council and The Twentieth Century Society.

A view of the south side art deco frontage of Surbiton station, designed by Southern Railway chief architect James Robb Scott and completed in 1937. The artist's impression shows the additional staircase. STEVEKEIRETSU /CREATIVE COMMONS ATTRIBUTION

Leeds prepares for minor remodelling

IN preparation for remodelling of the approaches to platforms 4-6 at Leeds station later in the year, over the weekend of October 30/31, work took place to prepare a new track crossover and install new overhead wires. Ducting under the track for signalling cables was also installed.

The remodelling will help to increase capacity, but also reduce the impact at times of unplanned disruption. The project will be completed early in 2022.

Platforms 4-5 are often used by Bradford, Skipton, Ilkley electric services, Knaresborough or Carlisle services, while a number of LNER trains use platform 6.

Nine-day closure of Brighton Main Line

FOUR weekend closures plus a nine-day closure of the Brighton Main Line in February next year is being planned by Network Rail, in order to complete an £11m junction renewal at Copyhold, near Haywards Heath and build a new underpass at Hassocks. Track at Burgess Hill will also be replaced.

The plan means the railway between Three Bridges, Brighton and Lewes will close for nine days from February 19-27, 2022, with weekend closures also planned for January 15/16, February 12/13, March 5/6 and April 3. Network Rail says diversions will operate and rail replacement buses will be used.

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Second Ely capacity consultation begins ahead of TWAO submission

A PUBLIC consultation on proposals and options to increase rail capacity through Ely, Cambridgeshire, for passenger and freight services, was opened by Network Rail on October 18, and runs to November 28. The consultation will examine four specific proposals and options:

- Proposals to remodel the track layout at Ely North junction;
- Proposals and road options for level crossings at Queen Adelaide;
- Proposals and options for level crossings at Stonea, Burgess Drove (Waterbeach) and Well Engine foot crossing; and
- Proposals to upgrade 15 level crossings across the wider area.

Network Rail says the results from this latest consultation, together with the feedback from the earlier Ely South consultation (spring 2021) will help to progress designs prior to selecting preferred options. Subject to further funding, NR will present the preferred options as part of a final consultation in summer 2022 prior to submission of a Transport and Works Act Order, expected around winter 2022/23.

Disused track removed for Levenmouth line revival

THE Levenmouth rail link project has now completed work to remove the old disused track and redundant infrastructure from the former branch line.

Beneficiaries of the track and sleepers which was itemised and offered to heritage lines, are Leven Heritage, the Shed 47 Restoration Group (aka Lathalmond Railway Museum) at Dunfermline and the Bo'ness & Kinneil Railway. The donation will allow these groups to take specific projects forward.

Joe Mulvenna, Network Rail project manager for the Levenmouth link said: "This is the most significant phase of preparatory work so far on the project and we are literally clearing the way for the start of construction early next year. It is great to see local groups benefit from what was a redundant asset."

Next steps for the project will be to sink a significant number of trial boreholes all along the five-mile route. This will permit ground testing and for any signs of contamination, the results will dictate design development and construction methodology as the project prepares to go on site early in 2022.

FM unveils Queen Street plaque

SCOTLAND'S First Minister Nicola Sturgeon unveiled two plaques at Glasgow Queen Street station on October 4, to mark the official completion of the station's £120m Scottish Government-funded transformation. The first plaque was a replica of the station plate from 1881 celebrating the completion of the station's Victorian barrelled roof and the second to celebrate the current redevelopment.

DfT development funding for Stratford improvements

Passenger numbers continue to grow at London's busiest non-terminal station.

NETWORK Rail has secured a £2m boost of development funding from the Department of Transport (DfT) towards plans to help relieve congestion at London's Stratford station. The funding will allow Network Rail to develop an Outline Business Case which will need to be submitted to the DfT in 2022 to seek approval for further funding to progress with the work.

Since the 2012 Olympics, Stratford Station has been a key interchange in Zone 2 for passengers in east London and with it a huge growth in passenger numbers – nearly 42 million passengers between 2019 and 2020, making Stratford the busiest non-terminal station in London.

As the area regenerates, passenger numbers will increase further, more so when the full Elizabeth Line (Crossrail) opens next year.

At peak times, the station can be very busy and requires congestion management measures including one-way systems around the station and onto the platforms to maintain passenger safety.

Planning

The DfT funding will help Network Rail to develop plans for the TfL managed station in order to maintain safety of the station environment but also improve the overall station experience for future growth.

Subject to approval and further funding, the improvements will lead to more room on specific platforms and around entrances to improve circulation space. Other changes could include improved information screens and wayfinding.

Network Rail says the work could take place in phases and passengers may begin to see the first phase of work taking place between late 2022 and 2024 with the potential for more work over the next five years.

Hayes & Harlington becomes step free

NETWORK Rail has completed an upgrade at Hayes & Harlington station in reparation of the Elizabeth line opening in the first half of 2022. It is the sixth TfL Rail station to be upgraded to provide step-free access in the past seven months as part of the Crossrail project.

The work has included new lifts, ticket machines and clearer customer information for planning onward journeys. Similar upgrades have been undertaken along the TfL Rail western route at Acton Main Line, West Ealing, Ealing Broadway, West Drayton and Southall.

As an interchange station for those travelling to and from Heathrow Airport, Hayes & Harlington now features a station entrance made from glass and steel, with a spacious ticket hall inside. There is a wider gateline to improve passenger flow. A new footbridge leads from the ticket hall to platforms with three new lifts that provide step-free access to all five platforms.

A new waiting room and toilets have been completed, and there are new platform canopies. NR has extended all the platforms to accommodate the 204m long nine-car Class 345 trains.

The new exterior at Hayes & Harlington. Step-free access to the concourse is not in this view. NR

BRUNEL BACK AT TEMPLE MEADS: A Statue of Isambard Kingdom Brunel has been unveiled at its new home outside the Passenger Shed at Bristol Temple Meads station – a building he designed. The statue, created by John Doubleday, was originally presented to the city by the Bristol & West Building Society, being first unveiled in May 1982. In 2006 it was moved from the Broad Quay to Temple Quay. Another statue of Brunel, by the same artist, is located at London Paddington station at the Eastern end of his great railway. PICTURE: NR

Network Rail and Amey develop innovative tunnel drill

COLLABORATION between Network Rail and infrastructure company Amey has resulted in the creation of a new overhead line tunnel drill.

Network Rail first noticed potential areas for improvement working with Amey on CP6 tunnel refurbishments that require two operatives working at height in full personal protective equipment, manually holding a drill to carry out maintenance work. The risk of hand/arm vibration injuries, noise, inaccuracies, and dust contamination were potential factors operatives faced.

Working with Foulstone Forge, Network Rail, and Amey, the team created a drilling rig for use in railway tunnels. The Overhead Line Electrification Drill (OLED) machine is mounted on a flat-bed road rail vehicle, with the drilling arm managed via remote control. Along with a dust extraction system, the arm reduces the risks associated with working at height and using rotary-percussive power tools.

The new machine was first tested at NR's High Marnham Test Track and is now being used in connection with midlife OLE refurbishment of tunnels at Watford, Shugborough and Birmingham.

With a four-drill head capacity and laser guidance, maintenance work will be sped up, along with a greater accuracy compared to the previous one hole at a time system.

Trackworkers turn rescuers in the Peak District

TWO Network Rail workers have been hailed as heroes after rescuing an 81-year-old man who became stranded while picking blackberries for his wife in the Peak District.

Manchester-based trackworkers Colin Phillips and Rolando Navarro were working on some points at Peak Forest, Derbyshire on September 30, when they heard cries for help, and an arm waving in the grass.

They found a local man who had slipped and fallen down an embankment when the weather took a turn for the worse. Exhausted, wet and cold, the man only named as Denis, was brought to safety by the Buxton Mountain Rescue Team.

Denis subsequently made a donation to the Mountain Rescue Team as a thank you.

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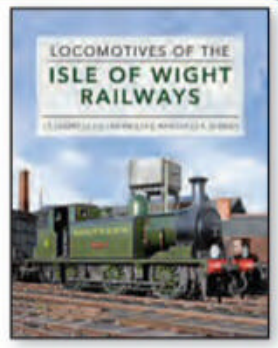


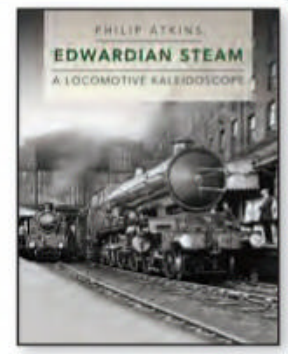
TP Cooper, JCH Faulkner, RJ Maycock and RA Silsbury

Although many books have appeared about the railways on the Isle of Wight, surprisingly little has been written about the locomotives which ran on the island. This is a definitive history of all the locomotives which have seen service on the Isle of Wight from the opening of the first stretch of line in June 1862 to the present day.

ISBN 9781910809877, Hardback, over 100 photos, 256 pages **£25.00**

Edwardian Steam

A Locomotive Kaleidoscope



Philip Atkins

In 1914 over 19,000 route miles of railway in Britain were operated by around 24,000 steam locomotives. Between 1901 and 1914 a new locomotive design or variant appeared at the rate of one every three weeks. Only six years separated the last GNR 4-2-2 and The Great Bear. This is a highly illustrated survey of the locomotives of this remarkable era.

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Liverpool & Manchester Railway Atlas

1st Edition

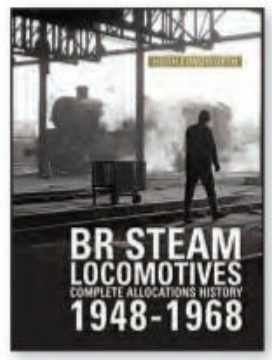
Joe Brown

This new Atlas covers all the railways, public and industrial, of the two cities in the title, in most of the historic county of Lancashire and other areas outside of this extending to places such as Chester and Buxton. In addition to the railway network, the Atlas maps the many tramway systems which once flourished in the area.

ISBN 9780860936879, Hardback, 256 pages **£30.00**

BR Steam Locomotives

Complete Allocations History 1948-1968

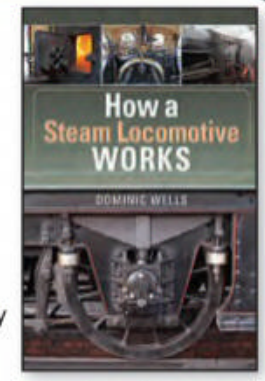


Hugh Longworth

A class-by-class, locomotive-by-locomotive record of each loco in service on 1 January 1948 and all those built by BR after that date. Each locomotive is listed with its number, name, full reallocation listings and withdrawal date. Shed names and codes are shown, coloured graphics are used throughout to highlight the different regions and a map shows the location of the depots.

ISBN 9781910809723, Hardback, 400 pages, 200 photos **£35.00**

How a Steam Locomotive Works

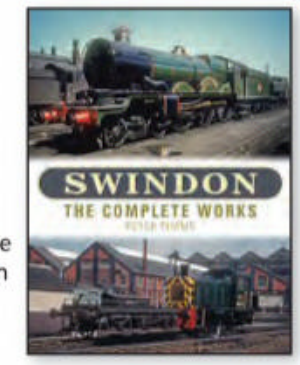


Dominic Wells

This updated edition is the ideal introduction to the subject for all enthusiasts who love steam locomotives but may not be fully up to speed on how they actually operate. Easily understandable diagrams show the function of components in step-by-step sequences which require no prior technical or engineering knowledge. Photographs, both historic and contemporary, also illustrate the text.

ISBN 9781910809747, Paperback, 176 pages, over 300 photos and diagrams **£19.95**

Swindon The Complete Works

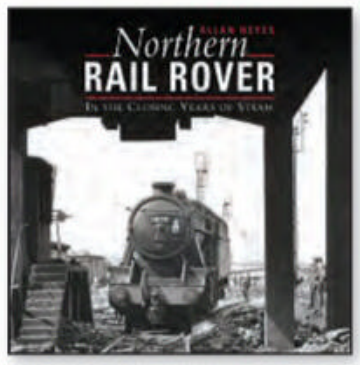


Peter Timms

The author's two previous books on Swindon works have been combined and rewritten to form the basis for this enlarged work. This is a comprehensive account of the GWR's main works in what was its heyday. This study is researched from a wide range of sources, not least from many first hand recollections of those who worked there.

ISBN 9781910809860, Hardback, 248 pages, 200 photos **£25.00**

Northern Rail Rover



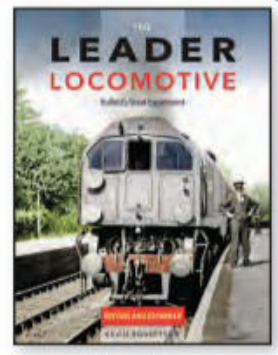
Allan Heyes

This book records in stunning photos, the reality of the last years of steam ranging from north Wales to Scotland. There is no glitz, no glamour, just a realistic and memorable record of the actuality of what the network was like in those final years, focusing on the infrastructure and the environment of the railway as well as the locomotives and the trains.

ISBN 9781909328945, Hardback, over 200 photos, 232 pages **£20.00**

The Leader Locomotive

Bulleid's Great Experiment



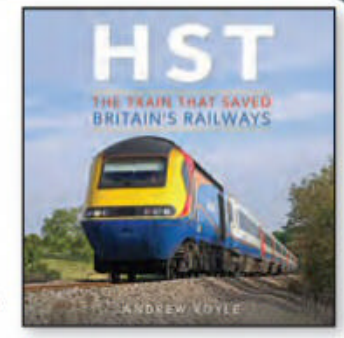
Kevin Robertson

Was this the great innovation to take the steam locomotive to new levels of sophistication and efficiency or a folly on the part of a creative, charismatic yet maverick engineer, which should never have been countenanced by his superiors? Much new material from a variety of sources is presented here for the first time that will fuel the debate which still rumbles on surrounding these ill-fated locomotives.

ISBN 9781910809853, Hardback, around 300 photos, 368 pages **£30.00**

HST

The Train That Saved Britain's Railways

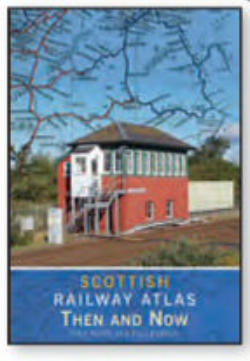


Andrew Royle

Following its introduction, the High Speed Train was not just a commercial and an engineering triumph, it began a transformation away from BR corporate blue to the variety of liveries seen today. This colourful celebration of these magnificent trains shows HSTs in a wide range of locations across the network and in the many liveries they have carried in more than 40 years of frontline service.

ISBN 978191080 9983, Hardback, over 200 colour photos, 176 pages **£20.00**

Scottish Railway Atlas Then and Now



Paul Smith and Paul Jordan

This Atlas has maps on opposite pages showing the network in 1920 and the same areas today, graphically illustrating how the system has contracted over the last 100 years, and allowing an easy comparison between these two eras. Additional sections contain information on Scottish Region Motive Power Depots with closure dates and locations, major structures, signal boxes and a full Index of Stations both open and closed.

ISBN 9781800350342, Hardback, over 400 maps and photos, 192 pages **£20.00**

The Blue Pullman Story

Fully Revised and Unabridged

Kevin Robertson & Mike Smith

Originally published in 2005, in the ensuing years a considerable amount of new material has been unearthed, both from official and private sources. The new edition is twice the extent of the original and has 200 additional photos. This comprehensive history of these trains includes plans and photographs, many seen here for the first time, though sadly this is a story bereft of a happy ending.

ISBN 9780860936886, Hardback, around 400 photos, 368 pages **£40.00**

The Southern Way Special No 18

60 Years of the Kent Coast Electrification

Colin Scott –Morton

This year's Southern Way Special Edition looks at the situation that existed before the power was switched on, at the necessary infrastructure changes and then the new trains themselves. Interesting comparisons are drawn between the times achieved by steam and the new electrics trains. The book has many illustrations recalling the days of those smart green trains in set formations which were universally welcomed by the travelling public.

ISBN 9781800350229, Paperback, over 100 photos, 120 pages **£16.65**

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SIDELINES

Midlands Parcel Hub nears completion

CONSTRUCTION of Royal Mail's new rail-linked Midlands Parcel Hub has reached the internal fit-out stage.

The hub at Daventry International Rail Freight Terminal is due to come into use in 2023 and will be the second and largest such site opened by the company. The first, the North West Hub in Warrington, is scheduled to be fully operational next spring.

Royal Mail says the Daventry site will be capable of processing more than a million items a day.

Ward opens Barking site

RECYCLING and waste management company Ward has opened a metal processing facility at DB Cargo UK's site at Barking in East London.

Ultimately, the aim is for Barking to be used by a number of trains every month, each carrying over 1000 tonnes of ferrous metal for processing and export.

Cemex depot investment

IMPROVEMENTS have been completed at three of construction materials supplier CEMEX's rail-served depots, as part of plans to reduce the proportion of its traffic carried by road.

At Small Heath in Birmingham, 330 metres of track was put in place, forming part of a new siding featuring storage bays for more efficient offloading.

The replacement of life-expired track with prefabricated rails embedded in concrete allows road deliveries by day and rail movements by night at Attercliffe in Sheffield and 152 metres of realigned track was laid at Bletchley.

Buy-out agreed

WARWICK Holding GmbH, the majority shareholder of rail wagon hire and logistics company VTG, has been given approval to buy out the company's minority shareholders. Warwick previously held 96.4 per cent of VTG's share capital.

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Freightliner receives its first FFA-G wagons

New fleet will allow more energy-efficient carriage of freight.

FREIGHTLINER has taken delivery of the first 40 of 230 new FFA-G 40ft intermodal wagons – the result of two-and-a-half years of work to achieve an energy-saving design.

The wagons, which are over two tonnes lighter per platform than their nearest competitor, were manufactured in Poland through a partnership with Greenbrier Europe and Axiom Rail.

As well as equating to a significantly lighter train, the operation of the vehicles is expected to result in lower noise levels and less track damage due to their modern low track force bogies.

The FFA-G has a working deck height of 980mm and, when carrying a 40ft/9ft 6in ISO container, offers a wider W10 gauge clearance than other 40ft wagons having achieved route acceptance for the entire W10 network.

Freightliner says a combination of weight saving and closely-coupled 40ft wagons could reduce carbon emissions by a further 7% compared to other rail services.

The deliveries of the wagons to the UK, which began on September 18, were expected to be completed by November.

A new Freightliner FFA-G wagon among the first batch to be delivered to the UK. FREIGHTLINER

DBC Class 66 on display

DB Cargo Class 66, No. 66004, which was unveiled in July in light green livery with 'I'm a Climate Hero' branding, was put on display at Glasgow Central station in support of Scottish Climate Week.

It is estimated that Hydro-treated Vegetable Oil (HVO), which is used to fuel the locomotive, can reduce carbon emissions by up to 90%.

The Class 66 was parked at platform 11 on September 15, to highlight the contribution rail freight is already making towards the Scottish Government's commitments to achieving a net zero carbon economy by 2045. One of the most ambitious net zero targets in the world, the deadline is five years earlier than that set for the rest of the UK.

Welcoming the visit of the locomotive, Scottish Transport Minister Graeme Dey said: "We want to see a competitive rail freight sector playing an increasing role in Scotland's ambition for a net zero, sustainable, inclusive economy by providing a safer, greener and more efficient way of transporting products and materials."

Class 66 No. 66004 was displayed in platform 11 at Glasgow Central on September 15. DB CARGO

Mr Dey added: "The rolling programme of efficient electrification supports the key role that rail freight has to play in helping to achieve our climate change objectives and it is encouraging to see that the rail industry is also taking forward other decarbonisation measures."

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SIDELINES

Contractor repairs Edinburgh defects

CONTRACTOR Bilfinger is carrying out repairs to 133 faults identified on Edinburgh's tram system after admitting liability for construction defects.

The expected lifespan of concrete used for the on-street stretches of track is 50 years, but just seven years after opening, work has had to be carried out on construction joints where there is heavy bus traffic.

Overnight road closures have taken place on parts of Princes Street and Shandwick Place in order to do the repairs.

Wolverhampton milestone

THE scheme to extend the West Midlands Metro to Wolverhampton city centre reached a significant milestone in September with the laying of the first stretch of tram tracks outside the city's railway station.

The final phase of main construction work for the project is taking place alongside the station, which fully reopened this summer following major rebuilding work.

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Tim Dunn's 'OURS' roundel at Baker Street, Dan Vo's Hammersmith sign and (below) Amy Lamé's Oscar Wilde quote at Caledonian Road. TFL

Pride roundels revealed

Ten designs by well known LGBTQ+ Londoners and staff displayed at stations.

TRANSPORT for London has installed 10 thought-provoking versions of its trademark roundel at stations on the Underground in celebration and support of the LGBTQ+ community.

Five well known LGBTQ+ Londoners produced designs, along with five TfL staff members.

London's Night Czar Amy Lamé drew inspiration from Oscar Wilde to produce a roundel with the quote: 'Be yourself; everyone else is taken.' It is displayed at Caledonian Road, along with a roundel created by TfL customer service assistant Edwin, which uses Pride colours to capture the courage of a lion.

Inspiration

At Baker Street, passengers can see broadcaster and railway historian Tim Dunn's 'OURS' roundel, which incorporates the London cityscape. Also displayed there is TfL fire engineer Paul's pop art-inspired design.

Campaigner Marc Thompson's creation uses the words of activist Joseph Beam, which, along with a work combining the themes of Pride, Tube routes and the NHS by TfL planning manager Joseph, can be found at Brixton.

For Vauxhall station, fashion designer Philip Normal devised a black roundel bearing the word: 'UNTITLED' and TfL assistant project manager Jack's creation features the progress flag and a disco ball.

Museum curator Dan Vo's tram moquette-inspired sign and TfL analyst Sarah's hope and unity design can both be seen at Hammersmith station.

Lower cost VLR track design developed

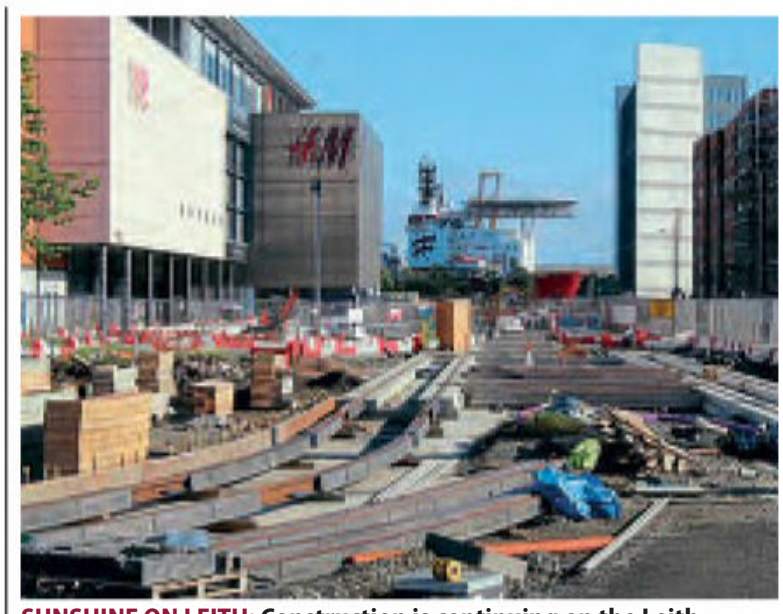
ENGINEERS working on the Coventry Very Light Rail (VLR) project say their new design of track could be laid for less than half the cost of traditional tram lines.

Preparations for conventional track can involve excavations of around one metre in depth and movement of utilities such as gas, electricity and water, but the new track sits just 30cm into the road surfacing, meaning that it can be embedded in an existing highway.

The track is the work of WMG (a department of the University of Warwick) and its design partner Rendel, a UK subsidiary of Ingerop. It is estimated it could cost as little as £10 million per kilometre to install, rather than £25 million per kilometre for conventional track, making urban rail a more viable proposition for smaller towns and cities.

Design has taken place alongside the development of a battery-powered Coventry VLR vehicle, which will undergo extensive testing at the VLR National Innovation Centre in Dudley.

The route of the first phase of Coventry's VLR system is still to be finalised, although there are hopes it could open in 2025.



SUNSHINE ON LEITH: Construction is continuing on the Leith section of the Edinburgh Trams Newhaven extension. This was the scene on September 22 at Ocean Drive, where work will be completed in phases up to Summer 2022. MIKE HADDON

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Dual fuel trial for GC '180'

A DRIVING motor car from Grand Central Class 180 diesel multiple unit, No. 180112 has undergone modifications to allow it to run on a mix of diesel and Liquified Natural Gas (LNG).

Fitted with a G-Volution Optimiser system, the vehicle (which now carries a green, rather than orange bodyside stripe) is expected to operate from November for a trial period on the dual fuel mix.

Information gathered will allow differences in emissions to be measured against those from standard diesel fuel.

Alzheimer's helpline promoted

DISPLAYING the Alzheimer's Society support line number, vinyl wraps have been applied to Transport for Wales Mk. 4 Driving Van Trailer (DVT) No. 82226.

It follows public and staff polls to choose three major charities to promote on vehicle bodysides. Since the summer, No. 82229 has carried RNLI advice for swimmers in difficulty.

Another DVT, No. 82216, has been unveiled in support of Hope House Children's Hospices.

New jacks for SWR depots

MECHAN has supplied new lifting jacks for South Western Railway's Bournemouth and Salisbury depots. Twelve have been installed at Bournemouth and four at Salisbury.

They can be chained together into different configurations and controlled as a synchronised set.

Final 'Paragon' unit launched into traffic

Anniversary livery for fifth Hull Trains Hitachi Class 802 unit.

CLASS 802, No. 802305, the fifth and final member of the Hull Trains complement of Hitachi-built bi-mode units, has been unveiled in a version of livery marking the company's 21st anniversary.

The unveiling, by the new Hull Trains (HT) managing director David Gibson, took place at Hull Paragon station on October 8 and also marked No. 802305's entry into passenger service.

Branded 'Paragons' by the operator, the £60 million fleet was built at Hitachi's Pistoia plant in Italy and financed by Angel Trains.

Debut

When No. 802301 made the debut 'Paragon' working on December 5, 2019, it had been expected that all five trains would be in operation by early 2020. However, as an open access operator not entitled to additional financial support from the Government, the impact of the Covid-19 lockdowns on revenue prompted HT to suspend services three times, the most recent being from January 9 until April 12 this year.

HT launched its first services on September 25, 2000, using Class 170 'Turbostar' diesel multiple units.

The Class 802s are a replacement for its previous fleet of Alstom-built Class 180 'Adelante' diesel units, transferred to East Midlands Railway, which had been augmented during 2019 with the hiring-in of two HSTs due to reliability issues.

The final Hull Trains Class 802 'Paragon' to enter service, No. 802305, after unveiling on October 8 at Hull in a version of livery marking the operator's 21st anniversary. HULL TRAINS

Cumbrian rail heritage remembered with unit naming

BARROW-IN-FURNESS station was the venue for the naming of Northern Class 195 diesel multiple unit, No. 195109, *Pride of Cumbria*, marking 175 years since the operation of the first services on the Furness Railway.

The Mayor of Barrow, Coun Helen Wall, unveiled the name at a ceremony on October 1.

A series of events have taken place to mark the anniversary year and visitors can find out more about the history of the railway, which grew from a link between the Dalton-in-Furness iron ore mines and Barrow, from new information boards in the waiting room at Barrow station.

The unit shares its name with Direct Rail Services Class 57, No. 57310 and, prior to that, it was carried by Class 47, No. 47802.

Barrow Mayor Coun Helen Wall and assembled guests at Barrow station for the naming of Northern Class 195, No. 195109, *Pride of Cumbria*. NORTHERN

Class 195, No. 195109, *Pride of Cumbria* at Barrow station, where it was named on October 1. NORTHERN

TPE Class 802s to enter WCML service next month

TRANSPENNINE Express has confirmed that, from December, Class 802 'Nova 1' bi-mode units will operate four services a day on the West Coast Main Line (two in both directions) between Manchester and Edinburgh.

The company says the deployments from its fleet of Class 802s, which will work alongside the currently-diagrammed Class 397 'Nova 2' electric multiple units, will give "more resilience" on the route as it moves back to a full service from the start of the December timetable.

Explaining that they would be used until further notice, a TPE spokesman added that without the additional trains, there would be no fallback if there was an issue with the Class 397s.

TPE has a fleet of 19 Hitachi-built Class 802s owned by Angel Trains and 12 Class 397s, constructed by CAF and leased from Eversholt Rail. Both classes are five-car trains and first entered service in late 2019.

The Class 802s will continue to operate services between the North East and North West, as well as TPE diagrams serving Edinburgh via the East Coast Main Line (including five new services between Newcastle and the Scottish capital from the December timetable) although the service pattern is less intensive than that envisaged when they were introduced.

REACTIVATED: **Reinstated and re-logoed for Colas, HST power car Nos. 43274 and 43272 (trailing) are seen heading through Doncaster on October 4, with a Darlington Down Sidings-Derby RTC test train working. Nos. 43251/57/77 remain at the Severn Valley Railway.** GEOFF GRIFFITHS

UNHAPPY JOURNEY: **Scrapyard-bound convoys of Class 365s began with the despatch of Nos. 365501/511 to CF Booth at Rotherham on September 30. Known as the 'happy trains' due to their refurbished cab fronts resembling a smiling face, on October 5 it was the turn of 365505/537 to head from Crewe South Yard to Sims Group at Newport Docks for disposal. Rail Operations Group No. 57312 is captured leading them through Northway near Ashchurch.** JACK BOSKETT

All five Lumo Class 803s authorised for public use

AT the end of September, the Office of Rail & Road authorised the placing into service of all five Hitachi five-car Class 803 electric units (803001-005) to be used by East Coast Main Line open access operator Lumo, which launched services between Edinburgh and London on October 25 (see also page 7).

The Class 803 is the first variant of Hitachi's AT300 train to be introduced since cracks were identified earlier this year on other classes already in use. As previously reported, Class 800, 801 and 802 units operated by Great Western Railway, LNER and TransPennine Express were temporarily withdrawn for checks.

Three types of cracks were found, stemming from stress corrosion to the lifting plates and fatigue to the bolster close to the yaw damper bracket and anti-roll bar fixing points.

The ORR authorisation letter for the Lumo Class 803s stated that Hitachi was developing solutions to address the defects on the other classes, adding: "While not a condition of authorisation of the rolling stock, you should ensure that the Class 803/0 vehicles are included in the activities to manage continued safe operation."

FIRST THREE-CAR UNIT: **On its first day of testing, the first three-car Transport for Wales Class 197 unit delivered, No. 197101 is pictured on test approaching Abergele & Pensarn working 3Q44 Crewe-Llandudno on Tuesday, October 5.** GERAINT JONES

Bescot naming

THE naming of GB Railfreight Class 66 No. 66795 *Bescot LDC* on October 8 followed the completion earlier this year of a major upgrade at Bescot Local Distribution Centre in the West Midlands.

Track reinstatement, repairs and renewal and the removal of disused buildings, upgrades to lighting, crash barrier installation, new safety steps and safe walking routes were included in the project.

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'Pendolino' progress

WORK on Class 390, No. 390125, the first of the Avanti's 'Pendolino' fleet to undergo refurbishment as part of a £117m investment, is progressing well with the set due to re-enter service later this year.

By November, just seven Class 390s were expected to be awaiting full Avanti colours, Nos. 390001/005/ 050/ 115/118/122/131.

Nine-year-old Freya names IET for GWR

PRIDE of Britain Award nominee Freya Bevan unveiled her own name on the side of Class 800 Great Western Intercity Express Train, No. 800317 at Paddington station on September 22.

The nine-year-old from Neath, who underwent treatment in America for two tumours and is preparing to go onto a new medication to reduce the size of another, was recognised for her bravery as part of GWR's Great Westerners campaign.

COP26 launch for 'next generation' battery train

Daily services planned for Vivarail unit during climate change conference in Glasgow.

Driving vehicles from Vivarail's first battery train, No. 230002, were exported earlier this year to the United States for use in demonstration operations by Pop-Up Metro. VIVARAIL

THE launch of Vivarail's latest battery train in Glasgow has been timed to coincide with the city hosting the United Nations Climate Change Conference.

The unit, which was still to be unveiled as *The RM* went to press, has a range of up to 80 miles and can recharge in 10 minutes using the company's patented Fast Charge system. It will operate daily services throughout the 26th Conference of the Parties (otherwise known as COP26), taking place from October 31- November 12.

Vivarail says the use of the train will be themed around the conference agenda, with the aim of explaining how rail fits into the wider concept of sustainable transport and can enable modal shift. The services are being run in partnership with Network Rail, with support from SLC Operations, Alstom and VTG.

Further plans

Network Rail and leasing firm Porterbrook have also arranged for a hydrogen-powered unit to feature at a COP26 fringe event to give guests, including leaders and climate experts, an insight into the potential for alternatively-fuelled trains.

Specialising in developing variants of the Class 230 unit, which utilise bodyshells and bogies from former London Underground D78 trains, Vivarail demonstrated its first battery train, No. 230002, to the public at the Bo'ness & Kinneil Railway in October 2018. The train's driving vehicles were exported to the United States earlier this year for use by Pop-Up Metro to demonstrate the potential of battery-powered trains to operate shuttle services to and from city centres.

The final stage of the Network Rail approval process for Fast Charge will begin with a live trial on the West Ealing to Greenford branch in early 2022. It follows a tendering process launched by Great Western Railway seeking the lease of a train and charging equipment (to be installed in the bay platform at West Ealing) for a period in service of one-three years.

WAGON REPORT

by Steven Fredrick Lappage

EUROPEAN Metals Recycling, Kingsbury has completed the scrapping of a batch of DB Cargo UK's redundant JGA bogie aggregate hoppers No. RMC 13711, Nos. RMC 17201/206/211/213/222, No. RMC 19238, and HTA coal hoppers Nos. 310009/065/ 067/071/096/ 121/147/153/ 173/183/192/ 204/248/277/ 324/379/384/ 420/423/450/ 452/518/532/ 534/544/555/ 635/648/732/ 747/780/790/824.

Further north, Wards Recycling, Ilkeston has cut up the bodies of former Freightliner Heavy Haul HHA coal hoppers, Nos. 370005/011/012/ 019/020/027/ 034/038/046/ 049/050/055/ 060/064/067/ 085/095/10/101/ 109/116/127- 129/131/135/ 145/148/150/ 151/161/164/ 167/170/190/ 197/202/217/ 220/225/229/ 239/241/244/245.

Bogies, wheelsets and brake equipment has been recovered for refurbishment and use in the programme underway at WH Davis, Langwith Junction to build new Megabox 75 stock for Beacon Rail Leasing. The new 101.6 tonne wagons will be Nos. 81 70 5932 105-6 to 150-2, TOPS code is JNA and length over buffers is 16.8 metres.

Other HHA hoppers are being modified by WH Davis at Langwith Junction to carry aggregates by removing two hopper compartments. Recently converted to 'shorty' form have been Nos. 370252/ 253/257/262/294/359/367/ 372/380/392.

Deliveries of new Ecofret2 container flats is ongoing. By September 20 further wagons released to traffic were FWA-C outers Nos. 83 70 4520 286-3 to 299-6 and FWA-D inners Nos. 83 70 4521 079-1 to 085-8.

DB Cargo's workshops at Stoke continue to fit integrated disc brake wheelsets to MHA 'Coalfish' open wagons, which are then recoded MPA. Further examples are Nos. 394020/076 /081/084/087/112/214/300/3 11/ 360/522/675/964 and Nos. 396124/125/146/158. A trio of previously stored BYA coil carriers have arrived, Nos. 966110/219/246 for overhaul and return to service.

Long Marston is now managed by Porterbrook and will be developed as a innovation centre for rail. However, it still serves as a site for the secure storage of rolling stock. Recent arrivals have included VTG Rail UK owned JXA bogie scrap carriers and a Network Rail materials handling train formed of YOA power wagons Nos. DR 92285/286 and YDA 'Octopus' high output ballast hoppers Nos. DR 92287-289/295/ 296/298-302.

Redundant barrier wagons stored in the Alstom/ Bombardier yard at Derby on September 11 were KBA tanks Nos. BT 85937/943 and RBA hoppers Nos. 9382 000-5/049-2.

At Chaddesden Yard, Loram PLG-01 plain line grinder set Nos. DR 79501-507 was present. Also seen were several rakes of JNA box wagons operated by DC Rail Freight.

Linsinger has delivered two twin-set railhead milling trains, type SF06-UK to Network Rail, Nos. DR 79102-103 and Nos. DR 79104-105. Already in use is Schweerbau high speed milling set Nos. DR 79602-604, seen stabled in the sidings at Bescot on September 17.

Awaiting repair at the Tarmac sidings, Washwood Heath on September 26 was Touax HYA hopper No. 37 70 6791 068-9. Notably it is covered in remarkably neat graffiti.

Left: Now with integrated disc brakes, MPA Spoil Open No. 394675 at Crewe.

Right: HYA Stone Hopper No. 3770 6791 068-9 awaiting repair at Washwood Heath on September 26.

Stock Update Track Record

COMPILED BY
ASHLEY
BUTLIN

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

West Midland Trains' three-car 'Aventra' No. 730001 passes Atherstone on October 21 with the 11.43 Crewe-Nuneaton mileage accumulation test run. These units will be used on the Birmingham Cross-City route. CHRIS MILNER

LOCOMOTIVES

Allocations
60065 WQ/WQAA-TO/WCAT
66055 WQ/WQAA-TO/WBLE
66057 WQ/WQAB-TO/WBLE
66100 WQ/WQAB-TO/WBBE
66207 WQ/WQAB-TO/WBAE
66599 FD/DHLT-LD/DFIN
66953 FD/DHLT-LD/DFIN
66955 FD/DHLT-LD/DFIN
66956 FD/DHLT-LD/DFIN
66957 FD/DHLT-LD/DFIN
73101 GBSD-GBZZ
73134 GBBR-GBZZ
73139 GBSD-GBZZ
86401 MBEL-AWCA
86901 QADD-QACL

Renumbered
56018-69003

Liveries
FL orange: 90006/08
H&H Rail Adventure: 43465/68
InterCity Swallow: 43049
+'Safer – think before you act' vinyls: 66748

Named
66795 *Bescot LDC*

Sold
125 Heritage Ltd: 43071/73/82

For Sale
20301-05/08/09/12, 37606, 37703, 57302/11

Stored/stopped locations
Colne Valley Railway: 43082
Crewe Basford Hall: 90005/06/10-12/16/43-46/48/49
Crewe Heritage Centre: 86622
Long Marston: 43045/60/73/75

Operational
60065, 66055/57, 66100, 66207, 66599, 66953/55/56/57

MULTIPLE UNITS

Allocations
230002 exported to USA
317345 preserved/scrapped
321419/29 IL/EBHQ-HQ/SAXU
365501/03/05/11/13/17/19/27/31/37 sent for disposal
365536/38/39/40 HE/ETHQ-HQ/SAXU
442419/20 sent for disposal
458507/17 WD/HYHQ-HQ/SBXH
701034 newly delivered HQ/HYHQ
701510 newly delivered HQ/HYHQ
707001/27/28/29 WD/HYHQ-SG/HUHQ
720571/72/77/80 newly delivered HQ/EBHQ

Off registration – scrapped/preserved
142002/10/65/68/70/72/75/76/83/85, 315804/14/16/21/45/50/58, 317345, 317888/91, 319451

Liveries
Hull Trains + 21st Anniversary logos: 802305
Lumo: 803003
SWR: 450014/55, 450106/22
TfW: 175106
+ green body stripe and Liquified Natural Gas LNG vinyls: 180112

Named
195109 *Pride of Cumbria*

Formations
180110: 50910+54910+55910+59910

Now in passenger traffic
720554/68/71

Preserved
East Anglia Railway Museum: 77092 (317345)
Llanelli & Mynydd Mawr Railway: 483006
The Depot, Caxton: 71621 (317345)

Stored/stopped locations
Bournemouth: 5704
Clapham Yard: 5750, 5905, 458535
Crewe: 197102
Derby: 720501/31/32/67/78, 730003
Doncaster RMT: 321334
Grove Park: 465235/37/39/43
Old Dalby: 730102
Oxley: 730001
Tyseley: 196002
Wimbledon: 5717/36/38, 5847/55, 5907, 458504/07/10/17/29
Wolverton: 156922, 321407/19/28/29, 769923/32/49
Worksop: 465238/40/41/42/44/47/48/49/50, 701510

Operational
465010/19

Disposals
C F Booth, Rotherham: Arrival date: September 30: 365501/11. Cut dates: October 6: 64476 (315808).
Sims Metals, Newport: Arrival dates: September 27: 77425 (442420); September 28: 71861 (442420); September 29: 62956 (442420); September 30: 71836 (442419); October 1: 77401 (442420); October 5: 365505/37, 77424 (442419); October 6: 71860 (442419); October 7: 62955 (442419), 365519/27; October 12: 365503/13; October 14: 365517/31

Sims Metals, Peterborough: Arrival date: October 6: 62705, 77044 (317345)

HAULED COACHING STOCK

Allocations
40711 SCEC-SCXH
40748 NL/EMHQ-HQ/SCEC then sent for disposal
41120/50 NL/EMHQ-HQ/SCEC then sent for disposal
41207 SCEC-SCXH
42091 NL/EMHQ-HQ/SCEC then sent for disposal
42150/54 NL/EMHQ-HQ/SCEC then sent for disposal
42407 sent for disposal
42586 sent for disposal
44094 NL/EMHQ-HQ/SCEC

Off registration – scrapped/preserved
10542, 10680, 12116

Liveries
ScotRail InterCity: 42033/35/96

For sale
5787, 5937, 6064, 6173

Formations
HA10: 40610+42360+42551+42252+42351
HA11: 40611+42267+42325+42301+42023
HA12: 40612+42275+42576+42276+42574

Preserved
Private site, Northumberland: 40711, 41095

In further use
Stannington Station: 41207
Upshire Primary Foundation School, Waltham Abbey: 41165, 42109

Stored/stopped locations
Doncaster Wabtec: 10321/30, 11320/21, 12222/24, 12323/26, 12461/77, 82200/27
Eastleigh Works: 10318, 11319, 12211, 12310, 12434, 82201
Ely: 44094

Disposals
Assenta Rail, Hamilton: Cut date: August 11094
C F Booth, Rotherham: Cut dates: October 1: 11999, 12463; October 12: 12440, 12533
Sims Metals, Newport: Arrival dates: October 8: 40748, 41120/50, 42091, 42150/54, 42407, 42586

■ STOCK CHANGES CORRECT AS OF OCTOBER 22, 2021.

Meteor Power has moved Nos. 08649 and 37207 to the new Very Light Rail Centre in Dudley (on the site of the former Dudley Town station and Freightliner terminal) for conversion to battery power. The two locos are pictured there on October 13. PHIL MARSH

Operations Track Record

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

Merseyrail's veteran Class 507 EMUs (built in the late 1970s) are now in the final phase of their working lives with the imminent introduction of new Stadler-built Class 777s. This twilight line-up at New Brighton on September 26 shows (from left) Nos. 507030, 507007, 508125, 508130. TOM MCATEE

RHTT

THE Railhead Treatment season is well underway. On Thursday, September 2 the 3W75 from Tonbridge West Yard to Tonbridge West Yard was seen passing through Tonbridge station. During the afternoon the train, 'top and tailed' by Class 73 Nos. 73109+73107 visited Paddock Wood, Swanley, Sittingbourne, London Victoria and Sevenoaks.

On Friday, September 24, the 6S99/0612 Carlisle to Inverness was heard passing Thankerton. The train was hauled by Class 66 Nos. 66122 and 66126 and conveyed a number of Railhead Treatment Vehicles.

Class 37 Nos. 37059 and 37425 were noted at Cromer on September 27 working the 09.22 Sandite circuit from Stowmarket. Two days later at East Grinstead, the service there was powered by GBRf 'ED' locos Nos. 73107 and 73213. On October 5, this train was top-and-tailed by Nos. 73141+ 73128.

DRS Class 66 Nos. 66434 and 66426 were noted in the bay platform at Grimsby on October 1 'top and tailing' a Railhead Treatment set waiting to work the 11.38 to York Thrall Europa.

Observed at Llandudno Junction on October 6, a service was 'top and tailed' by Class 56 Nos. 56094 and 56096 awaiting the passage of the 06.45 Cardiff to Holyhead, powered at the rear by Class 67 No. 67014.

LNER

AT Doncaster on September 15, Class 91s and Mk.4 stock were still operating: No. 91101 with DVT 82213; No. 91119 with 82205; and No. 91107 with 82208 were all observed on King's Cross to Leeds services.

Weekends have seen the East Coast Main Line closed between Heaton and Drem. ScotRail provided replacement buses for services to and from Dunbar. LNER services were diverted via the Tyne Valley, Carlisle and Carstairs. Trains were worked by nine-coach bi-mode units and combinations of Classes 800/2 and 801 five coach units in 10 coach formations. Observed on September 18 were Nos. 800103/06-09, 800201-03/05-10, and 801101/03/05/09-12.

On September 19 were Nos. 800101-03/07-10/12, 800201-03/05-10, and 801103/09-11.

The second weekend of diverted East Coast traffic via the Tyne Valley, Carlisle and Carstairs produced on September 25 Nos. 800102/04-06/08-13, 800201/02/04/07/08/10, and 801102/04-06/08-13; and on September 26 Nos. 800102-06/08/09/11-13, 800201/02/04/05/08, and 801104/05/010-12.

Reported on the third weekend were October 2 Nos. 800101-06/09-11/13, 800201/06/07/09/10, and 801104-06/08/09/12 and October 3 Nos. 800102-06/10/11/13, 800203/07/08/10, and 801101-03/05/07/08/10.

Witnessed on September 23 at York as Class 801/2 No. 801223 arrived on time into platform 5 with the 1E14 Edinburgh-King's Cross, was an unfortunate incident that saw an elderly man fall between the platform and the coach as he alighted. Station staff, quickly alerted by another passenger on the train, rushed to the scene, while one person ran to the front to inform the driver who then alerted the problem to signalling. Within minutes, first aid station staff were assessing the state of the person beneath the carriage while another phoned for an ambulance. Although the gentleman had a cut to his head, staff decided to haul him up from the track onto the platform where he was placed in a wheelchair, had his wound dressed quickly, and was then wheeled to the waiting ambulance. No. 801223 resumed its journey some 20 minutes late in what could have been a much more impacting incident. Hopefully, the gentleman concerned has now recovered.

Old and 'new' at Abergele & Pensarn on October 11 as DVT No. 82216 leads the 1W93/11.22 Cardiff Central to Holyhead, powered by No. 67017 at the rear, arriving at Abergele and Pensarn on Monday, October 11, 2021. The signalbox here was taken out of action in March 2018 when the semaphores were replaced by colour lights. EDMUND WEAVER

GWR

THE influx of Class 387 units from Gatwick Express and c2c has produced an interesting variety of liveries. On September 8, the 2P38/10.13 from Didcot Parkway to Paddington was seen passing Hanwell station formed of red No. 387203 and green No. 387167. A little later the same day, red No. 387202 was seen at Hanwell forming empty stock train 5Z90 from Reading Traincare Depot to Paddington.

Making a short hop from Reading to Reading West and back on September 16, the 2K54/17.10 from Reading to Newbury was formed of c2c No. 387301 and the 2K45/17.05 from Newbury to Reading was formed of No. 387306. A third c2c unit, No. 387302, was noted from a passing train at Reading Traincare Depot.

Observed while passing Reading Traincare Depot on September 16, Class 57 No. 57604 *Pendennis Castle* was noted on the stock of the Night Riviera, with another Class 57 at the rear of the train, obscured by multiple units. No. 57306 *Her Majesty's Railway Inspectorate 175* was also in the sidings at Reading Traincare Depot.

Continuing its policy of naming IET units, GWR named set No. 800317 *Freya Bevan* in a ceremony at Paddington on September 22. Freya is a young girl recently diagnosed with a third brain tumour. She is the latest to be chosen in a campaign that recognises remarkable people from across the network. GWR's head of external communications Dan Panes said that "having shown such courage throughout her young life", Freya was "a brilliant example and the company was proud to name one of its units in her honour".

Movements of Class 769 units reported included No. 769925 being hauled from Nemesis Rail, Burton to Wolverton Works on September 22, followed by No. 769949 on the same diagram on September 28 behind Class 37 No. 37884. A further move on October 7 had No. 769923 taken to Nemesis Rail from Brush Loughborough by Class 57 No. 57312.

greateranglia

AFTER an official announcement on September 13 that Class 720s would now extend down to the Harwich and Walton-on-the-Naze branches, initially the daily Harwich branch service appeared to be still in the hands of Class 321 'Renatus'-upgraded units, although at 05.30 on the morning of September 23, Class 720 No. 720540 was in platform 1 at Harwich International with scheduled empty stock movement to Witham under a

5F61 headcode at 06.23. Over the weekend of September 25/26, the four Class 317s that had resided in Harwich Parkeston Quay yard were moved out and over to the recommissioned second line from Harwich International-Dovercourt, with No. 317340 the southernmost unit. 'Aventra' Class 720 No. 720511 was noted working the Harwich Branch service most of the day on October 9, and is the first time that this class has been seen on this particular diagram.

Not often reported are the 'Flirt' units. No. 755407 returned to Norwich Crown Point from Hornsey on September 14 after tyre-turning, followed by No. 755405 returning north on September 23. Significantly, No. 755403 has been out of use for many months, being used as a source of spares to keep others in traffic. However, it has itself now been returned to traffic making a number of test runs on October 6 accompanied by No. 755333, the pair running from Crown Point to Lowestoft and back, Norwich to Thetford and back, followed by a return run to Great Yarmouth.

Increasing numbers of the new Class 720 units are being delivered south and gradually increasing service as the class extends its range. No. 720570 was taken south from Derby to Wembley by Class 47 No. 47749 and Class 56 No. 56081 on September 17. The same locomotives moved No. 720514 back to Derby from Worksop on September 23. This was followed by No. 720574 making the move from Derby to Wembley on September 30 behind Class 47 No. 47727. Also on September 30, No. 720501 was returned to Derby from Worksop by Nos. 56081+47749. Newly built No. 720577 was delivered from Derby to Wembley on October 6. Two days later No. 720578+720532 were returned from Worksop to Derby by Class 56 No. 56081 top-and-tailed with Class 66 No. 66797. The final move reported in the period under review was that of new unit No. 720580 taken from Derby reportedly to Old Dalby but in fact only as far as Melton Mowbray before it was then taken to Wembley top-and-tailed by Class 56 No. 56081 and Class 47 No. 47749.

ScotRail
Scotland's Railway

OBSERVED on August 27, the 10.34 train from Glasgow Queen Street to Oban, formed of unit No.156446, was very full when leaving Glasgow, with over a quarter of the seats being occupied by a pre-booked group. This resulted in some passengers having to stand for long periods on the 200-minute journey, and there were also long queues for the sole toilet while the refreshment trolley quickly ran out of hot water. Overall, this gave a very poor impression of ScotRail to those who were sampling the service for the first time. On August 29, 'Bike Train' No.153370 was noted in a siding at Oban in company with Class 156 No. 156465.

ScotRail finally introduced a five-car HST set on September 27 when sets HA10 and HA11 became available for traffic.

northern

THE train services operated by Northern have suffered from a lot of criticism, but journeys made with Northern between September 22-29 all worked well. None of the train services in the itinerary were cancelled and, although there was some late running, this was never enough to result in a missed onward connection. The trains were generally clean and staff friendly.

Northern operates some routes with very limited services. The five-mile line from Ellesmere Port to Helsby sees one pair of trains early in the morning and another pair in the evening. On September 23, a journey was made from Ellesmere Port to Warrington Bank Quay on the 2F17/19.10 from Ellesmere Port to Liverpool Lime Street with Class 150 No. 150129. Our correspondent was the only passenger on the train on departure from Ellesmere Port, while another passenger boarded at Stanlow & Thornton.

Most trains on the Styal lines run into Manchester Airport, where they reverse before continuing, but a handful run direct from Heald Green South Junction to Heald Green North Junction, missing Manchester Airport. On September 25, a journey was made on the 2F29/16.17 from Crewe to Liverpool Lime Street, formed of Class 323 No. 323228. Due to the emergency services attending an incident at Manchester Airport, the service ran direct from Heald Green South Junction to Heald Green North Junction without serving Manchester Airport. Having left Crewe 16 minutes late, by missing Manchester Airport the service was on time at Heald Green station.

Class 323 No. 323229 ran from Allerton to Wolverton Works on September 29.

A journey from Southport to Wigan Wallgate on September 24 provided an opportunity to sample one of Northern's Class 769 'Flex' bi-modes. The 18.16 from Southport to Alderley Edge was formed of No. 769458, which ran in diesel mode as far as Bolton. On September 28, No. 769431 was seen at Wigan Wallgate forming the 07.49 from Alderley Edge to Southport.

Heysham Harbour station sees just one arrival and departure per day. On September 27, a journey was made from Lancaster to Heysham Harbour on the 12.49 from Lancaster, formed of Class 156 No. 156491. After reversal at Morecambe station the train stopped at Morecambe Junction ground frame, where the driver left his cab to phone the signaller for access to the Heysham branch. The return journey was made as far as Morecambe on the 13.20 from Heysham Harbour to Lancaster.

Out of traffic for some considerable time, Class 155 No. 155341 was returned to Neville Hill from Wolverton on October 7, accompanied by Class 150 No. 150218.

TRANSPENNINE EXPRESS

IT IS reported from the August 16 timetable change that TransPennine Express ceased overnight servicing of its 'Nova 3' push-pull trainsets at Scarborough depot, following repeated complaints from nearby residents about the noise created by the Class 68 locomotives. The work will now be carried out at Longsight depot in Manchester, and consequently the new timetable includes additional workings for the 'Nova 3' trains west of York.

TPE is expected to announce a change to the deployment of the 'Nova 3' sets shortly, which will enable it to get the full fleet of 13 sets into service. Class 185 DMUs will be used more extensively on services to Scarborough. These create much less noise when running overnight or started up in the early hours.

On September 22, Class 68 No. 68025 *Superb* was seen at the head of empty stock the 15.06 from Longsight Carriage Maintenance Depot, which arrived at platform 3 at Manchester Piccadilly. The 'Nova 3' trainset then formed the 1E41/15.29 from Manchester Piccadilly to Scarborough, which was propelled by No. 68025 with driving trailer No. 12806 at the front of the train. The same formation was in use on September 27 on a journey from Leeds to Manchester Victoria on the 15.34 from Scarborough to Manchester Victoria.

Shades of the old days at Great Yarmouth on October 4, with three locos, two shunters and busy carriage sidings – although the circumstances today are very different. DRS Type 3s Nos. 37059 and 37425 were 'top and tailing' the 3S01/09.22 Stowmarket circular RHTT train, while Nos. 08762 and 08870 shunt Eastern Rail Services' stock and Type 2 No. 31452 lurks amongst the coaches. JAMIE SQUIBBS

Operations Track Record

Training on the West Coast Main Line continues on an almost daily basis, with the Class 802s working from Craigentinny to either Preston or Carlisle. The train then runs to Glasgow, returning to either Carstairs, Carlisle or Preston. The Carstairs trips return again to Glasgow before heading to Carlisle. The unit finishes the diagram by returning to Craigentinny. This is all in preparation for the Class 802s working some Edinburgh-Manchester services from the December timetable change.

A visit to York on September 23 revealed a number of Class 68s throughout the morning with Nos. 68023 *Achilles*, 68025 *Superb* and 68030 *Black Douglas*, working the Scarborough hourly runs and Nos. 68026 *Enterprise* and 68027 *Splendid* on route-learner trips, the former on Scarborough and back while the latter was on a Scarborough-Leeds-York movement. There was also a wealth of Class 802/2 units on predominantly the Liverpool Lime Street-Newcastle route with 802201/3/4/8/9/16/17 in evidence.

Following last issue's report into bridge bashes by lorries, this shot shows the rail bridge over the A73 at Bellside (near Cleland, North Lanarkshire) which has recently been raised from 4.3m to 5.1m. Crossing over the new bridge on October 6 is GBRf's No. 66741 with the Fort William to North Blyth empty alumina tanks. DAVID HALL

NOT yet in use with Merseytravel, the new Class 777 units are attracting attention as they are moved around the North West. On September 14, Nos. 777002+777009 were 'top and tailed' from Walton Old Junction, Warrington to Crewe LNWR by Class 37 Nos. 37601+37510. The following week on September 21, Nos. 777005+777007 followed 'top and tailed' by Nos. 57312+37510. Working solo, Class 37 No. 37510 took Nos. 777018+777016 on the same diagram on September 28.

TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES

AS part of the timetable change from September 13, and the reintroduction of an all-day Cardiff-Holyhead service, two Mk.4 sets are now booked in service on weekdays, working three round trips between them.

A journey was made from Colwyn Bay to Chirk on September 29 using the 11.33 from Holyhead to Cardiff Central. This was headed by Class 67 No. 67008 in TfW livery. At Chester, the train reversed and from there DVT No. 82216 was in the lead. Returning from Chirk to Chester the same day, the 11.22 from Cardiff Central to Holyhead was headed by No. 67015 in DB red livery. After reversal at Chester, the train was headed by DVT No. 82226.

The new CAF-built Class 197s are making various moves. No. 197001 was taken from Donnington RFT to Crewe by Class 66 No. 66551 on September 15, followed by No. 197003 being moved to Crewe by Class 66 No. 66589 on October 1. Class 197 units are continuing to be tested along the North Wales coast. The three-car variant began testing on October 5 when unit No. 197101 worked through to Llandudno.

Vivarail Class 230s are planned to take over operation on the Wrexham to Bidston Borderlands Line. No. 230008 and another unidentified Class 230 were noted from a passing train on September 25, in the sidings at Birkenhead North EMU depot. For now, services on the Borderlands Line remain worked usually by Class 150 units. A journey from Bidston to Wrexham General on September 25 made on the 10.33 from Bidston found it formed of Class 150 No. 150208.

West Midlands Railway

CLASS 323 No. 323214 was returned to Soho from Doncaster Wabtec on September 18 by Class 37 No. 37884. Its place at Wabtec was taken on October 1 by No. 323211 was taken to Doncaster by Class 57 No. 57310.

Class 730 unit moves reported included No. 730001 'top and tailed' by Class 37 No. 37510 and Class 57 No. 57312 from Old Dalby to Oxley on September 27. The same pair then took No. 730102 from Crewe to Old Dalby on September 30. Four days later on October 4, they were in use again to move No. 730003 from Oxley to Derby.

OVERGROUND

THE branch line from Factory Junction, just to the west of Wandsworth Road station, to Battersea Park (platform 2) has a very limited service, with trains normally only operating in the early hours of the morning and late at night. On September 19, with engineering works taking place between Wandsworth Road and Clapham Junction, London Overground operated a train at 15-minute intervals from Dalston Junction to Battersea Park.

In an incident on October 12, Class 710 No. 710124 over-ran the buffers at Enfield Town resulting in reportedly relatively minor damage to the front of the unit. Two passengers received minor injuries.

southeastern.

AFTER a break of several months, Class 465 units are again moving to Worksop for storage. On September 27, Class 37 No. 37884 moved Nos. 465241+465244 from Gillingham. These were followed on September 30 when the Class 37 moved No. 465250 on the same diagram and No. 465247 on October 4. Two further units Nos. 465242+465248 made the journey behind No. 37884 on October 11, with the Class 37 taking Nos. 465010+465019 back to Gillingham the next day. Reports indicate that all the Class 465/2s will cease operating at the end of Friday, October 15, and be transferred to Worksop over the next two weeks.

The former SWR Class 707 units began entering service with Southeastern trains on September 27, when Nos. 707009+707010 were working off Cannon Street. Later in the day, they were joined by Nos. 707011+707012. The units have now been branded 'City Beam'.

SOUTHERN

THE service between Clapham Junction and Milton Keynes, which was withdrawn from July 26 with the exception of one return working early in each of the morning and evening peaks, was reinstated in September.

On September 7, the 2O37/12.12 from Milton Keynes Central to Clapham Junction was seen rolling into Harrow & Wealdstone formed of Class 377 Nos. 377213+377208. A journey was then made from Harrow & Wealdstone to Clapham Junction on the 13.12 from Milton Keynes Central to Clapham Junction formed of Nos. 377202 and 377209.

Class 313 No. 313215 was taken out of service at Brighton prior to working the 08.01 service to Portsmouth Harbour on September 14 with a series of faults. No. 377108 was used as the replacement with a 10 minute late start. However, No. 377108 was in trouble itself with a door fault, which was rectified whilst the train was standing at Shoreham-by-Sea, losing a further 10 minutes, and the service was finally

The London to Brighton Main Line was closed south of Three Bridges on October 9/10 for engineering work, with services diverted along the Coastway West and Arun Valley lines – leading to the sight of red-liveried Class 387/2 Gatwick Express units Nos. 387221+387211 passing through Amberley with the 1A64/13.05 Victoria to Brighton. JOHN VAUGHAN

ROG Class 37 No. 37510 was used to swap TPE 'Nova 3' sets between Manchester Longsight and Scarborough on October 7, with the return trip pictured approaching Seamer running under headcode 5N42. CHRIS GEE

terminated at Havant. The 08.14 Brighton to Littlehampton service, normally formed of eight coaches, was reduced to four carriages with No. 377430 running single while No. 377470 was used for the 08.32 service to Southampton as a step up.

In a move on September 26, Class 377 No. 377703 ran from Selhurst to Hornsey on September 26 for an interior overhaul, to be followed over time with all the '377/6' and '377/7' units.

Class 313 No. 313203 was berthed in Littlehampton sidings over the weekend of October 2/3 waiting to go to Brighton Depot for attention due to numerous faults. No. 313205 was sent to Littlehampton on October 4 to take No. 313203 to the depot. Meanwhile Class 377 No. 377443 was employed on No. 313203's diagram, working on the Littlehampton, Bognor Regis and Portsmouth services.

October 5 was a nightmare for the travelling public trying to get to London and Brighton when overnight engineering work between Worthing and Hove overran by two hours. Two services from Portsmouth Harbour were diverted into Littlehampton. The 06.16 Littlehampton to London departed 40 minutes late and ran fast to Three Bridges to make up the lost time. It still arrived there 55 minutes late, however, resulting in the service being terminated at Gatwick. The return 08.18 Victoria to Eastbourne started at Gatwick. This service also lost time due to flooding between Pulborough and Billingshurst. The line was closed, and Arun Valley services were diverted via Worthing and the Brighton Mainline until the water started to recede.

South Western Railway

ENGINEERING work between Richmond and Feltham, first noted on the August Bank Holiday but continuing into September, closed all lines. The half-hourly shuttle service between Waterloo and Richmond ran at weekends until September 19. On September 4, a journey from Richmond to Clapham Junction was made on the 2V18/08.34 from Richmond. The train, formed of Nos. 455718+455737, departed from platform 1 at Richmond, normally only served by down trains, it then used the crossover to the east of the station to get over to up line.

The new Class 701s continue to attract attention, even though the class has yet to enter traffic. No. 701507 was 'top and tailed' from Derby to Worksop on September 14 by Class 47 No. 47749 and Class 56 No. 56081. This was followed on September 29, when No. 701510 made the same journey with the same locos. On the same day, No. 701030 was moved from Derby to Wimbledon by Class 47 No. 47727. Testing continues, and on September 20 No. 701031 was seen pausing at platform 9 at Clapham Junction whilst working as test train 5Q51 from London Waterloo to Staines Up Loop.

Extensive engineering works in the Basingstoke area on October 3 meant that trains were unable to proceed west of the station onto the lines to Winchester and Salisbury. Bus services were provided for some destinations.

SWR services from Weymouth were diverted to run to and from Southampton, via Fareham, Guildford and Woking and then on to Waterloo. CrossCountry services between Bournemouth and Manchester Piccadilly were also diverted to follow the same route, running nonstop from Southampton Central to Guildford. This gave the very unusual sightings of Class 220 and 221 units running between Fareham and Havant, and thence to Guildford. SWR services followed the more usual diversion service by stopping at Fareham and Havant.

Charter Trains

THE British Pullman made a trip to Chesterfield for a coach connection to Chatsworth House on September 1, with Class 67 Nos. 67024 in Pullman livery and 67001 in Arriva Trains Wales blue 'top and tailing' the 1E02/08.46 London Victoria-Chesterfield and 1O07/17.09 return. The following week on September 7, the same formation was observed on the 1Z40/15.00 departure from Victoria to Folkestone West, seen leaving platform 2. No. 67001 was left at the buffer stops having worked in the empty stock from Stewarts Lane Traction & Rolling Stock Maintenance Depot.

UK Railtours''Shrewsbury in Autumn' special for King's Cross on September 25 was seen arriving at Shrewsbury 'top and tailed' by Class 67 Nos. 67002 (in Arriva Trains Wales blue livery) and No. 67007 in shabby EWS livery at the rear.

DB Cargo

OBSERVATIONS of the Tytherington to Calvert stone train produced Class 66 No. 66168 on September 8. It was seen again on September 16 at Burnham hauled by No. 66053. On the same day, the Northolt Sidings to Severnside Sita 'Binliner' was seen passing Burnham behind Class 66 No. 66176.

Noted on September 20, Class 66 No. 66078 was seen pausing at platform 17 at Clapham Junction whilst working the 6O13 from Acton Terminal

Operations Track Record

Sunny Scarborough sees the departure of Nos. 37401 and 37402 'top and tailing' the 3J51/10.00 York-York RHTT on October 7, passing No. 68032 and TPE's 1T68/13.34 Scarborough-York. MICK ATKIN

Complex to Newhaven Marine Aggregates Terminal.

'Tug' No. 60020 was noted on the 07.20 Lindsey Oil Terminal to Neville Hill loaded oil tanks through Woodlesford on September 22.

Working a scrap train from Liverpool to Kingsbury (Tamworth) and back on September 22 was Class 66 No. 66070. No. 66050 was reported working a Liverpool-Swindon-Liverpool diagram on October 1. A further scrap move on October 4 saw No. 66056 on the same Liverpool-Swindon-Liverpool circuit. Then No. 66070 was out again on October 8 and 11 on the Liverpool-Swindon-Liverpool diagram.

Noted on September 29 at Warrington Bank Quay station was Class 60 No. 60015 at the head of train 6Z19 from Ravenhead Sidings to Chaddesden.

Observations of the Lindsey-Jarrow oil trains saw Class 60 No. 60066 in use on October 8 and No. 60074 on October 11.

The regular Tallington-Isle of Grain sewer concrete segments service was observed on October 11, hauled by Class 66 No. 66125.

CLASS 66 No. 66572 was seen passing Raynes Park on September 1, at the head of the Acton Terminal Complex to Tolworth Day Aggregates train. The service was seen again on September 6, this time between Raynes Park and Motspur Park hauled by No. 66622.

An hour at Harrow & Wealdstone on September 7 saw three container trains, all hauled by Class 66s: No. 66537 was on the 4L99 from Lawley Street Freightliner Terminal to Felixstowe North Freightliner Terminal; Nos. 66549 and 66539 double heading the 4O35 from Crewe Basford Hall to Southampton Maritime Container Terminal; and No. 66536 heading north on the 4M58 from Southampton Maritime to Garston Freightliner Terminal.

Two container trains were seen in quick succession passing Hanwell station on September 8. Class 66 No. 66529 was on the 4L36 from Wentloog to Felixstowe North Freightliner Terminal and No. 66515 was on the 4M58 from Southampton Maritime Container Terminal to Garston Freightliner Terminal.

The same two container trains were seen again at Burnham on September 15, when Class 66 No. 66539 was on the 4L36 from Wentloog to Felixstowe and No. 66565 was on the Southampton Maritime to Garston Freightliner Terminal.

The 7A09 'jumbo train' from Merehead Quarry to Acton was seen approaching Hanwell on September 8, headed by Class 59 No. 59104 *Village of Great Elm* in Hanson livery.

No. 66536 worked light engine on the 11.15 Leeds Midland Road to Crewe Basford Hall through Woodlesford on September 22.

Freightliner's distinctive, pink-liveried 'Ocean Network Express' Class 66 No. 66587 *As One, We Can* ran light from Carlisle to Crewe on September 24. On Thursday, September 30, the 4M80/16.33 Coatbridge FLT to Basford Hall passed Thankerton with Class 90 Nos. 90016 and 90047 hauling the train. Tucked in behind the train locomotives was No. 66587, dead in train.

Class 66 Nos. 66531+66561 were noted on October 6 light engine on the 10.18 Belmont Down Yard-Leeds Midland Road train, while No. 66570 was noted on the 11.15 Leeds Midland Road-Crewe Basford Hall light engine move.

THE northbound Daventry to Mossend Tesco train on the morning of September 15 passed Euxton some 58 minutes late. This train is usually an immaculate timekeeper, but it seems that Class 88 No. 88010 had a problem and Class 66 Nos. 66422 and 66433 had been attached to the front of the train leaving No. 88010 tucked inside.

On September 17, the 6S50/12.16 Carlisle New Yard to Millerhill saw Class 66 No. 66050 working in multiple with No. 66426 hauling Nos. 66432 and 66430 plus a lengthy and heavy ballast train.

Observations of the 'Thunderbird' locos on the WCML found Class 57 No. 57304 *Pride of Cheshire* in the engine siding at Rugby station on September 21. It was noted again on September 30 in the same place at Rugby, apparently not having moved in more than a week. On September 25, the appropriately named 57309 *Pride of Crewe* was seen stabled at Crewe station. No. 57308 was seen stabled at Carlisle station on September 28.

The 0Z66/10.12 Kingmoor to Millerhill was observed passing Thankerton on Friday September 24 with Class 66 No. 66302 hauling Nos. 66434, 66426 and 66432.

DRS Class 66 No. 66091 ran light from Carlisle (dep 16.15) to Crewe on Sunday September 26.

Class 68 Nos. 68002 and 68004 were noted in the sidings at Sellafield on Tuesday, September 28.

An assortment of DRS-liveried locomotives passed through Lancaster at 18.33 on September 30. Moving from Crewe (dep 16.06) to Carlisle with Class 68 No. 68009 *Titan* leading were Class 37 No. 37716, Class 66s Nos. 66091+66430 and, at the rear, Class 88 No. 88010 *Aurora*.

Observed at Dungeness EDF Energy stabling point on October 6, the flask train was hauled by Class 68 No. 68018 and Class 88 No. 88006. Sightings of Class 88s on this service have not been observed by our correspondent before, so using them on this diagram may be relatively new, two Class 68s are the usual. The front of the Class 88 was very scratched from passing through the undergrowth on the branch from Appledore.

CLASS 66 No. 66755 *Tony Berkeley OBE*, working the 4Y19 from Mountfield Sidings to Southampton Western Docks was seen stood at platform 1 at Tonbridge station on September 2.

The 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard, headed by Class 66 No. 66792, was seen between Barnes and Putney on September 7. Later the same day, No. 66792 was seen approaching Brentford running light engine from Hoo Junction Up Yard to Eastleigh East Yard.

Noted at Edge Hill (Liverpool) on September 14 were Class 66 Nos. 66794 on a Drax biomass train and 66797 on the Shap to Tuebrook stone train.

Just the one run from Harwich Refinery-North Walsham and back on September 15 and 16 under the control of Class 66 No. 66759 *Chippy* was reported. On September 18, the Doncaster iPort stopover was again in the hands of Class 66 No. 66713 *Forest City*, while that evening's Hams Hall arrival was behind No. 66763.

GBRf Class 73 No. 73962 *Dick Mabutt* was seen running light engine on September 15 from Wimbledon to platform 3 at Twickenham, where it reversed to run to Shepperton. No. 73962 was working as a 0F23 from Woking Up Carriage Holding Sidings to Woking Up Carriage Holding Sidings. The purpose of this working is not clear but may have been route learning.

DC Rail 'Tug' No. 60055 approaches the Fort Road Bridge in Tilbury on October 18, with a rake of 22 empty IXA wagons forming the 6Z22/12.50 Tilbury 2 Container Terminal to Willesden F Sidings. IAIN SCOTCHMAN

Class 66 No. 66775 *HMS Argyll* was observed passing Clapham High Street station at the head of the 6O88 from Acton Yard to Foster Yeoman Grain on September 20.

No. 66707 *Sir Sam Fey Grand Central Railway* came down from Peterborough on September 22 to work the empty condensate tanks from Harwich Refinery to North Walsham and returned the following day.

On the afternoon of September 23, Class 69 No. 69001 *Mayflower* was noted in Peterborough MPD along with Class 66/7 No. 66764, both of which had worked from Tonbridge Yard the same day.

With the power crisis evolving nationally, on September 23, another Tyne Dock Coal Terminal-Drax PS coal shipment passed through York as Class 60 No. 60095 took 6H70 via the avoider line round York station at roughly 15.00.

Class 60 No. 60076 *Dunbar* was noted from a passing train stabled by Edge Hill station on September 25. No. 60076 still wears Colas colours, although the word Colas has been removed from the lettering on the locomotive. It is understood to have later worked train 6E17 from Liverpool Biomass Terminal to Drax PS.

Class 66 No. 66707 arrived at the Harwich Refinery on September 29 for a second week of single runs on consecutive days on the North Walsham tanks. The following week, it was No. 66747 *Made in Sheffield* with its blue-white-red Newell & Wright livery that turned up on October 4 and did two trips back and forth over four days during the week finishing on October 7, returning that night to Peterborough MPD.

GBRf-liveried Class 60 No. 60021 was seen passing through Rochdale while working 6E24 Liverpool to Drax loaded Biomass working on October 6.

With the 'Jacobite' season drawing to a close, one of the two rakes of stock was taken back from Fort William to Carnforth on October 12 with diesel No. 37518 and steam No. 45212 in charge, the pairing seen heading south at Spean Bridge. The peak summer months sees two 'Jacobite' trips running each day, but only one runs during the final month of October. GORDON KIRKBY

Operations Track Record

CLASS 70 No. 70801 pulled the Sundays-only Chirk (dep 10.12) to Carlisle log empties over Shap on the WCML on September 19. When observed on September 26, the train was hauled by No. 70814.

Locomotive Services

TYPE 4 No. D1935 (47805) *Roger Hosking MA* was seen powering through Harrow & Wealdstone on September 7, at the head of empty stock from Crewe Holding Sidings to Southall.

LSL's Class 47s Nos. 47805 (D1935) and 47828 double-headed a rake of Statesman Rail Pullman liveried Mk.2 coaches from Wolverhampton (dep 06.07) to Edinburgh and back (dep 16.00) on September 22.

On September 25, Class 86 No. 86101 *Sir William A Stanier FRS* was seen stabled in the sidings beside Crewe station. On the same day Class 47 No. D1944 (47501), and Class 90 Nos. 90001 and 90002 were noted, from a passing train, at Crewe Diesel Depot.

Sims Metals, Newport

FOLLOWING a relatively quiet time, the yard ramped up deliveries in September. The daily deliveries of Class 442 vehicles from Wolverton Works continued. Then the first of several rakes of HST vehicles moved from Ely on September 22 when Class 37 No. 37884 conveyed Nos. 40705+40740+41099+42116+42186+44077+44080. Two days later, the same Class 37 moved Nos. 42191+42193+42192+42146+42128+42238+42199+42198+42239 south from Ely. The third rake followed on October 8 when Class 57 No. 57310 hauled Nos. 41120+41150+40748+42091+42150+42154+42407+42586.

The Class 365 units stored at Crewe are also now moving to Newport, there no longer being any future use for these units. The first move on October 5 had Class 57 No. 57312 move Nos. 365537+365505. Two days later Class 37 No. 37884 took Nos. 365519+365527. The following week Nos. 365503+365513 were taken south by Class 37 No. 37884 on October 12 followed by the same Class 37 taking Nos. 365517+365531 on October 14.

Derby RTC & Network Rail

NOTED on September 1, the 1Q53 from Eastleigh Arlington to Southampton Up Yard was first seen passing platform 1 at Surbiton station 'top and tailed' by Class 37 Nos. 37219 and 37057. The train then reversed at Wimbledon Park Carriage Servicing Depot and was seen again approaching Raynes Park station. The train consisted of Brake force runner No. 72612, Radio survey coach No. 977868, Special vehicle No. 5981 and Generator No. 6264.

The four-weekly 1Q23 test train from Welwyn Garden City to Cambridge Reception Sidings on September 15 was noted at Dovercourt on the Harwich branch with Colas Rail's Class 37/0 No. 37175 leading a consist of Nos. 9523+977997+72631+977969, with Europhoenix Class 37/6 No. 37611 Pegasus on the rear.

Two track machines, Plasser & Theurer 08-16/4x4C80 tampers numbered Nos. DR 73921 and DR 73922 *John Snowdon*, were seen stabled at Wrexham General station on September 25.

The New Measurement Train was noted arriving at Leeds on September 27 whilst working from Darlington Up Sorting Sidings to York. The train was headed by No. 43062 in yellow livery with No. 43299 in red at the rear.

Colas Rail's tamper No. DR73910 *Jupiter* ran from Stoke-on-Trent to Oxenholme on September 28.

Class 37s Nos. 37116 and 37219 'top and tailed' a rake of Network Rail Track Inspection rolling stock from Derby to Carlisle via Whitehaven, the train being observed passing Ulverston.

Heavy rain and bright sun equals a rainbow at Largin Viaduct (between Bodmin Parkway and Liskeard in Cornwall) as Nos. 33207+37706 head day three of Steam Dreams' 'Mayflower' tour from Penzance to Plymouth, where No. 61306 *Mayflower* and No. 45596 *Bahamas* took over for the run back to London Victoria. CRAIG MUNDAY

Our thanks

The *Railway Magazine's* thanks for information go to: Paul Atkinson, Mike Bechley, Gene Collins, Mike Cooper, Graeme Elgar, Peter Fletcher, David Gurr, Christopher Hinch, Barry Knock, Sean Morris, Richard Moxon, Martin Osman, Mark Reynolds, R.D. Richardson, Terry Smart, Roy Thurley, Jake Wallace, Ian Walton, Craig Wellum, Chris West.

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- Walschaerts valve gear
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OO Gauge (1:76 Scale)

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4F-025-016 MJA mineral and aggregates twin bogie box wagon in GB Railfreight blue - 502051 and 502052 NEW £50.15

4F-026-023 HIA aggregate limestone hopper 369023 in Freightliner white NEW.....£25.08
4F-026-024 HIA aggregate limestone hopper 369039 in Freightliner white NEW £25.08

4F-045-013 IOA bogie wagon in Network Rail yellow - 3170 5992 005-6 NEW.....£25.50
4F-045-014 IOA bogie wagon Network Rail yellow - 3170 5992 015-5 NEW £25.50
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Hattons Originals - Diesel locos

H4-66-033 Class 66 66743 in GBRf/Royal Scotsman (RRP £150).....BARGAIN....£119

H4-66-036 Class 66 66623 in Freightliner/G&W orange (RRP £150).....BARGAIN....£119

Heljan - Diesel locos

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139)BARGAIN.... £94

DMUs

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 in BR crimson and cream grey roof.....£160.65

Hornby - HSTs

R3770 Pair of Class 43 HST Power Cars 43002 'Sir Kenneth Grange' and 43198 'Driver Brian Cooper' in InterCity blue/grey and GWR green £261

EMUs

R3952 Class 390 Pendolino 4 car pack 390156 in Avanti West Coast £247

Coaches

GWRCoachPackB Collett 57' Non-Corridor 2-pack in GWR chocolate & cream (includes 2 x R4876) (RRP £107.98).....BARGAIN.....£62

GWRCoachPackD Collett 57' Corridor 4-pack in BR crimson & cream (Includes R4685A, R4686A, R4687A & R4688A) (RRP £211).....BARGAIN....£119

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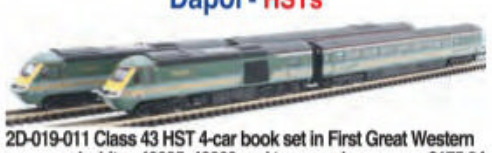
Oxford Diecast - Buses

76IR6006 Irizar i6 City Link Air NEW.....£21

N Gauge

Dapol - HSTs



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2P-006-003 Mk 3 SLE sleeper 10632 in GWR green NEW . £26.35

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O Gauge (1:43 Scale)

Dapol - Steam locos

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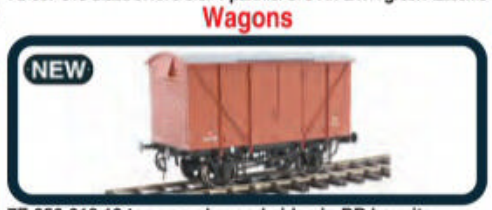
7S-007-010 Class 57xx 0-6-0PT pannier 8784 in GWR green £206.75

Wagons



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Heljan - Steam locos

H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (RRP £750).....BARGAIN....£579

H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (RRP £750)BARGAIN £579

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1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (RRP £549).....BARGAIN....£350

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2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (RRP £395).....BARGAIN....£259
2052 Class 03 shunter in BR green no yellow ends and 'flowerpot' exhaust - unnumbered (RRP £395).....BARGAIN.... £259

2058 Class 03 shunter in Industrial yellow wasp stripes - unnumbered (RRP £395).....BARGAIN....£249

3140 Class 31/4 in BR blue - unnumbered..... £466.65

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'Strengthened' NIR 4000 Class enters service

SEPTEMBER 30 saw the first of Northern Ireland Railways' newly strengthened and refurbished 4000 Class DMUs enter service, incorporating three of the 21 new walk-through carriages that were delivered from Construcciones y Auxiliar de Ferrocarriles (CAF) on March 19.

Railcar set No. 4017 was seen off on the 14.15 Belfast Great Victoria Street-Whitehead service by Northern Ireland Infrastructure Minister Nichola Mallon and Translink Group chief executive, Chris Conway. The unit is the first of seven 4000 Class sets that will be increased from three-car to six-car sets as part of a £66 million investment. The vehicles have similar features to the current fleet, including air conditioning, carpeted floors, overhead luggage racks and laminated glass windows.

The next units to be so treated will be Nos. 4014, 4015, 4016, 4018, 4019 and 4020, with the last expected into service in summer 2022.

Restored Guinness grain van relaunched

A FORMER Guinness Brewery grain van that was the subject of an arson attack more than four decades ago has been officially relaunched by the Railway Preservation Society of Ireland (RPSI) at Whitehead.

The 1911-built van – No. 504 – has been restored by RPSI volunteers with financial help from the National Lottery Heritage Fund and will now go on display in the Whitehead Railway Museum. The official unveiling was conducted by Coun William McCaughey, Mayor of Mid and East Antrim Borough on September 25.

No. 504 was built by the Great Northern Railway (Ireland) at Dundalk and was used to convey barrels of Guinness from the Dublin brewery around the GNR(I) network. It was presented to the RPSI by Guinness in 1969, but suffered fire damage during an arson attack in 1978. Since then, the body has been lifted off and repaired, and the bogies fully refurbished.

Drumboe in triumphant Donegal homecoming

County Donegal locomotive returns to spiritual home after six decades away

COUNTY Donegal Railways 2-6-4T No. 5 *Drumboe* made a triumphant return to Donegal Town station last month following the completion of a cosmetic overhaul by the Railway Preservation Society of Ireland's (RPSI) engineering arm, Heritage Engineering Ireland, at Whitehead.

The 1907-built Nasmyth Wilson locomotive, which headed the last passenger train on the County Donegal system in 1959, moved to its new home at the Donegal Railway Heritage Centre on October 9. The move marked the culmination of a €100,000 project, which was partly funded by a €65,000 grant from Donegal Local Development CLG.

The locomotive, resplendent in CDRJC 'Geranium Red', made almost procession-like progress across Ulster as it made its way on the back of a low loader from Whitehead. The route took the loco through the famous Barnesmore Gap, close to the formation of the long-closed 3ft gauge line. Many well-wishers were on hand to witness the historic occasion and welcome *Drumboe* back to Donegal.

The loco spent the night on the low loader, and the next morning cranes arrived to lift it into position in a new bay platform that has been constructed specifically to showcase *Drumboe*. Eventually a new platform canopy will be erected, which once complete will provide protection for the historic locomotive.

The work undertaken at Whitehead included repairs to the cylinder blocks, overhaul of the pistons and valves and the fabrication of new sections of the coupling rod, valve rod and return cranks. The wheels were also reprofiled and the journals skimmed, while corroded sections of the main frames and bogie frames were renewed. A new chimney and bearings were also cast, and the old tanks and cab replaced with new. This work was primarily cosmetic, but the ultimate intention is to return *Drumboe* to steam.

Future

Peter Scott of the RPSI's locomotive department said: "The major outstanding work required to render the loco fully operational is an overhaul of the boiler, which will involve substantial platework repairs as well as normal retubing, along with replacement of boiler fittings, brake and lubrication equipment."

Donegal Railway Heritage Centre manager, Niall McCaughan, added: "Many people have asked if this is just a cosmetic repair, or can *Drumboe* go back into steam? The answer is that most of the loco has been restored so that, when funding becomes available, it could certainly be returned to steam.

"However, we see this as Phase 2, and have already started preliminary work on drawing up Terms of Reference for a Feasibility Study, which would be needed in order to attract funding. Phase 2 could be a medium to long-term project, but this initial work is an important step towards this vision."

On the morning of October 10, County Donegal Railway 2-6-4T No. 5 *Drumboe* is lifted from the low loader and prepares to touch the ground once again at Donegal Town station for the first time in decades. NIALL MCCAUGHAN

Container service begins between Port of Waterford and Ballina

IARNRÓD Eireann-Irish Rail (IÉ) and XPO Logistics have together begun operating a bi-directional containerised freight service between Ballina, in County Mayo and Waterford.

The first train of the new service left Belview Port near Waterford behind 071 Class No. 072 on September 29.

The service will initially operate on a once-a-week basis, but the plan is to increase this to twice-weekly within eight weeks. The hope is that some 5000 truck movements a year could make the switch from road to rail, something welcomed by Minister for Transport, Eamon Ryan TD.

Commenting on the start of the new 'liner' service, Mr Ryan said: "This service offers a practical and sustainable option for businesses on both sides of the country who are looking to move goods for domestic and export markets. As we examine the potential to increase the use of the network for freight, it is fitting that this new service will offer an immediate solution for freight movement between these key locations."

The new service comes as IÉ finalises a new national rail freight strategy to identify growth and investment opportunities that will ultimately lead to significant growth of rail freight operations, while helping the operator work towards a zero emissions target. It is working with existing and potential new customers, freight forwarders, ports and the Irish Exporters Association to identify opportunities and trends for rail freight development within the Irish and European market.

The inaugural working of the XPO 'liner' from Belview Port to Ballina passes Gyles Quay on the South Wexford line a few minutes after departing the port on September 29. FINBARR O'NEILL

COMPILED BY KEITH FENDER

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

Stadler wins New Zealand loco order

KIWIRAIL has ordered 57 new six-axle diesel locos from Stadler, in a deal worth at least €228 million. The 1067mm gauge locos, derived from the UK/Euro Light model (UK Class 68) will use a 3MW Caterpillar CAT C175-16 engine that meets the latest EU Cat V emissions standards and are being bought for both freight and passenger use on the South Island of New Zealand.

The locos will be built at Stadler's Valencia factory in Spain with deliveries between 2024 and 2026. The arrival of new locos is likely to result in the withdrawal of most of the existing fleet in use on the South Island part of the system.

In the last decade, KiwiRail had bought Class DL locos from Chinese manufacturer CRRC, ordering the last 10 of 73 locos in February.

Sandstone moves Cape gauge locos to safety

South African heritage collection relocated to main site.

GMAM Garratt No. 4114 following arrival at Sandstone Estates on August 25 after its 120-mile road trip from Bloemfontein. GERT JUBILEUS

TO ensure future security and enable future restoration and display, the Sandstone Heritage Trust has started to move some of its Cape Gauge (1067mm gauge) steam locomotive collection from Transnet depots around South Africa to the main Sandstone Estates site at Ficksburg in the Eastern Free State province.

In recent years 'preserved' locos stored at main line depots have been subject to damage by vandals and metal thieves, some of whom operate as armed gangs!

The first locomotive to move was North British built ex-SAR GMAM Garratt 4-8-2+2-8-4 No. 4114 (27772/1957) on August 19; the move by road was the largest loco ever moved by road in South Africa and thanks to clever logistics planning the 29 metre, 160 ton loco was moved 120 miles in one piece on a 19 axle road trailer.

Since then, other locos have left the Transnet-owned depot at Bloemfontein, including North British (NB) built 24 Class 2-8-4 No. 3688 (NB 26400/1949), 11 Class 2-8-2 No. 929 (NB 16266/1904) and German built 4-8-2 19 Class No. 2654 (Krupp 1834/1939).

Progress

Following movement of the Bloemfontein locos, those at Germiston (near Johannesburg where the now defunct Reefsteamers was based) will be next in line, including North British built Class 25NC No. 3488 (NB 27348/1954) and 15F Class No. 3052 (NB 25591/1946) previously owned by David Shepherd.

These, plus another Garratt GMAM No. 4079 (Beyer Peacock 7677/1954), Cowans Sheldon built steam crane No. 578 and ex-Rhodesia Railways English Electric diesel No. DE2 1207 are likely to move first to Pretoria by rail.

Our thanks to Sandstone Estates and the UK based North British Locomotive Preservation Group for help with this item.

New 'EMD' passenger diesel locos built in Argentina

ARGENTINIAN national rail operator Trenes Argentinos has taken delivery of the first main line diesel loco to be built in the country in recent decades.

During the last 10 years, all new locomotives introduced in Argentina were made in China. The first of two new six-axle 1676mm gauge diesel locos built by Materfer in Córdoba province, designated as type MTF3300 by the builder, were delivered to Haedo depot in Buenos Aires in early October.

Trenes Argentinos intends to use the new locos, which weigh 114.7 tonnes and have a maximum speed of 130kph equipped with 6000 litre fuel tanks, to expand passenger services on the Sarmiento Line in the near future. Services which currently operate from Once station in Buenos Aires to Bragado will be extended further west to Pehuajó, although the exact timescale for this is currently unclear.

The 16-cylinder, 3300hp, EMD 16-645-E3B engine used in the otherwise entirely new locomotives are reconditioned power units originally used in BNSF SD40-2 locomotives in the USA; Materfer bought four such locos second-hand in the last decade. The new MTF3300 design is capable of conversion (by exchanging bogies) for use on all the gauges in use in Argentina (1000/1435/1676mm).

New Materfer MTF3300 design loco B104 in Trenes Argentinos livery at Retiro depot in Buenos Aires on October 7, 2021, prior to transfer to Haedo depot elsewhere in the city. DARIO SAIDMAN

Ukraine Railways (UZ) VL8M No. 1449 and VL8M No. 354 seen at Chaplyne, eastern Ukraine with westbound freights on July 25, 2009. SHAUN WALLACE.

Massive Soviet electrics fade away

THE last of a class of what was once more than 1700 double electric locomotives are now in service in Ukraine. The Soviet Railways VL8 CoCo+CoCo 3kV DC loco design was built between 1953 and 1967 by the Novocherkassk Electric Locomotive Plant, both at Novocherkassk in southern Russia and Tbilisi in Georgia, with 1723 being built.

The design was derived from the earlier VL22 CoCo design dating from 1938 and was initially used in Russia on the Trans-Siberian route, although by the 1970s the more modern VL10 design had replaced it there.

By the time the Soviet Union ceased to exist in 1991, most VL8 locos were in use working both passenger and freight in Ukraine. Operation of the type in Russia itself ceased over a decade ago, although small numbers of VL8 locos remain in the fleets of neighbouring countries Georgia, Azerbaijan and Armenia. How many, if any, are actually in service is not known.

European heritage lines bounce back from Covid

THE easing of coronavirus restrictions across Europe has varied from one country to another, although one common feature has been that heritage rail lines have been able to reopen, in some cases for the first time since 2019. Rules concerning masks, vaccinations and social distancing vary between countries, and sometimes within them as well.

In some countries, heritage railways have been operating this summer as normal whilst in others, notably Germany and Austria, only passengers who can prove they have been vaccinated are allowed to travel – and must wear face coverings while doing so.

The reopening of travel from the UK was too late for most people to attend events held overseas in the first half of the year, notably a steam festival at the Baie de Somme railway in northern France in early July which featured locos visiting from Germany.

In Germany, the annual Dresden Dampflok Festival took place from October 8-10, enabling visitors from all over Europe to attend, having been completely cancelled in 2020, although only people who were fully vaccinated or who had a very recent negative test were allowed in.

Above: On the 700mm gauge Hedelands Railway near Roskilde in Denmark, 0-8-0T loco No. Da.7 (Henschel 18449/1921) celebrated its centenary in 2021 and was in use this summer, seen at Hedehusene on August 29. By October, Denmark, like much of the UK, had removed almost all Covid-19 restrictions. SHAUN WALLACE

Left: The 600mm narrow gauge heritage railway on the Hel Peninsula formerly served coastal batteries although part of the network remains in use by the Polish Navy. One of the resident type WLs40 diesel locomotives is seen in the sand dunes at Hel Cezar on August 13. Poland, unlike neighbouring Germany, did not require evidence of vaccination from prospective heritage railway passengers this summer. PAUL GRIFFIN

Electric railways set for renaissance in Costa Rica to help cut carbon

THE Central American country of Costa Rica is planning several projects to rebuild existing lines and to build an entirely new 84km long line in the country's central valley serving the capital San Jose.

The new line and some of the rebuilt ones (Valle de la Estrella- Limón-Rio Frio) will be electrified, although they will not be the first electrified lines in Costa Rica. Unusually for the Americas, sections of the 1067mm gauge network were previously electrified as long ago as 1930 (at 15kV AC), although later electrification of other lines in 1980 was at 25kV AC.

Previous governments shut down much of the rail system following an earthquake in 1991 which led to the abandonment of much of the system and all of the electrification, which was either salvaged or stolen, although in practice some diesel trains continued to operate. Many of the electric locos remain in store, although two have been officially preserved.

The country once had an extensive, 353km long, 1067mm gauge railway network, much of it designed to aid the transport of bananas or other produce to ports for export to the rest of the world. Today, apart from a commuter rail service in San Jose, operated with eight new DMUs supplied recently by CRRC in China, there is little activity anywhere on what remains of the system.

Transport however, (i.e. mainly cars and trucks on the roads) represents more than 50% of the country's carbon emissions (in part thanks to previous efforts to make the electricity grid almost entirely reliable on renewable energy) so plans to rebuild or create new electric railways will reduce both traffic congestion and carbon emissions. Reflecting this, both regional development banks and the United Nations have offered to lend over $1 billion to build or rebuild railway lines.

The coronavirus pandemic has caused huge economic damage to the Costa Rican economy, which was highly dependent on tourism, and it is unclear how much of the ambitious rail investment plan will happen in the short term; political opposition to the spending plans is growing.

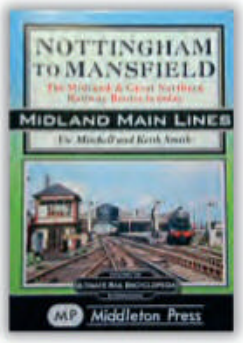
Preserved 15kV AC 1929 built electric loco 127 at the rail museum at Atenas station on the currently disused 98.3km long line between San Jose and Puntarenas on the Pacific coast on May 12, 2017; planning to reopen the line is underway led by Korean National Railways. The loco was built by AEG at Hennigsdorf north of Berlin (AEG 4086/1929) and was delivered as an 820HP A1A A1A. It has subsequently been rebuilt to BoBo wheel arrangement. KEITH FENDER

Nottingham to Mansfield

By Vic Mitchell and Keith Smith

ALTHOUGH its front cover confusingly refers to 'The Midland & Great Northern Railway', this book describes two rival routes in Nottinghamshire built separately by the MR and GNR.

The opening page contains a tribute to co-author and Middleton Press founder Vic Mitchell, who died this year during the final stages of the book's production. He and Keith Smith have collaborated on more than 300 Middleton titles over 42 years and in the process have built up what is described as 'the ultimate railway encyclopedia'.



This latest addition to the series follows the traditional pattern of maps, track plans, photos and captions, all in black and white, and covers one of the most fascinating and complicated stretches of railway in the whole of Britain. For the GN and Midland fought not only with each other through the narrow Leen valley but with the Great Central too. This led to situations in which three main lines ran literally alongside each other in some locations, and although the GC routes are not covered in this volume, they inevitably appear on the maps.

So intertwined were the lines that the Midland and GN routes are wisely treated as separate chapters.

The Leen valley lies in the heart of Nottinghamshire's once-vibrant mining district (the main reason for such intense railway rivalry) and numerous collieries were served, including Cinderhill, Bestwood, Hucknall, Linby, Newstead, Annesley and Kirkby. The last two locations are well known in railway circles too, both having possessed major motive power depots.

Rather unusually, the book contains three pictures pre-dating the photographic era. Hand-drawn, they depict Nottingham station as it was when new in the 1830s and 40s. Coming up to date, there are several photos of trams on the Nottingham Express Transit system, which today runs alongside parts of the Network Rail route as far as Hucknall. **NP.**

Middleton Press, www.middletonpress.co.uk, 96 pages, hardback. £18.95

NRM Puzzle book

FROM the first journeys of legendary locomotives such as *Flying Scotsman* and *Penydarren*, to record-breaking routes and trips, the Big British Railway Journeys Puzzle Book includes a variety of puzzles, from anagrams, crosswords and word searches to logic and mathematical challenges.

Alongside puzzles to suit all levels, each section also includes an introduction that covers the most fascinating trivia, facts and figures behind the history of our railways, written by Chris Valkoinen from the National Railway Museum's Search Engine.

The Big British Railway Journeys Puzzle Book celebrates Britain's heritage and regional identity and will appeal to puzzle book fanatics, train and travel enthusiasts, and history buffs all over the country.

There is a wide range of well-known puzzles to appeal to all who enjoy pitting their wits – some being particularly challenging! This is the ideal Christmas present for rail buffs that will keep them occupied over the festive season and well beyond.

Perhaps the only downside is the cost, but for that you get well over 100 puzzles.

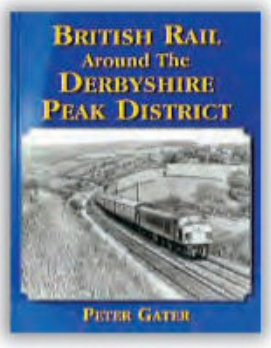
The perfect stocking filler. Highly recommended. **AB**

It is available from shop.sciencemuseum.org.uk/ priced £14.00 plus postage.

British Railways around the Derbyshire Peak District

By Peter Gater

THIS is one man's collection of black and white photographs taken around the Peak District principally during the Rail Blue era of the 1970s – early 1980s. Each photo is accompanied by a short caption giving basic information regarding location and stock.



Sadly, whilst the original prints may have been of good quality, the printed reproduction is disappointing and leaves much to be desired.

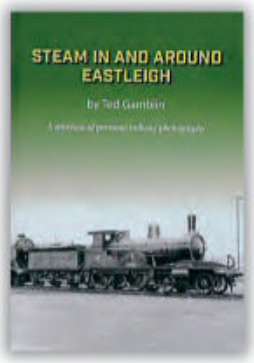
For those interested in the locations and locomotives of this time, this may be a publication to add to their shelves but your reviewer was disappointed. **AB**

Pynot Publishing, www.pynot.co.uk, 92 pages, softback, £9.95

Steam in and around Eastleigh

By Ted Gamblin

MANY of us have photographed trains from a young age – some of us may treasure the memories, looking at the prints once in a blue moon or they have been consigned to the bin during a clear out. Regardless, those images serve as a snapshot of our youth – and perhaps many years later provide a valuable record of sights that were once commonplace but are now consigned to history.



This book aims to be a visual memory through the perspective of a young man's eye combined with a record of detail, location and dates. The author passed away in 2020 so some of his railway memories will not be forgotten.

It includes 70 photographs from the 1940s until the early 1960s – the majority being the 1950s.

Locos depicted range from diminutive Drummond 'C14' 0-4-0Ts to 'M7s', 'T9s', 'Battle of Britain' Pacifics and 'Lord Nelson' 4-6-0s – in addition to BR 'Standards' and a trio from the GWR.

The cover features LSWR 'T3' No. 563, which is currently being returned to steam at the Flour Mill for the Swanage Railway Trust. A different shot of the 4-4-0 adorns the back cover. Other preserved locos included in this book are Mid-Hants-based Urie 'S15' 4-6-0 No. 30499, Bluebell-based 'B4' 0-4-0T No. 3009 *Normandy* and North Yorkshire Moors-based 'Schools' 4-4-0 No. 926 *Repton*. A useful section is the appendix of locos featured.

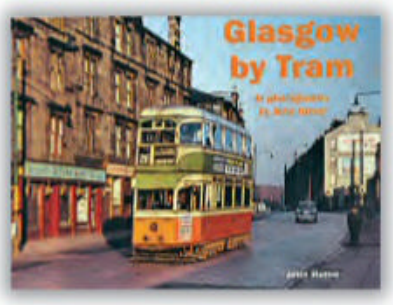
Not all images are ultra crisp – but it might be argued that is reflected in the price of the book and the historical value of the subject matter should not be overlooked. Most images occupy half a page in what is an A5 publication.

Locations include Atlantic Park Hostel Halt, since renamed Southampton Airport Parkway, which the author discovered was a good spot to photograph up and down trains – as long as the telegraph poles could be avoided.

In addition to Eastleigh station and sheds, the book covers Fareham, Southampton and Netley – as well as the Didcot to Eastleigh, Andover Junction to Romsey and Eastleigh to Botley routes.

There are also images of platform tickets from Eastleigh station. A pleasant addition to the library for Southern Region fans. **GE**

Dinnages Publishing , www.dinnagespublishing.co.uk, 50 pages, paperback, £7.95



Glasgow by Tram

By John Hume

JOHN Hume, respected industrial historian, academic and former inspector of historic monuments in Scotland, has delved into his photographic archives to take readers on a journey of delight into a Glasgow that still had its soul and its famous trams.

A young John cycled, with his camera, across the city in the years before the last tram ran in 1962 to record a world that was swept away by the planners just as soon as they could scrap the trams, a process which John laments in his heartfelt introduction.

With colour covers and superb full page black-and-white pictures between them, John depicts the trams on cobbled streets of tenements, with myriads of small local shops, too, and with cars, commercials, buses and trolleybuses keeping the trams company. This is not just a record of the Glasgow trams in their dying years, but a record of a city that has disappeared, and, in John's opinion, been replaced by nothing better. If you knew Glasgow and its wonderful trams, then this is for you: if you didn't, it's just the ticket to take you back in time when Coronations, Cunarders and Standard trams ruled the city streets.

Stenlake Publishing Limited, www.stenlake.co.uk, 57 page, softback, £11.95

South Yorkshire Railways

By Andrew Walker and John Walker

FOCUSING on the modern-day period from the 1970s to the present day, this colour album nonetheless features many locations that have succumbed to the march of time, along with BR and its blue-liveried diesels.

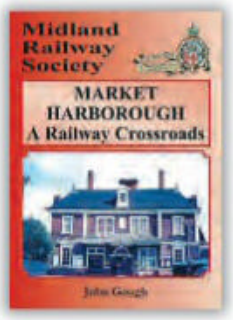
Most of this change is down to the demise of the coal pits that brought prosperity to the region from Victorian times onwards and engendered the growth of the ironmaking industry and a network of railways competing to serve both. The transformation of landscapes that we all took for granted for so long is remarkable, and the many previously unpublished photographs in this volume serve as a fascinating record of the everyday that will never return.

Amberley Publishing, www.amberley-books.com, 96 pages, softback, £15.99

Market Harborough A Railway Crossroads

By John Gough

NOW a brief stop on the Midland Mainline between Kettering and Leicester, Market Harborough was at one time an important junction with lines to Rugby, Northampton and Peterborough radiating away from the town. This publication by John Gough and the Midland Railway Society is a highly detailed look at the railways of Market Harborough from the arrival of the LNWR from Rugby to Stamford in May 1850. This was closely followed by the Midland Railway building its line south from Leicester to Bedford in 1857. Finally, the LNWR opened its route south to Northampton.



This book is well endowed with maps and gradient profiles along with copies of official documents appertaining to the opening of the various stages of the associated railways. Also within the appendices is a spreadsheet showing the patronage and goods traffic between 1872-1922.

In addition, the book is well illustrated with photographs not only of locomotives but also various railway structures such as signalboxes and bridges.

Overall, a highly recommended publication. **AB**

Pynot Publishing, www.pynot.co.uk, 104 pages, softback, £14.95

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GREAT RATES
SEE PAGE 46

A beautiful **NEW** Limited Edition print
and our 2022 'Footplate' calendar
from paintings by

PHILIP D. HAWKINS FGRA

'Summer Lightning'

A 'Britannia' Pacific No.70019 'Lightning' is almost at the summit of Dainton Bank in Devon with an express for London, Paddington during the mid-1950s. Dainton was one of the notorious 'Devon banks' which, together with frequent twists and turns, contrived to make for operational difficulties, particularly in adverse weather conditions, on the Great Western main line between Newton Abbot and Plymouth.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in. Price £90 inc p&p. Artist's Proofs £110 inc p&p.

'Lysander At Dawlish'

A 'Castle' class 4-6-0 No.5079 'Lysander', a Newton Abbot engine, heads an up express through the spray along Dawlish sea front during the late 1950s. Built at Swindon in 1939 No.5079 was originally named 'Lydford Castle' and renamed in 1940.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in. Price £90 inc p&p.
Artist's Proofs £110 inc p&p.

'Hest Bank, Whitsun 1961'

No.46254 'City Of Stoke-On-Trent' on a Glasgow express heading north as the 1053 Workington-Euston slides into the up platform double-headed by a 'Patriot' 4-6-0 No.45507 'Royal Tank Corps' and a 'Jubilee' 4-6-0.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in.
Price £90 inc p&p.
Artist's Proofs £110 inc p&p.

2022 'Footplate' Calendar

'Rushing Through Rugeley'

'Scotsman At Grantham'

Another mouth- watering collection from the original paintings by Philip D. Hawkins FGRA. Titles included are:- 'Morning Rush', 'Battle At Brickyard Crossing', 'Approaching Solihull', 'Rushing Through Rugeley', 'Grey Day At Paddington' & 'Scotsman At Grantham'.

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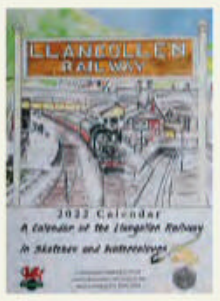
To learn more about the artist, his paintings, books and how to go about commissioning work visit
www.philipdhawkins.co.uk

CALENDARS

FfWHR

THE Ffestiniog & Welsh Highland Railways' 2022 calendar features 12 stunning new images showcasing the rolling stock and scenery. Measuring 23x34cm, the large format calendar has been printed on high quality paper. It is available from www.festrail.co.uk/shop or telephone 01766 516034. £8.95 plus £3.95 p&p.

Llangollen Railway



TITLED 'A Calendar of the Llangollen Railway in Sketches and Watercolours', this features a set of 13 watercolours by Neil Evans, who was encouraged by the late Bruce Mundie to produce it from artwork made during the Covid-19 lockdowns. Each monthly page contains one painting of a classic Llangollen railway scene, plus a calendar with sufficient space to make notes on each day.

There will be those who, once 2023 is reached, will want to keep hold of this calendar, or maybe cut out and frame one or more of the paintings. All proceeds from sales will go towards projects associated with the Llangollen Railway Trust.

Available from Neil Evans, Hawthorn Cottage, 183 Delamere Street, Winsford, Cheshire CW7 2LY, text 07530 292337 or 07745 223946. £6 plus £1.50 p&p.

LMS Patriot

IN its by now familiar format, the LMS-Patriot Project's fundraising calendar showcases paintings by a number of railway artists. Works by names including John Austin, Philip D Hawkins and Colin Wright depict the Fowler 5XP 4-6-0 which the Patriot group is re-creating with new-build No. 5551 *The Unknown Warrior,* together with Duchesses and No. 6201 *Princess Elizabeth*.

As last year, the calendar reflects the relationship between the LMS-Patriot Project and the Princess Royal Class Locomotive Trust, the Patriot calendar names both organisations on the cover – and contains plenty of Stanier Pacifics as well as Patriots.

Measuring 238mm x 238mm (476mm x 238mm when opened) and with its large, square format, both paintings and dates get ample space.

Available from LMS-Patriot Project, The Hub, 17 Eastgate Street, Stafford ST16 2LZ, telephone 01785 244156, www.lms-patriot.org.uk. £12.50 including p&p.

STEAM Museum calendar

IF you are a fan of big photographs and large text, this calendar produced by STEAM – Museum of the Great Western Railway may appeal to you. Folding out to a pair of A4 pages and bound with wire, there is no shortage of space to write on each date.

This year's theme is 'Western Steam' and the calendar features 13 stunning images of locomotives in action. Photos are exclusive to STEAM Museum, courtesy of railway photographer, Richard Bell.

The text for the number boxes is large and clear to read. A helpful feature is that the two pages between the cover and first month provide space for the user to write birthdays and anniversaries – and there is also a list of holidays and festivals for the year ahead, in addition to a 2023 calendar. Another useful touch is the inclusion of the month preceding and following respectively.

Available from www.steam-museum.org.uk/shop or tel 01793 466626. £7.50.

Talyllyn Railway

IF you have not bought a railway calendar for the year ahead yet, you may wish to consider the Talyllyn Railway's well-produced, top quality example. Feeling and looking like it costs more than it does, it includes carefully selected seasonally appropriate photographs – it is worth it for the stunning images alone.

With the 'core' information printed bi-lingual (Welsh/English), the A4 landscape format comprises a photo on the upper half, with text on the lower portion. It includes a host of nice touches – such as the month preceding and following respectively in two small boxes. Another nice touch is the promotional messages, which are presented as informative editorial rather than advert-style for the special events, weddings, The Narrow Gauge Railway Museum and woodland walks, for example.

Available from www.talyllyn.co.uk or by calling 01654 711012. £7.50 + p&p.

BR Blue & Steam calendars

CHIME Whistle has produced these two large (A3) calendars for diesel and steam fans. Both feature one large image per page/month, with a line per day available for making entries.

The quality of the images are better in the steam version, which features recent shots taken on a digital camera, whereas the diesel version has scans of negatives and slides that in some cases have been used larger than the quality allows, making them look a little 'soft'.

Both are available from www.chimewhistle.co.uk priced £10 each.

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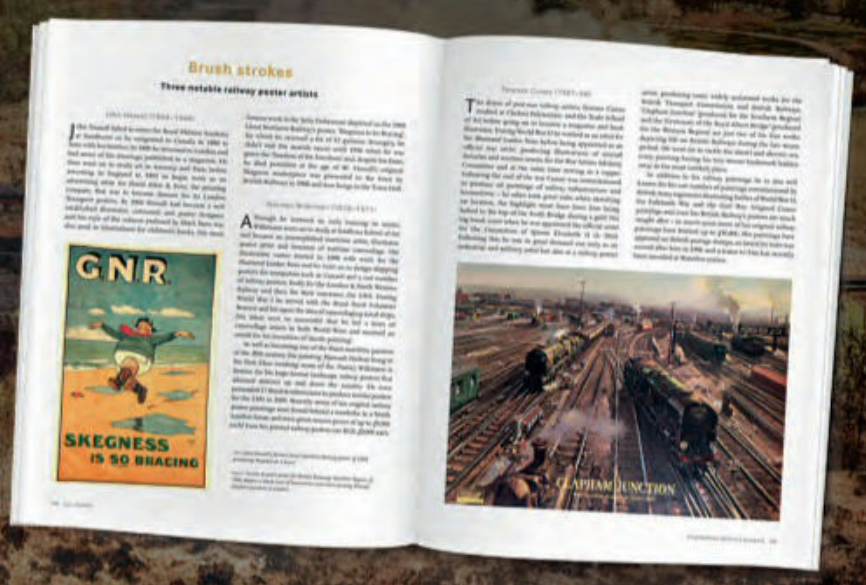

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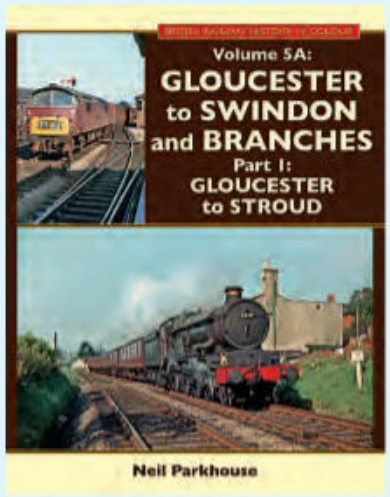

Vol. 5A: GLOUCESTER to SWINDON and BRANCHES
Part 1: GLOUCESTER to STROUD Neil Parkhouse

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.

320 pages, 215mm x 275mm, gloss art paper, laminated printed board covers. ISBN 9781911038 91 7.

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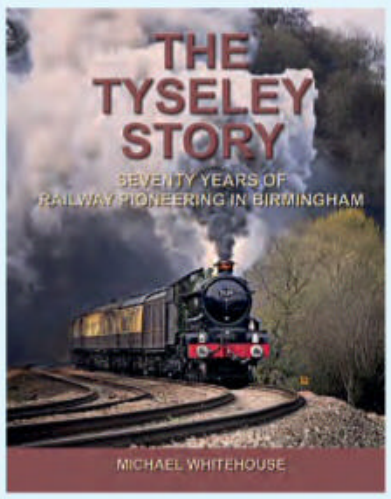

THE TYSELEY STORY
SEVENTY YEARS OF RAILWAY PIONEERING IN BIRMINGHAM MICHAEL WHITEHOUSE

Birmingham entrepreneurs had a very great deal to do with ensuring that volunteer-run railways of all kinds got off the ground after the WW2. This is their story. There was not an initial well-thought-out strategy to cut teeth on the Talyllyn Railway, then establish a GW branch line in Devon, buy the last GW designed express engine and run it on the main line, 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 many of the precursor activities originating with the Talyllyn Railway, followed by Society Specials on British Railways, the nascent Dart Valley Railway, and the purchase and operation of both GW 'Small Prairie' tank No. 4555 and 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.

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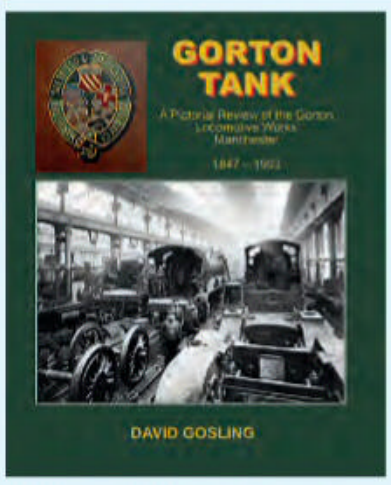

GORTON TANK
A Pictorial Review of the Gorton Locomotive Works Manchester 1847-1963
DAVID GOSLING

The Gorton Locomotive Works, Manchester, had a long and proud history of railway engineering. From the days of the Manchester, Sheffield & Lincolnshire Railway who started construction of the complex in 1847, through the ownership of the Great Central Railway, the London & North Eastern Railway and then British Railways many fine locomotives were turned out concluding with the EM2 electrics for the Woodhead Route. Within this volume David Gosling, who began his working life as an apprentice at Gorton, describes the growth of the works, the locomotives produced and the various 'shops' in which parts were cast, machined and assembled. Other more unknown aspects of the works are also covered such as the canal depot. The majority of the views of the works have not been previously published and the whole is a fitting tribute to the thousands of men who worked within Gorton's walls and of the products that they produced.

296 pages, 215mm x 275mm, gloss art paper, laminated printed board covers.

ISBN 9781911038 87 0. **Price £30.00 + £4.00 p&p**

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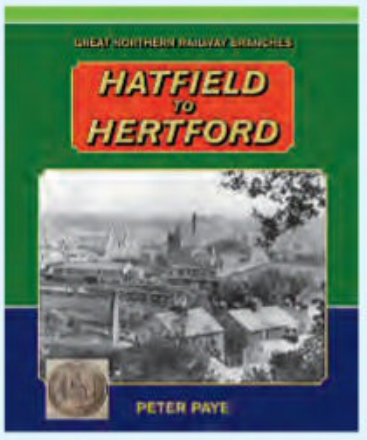

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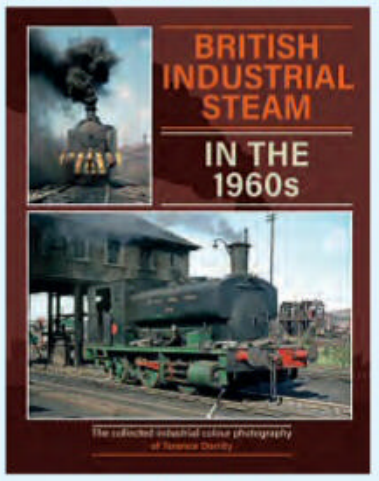

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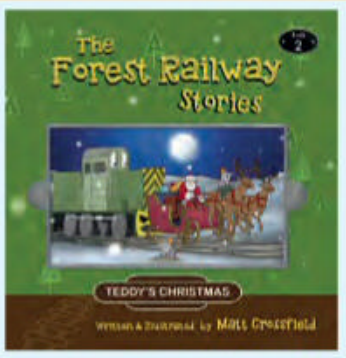
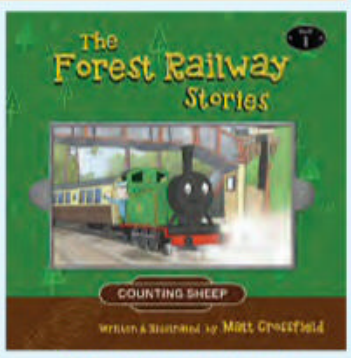
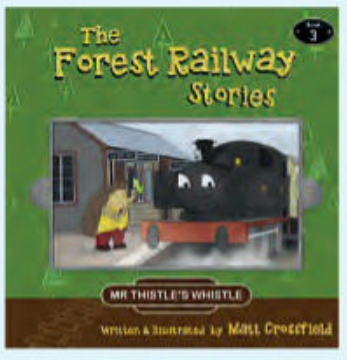
"Hopefully we'll find a Wynott!" What starts out as an ordinary day for DMU takes an unexpected twist at the Town station, where a curious family are waiting for a ride up into the Forest. The Twitcher family are on the hunt! The Forest of Dean is a haven for bird life of many sorts and the Twitchers are out to spot and photograph as many as they can. But will they see a Wynott, a fabled local species? DMU doesn't think so – he's never heard of the Wynott – but we join him and the Twitchers as they travel up the line on their quest. And might someone be in for a surprise...?







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CHRISTMAS GIFT GUIDE

CALENDARS

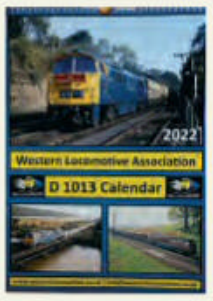
Footplate 2022

THIS is a fantastic collection of images, one for every two months, reproduced from the paintings of railway artist Philip D Hawkins. Covering the 'Big Four' and BR eras, each painting is very evocative of the steam age, and would look well on anyone's wall throughout the year and beyond.

There is no room to write notes against the dates, but that is almost secondary in this calendar. It is available from www.quicksilverpublishing.co.uk for £22.00 including postage.

Western Locomotive Association

THE WLA has again produced two versions of its calendar, one for the wall and one for the desktop.



The A3-sized wall version focuses on No. D1013 Western Ranger, with one photo per month taking up half the page above a block of the dates with some room to add notes.

The A5-sized desktop version features shots of 'Westerns' in BR service, one per month, although there is no room to write notes against the dates and the blue background would make that difficult anyway.

They are available from www.westernlocomotives.co.uk priced £12.50+£3.50 (wall) and £9.00+£1 (desktop).

CHRISTMAS CARDS

Talyllyn Railway

AN appropriate seasonal photograph of Hughes 0-4-2ST No. 3 *Sir Haydn* at Tywyn Wharf in the snow is the subject of this year's Talyllyn Railway Christmas card.

The ex-Corris Railway loco is awaiting departure with a Santa Special. While the photographer is credited on the back page, a short caption would have been a welcome additional touch.

Featuring bi-lingual (Welsh/English) greetings on the inside, it represents a distinctive card for the recipient, while also supporting a good cause for the sender – the world's first preserved railway.

A pack of five costs £3.50 + p&p. Available from www.talyllyn.co.uk or by calling 01654 711012.

The WLLR

THE Welshpool & Llanfair Light Railway's (WLLR) 2021 Christmas card is based on a painting commissioned from renowned railway artist Jonathan Clay, and shows Beyer Peacock 0-6-0T No. 822 *The Earl* in its newly applied GWR livery following overhaul, at a snowy Cyfronydd station.

The message inside each card reads 'With Best Wishes for Christmas and the New Year' reproduced in both English and Welsh. Limited stocks are still available of the WLLR's 2020, 2019 and 2018 cards, also featuring paintings by Jonathan Clay.

Cards are available at prices of (including postage, any mix of 1, 2, 3 or 4 subject to stock): five cards £4.95; 12 cards £8.00; 25 cards £13.00; 36 cards £17.00; 50 cards £22.00.

Orders can be made by post, from a new address this year – WLLR Christmas Cards (HR), 7 Sutherland Grove, Perton, South Staffs WV6 7PA. Please make cheques to 'W&L Sales'.

Orders of cards in packs of five can also be made through the railway's website at www.wllr.org.uk – the site includes a postage rate for those ordering from outside the UK.

Corris Railway

THESE cards are bi-lingual Welsh and English with a simple message 'Happy Christmas', with all proceeds going to help rebuild the railway. One card features an original snowy scene painting by Michael Huber, while another has a photograph of loco No. 7 in the snow.

Packs of five cost £5.00 + £1 postage, although five or more packs are post-free with a bonus pack from previous years.

Orders can be sent to John A Knight, 40 Fladgate Road, Leytonstone, London E11 1LY with cheques payable to 'Corris Railway.'

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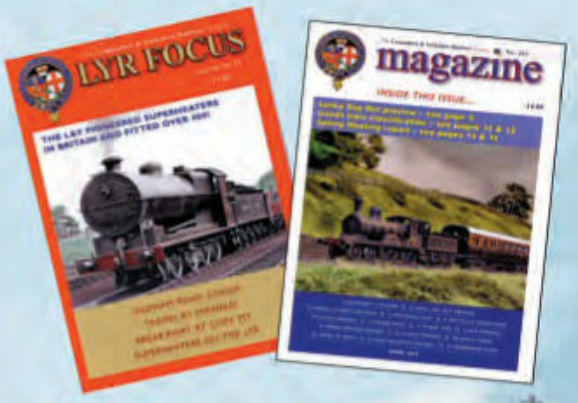

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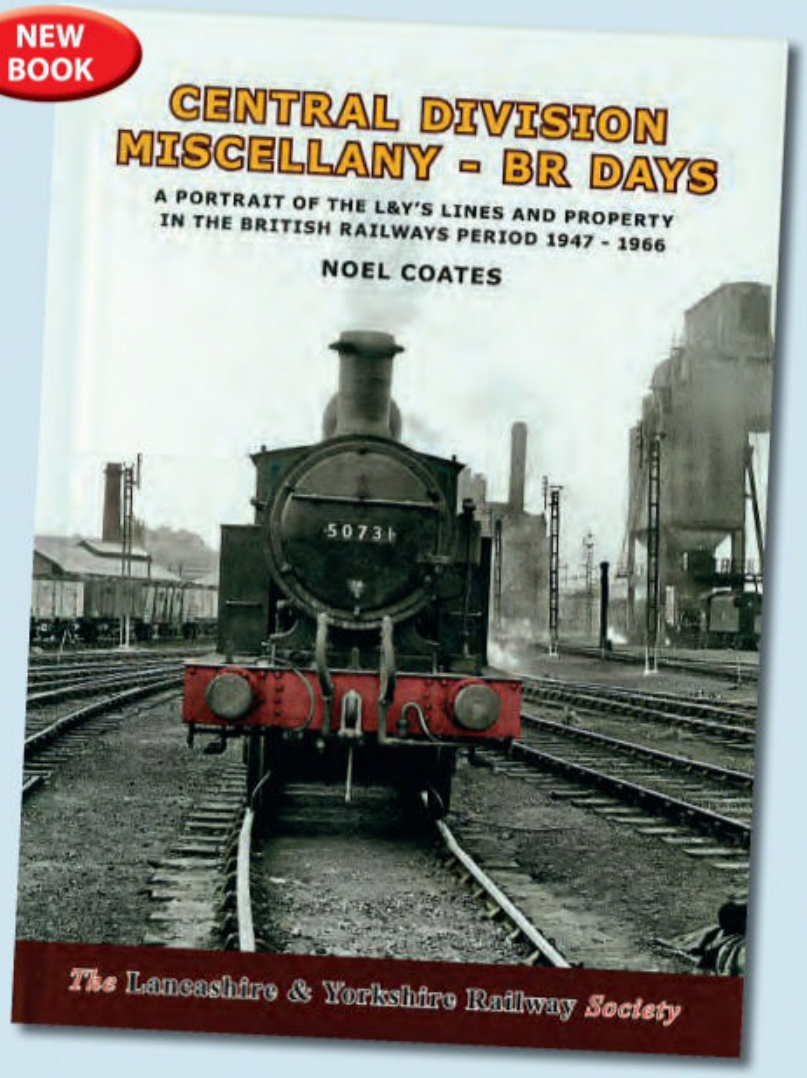

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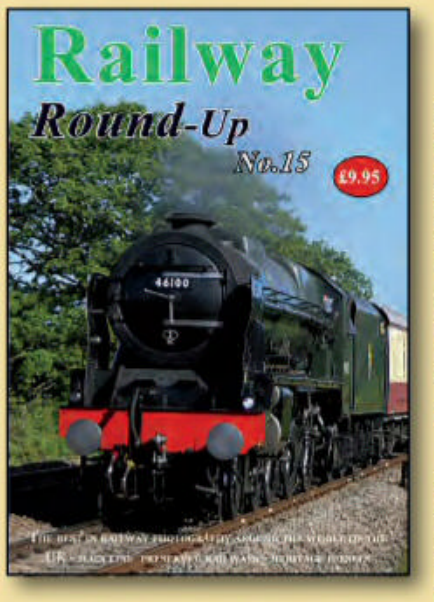
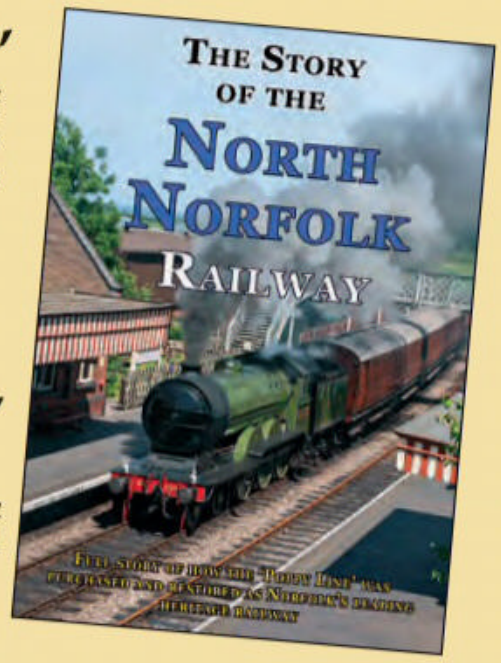


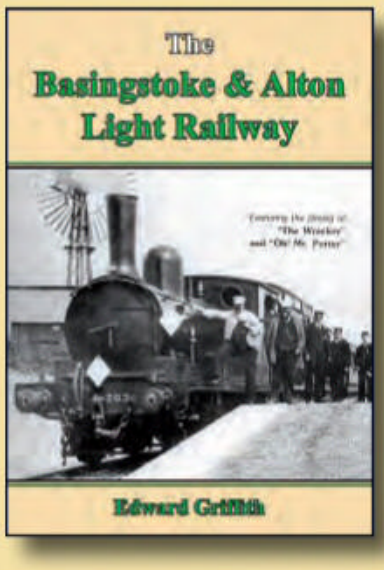
'The Story of the North Norfolk Railway'

Filmed over a number of years, this story looks back at the very beginnings of the line as the M&GNJR Society took over the 5-mile line from Sheringham to Holt. We see rare archive film of the final days in British Railways' ownership including the very last freight train to depart from Sheringham. Full of nostalgia and up-to-date footage of steam operations over the heritage line with all classes of locomotives. Dads Army recreation days are viewed at Weybourne bringing some humour to the railway which is now one of the most important attractions in Norfolk. **60 minutes duration £12.95**



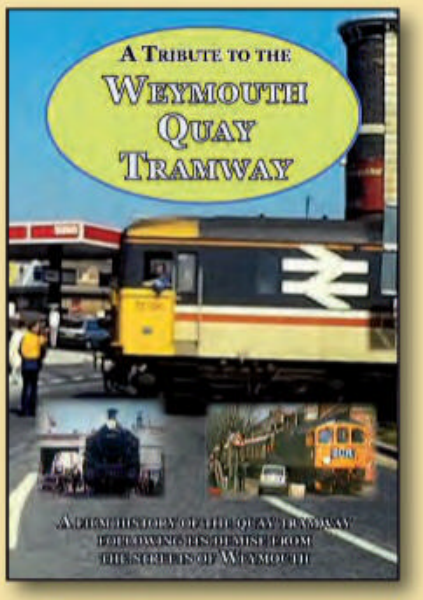
'Tribute to the Weymouth Quay Tramway'

Once part of Weymouth's heritage running right through its streets, the quay tramway branch is now no more. Built for servicing the channel islands traffic by the GWR, the line survived until the last special train operated in 1999 and has been dormant ever since. This DVD examines the history of the tramway and its remaining services through the 1980s and 1990s up to its closure and removal from the streets in 2020. **60 minutes £14.95**



'The Basingstoke & Alton Light Railway'

Reprinted after 40 years, this book was written by the late Edward Griffith and details the fascinating history of this light railway in mid Hampshire. Full of rare black & white photographs, it traces the beginning of the line in the 1890s to its grand opening in 1901 and its demise in 1932. Its claim to fame though is forever recorded on film with the use of the line in two feature films; The Wrecker and Oh! Mr. Porter which are detailed in the book. **Paperback book, 52 pages £6.50**



'Railway Round Up No. 15

Two hours of HD footage of main line steam action and survey of some preserved line galas around Britain. **DVD 2 hours for just £9.95**

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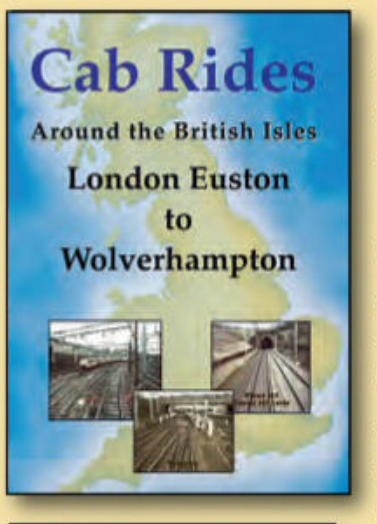

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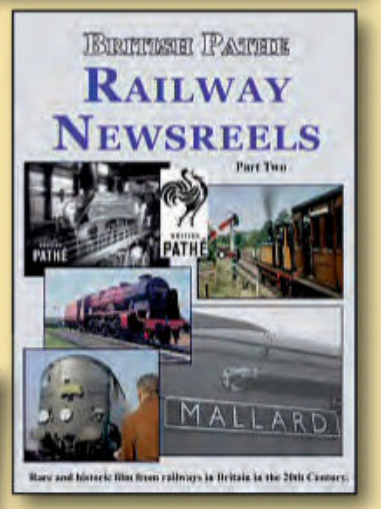
Cab ride aboard a Virgin Trains' Class 90 from London Euston to Wolverhampton **DVD 2 hours duration £17.95**



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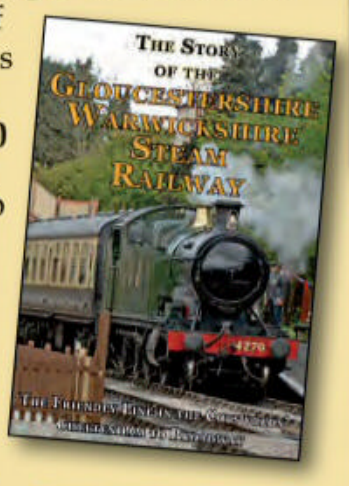
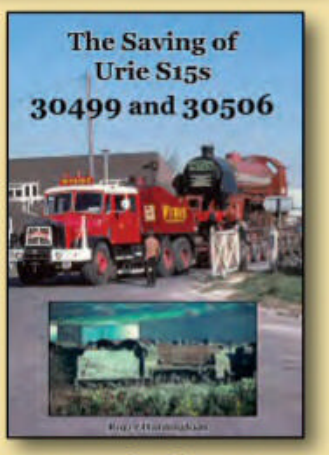
Full archive DVDs from Hampshire, Dorset, Lancashire and Yorkshire. Added to these is the best-selling DVD 'Somerset & Dorset Railway Remembered' and 'Geoff Holyoake's South Western'. Two volumes of the Richard Willis films and the fascinating John Snell collection. **£14.95 to £20**





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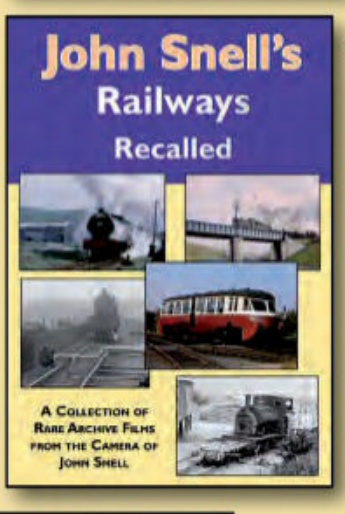

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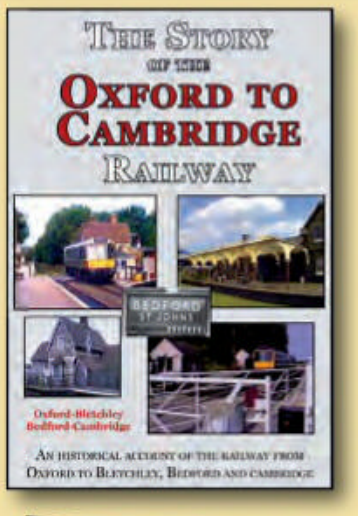

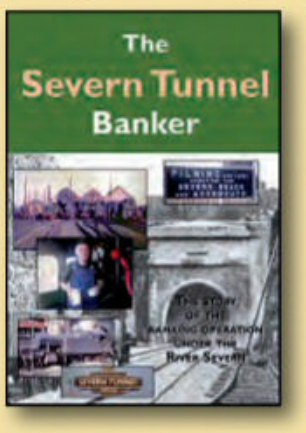

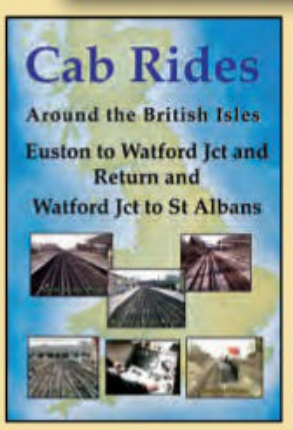

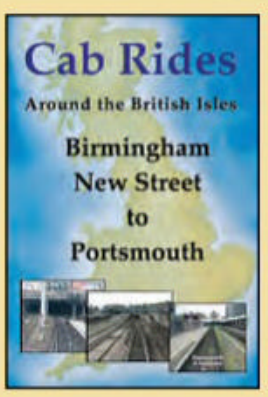

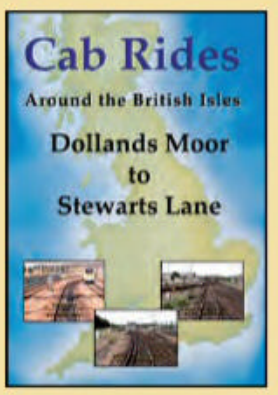

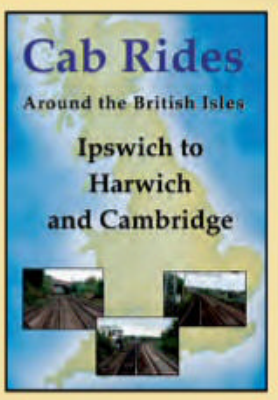

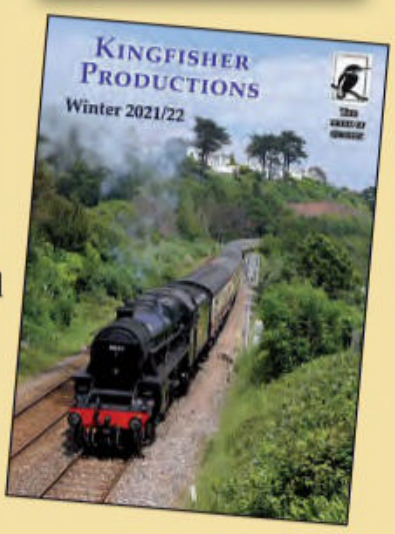

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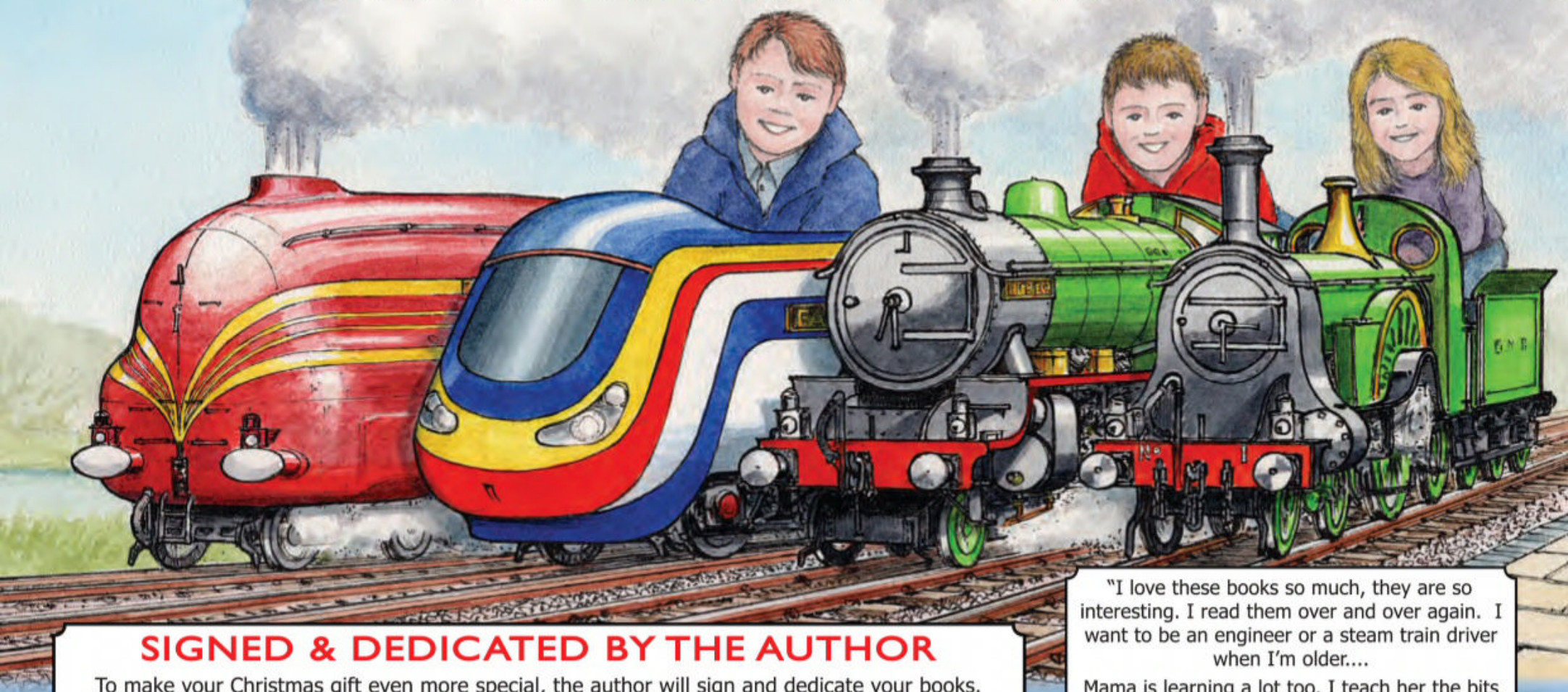

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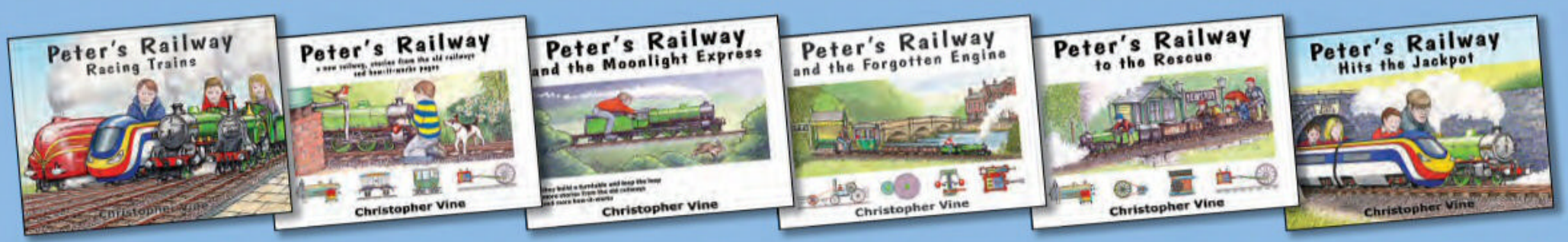

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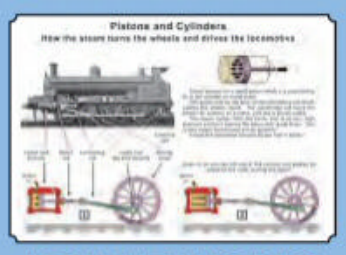

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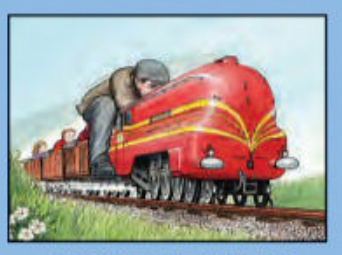

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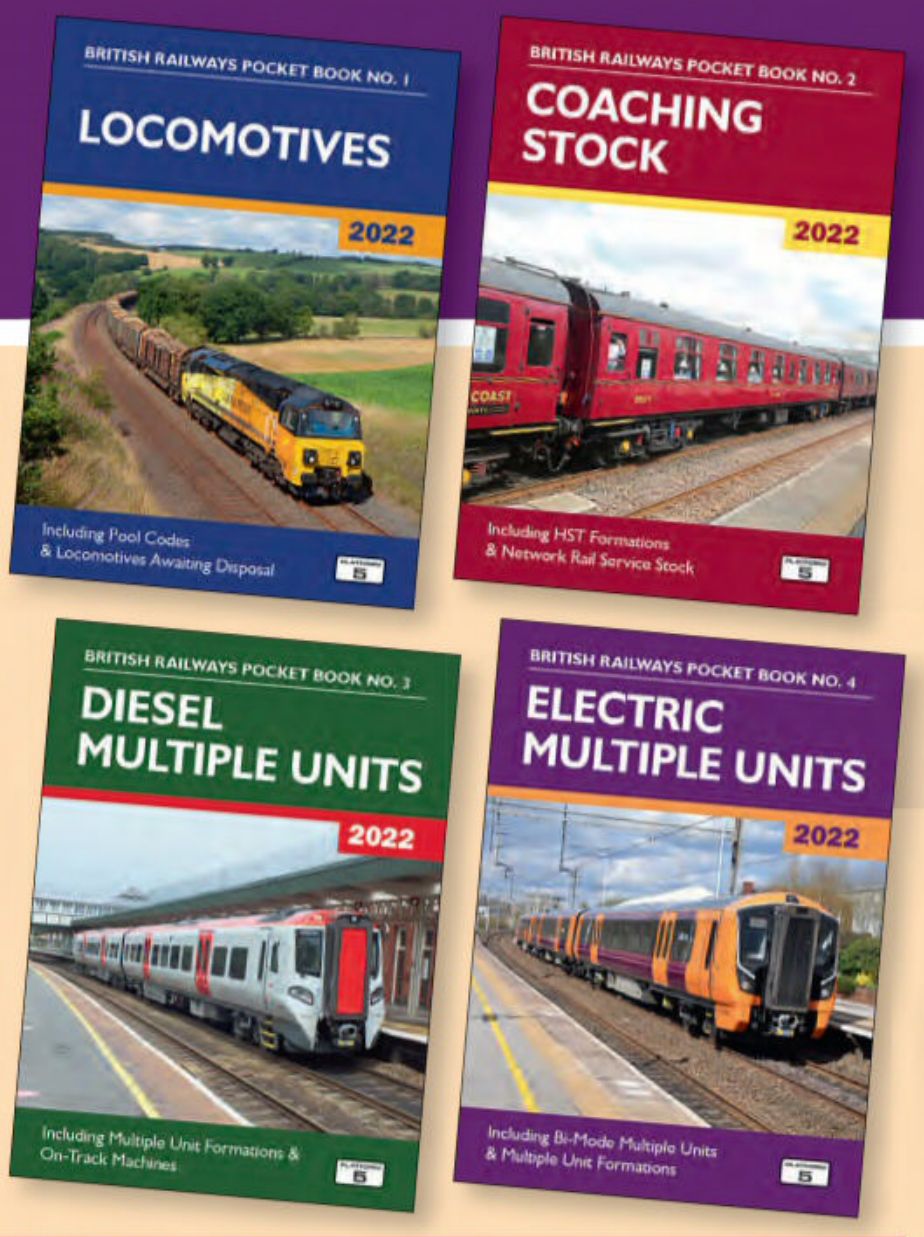

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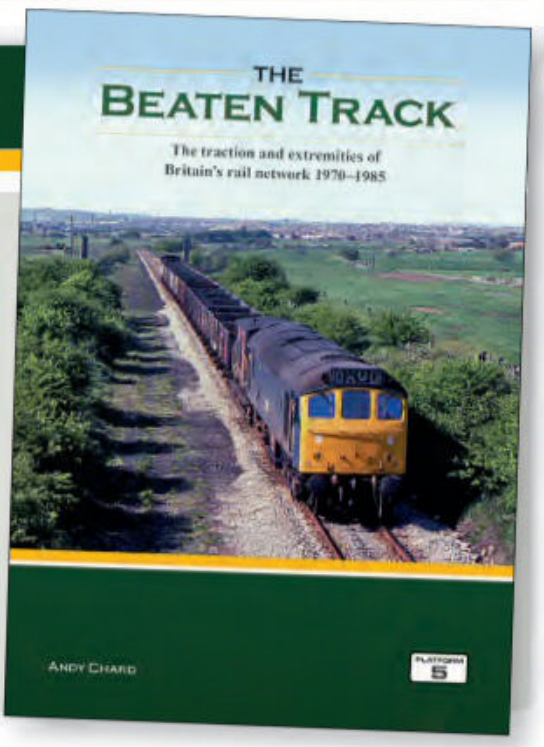

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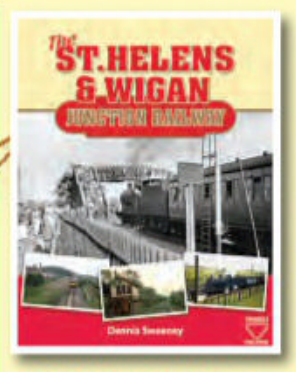

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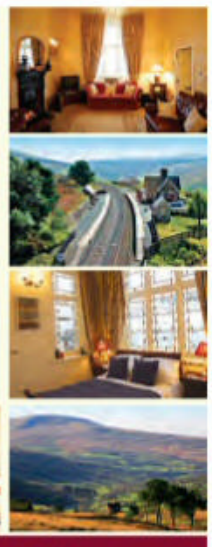

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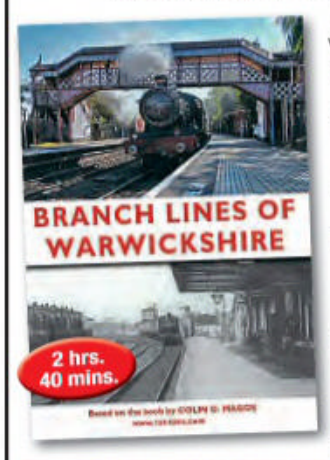

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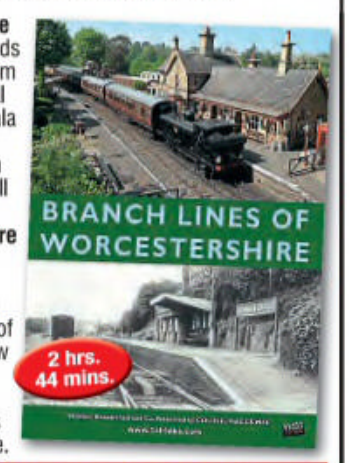

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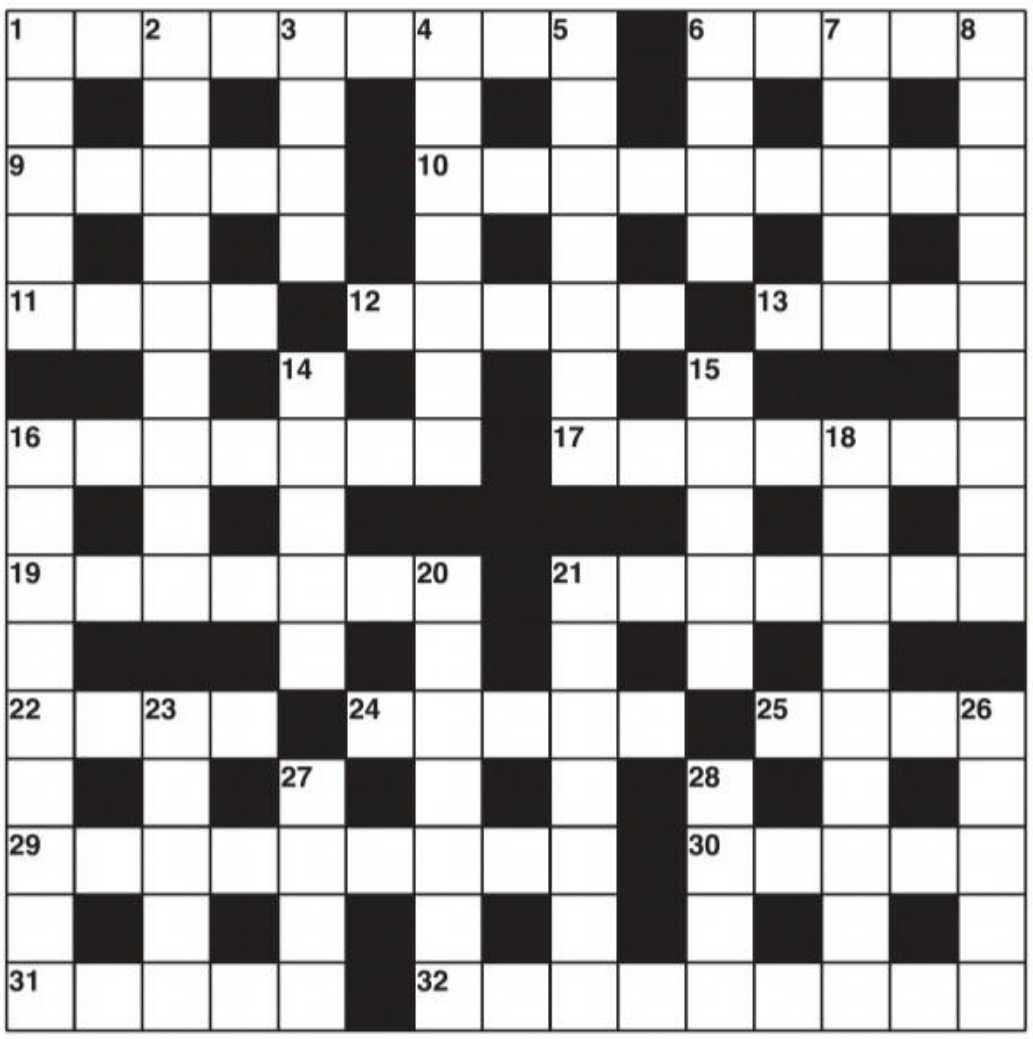
■ **Puzzle compiled by WILL ADAMS**



Across

1 'A3' No. 60048, and where it was built (9)
6 ___ Cottage, Jubilee Line station (5)
9 Forest in which both Henley and Hampton are located (5)
10 Steep railway with ascending and descending cars counterbalanced (9)
11 and 12 ___ *of* ___, 'Dukedog' No. 3205/9005 (4,5)
13 Centre-gangway non-corridor carriage (4)
16 ___ *Pike*, No. D1 (7)
17 Coastal terminus of an NER branch from Hull (7)
19 Station that was the westernmost point of the Southern Railway (7)
21 LMS, GWR, SR and LNER (3,4)
22 Gare du ___, Paris terminus (4)
24 *Isle of* ___, name carried by Nos. 33050 and 56051 (5)
25 *Victor* ___, Class 92 No. 92001 (4)
29 *The* ___ of British Railways, 1963 'Beeching Report' (9)
30 1887 Horwich Works 18-inch-gauge loco, companion to *Wren* and *Dot* (5)
31 Code name for a ballast plough brake van (5)
32 ___ *Topping*, Class 60 No. 60050 (9)

Down

1 'Jubilee' No. 45659 (5)
2 ___ *Line*, 'Merchant Navy' No. 35014 (9)
3 No. 46202 *Princess* ___, one of the locos involved in the Harrow & Wealdstone crash (4)
4 ___ 27 down, station on the High Barnet branch of the Northern Line (7)
5 Remote station on the West Highland Line (7)
6 Committee managing the LCDR and SER from 1899 (initials)
7 Station between Oxford and Bicester (5)
8 ___ Harbour, western terminus of the 'Port Road' (9)
14 and 27 down *Sir* ___, preserved 'Battle of Britain' No. 34053 (5,4)
15 Station between Barnetby and Gainsborough (5)
16 'International' London terminus (2,7)
18 West Somerset Railway station (9)
20 St Leonards ___ Square station (7)
21 Three ___, Brighton line junction station (7)
23 ___ & Pontymister, 2008 reopening on the Ebbw Vale branch (5)
26 ___ *Manor*, preserved No. 7828 (5)
27 See 14 down
28 Nickname of a Hughes 2-6-0 of 1926 (4)

November crossword entry form

Name

Address

Postcode

Tel Email

Send completed form (photocopies are accepted) to: November 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 January 2021 issue. The winners will be the senders of the first all-correct solutions opened in our office.
You can email entries to RMcomp@mortons.co.uk Please list the answers to the clues for across, then down.
DATA: Protection of your personal data is important to Mortons. Supplied data will be stored securely and will only be used for the purpose of processing this competition. Data will be stored for a period of three months then destroyed.

Solution to the September issue.

Across: 1 Cowley 4 Bridge 9 Tilt 10 Woody 11 Moss 12 Anchor 13 The Black 14 Criccieth 16 Star 17 Blue 18 Rolvenden 22 Eastgate 23 Louise 25 Lion 26 Robin 27 Hood 28 Glynde 29 George
Down: 1 Chinnor 2 Watch 3 Edward I 5 Raynes 6 Dumbleton 7 Elsecar 8 North Thoresby 15 Courtenay 17 Brading 19 Valance 20 Edstone 21 Garrod 24 Uther
September winner: Roger Adams, Winnersh, Berks
Runners-up: Diane Frost, Roade, Northampton; I.R King, Old Coulsdon, Surrey
The closing date for this month's crossword is Friday, December 3, 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 teaser (right) by Ben Adlington shows part of the narrow gauge railway at the Defence Training Estate in Strensall, near York, with the targets to the right and bullet stoppers to the left. The line runs from Range Control to the butts of five of the six ranges on the site, each having a short siding. A number of flatbed wagons, pushed by the soldiers, are provided to move equipment around.

Sticking with the narrow gauge theme this month (left), do you know the location of this exchange siding?

Next month The December issue will be on sale on December 1, 2021. Thank you for choosing *The Railway Magazine*

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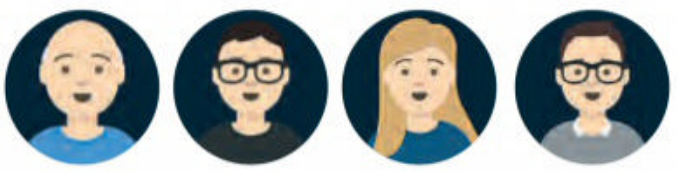

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Exeter St Davids	Taunton	Paddington	Berks & Hants
Exeter St Davids	Salisbury	Basingstoke	Exeter to Basingstoke
Edinburgh	Shotts	Glasgow Central	Edinburgh & Glasgow
Glasgow Central	Falkirk High	Edinburgh	Edinburgh & Glasgow
Marylebone	Banbury	Birmingham Moor St	Chiltern Mainline
Carlisle	Hexham	Newcastle	Tyne Valley Line
Reading	Staines	Waterloo	Reading to Waterloo
Weymouth	Bath	Bristol TM	Weymouth to Bristol
Newport	Shrewsbury	Crewe	Welsh Marches
Oxford	Worcester	Hereford	Cotswolds & Malverns
Crewe	Chester	Holyhead	North Wales Coast
Manchester Airport	Manchester Piccadilly	Liverpool	Liverpool & Manchester
Manchester Piccadilly	Sheffield	Cleethorpes	Manchester to Cleethorpes
Chester	Birkenhead	Liverpool Central	Wirral Line
Stranraer	Ayr	Glasgow Central	AyrLine
Nottingham	Grantham	Skegness	Nottingham to Skegness
Epping	Oxford Circus	West Ruislip	Central Line
Hammersmith	Circle line	Edgware Road	Hammersmith & Circle

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