COP26 RAIL ROUND-UP
GREEN TRACTION SHOWCASED

FREE* **2022 *TRM* CALENDAR**

* UK ONLY

The RAILWAY Magazine

BRITAIN'S BEST-SELLING RAIL TITLE

December 2021

Eastern block!

- Yorkshire and the North East left behind as high-speed lines cut
- All the winners and losers examined in new Integrated Rail Plan

WILL EAST WEST RAIL 'GO SOUTH'?

BEDFORD TO CAMBRIDGE ROUTE CONTROVERSY

- 'A1' *Tornado* pulled from main line due to tender wheel flats

- STEAM EXEMPT FROM ENVIRONMENT BILL FEARS
- MUSEUM ROLE FOR NR CHAIR SIR PETER HENDY

Rail Holidays with The Railway Touring Company

Spring Steam Gala

Tuesday 22nd March to Monday 28th March 2022

Combine 'rare track' with 'rare traction' on this unique European holiday tour with epic trips behind ancient 19th century steam locomotives on scenic secondary lines.

Spring in Saxony

Wednesday 6th April to Friday 15th April 2022

Inspiring landscapes in glorious spring colour are the backdrop to this enchanting holiday tour to Eastern Germany, which coincides with Dresden's Steam Locomotive Festival and features lots of other travel by steam train and steamboat.

Steam in Wolsztyn and North Western Poland

Friday 6th May to Thursday 12th May 2022

Enjoy a full-throttle experience of Continental main line steam from the heart of Poland to the Baltic seaside on a special one-off tour that will appeal to both steam aficionados and seasoned 'track bashers' alike.

Steam in Austria, Hungary and Czech Republic

Monday 16th May to Tuesday 24th May 2022

Travel behind some of the largest and most impressive main line steam locomotives in Central Europe against a backdrop of historic cities and outstanding landscapes on this exciting one-off tour.

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

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

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

GREAT JOURNEYS • FASCINATING PLACES
THE RAILWAY TOURING COMPANY

25 EST. 1997
Travel Trust Association T726X
ATOL PROTECTED T7149

The RAILWAY Magazine

EDITORIAL
Editor: Paul Bickerdyke
Deputy editor: Gareth Evans
Contributing editor: Chris Milner
Senior correspondent: Graeme Pickering
Consultant editor: Nick Pigott
Production editor: Sarah Wilkinson
Designer: Tim Pipes
Editorial assistant: Jane Skayman
Classic Traction News: Peter Nicholson
Irish News / Industrial News: Gary Boyd-Hope
Operations News: Ashley Butlin
Narrow Gauge News: Cliff Thomas
World News: Keith Fender
Publisher: Tim Hartley

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

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

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

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

SUBSCRIPTION
Full subscription rates (but see page 48 for offer):
(12 months 12 issues, inc post and packing) - UK £56.40. Export rates are also available – see page 48 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.
Enquiries: subscriptions@mortons.co.uk

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

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

This issue was published on December 1, 2021.
The next will be on sale on January 5, 2022.

MORTONS MEDIA GROUP LTD
recycle When you have finished with this magazine please recycle it

The cancellation of HS2's Eastern Leg north of East Midlands Parkway will not help with capacity issues at Leeds, which is already bursting at the seams and looks set only to get worse without a new station.

A new 'Withered Arm'?

TRAIN OF THOUGHT
Editor's Comment

THE long-awaited Integrated Rail Plan For The North And Midlands was finally published in mid-November, the Government's attempt to meet its 'levelling up' promise in the post-pandemic world.

Whilst acknowledging there are some welcome announcements contained within the IRP, ones that might have been celebrated at any other time – such as electrification across the Pennines and the Midland Main Line to Sheffield – there is no denying this represents a scaling back of previous plans and a massive blow to the major towns and cities to the east of the Pennines.

The HS2 Eastern Leg has been cut back from Birmingham to East Midlands Parkway, with trains running on conventional lines from there to Nottingham, Derby and Sheffield. It does not appear that electrification will go north from Sheffield to Leeds, or even Doncaster, which means that the rest of Yorkshire, the North East, and the Scottish Borders will not directly benefit from the new high-speed line. Instead, these places will have to make do with incremental capacity and speed improvements made to the conventional lines and trains currently running on the East Coast Main Line – arguably making it a modern day 'Withered Arm' compared to places that will be served by HS2.

Meanwhile the high-speed line north of Birmingham to Crewe and Manchester will go ahead, and these places will actually benefit more, as the unused paths allocated for Leeds will become available. This gives the North West a distinct advantage over the North East, as – for example – which side of the Pennines would a company looking to expand in the North think is the better connected option?

Capacity not times

More importantly, however, the decision not to implement the full 'Y'-shaped HS2 plan from London to Birmingham, Manchester and Leeds dismisses the most important point: capacity. The IRP makes a big deal about journey times, and how many inter-city trips will be quicker than today (although not as quick as under the full HS2 plan).

But continuing to run East Coast trains on the current – albeit upgraded – main line into King's Cross will not bring the step-change in capacity the industry was hoping for. And without such a step-change for inter-city journeys, there will be fewer extra paths made available for local trains and freights, which in turn makes it harder to convert car users and logistics firms from road to rail.

Thus these far more polluting forms of transport will continue to clog our roads, making it difficult to see how the Government will hit its own climate target of making the UK carbon neutral by 2050.

PAUL BICKERDYKE, Editor

Contents

December 2021. No. 1,449. Vol 167. A journal of record since 1897.

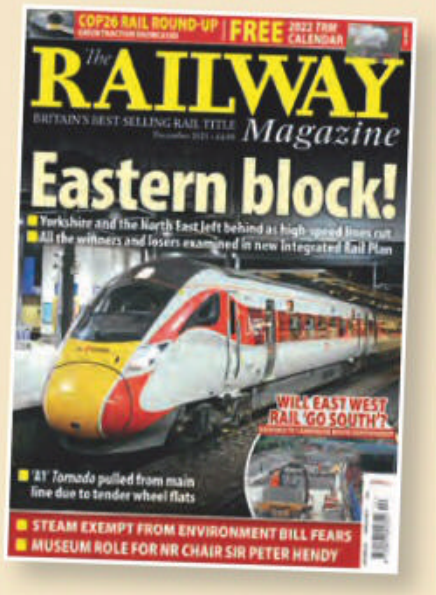
Headline News

Train services resumed on the Isle of Wight on November 1. No. 484001 is pictured on November 3. CHRIS WILSON

Integrated Rail Plan: The winners and losers; Slippery rails 'almost certainly' caused Salisbury crash; Commuter feasibility funds prompt East Lancs Railway concerns; Step forward for North Norfolk route into Holt; New NRM role for Sir Peter; *Tornado* stopped with wheel flats.

On the cover

MAIN IMAGE: LNER IET No. 800209 is pictured at Leeds after arriving from King's Cross on October 29.
PAUL BICKERDYKE



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

58 Steam & Heritage
Future of steam secured; More parts cast for new-build 'County'; Gala adds traction to Gloucestershire Warwickshire season; £200k grant aids Corwen station project; *Hagley Hall* to star in Severn Valley gala?

64 Industrial Steam
67 Steam Portfolio
70 Narrow Gauge
72 Miniature
73 Heritage Trams
74 Classic Traction
78 Railtours
82 Network
84 Freight
87 Metro
88 Traction & Stock
90 Wagons

'B12' No. 8572 hauled its final train on the North Norfolk Railway before overhaul on October 31. JOHN HUNTING

91 Stock Update
92 Operations
101 Irish News
102 World News

Class 03 No. D2128 at the Somerset & Dorset Railway Heritage Trust's gala on October 23. PETER NICOLSON

DB Cargo's sole operational Class 60 No. 60065 *Spirit of Jaguar* at Toton Junction on November 2. JACK TAYLOR

Regulars

15 Railways In Parliament
48 Subscription Offer: pay just £3.50 per issue
50 Readers' Platform
52 From *The RM* Archives
53 Panorama
104 Reviews
110 Classifieds
113 Reader Services
114 Crossword & Where is it?

No. D8568 at Kidderminster on October 30. MARTYN TATTAM

The Railway Magazine
is the
UK'S TOP-SELLING RAIL TITLE!
Subscribe today and save money on every issue.
Call 01507 529529
or see page 48 for our latest offers.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

This remarkable pairing took place at Barrow Hill Roundhouse, Derbyshire, on September 25, when 10¼-inch gauge GCR Class 11F 'Large Director' No. 505 *Ypres* met up with its full-size counterpart No. 506 *Butler Henderson*. David Simkins took 12 years to build the 12ft 6in-long, ¾-tonne *Ypres*, which was completed in 2017 on the 100th anniversary of the Battle of Passchendaele, the third battle of Ypres in the First World War. DAVID SIMKINS

Features

20 Can rail help tackle climate change?
Keith Fender looks at the differing ways around the world that rail is being used to help limit carbon emissions and the effects of climate change.

26 The case for a rail Revolution
Following the launch of its demonstration vehicle at the former Ironbridge Power Station site, Graeme Pickering explores the Revolution Very Light Rail concept and speaks to the pioneering operator proposing new VLR services.

30 Practice & Performance
The Green Arrows! John Heaton FCILT examines the highs and lows of Gresley-designed 'V2s' in their latter days of working on the East Coast Main Line.

38 Will East West Rail 'go south'?
Work is already underway rebuilding EWR Stage One from Oxford to Bletchley, to be followed by Stage Two upgrading from Bletchley to Bedford. But Stage Three to Cambridge is looking increasingly controversial, as Ashley Butlin discovers.

45 Steam Oddities
Presenting two amazing photos that came to light in our archive just too late to include in our feature last month on how *King George V* broke British Rail's ban in 1971 and paved the way for steam to return to the main line.

46 The hermit, the devil and the beast
Our annual ghost story returns with a tale of retribution on the footplate in the days of steam, written by John Heaton FCILT.

GREEN ISSUES: How rail is helping to reduce carbon – p20

PRACTICE & PERFORMANCE: East Coast 'V2s' – p30

INFRASTRUCTURE: Examining East West Rail – p38

Integrated Rail Plan focuses on journey times not capacity

Plans for new high-speed lines in the North have been partially replaced by upgrades to conventional lines, missing the full capacity benefits of building HS2 to both Leeds and Manchester.

By Tony Miles

PRIME Minister Boris Johnson and Transport Secretary Grant Shapps unveiled the long awaited Integrated Rail Plan For The North and Midlands on November 18, claiming the revised schemes will bring passenger benefits 10 years sooner than previously.

The IRP sets out a long-term pipeline of work that the Government says "Helps our largest cities, but it also helps smaller places. It protects and improves services on the existing lines. And nor does it neglect the shorter-distance services which people use every day."

Costed at £96bn the IRP is made up of £54bn of spending on rail and local transport in the Midlands and North, as well as the £42bn already allocated for HS2 Phases 1 and 2a between London, the West Midlands and Crewe.

In the full report it is noted that some decisions have been influenced by changing travel patterns following Covid-19 and the funding available after the huge cost of managing the pandemic.

West Coast gains

In terms of high-speed lines, the Government has concluded there is no viable alternative to a completely new Phase 2b HS2 line between Crewe and Manchester, with existing tracks unable to carry any additional services without very disruptive and expensive upgrades and rebuilding.

At Crewe there will be provision for HS2 trains to divert away from the main HS2 line to call at the station via the use of what is called the Crewe Northern Connection. The line will also serve a new station at Manchester Airport, which the IRP expects to be privately funded, before terminating at a six-platform surface station at Manchester Piccadilly.

This will be sited to the north-east of the existing trainshed at the station and will have two more platforms than originally envisaged in order to accommodate Northern Powerhouse Rail services.

Journey times for London to Manchester are estimated at 1 hour 11 minutes, with trains from Birmingham to Manchester covering the journey in between 41 and 51 minutes (the longer time will be for services that call at Crewe).

Currently, HS2 plans include a link into the West Coast Main Line near Wigan, the 'Golborne Spur', which would enable HS2 services to Scotland to bypass a highly congested section of the WCML.

HS2 trains would split at Carlisle for onward journeys to Glasgow and Edinburgh. The IRP states that The Union Connectivity Review "is considering the case for alternatives to the Golborne Spur for faster and higher capacity connections from HS2 services to Scotland."

Warrington Bank Quay Lower station will be reopened as part of a new trans-Pennine route between Liverpool, Manchester, Leeds and York. The location is pictured on November 18. TONY MILES

No HS2 for Leeds

As was widely expected, the Phase 2b Eastern Leg of HS2 to Leeds has been largely dropped, with the IRP confirming that a shorter high-speed line between Birmingham and East Midlands Parkway, now branded HS2 East, will be developed.

Based largely on the existing HS2 route, the IRP says this will allow HS2 services to run over the existing lines to both Derby and Nottingham, whilst significantly reducing the journey time between Birmingham and Nottingham to around 26 minutes.

The IRP says that options to take HS2 trains to Leeds in the longer term will be explored and, in the meantime, it says there will be significant investment in upgrading the East Coast Main Line with digital signalling, power supply improvements and the removal of bottlenecks such as flat junctions and crossings. There will also be line speed increases to 140mph that "will deliver journey times from London to York and North East England similar to the proposed HS2 scheme".

As well as the construction of the new line, the IRP confirms that the Midland Main Line will now be fully electrified to Leicester, Nottingham and Sheffield via Derby.

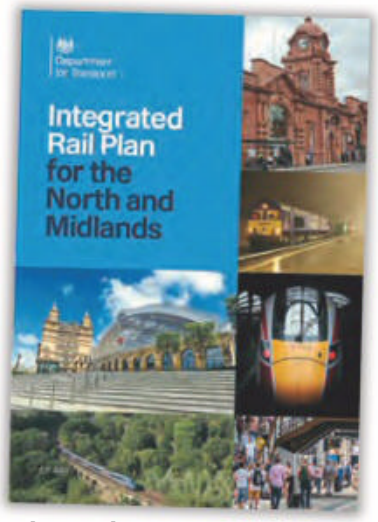
Northern reopenings

Across the North of England, the IRP confirms that part of the proposed new Northern Powerhouse Rail line will go ahead, as well as full electrification of the trans-Pennine route from

IRP ESTIMATED JOURNEY TIMES (MINUTES)

	Now (typical)	Previous proposals	IRP
London–Nottingham	92	83	57
London–Sheffield	118	87	87
London–Manchester	126	71	71
London–Liverpool	132	94	92
London–Leeds	133	81	113
London–York	112	84	98
London–Newcastle	169	137	148
Birmingham–Nottingham	74	55	26
Birmingham–Sheffield	75	65	62
Birmingham–Manchester	86	41	41–51
Birmingham–Leeds	118	49	89
Birmingham–York	147	57	110
Birmingham–Newcastle	206	117	167
Manchester–Liverpool	50	29	35
Manchester–Leeds	55	29	33
Manchester–York	83	51	55
Manchester–Newcastle	139	103	117
Leeds–Liverpool	106	61	73
Leeds–Bradford	20	8	12
Leeds–York	22	17	19
Leeds–Newcastle	81	74	76

EMUs Nos. 360112+360102 at Kettering on May 18. Midland Main Line electrification will now be extended north to Nottingham and Sheffield via Derby. COLIN POTTLE



Above: The Government's Integrated Rail Plan was published on November 18.

Right: An overview of the IRP, with HS2 cancelled to Leeds and replaced by electrification of the Midland Main Line to Sheffield and upgrades to the East Coast Main Line.

Manchester to Leeds rather than the previous idea of partial electrification, which left out the section between Stalybridge and Huddersfield.

The new NPR line was proposed by Transport for the North as part of a larger project to improve rail in the North of England and some of these other schemes may also go ahead. The new line will run from Warrington, where it will serve reinstated platforms on what is currently the little-used freight line to Fiddlers Ferry power station.

With the running down of that facility, the route to the west of Warrington will be upgraded and electrified to enable NPR services to reach Liverpool Lime Street. Space exists at Lime Street for further platforms if these are deemed necessary for the additional services that will run.

East of Warrington the line will use existing, abandoned trackbeds and some new track to reach Manchester Airport station, where services will join the HS2 line into Manchester.

Despite a call for a through station at Piccadilly, the IRP confirms that a terminal station will be built and that NPR services will reverse there before heading on over another new section of line that will run to the east of the Standedge Tunnels (West Yorkshire). Further upgrades of the existing trans-Pennine route with digital signalling, longer sections of three or four-tracking and gauge enhancement will also be delivered.

The decision means that Bradford will no longer be served by the new NPR line but the IRO says that Bradford to Leeds will be electrified.

Local schemes

Away from these main lines, the IRP confirms that a number of more local schemes will be considered, including the Midlands Hub proposals to run more services into Birmingham Moor Street via chords at Bordesley, and also the creation of a new station at Toton for local and regional services.

Proposals exist for reopening and extending the Maid Marian (Kirkby-in-Ashfield to Pye Bridge) and the Robin Hood (Nottingham-Worksop) lines, and with electrification now set to reach Sheffield, the IRP also confirms that an option to electrify the Hope Valley line between Sheffield and Manchester will be explored.

The IRP has no firm proposals for dealing with the problems of capacity and reliability on the network around Manchester, but it notes that whilst options are being developed separately, they will be considered in the context of core schemes proposals contained in the IRP.

West Yorks Metro

The need for a local tram or metro system in Leeds is noted in the IRP, and the Government has allocated £100m to start work on the West Yorkshire Mass Transit System and to look at options on how to take HS2 trains to Leeds.

With capacity at Leeds a major problem, it is thought that a new Mass Transit System could take a number of local services out of the heavy rail station.

Leeds is the largest city in Europe currently without a light rail or metro system, and a previous proposal for a Leeds Super Tram network was cancelled by the Government in 2005 because of rising costs.

Whilst the announcement of the IRP included a suggestion that it would see many projects delivered up to 10 years earlier than previous plans, the timeline within the IRP suggests that many projects will not be completed until the mid-2040s, with the full HS2 Western Leg now expected to be completed in the mid-2030s, HS2 East to be delivered by the mid-2040s and the three phases of construction of the new NPR line planned for a 10-year period between 2035 and 2045.

THEY SAID:

"I AM proud to present the Integrated Rail Plan. The biggest ever Government investment in our rail network, in redressing decades of underspending in the Midlands and North, and in levelling up our country.

"Too often, the debate on levelling-up has been about schemes. Instead, we need to focus on outcomes – on delivering the greatest economic and transport benefits for more people, more quickly. That is what this Integrated Rail Plan does."

Boris Johnson, Prime Minister

"RAILWAYS are not just about getting people from A to B. Planned properly, they can transform the prospects of the places they serve, helping businesses to grow, generating new jobs and opportunities, and improving the lives of people who live and work there. An investment in rail is an investment in more prosperous communities."

Grant Shapps, Transport Secretary

"THE railway industry will welcome the end of the uncertainty surrounding the Integrated Rail Plan, now it's been published. Many of them have been preparing over the last few years to deliver the projects contained within it, and whether individual schemes have been scrapped, amended or given the green light, at least we all now know the Government's thinking."

Darren Caplan, chief executive of the Railway Industry Association

"IF TODAY'S announcements had come from a standing start, the industry would doubtless have been pleased with the investment. But the reality is they represent a reduction in the previous plans for both HS2 and Northern Powerhouse Rail. HS2 is the single most important infrastructure project in the UK for decades. Its benefits to the country are enormous and will be felt by generations to come."

High Speed Rail Group

"THE IRP doesn't join up the dots. It speaks of infrastructure rather than services, and so misses the importance of the more detailed points that determine whether rail services are attractive to customers. Without these important connections at either end of the east-west cross-Midland part of 'HS2 East', the business case for taking it forward will be weak, and the full spread of benefits it could bring will be unrealised."

Greengauge 21

"DEFERMENT of the Eastern leg of HS2 and NPR east of the Pennines, if unavoidable, is acceptable but cancellation is not. It is crucial that these options are preserved for the future, when a fully decarbonised transport system with sufficient capacity for all main traffic flows will be essential."

The Chartered Institute of Logistics and Transport

Leeds station is already struggling for capacity, which the cancellation of HS2 could only make worse. The Government argues that a West Yorkshire metro system will relieve some of that pressure by taking away local trips.

IRP: The winners and losers

Integrated Rail Plan sees West Coast destinations gain but Yorkshire and the North East lose out as plans for high-speed lines scaled back and replaced by conventional line upgrades.

By 'Industry Update'

Leeds, York, Newcastle and other East Coast destinations must now seek journey time and capacity improvements using existing trains and infrastructure. LNER 'Azuma' No. 801221 stands at Newcastle with a service to King's Cross on October 29. PAUL BICKERDYKE

THE Integrated Rail Plan (IRP) aims to bring together the potential benefits previously proposed by the HS2, Northern Powerhouse Rail (NPR) and Midlands Connect projects. IRP represents a revised approach after the Government decided there is insufficient funding available to meet all of these aspirations for improved rail services developed by Transport Agencies in Northern England and the Midlands, which had a cost of £185 billion.

The new programme set out in the IRP has been severely cut back, with costs reduced to £54 billion, to which £42 billion must be added for previously authorised HS2 Phases 1 (to Birmingham Curzon Street) and 2a (to Crewe).

The decision has to be seen against the background of the Government borrowing more than £500 billion to maintain the economy and employment levels since the Covid-19 pandemic began at the start of 2020.

There will a reduction in the amount of new high-speed infrastructure built, with the result that a lot of improved connectivity between Northern cities has been lost, as many services will continue to use the current network.

Changes are also to be made to the way the NPR project will be delivered. This had been the responsibility of Transport for the North – but, in a reversal of policy to devolve transport decision making, the Government has decided that business case development will become the responsibility of the Department for Transport in London.

HS2 Eastern leg

Although 110 miles on new high-speed infrastructure will be built, the proposed HS2 Eastern leg is to be cut back. The line will end at East Midlands Parkway instead, where it will connect with the existing Midland Main Line and allow through trains to Nottingham, Derby, and Sheffield.

The earlier proposal to build a parkway station at Toton to service the East Midlands conurbations has not been seen as a good solution in view of the amount of road traffic that would be generated and the absence of public transport links compared to those that are available at city centre stations.

Journey times from London to the centre of Nottingham (57 minutes) and Derby (58 minutes) will improve, as the time taken to reach these from Toton Parkway will no longer be a factor. The current timings are 92 and 86 minutes respectively.

The Sheffield journey time is unchanged at 87 minutes, as the original plan involved a spur from the intended HS2 formation using the existing network. This compares with the 118-minute journey currently offered by the fastest services.

The cancellation of the greater part of the Eastern leg causes a significant increase in the original journey time to Leeds (81 minutes), as trains will continue to use the East Coast Main Line (ECML) where improvement to some sections of the route will allow a line speed increase to 140mph.

This will shorten timings to 113 minutes, a 20-minute improvement over the current average journey time, but more than 30 minutes longer than would have been possible with the 225mph HS2 operating speed. To make-up for lost capacity, the plan is to increase the length of East Coast services from nine to 12-car formations.

Although a HS2 terminus was to be built at Leeds, a further section of line was intended to connect with the ECML, which brought dramatic time savings from Birmingham – for example, York would be reached in 57 minutes and Newcastle in 117 minutes. This transformative connectivity has been lost, as the use of long sections of the existing network mean the journey length will now be 110 and 167 minutes respectively.

HS2 Western leg

High-speed access to central Manchester and the Airport will proceed as the HS2 Western leg will be authorised, although the idea of an underground station has not been taken up. Instead, six additional surface level platforms will be provided at Manchester Piccadilly, reducing costs by up to £5 billion. It is expected that, like HS1 from London to Kent, local services will use the high-speed line for part of their journey.

A consequence of scaling back the Eastern leg is to release capacity for an additional range of HS2 services, which is likely to benefit the Crewe hub and destinations reached from there. A factor that emerged as a result of consultation was that connectivity with North Wales has not been considered and, although through trains will not be provided on the unelectrified route, interchange with services at Crewe will reduce the journey time between London and the coastal towns to a little over two hours.

> "Scaling back the Eastern leg releases capacity for additional HS2 services to Crewe and beyond"

For point-to-point working, HS2 trains will be made up of two 200-metre long units, which will divide at hubs such as Crewe to reach a greater number of destinations. Carlisle is also to be a hub station, where trains will split to form Glasgow and Edinburgh portions.

NPR rejected

The proposal for a high-speed line described as HS3 between Manchester and Leeds via Bradford has also been curtailed and replaced by a mixture of new construction and upgrades to the existing route.

Congestion in the Manchester area means that a 40-mile new line will be built between Warrington and Marsden (the summit of the Diggle route after passing through Standedge Tunnel), with additional running lines provided from there to Huddersfield. This new line will mostly be built on disused trackbeds, effectively reopening closed lines.

The revised NPR plan written by the Department of Transport was critical of providing an additional station at Bradford to serve a new high-speed route as it felt this would not be integrated with existing public transport. As a result, the route between Bradford and Leeds via New Pudsey will be upgraded and electrified, allowing the journey to take place in 12 minutes instead of the current 20 minutes.

It is claimed that journey times on the core Manchester to Leeds section will only worsen by four minutes as a result of the revised project, giving a 33 minute timing against the current 55 minute journey time.

The current frequency of passenger services using the Diggle route precludes its use by freight services. Past rationalisation has created a two-track railway without any facilities to pass slower trains. The opening of new intermodal handling facilities at Immingham is likely to lead to demand for freight trains to reach the North West and, as a result, gauge enhancement is proposed together with additional running lines.

MML and TPE electrification

As a result of the cutback to the HS2 route, the Midland Main Line (MML) will be electrified between Market Harborough and Sheffield to enable high-speed services originating from London and Birmingham to reach Nottingham, Derby, and Sheffield.

The journey time reductions are significant as, for example, the travel time between Birmingham and Nottingham will be reduced to 26 minutes compared with 74 minutes in the current timetable.

The NPR route between Liverpool and York, which is to use a combination of new and upgraded infrastructure, will also be electrified throughout – but this will not be extended to Hull as included in the original plan.

As a result of the Woodhead route closure, the Hope Valley route – which is largely unmodernised – is used for travel between Sheffield and Manchester and it has limited capacity for freight services. It is the intention to improve the infrastructure to improve journey times and provide greater capacity, but there is no commitment to electrification.

Flexibility in delivery

There has been a long delay in publishing the IRP, and its content can be read as a list of preferred options that could still change. Notably, land acquired to build HS2's Eastern leg is to be retained and the alignment protected from encroachment.

Future investment may look beyond demand and instead be judged on the need to reduce emissions. One in every 10 miles travelled in England in 2019 was made by rail, and the goal is to increase this as well as eliminating diesel-powered traction by 2040 and a net-zero outcome for the network as a whole by 2050.

Cars and taxis are currently the biggest transport polluters at 55.4% of the total, with heavy goods vehicles at 15.9% and vans at 15.7%. In contrast, bus and coach operations amount to 2.5%, rail 1.4%, and domestic aviation 1.2%.

Encouraging the greater use of rail for both passenger and freight operations is at the core of reducing emissions, and this can only be achieved if there is a rail product that offers competitive services.

Rail Holidays of the World

A Variety of Tours to get you back on Track in Spring 2022!

Trams & Trains of Italy ~ Departs 22 April 2022 - 14 Days from £2,790pp

A new specialist and comprehensive tram tour to Italy that takes in Milan and Turin's large networks before heading south to Rome and Naples to sample their smaller, but interesting routes. A great way to see Italy and explore its wonderful cities.

- Travel on 5 tram networks
- Visit Rome Porta San Paolo Railway Park
- Travel on the Circumvesuviana narrow gauge line
- Time in Milan, Rome, Naples and Turin
- Travel from your home station to London pre/post tour

Mallorca Narrow Gauge ~ Departs 4 April 2022 & 3 October 2022
6 Days from £1,240pp

Tour the beautiful Mediterranean island of Mallorca by narrow gauge train. See a different side of this island which is full of surprises and its rail network offers a great way to explore it.

- Scenic rail journey to Soller
- Exploring destinations off the tourist trail
- Centrally located hotel
- Escorted daily excursions
- Time to explore Palma, Manacor, Soller, Inca and Polença

Ffestiniog & Welsh Highland Railways - Behind the Scenes ~
Departs 22 April 2022 & 14 October 2022 - 5 days from £840pp

An access all areas tour of the Ffestiniog and Welsh Highland Railways. Explore over 40 miles of rail track from Caernarfon, through Snowdonia National Park, to Blaenau Ffestiniog. Step behind the scenes and visit sections of the line not normally seen by the average passenger.

- Unique behind the scenes access of the Ffestiniog & Welsh Highland Railways
- Steam hauled private charter
- Footplate ride on a section of the line
- Run pasts for photographic opportunities
- Guided tours and insights from active staff and volunteers
- History tour of Caernarfon
- Three course evening meal on last night

Rhine Sea to Source ~
Departs 21 April 2022 & 6 October 2022 - 14 Days from £3,095pp

This tour begins in the North Sea and follows the River Rhine through impressive scenery by rail to its source in the Swiss Alps. Along our journey we visit sites that wouldn't exist without this waterway. Includes journeys on the Bernina and Glacier Express trains through the Swiss Alps.

- Visit the Dutch Windmills of Kinderdijk, a UNESCO World Heritage Site
- Two scenic river cruises on the Rhine
- Visit to Insel Mainau – The Flower Island
- First class journeys on the Bernina and Glacier Express trains
- Bernese Oberland Excursion
- First class Swiss Travel Pass for unlimited travel on trains, postbuses, lake steamers and many city buses & trains

The Best of Colorado ~
Departs 16 June 2022 - 11 Days from £4,380pp

A superb rail holiday that rides the very best and most famous railroads of Colorado. All the rail routes run through magnificent Rocky Mountain scenery. Journey on six incredible railroads and experience great landscapes and a taste of the old 'Wild West'.

- Scenic journeys on the Georgetown Loop, Royal Gorge, Pikes Peak, Leadville Colorado and Southern, Durango and Silverton and the Cumbres and Toltec Railroads
- Colorado Railroad Museum
- Free time in Denver with an opportunity to ride the extensive light rail system or visit the Forney Museum of Transportation
- Air Conditioned Private Coach for the duration of the trip

www.ffestiniogtravel.com ~ order our 2022 Brochure!
Tel: 01766 512400 Email: info@ffestiniogtravel.co.uk

Small Group Tours ~ Book Early to Avoid Disappointment!
Guidelines in Place so you can Book and Travel with Confidence

Ffestiniog Travel

ATOL 3047 PROTECTED · AITO 5050 Assured · ABTOT Member 5220 · silvertraveladvisor *RUNNER-UP* · British Travel Awards 2019 · British Travel Awards 2018 · The Telegraph Travel Awards Runner Up

Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways every booking helps preserve the railways.

Step forward for North Norfolk route into Holt

THE Norfolk-based charity The Melton Constable Trust has purchased a key section of the railway trackbed that formerly ran into and beyond Holt. The trust views the purchase as a step forward in its aspirations to take the North Norfolk Railway back into the town.

Holt's original station, which remained open until 1964, was on what is now the A148 road to Sheringham. Attempts in 1965 by the North Norfolk Railway to buy the trackbed were rejected by the county council and, as the railway was rebuilt west from Weybourne, it had to contend with a station at Kelling, around a mile from Holt town centre.

The trust say there is a wide margin of land on the north side of the bypass that connects directly with land it has just bought, and work has already been undertaken to show how the railway can be extended alongside the bypass while also providing the necessary safety clearances.

Orbital line

As well as the potential to extend the NNR, the trust wants to use redundant trackbeds further on from Holt to connect Sheringham with Wymondham and the Mid-Norfolk Railway, ultimately creating an orbital railway over heritage and Network Rail lines. By connecting to Norwich, an orbital line would open up many more public transport opportunities.

The Trust already owns another section of the Holt route adjoining the newly-purchased land. It also has a lengthy part of the route into Fakenham, complete with two iconic bridges, and the next priority is to acquire more of the County School to Fakenham route.

SUBSCRIBE TODAY!
GREAT RATES
SEE PAGE 48

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

'City Valley Link' feasibility funds prompt ELR concerns

Proposal could see heritage railway route shared by local commuter services.

By Graeme Pickering

EAST Lancashire Railway vice-president Keith Whitmore says plans that would see the line sharing its route with conventional passenger services are "not a viable option".

Rossendale Council's bid for funding to develop its business case for the 'City Valley Link' – which would see regular rail services restored between Rawtenstall, Bury and Manchester for the first time since 1972 – was announced as one of 13 winners in the latest round of the Department for Transport's Restoring Your Railway scheme.

The council says the plan would allow the ELR to run to a similar timetable to its present one and "would see the retention of the steam age stations and signalling with the role of volunteers protected".

Mr Whitmore, who is also chairman of Greater Manchester Transport Heritage, told *The RM* that it had been made "quite clear" to the authority that such a proposal would not work. He added: "We either have a commuter railway or we have a heritage leisure railway. The two together are just not compatible. That has been consistently said to Rossendale. They also have representation on the [East Lancs Railway] Trust with Bury and Rochdale Councils and again consistently there they are aware of that situation."

According to the council, over 50% of employed people in Rossendale commute to destinations outside the borough. With a predicted journey time of around 50 minutes to central Manchester, it estimates the line has the potential to annually reduce car journeys on the A56 and M66 by one to three million.

The authority envisages that the link, which would incorporate an interchange with the Metrolink system at Buckley Wells, just south of Bury, would be relatively low-cost given that infrastructure is already in place.

Much loved asset

Rossendale Council leader Alyson Barnes said: "We value the East Lancs Railway and we would not have supported a solution that damaged the heritage railway, which is a valuable and much loved asset for Rossendale. This really is a possible way forward and further dialogue is needed between the partner organisations."

The council says it will present study findings to the leaders of Bury and Rochdale Councils, which also own stretches of the ELR, as well as councillors who sit on the board of the ELR Trust.

Mr Whitmore said it was more logical to proceed with separate proposals that could see the creation of a tram-train link at the opposite end of the ELR, linking Heywood to Oldham and Manchester via Castleton.

"I think our main port of call now is to work with Transport for Greater Manchester on the sensible proposals for the other end of the line and really to put this whole nonsense about a non-viable commuter railway to bed once and for all."

Line and service reinstatement projects also awarded funding in the latest round of Restoring Your Railway are: Darlington-Weardale, Ashton-Stockport, the Middlewich line, Tavistock-Plymouth, Gaerwen-Amlwch, Oswestry-Gobowen, Stoke-Leek, the Askern branch, the Don Valley line and Beverley-York. Proposals for reopening Corsham and Stonehouse Bristol Road stations will receive investment too.

NEW RAILS ON FLYOVER: The first rails were delivered to the rebuilt Bletchley Flyover on November 18 (right), which is being transformed for its new role on the East West Rail route between Oxford, Milton Keynes, Bedford and eventually Cambridge (see also pages 38-43). Work began in April 2020 to dismantle the 1959-built concrete structure over the West Coast Main Line ahead of rebuilding it again this year. The work also involves building new high level platforms to provide an interchange with the existing Bletchley station on the WCML. PHIL MARSH

OKEHAMPTON REOPENS: The West Devon town of Okehampton rejoined the national network on November 20 when GWR introduced a daily service to Exeter via Crediton. Okehampton, formerly a stop on the now closed LSWR route to Plymouth via Tavistock, lost its passenger service in 1972, but the line from Crediton was retained as far as nearby Meldon Quarry for freight traffic. This also allowed railtours and occasional seasonal trains to run, but now the line has been upgraded to allow eight trains to run on Monday-Saturdays and seven on Sundays. No. 150233 is pictured below at Okehampton on November 19, for the official opening of the 'Dartmoor Line' by the Secretary of State for Transport Grant Shapps and Network Rail chairman Sir Peter Hendy. DWV HUNT

RYDE REOPENS: **Train services finally returned to the Isle of Wight's Island Line on November 1, almost 10 months after it closed for upgrades and seven months after it was originally planned to reopen due to delays with the engineering work and commissioning the new fleet of five two-car Class 484 third-rail Vivarail EMUs. Infrastructure improvements on the eight-and-a-half-mile line between Ryde and Shanklin include a new passing loop at Brading that will allow a 30-minute service frequency, although only one train an hour is expected to run until spring 2022. No. 484001 is pictured on Ryde Pier on November 3.** CHRIS WILSON

Slippery rails 'almost certainly' caused Salisbury crash

Fourteen people were hospitalised after two trains collided to the east of the city.

By Chris Milner

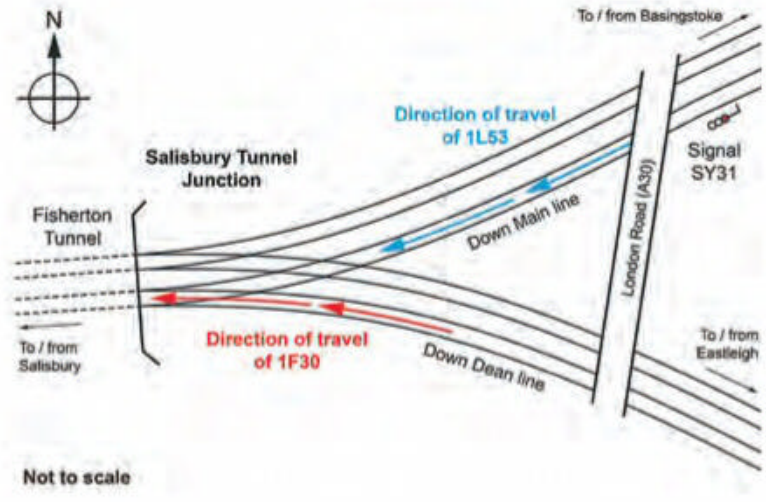
FOURTEEN passengers were injured and needed hospital treatment, and a train driver suffered life-changing injuries in a collision between two trains at the entrance to Fisherton Tunnel, Salisbury, on October 31.

The collision involved the 1F30/17.08 Portsmouth Harbour-Bristol Temple Meads formed of Class 158 Nos. 158763 and South Western Railway Class 159 No. 159102 working the 1L53/17.20 Waterloo-Honiton.

The Portsmouth train was signalled off the line from Eastleigh at Tunnel Junction, east of Salisbury, where it joins the LSW main line from Waterloo. Open access information shows 1F30 was running around 19 minutes late.

At the same time, 1L53 was approaching Tunnel Junction from the Basingstoke direction, the junction protected for the passage of 1F30 by a red signal (SY31) on the east side of the A30 London Road bridge (see diagram). However, 1L53 passed the signal at danger by around 200 metres prior to colliding with the Bristol-bound train.

In the impact, the SWR '159' was deflected towards the up line, both trains coming to a rest with vehicles inside and outside Fisherton Tunnel. Trackwork was badly damaged and signalling cables severed, and one carriage of the '159' came to rest at an angle. There had been an initial suggestion the Bristol train had hit an object, but this was later discounted by crash investigators.



A diagram of the track layout at Tunnel Junction, Salisbury. RAIB

Emergency braking

There were a total of 92 passengers on the two trains, and 30 described as 'walking wounded' were dealt with at a casualty station set up in a local church, while others needed hospital treatment.

After the crash, SWR confirmed the driver of its train was Robin Tandy, 74, who has more than 50 years' experience driving on the route from Waterloo with 'an excellent record'. Mr Tandy had to be cut from the cab of the '159' inside the tunnel.

In an initial report published on November 3, the Rail Accident Investigation Branch (RAIB) said preliminary analysis of data downloaded from the On Train Data Recorder (OTDR) on 1L53 shows that the driver initially applied service braking to slow the train on approach to the caution signal before signal SY31. Around 12 seconds after service braking started, the driver made an emergency brake demand. As the train approached signal SY31, and with the emergency brake still being demanded by the driver, a second emergency brake demand was made by the train protection and warning system (TPWS). These emergency brake demands did not prevent the train from reaching the junction, where the collision occurred.

RAIB added anaylsis shows wheelslide was present, both when the driver applied service braking and after emergency braking was demanded. This was almost certainly a result of low adhesion between the train's wheels and the rails.

Wheelslip caused by a build-up of autumn leaves compressed on the rails can be a major problem when braking, and seasonal timetables are introduced to allow for extended braking distances. The mitigation of the effects of leaf mulch are the reason rail head treatment trains are used on the network between October and December.

Recovery and repair

Recovery of the vehicles after the accident proved very challenging with some carriages still in the tunnel, others in a deep cutting. A 750 tonne crane was brought in and positioned on London Road to lift the vehicles clear. *The RM* understands these were taken away by road to Long Marston for further examination. However, given the fact some vehicles are around 30 years old, being written off is a likely outcome.

The recovery also utilised GBRf loco No. 59003 to drag the centre car of the '159' from the tunnel, but after struggling with adhesion, a Kirow crane was employed.

New pointwork, around 1000 yards of new track, and 1500 sleepers have been laid to replace damaged track, while engineers have restored the signalling with 3km of new cables.

Prior to the line reopening on November 16, more than two weeks after the collision, a day was spent running leaf-busting trains over the line to remove debris and leaf mulch, before a series of test trains checked the infrastructure.

A full RAIB report will be published in due course.

SIDELINES

Paris-London rival

SPANISH state-owned operator Renfe has reportedly expressed its intention to run a high-speed train service between Paris and London. The move would put it in competition with Eurostar, which is majority owned by France's SNCF. Renfe is said to have studied the market and believes the operation would be 'profitable', and so plans to bid for slots through the Channel Tunnel.

High speed merger

EUROSTAR and Thalys have resumed their merger plans, with French operator SNCF being the majority shareholder while Belgian SNCB will get 18.5% of the shares. Headquartered in Brussels, the new company would eventually drop the less internationally known Thalys brand. If approved by the European Commission, the move will create the first high-speed train company connecting five countries.

Contactless ticketing

£360 million has been announced to expand contactless tap-in and tap-out ticketing to more than 700 stations outside of London and the South East over the next three years, including more than 400 in the North. The scheme will include London-style price caps and greater integration with local bus and tram networks.

Bridge campaign

NETWORK Rail has relaunched its 'Wise Up, Size Up' campaign reminding lorry drivers to check the height of their vehicles and plan their route in advance to avoid low bridges. The campaign comes as NR revealed there are more than 1600 bridge strikes per year – the most bashed being at Coddenham Road in Suffolk, which has been hit 19 times in the last year. Bridge strikes cost NR more than £5.5 million in delay and cancellation fees in 2020/21.

Journeys increase

THE Rail Delivery Group has reported a 26% increase in train journeys from the week of August 22 and the week of October 10. Journeys rose to 22 million a week across the country, with leisure journeys at around 90% of pre-pandemic levels and demand for shorter trips under 50-miles now back to normal. However, commuter journeys are still at 45% of pre-pandemic levels, putting the recovery of businesses reliant on commuter footfall at risk.

Tram review

THE West Midlands Combined Authority has asked Transport for West Midlands to conduct an independent review into the operations and governance of the West Midlands Metro. The decision came after all tram operations were suspended on November 13 until further notice, after the discovery of vehicle cracks.

Mk.3s go to school

Porterbrook has donated two former LNER coaches for educational use.

By Ashley Butlin

UPSHIRE Primary Foundation School in Waltham Abbey, Essex, has become the latest establishment to benefit from the generosity of Porterbrook Leasing Company after being gifted two former LNER Mk.3 coaches.

Away from their former lives running between King's Cross and Edinburgh, the coaches will provide the school and local community with much-needed additional resources.

Trailer First No. 41165 and Trailer Standard No. 42109 were delivered to the school from Long Marston (Warwickshire) by Railway Support Services in mid-October.

Andrew Goodman, managing director of RSS, explained that the final stage of the journey and installation of the coaches, each 23m (75ft 6in) long and weighing over 33 tonnes, "had its challenges."

He said: "Moving loads of this length is straightforward enough on motorways and main roads, but manoeuvring them through suburban streets with width and weight restrictions needs a lot of planning. No one ever expected loads of this size to be delivered to a school!

"Some road signs, a fence and a gate had to be removed before we could reach the site. To make sure that the delivery would be trouble-free on the day, in advance we completed a 'dry run' with an empty transporter."

RSS installed protective matting to limit damage to the grassed areas of the school grounds. The coaches were then offloaded onto temporary track before being traversed sideways into position, using hydraulic lifting gear. The concrete plinths on which the vehicles now rest were specially installed to overcome problems with the soft ground at this location.

A view of the school shows the First Open coach at the front and the Second Open to the rear of the buildings. BARRY MCPHEAT

Community use

No. 41165 will become a library for the school, retaining its First Class seating and tables, while No. 42109 will be stripped out and made into an additional multi-purpose facility. The school plans to use it for its pre-school breakfast and after school groups, in addition to being available throughout the day.

Out of school hours, it is anticipated the space will be available for local community groups, including an adult literacy class. Other groups have expressed an interest in the facility.

Work will be required in converting the vehicles and help has been offered by Hertford Regional College and a local building firm.

Headteacher, Jacqueline Blackburn said: "We are delighted to see our dream become reality. Our school vision is 'Inspire, Excite, Achieve' and I believe that this project fulfils our aspirations perfectly".

'A1' *Tornado* stopped with wheel flats

THE A1 Steam Locomotive Trust's (A1SLT) flagship 4-6-2 No. 60163 *Tornado* has come to the end of its current main stint slightly earlier than planned, due to wheel flats caused by a slide during the current leaf fall season, *writes Gareth Evans*.

An examination on November 16 identified several tyres on the tender that are beyond the limits allowed by main line standards. Normally this would be resolved by a visit to a wheel lathe for reprofiling, but the 'A1' is currently running on tyres that would reach scrapping size should they be turned again. The loco is scheduled for new driving and tender wheel tyres in the upcoming overhaul.

The removal of No. 60163 from the main line meant it was unable to haul 'The Rail Aid Pullman' from London Victoria to Dover on November 21 with No. 35028 *Clan Line*. The 'Merchant Navy' instead double-headed with a Belmond-liveried Class 67.

■ In connection with Network Rail's East Coast Digital Programme, which will see it trialled with European Train Control System in-cab signalling equipment, *Tornado* is shortly due to move to the Great Central Railway (GCR). The A1SLT said it is in discussion with the GCR regarding a number of operating days – details of which will be announced in due course.

Award for Middleton VP

IN A ceremony delayed by the pandemic, the Middleton Railway's vice-president Ian Smith received the '2021 *Railway Magazine* Lifetime Achievement Award For Services To Preservation' on September 29.

The award is normally given during the Heritage Railway Association's annual awards dinner in late winter, but this year's winners could only be announced online due to restrictions at the time about group gatherings.

Former *RM* editor Chris Milner presented the award to Ian at the heritage line for 'Outstanding work and personal dedication to the Middleton Railway for 50 years.' The full citation reads: 'For more than 50 years dedicated service as a volunteer at the Middleton Railway, helping to shape the railway for future generations, creating a community asset in a city environment and for recognising the importance of preserving industrial locomotives built in Leeds.'

Ian said: "I am both delighted and honoured to receive this award, which reflects on the Middleton Railway and its members' dedication towards keeping this historic line open for future generations to enjoy."

Chris Milner (left) presents the *The RM's* 'Lifetime Achievement Award For Services To Preservation' to Ian Smith at the Middleton Railway on September 29. PAUL BICKERDYKE

AUCTION WINNER COLLECTS PRIZE: The winner of the sealed bid auction to buy a unique bit of modern railwayana, a driver's seat from Class 442 No. 442419, visited Wolverton Works on November 2 to receive the seat from Gemini Rail Group manager Joe Fairclough – who is seen on the left at the handover to winner Antony Yandell. Fleet owners Angel Trains and former operator SWR made the seat available to raise money for the Railway Benefit Fund. PHIL MARSH

Bahamas to Worth Valley and East Lancs

LMS 'Jubilee' No. 45596 *Bahamas* is set to haul a day excursion from the Keighley & Worth Valley (KWVR) and East Lancashire Railway (ELR) on February 19. It is believed to be the first time a main line steam railtour has operated between two heritage lines.

While the routing remained to be confirmed as this issue went to press, it was expected to start at Oxenhope, running via Copy Pit to Castleton and onto the ELR. *Bahamas* is due to come off at Bury and it is hoped former KWVR resident 'West Country' 4-6-2 No. 34092 *City of Wells* will head the train to Rawtenstall.

Details are expected to be available at www.kwvr.co.uk in due course.

New NRM role for Sir Peter

Network Rail's chairman has taken on a new role to help strengthen links between the rail industry and the National Railway Museum.

By Paul Bickerdyke

NETWORK RAIL chairman Sir Peter Hendy has been appointed chair of the National Railway Museum's advisory board.

His role will include developing links between the museum and the rail industry, as well as championing the NRM's 'Vision 2025' plans, and celebrations of forthcoming important railway anniversaries.

Sir Peter has been appointed following the stepping down of Anton Valk, the former chief executive of Abellio UK, and is in a unique position to bring together the industry and museum worlds. He began his career as a graduate trainee of London transport in 1975, rising to become Commissioner of Transport for London in 2006 before moving to Network Rail in 2015. He is also a member of the Railway Heritage Designation Advisory Board and a trustee of the London Transport Museum.

Sir Peter believes there should be strong connections between the museum and industry. "The NRM is custodian of the National Collection, responsible for telling the story of the past, of the present and potential of the future," he said. "This is of interest to the industry as museums are places for people to learn about railways. The NRM can showcase the industry and excite an interest in a career on the railway."

Above: Sir Peter Hendy: "The NRM can excite an interest in a career on the railways."

Right: The NRM's 'Vision 2025' will transform the York museum.

In return, the rail industry can help support the museum through donations, both in terms of cash and relevant objects for the collection.

Steam is important

The new advisory board chair also believes there is still a role for steam and heritage diesels on the modern railway in an ambassadorial role, agreeing with the famous quote by former chairman of the British Railways Board Sir Peter Parker that "steam warms the market for railways."

He said that railways are often mentioned in the media in a negative way, but the likes of *Flying Scotsman* and *Tornado* in steam help to provide a more positive story. Therefore Sir Peter is very supportive of *Flying Scotsman* continuing to run on the main line, and will ensure it is there to celebrate its centenary in 2023, for which the NRM is developing a programme of events.

'Vision 2025' is the £55 million plan to transform the NRM ahead of celebrations to mark 200 years of the Stockton & Darlington Railway in 2025, which was the world's first public railway to use steam locomotives for both freight and passengers, thus kick-starting the railway age.

The plan will see the York museum redeveloped to bring together its Station Hall and Great Hall halves via a new entrance way on the to-be-closed Leeman Road, with further upgrades at Locomotion in Shildon too.

Funding is already in place for this to start, with the rest due to come from sources such as the railway industry, public money and fundraising.

Sir Peter believes that even post-pandemic, the industry has money to invest in the museum. "I will be chasing sponsors, in a similar way that Transport for London now sponsors the London Transport Museum," he said.

Passengers preview Cambrian extension

MEMBERS of the Campaign for Real Ale's (CAMRA) Shrewsbury & West Shropshire Branch gained a sneak preview of Cambrian Heritage Railways' (CHR) extension to Weston Wharf on November 20.

Pictured with CHR volunteers, the CAMRA members were all set to present an award to Stonehouse Brewery, a micro-brewery located alongside the new station on the southern edge of the Welsh border market town of Oswestry.

CHR volunteers and CAMRA members pose with 'Pacer' No. 144006 at the new Weston Wharf station on November 21. GARETH EVANS

Spring opening

'Pacer' No. 144006 carried an appropriate headboard for the trip – 'CAMRA Beer Special'. After suitable refreshments, the group returned by rail to Oswestry station.

A similiar 'preview' train for CHR members operated a week previously in connection with the group's annual general meeting, also using No. 144006.

The extension is due to be officially opened in spring 2022 when it is hoped fare-paying passengers can be carried.

In the meantime, CHR hopes to offer similar sample trips to a range of stakeholders in the coming weeks along its 1¾-mile line.

Government grants provide heritage lifeline

THE London Transport Museum has received £450,000 from the third round of the Government's Culture Recovery Fund to boost its long-term recovery after being closed for 355 days from spring 2020 to May 2021.

The museum, which generates 80% of its own income, took a big financial hit when the pandemic forced closure, and now says that visitor numbers have returned to around two-thirds of its pre-pandemic levels. It adds that with international travel and tourism still limited the museum's long-term recovery remains fragile.

Another rail-related recipient is the Ravenglass & Eskdale Railway, which has been awarded £451,500 under the 'Emergency Resource Support' category. The 15in-gauge Cumbrian line described the funding as a 'lifeline'.

SIDELINES

Tours recommence

DARJEELING Tours has announced it is able to run tours to the Indian subcontinent again after the withdrawal of the requirement for British visitors arriving in India to quarantine for seven days. The programme now includes tours to the Darjeeling Himalayan Railway, the Kangra Valley Railway, and the Indian Magic Tour.

SLR 85 at S&D 200

THE Welshpool & Llanfair Light Railway's former Sierra Leone Railway No. 85 is set to become a flagship for British railway exports and the African railway scene they created at the Stockton & Darlington 200 celebrations in 2025 – so long as the 2-6-2T's £275,000 overhaul can be completed in time.

The Hunslet (No. 3815 of 1954) was saved for the WLLR following the closure of the SLR in 1975, along with four carriages built by the Gloucester Carriage & Wagon Works in 1961. No. 85 is now under overhaul at the Vale of Rheidol Railway's workshop in Aberystwyth.

New TOC launched

KINGS Norton-based SLC Operations (SLCO) has been awarded a passenger train operating licence, a year after being given a non-passenger licence. The company was formed by ex-Chiltern Railways bosses Cath Bellamy, Adrian Shooter and Ian Walters, and it will now seek opportunities "to provide passenger railways and connections where there currently aren't any."

Crossrail testing

THE Elizabeth line has begun trial operations described as the final phase before opening for passenger services between Paddington and Abbey Wood in the first half of 2022. The tests involves operational exercises to ensure the safety and reliability of the railway for public use and to fully test the timetables. More than 150 scenarios will be carried out over the coming months to ensure the readiness of the railway for passenger service.

Workshop clearance

MACHINE tools from York's National Railway Museum are being cleared out following closure of the workshop. Instead of repairing steam and diesel locos, the workshop and viewing area will be turned into Wonderlab, which is described by the NRM as "a dynamic, dramatic, and multi-sensory gallery to help visitors think and act like engineers."

New BLS tour

THE Branch Line Society has announced a new railtour for February 13, 2022 called the 'No Batteries Required', a charity railtour exploring the Merseyrail network and hopefully using a Class 508 EMU. See www.branchline.uk for more details.

COMPILED BY GRAEME PICKERING

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

Lower carbon footprint for Britain's longest rail bridge

ENGINEERS working on constructing HS2's 3.4km-long Colne Valley Viaduct say they expect to reduce its carbon footprint by at least 28.4 %.

Concrete and steel production are major sources of CO2 emissions. Refining the design to narrow its width by over a metre, while still retaining sufficient space for lineside signalling and control equipment, has reduced the required volume of both materials.

The viaduct will be of post-tension design, with steel cables running through the full length of the structure.

Changes to track alignment on the approach to the viaduct from the north have reduced earthworks needed, and noise barriers have been changed from solid concrete to composite design.

Following testing at the site, the depth of piling will be reduced by 10-15%, which HS2 says will also contribute to savings in carbon and cost.

Boring machine *Dorothy* named

THE first tunnel boring machine on the northern section of HS2 Phase One has been named *Dorothy* after Dorothy Hodgkin, the first British woman to win the Nobel Prize for Chemistry.

Music producer and rail enthusiast Pete Waterman unveiled the name at the Long Itchington Wood Tunnel site in Warwickshire on October 20.

Design and delivery shortlist

JACOBS UK and joint ventures 2 Connect (AECOM and Costain Integrated Services) and AMS (Atkins, Mace Consult and SYSTRA) have been shortlisted to become the design and delivery partner for phase 2a of HS2 between the West Midlands and Crewe.

The winner of the £500 million contract is expected to be announced next summer.

HIDDEN GEM: This is a view of the Grade II-listed entrance to Curzon Street station building in Birmingham on October 13, which has been covered in scaffolding as part of its upgrade and incorporation into the city's new HS2 station. Curzon Street opened in 1838 and was used by the London and Birmingham Railway and the Grand Junction Railway for scheduled trains until 1854, for excursion trains until 1893 and for goods traffic until 1966. PHIL MARSH

Minister confirms scaled down Euston station

Costs reduced by opting for a 10-platform, single-stage design.

A SCALED-down, 10-platform design to be constructed in a single stage, is expected to ease pressure on the budget for the Euston phase of the HS2 project.

In his six-monthly report to the House of Commons on October 20, HS2 minister Andrew Stephenson confirmed the change to what had previously been planned as a two-stage project consisting of 11 platforms.

The revision was made in response to a recommendation from the Oakervee Review, an independent report produced for the Government examining 'whether and how' to proceed with HS2, which was published in February last year.

Cost pressures

Mr Stephenson told MPs that a £400 million 'pressure', or increase, on cost estimates at Euston was unchanged from his last update to Parliament. Should this additional cost be realised, it would be covered from a delegated contingency fund, of which £4.8 billion (from an original sum of £5.6 billion) remains.

However, he said it was anticipated that the development of an updated station specification would ease the situation, adding: "This will provide a more efficient design and delivery strategy, and play a significant role in mitigating the affordability pressures recently identified. Moving to this revised HS2 Euston station design maintains the station infrastructure capacity to run 17 trains per hour, as set out in the Phase One full business case.

"We are continuing to explore opportunities for greater integration between the HS2 and Network Rail stations through The Euston Partnership, and to optimise the oversite development above the Euston terminus."

DISUSED BRIDGE DEMOLISHED: The decommissioned Heartlands Parkway bridge at Saltley, near Birmingham, was removed in October. Crossing the existing Birmingham to Derby line, it stood in the path of the HS2 route to the new Curzon Street station. With the structure demolished, attention has turned to the construction of a kilometre-long retained cutting for the high speed rail line. HS2

ROMAN STATUES FIND: Separated parts of rare Roman statues, including a female head (pictured) and torso and male head with torso, will be cleaned and examined after being discovered by archaeologists working on the HS2 project, during excavation at the site of the old St Mary's Norman church in Stoke Mandeville, Buckinghamshire. Also found were a sculpture of a child's head, a glass Roman jug, roof tiles, painted wall plaster and Roman cremation urns. HS2

Railways in Parliament

by Jon Longman

Bootle branch upgrade

LIFE peer Lord Bradshaw wanted to know what steps the Government has taken in the last six months to make it easier for railways to replace trips made by Heavy Goods Vehicles.

Transport Minister Baroness Vere of Norbiton replied: "The Government remains committed to unlocking the benefits rail freight can deliver, including its role in supporting resilient supply chains.

"Working alongside Network Rail (NR) and Freight Operating Companies (FOCs), we have taken several urgent steps to increase rail freight capacity to reduce the pressure on HGV driver shortages. NR has increased the number of paths available from Felixstowe Port by addressing level crossing risks and made additional paths available from Liverpool Port and London Gateway.

"NR and FOCs are running longer and heavier freight trains, and we are exploring with them whether there is scope to increase this to ensure that capacity is maximised, as well as increase the flow of rail freight on key routes from major ports. Work remains ongoing to secure further opportunities for this.

"Furthermore, the £8.3m upgrade of the 'Bootle Branch' serving the Port of Liverpool was completed in September. The 400-metre section of track will allow for an increase from one to two trains per hour in each direction."

East Midlands fleet delay

MANSFIELD MP Ben Bradley expressed his concern about the delays that East Midlands Railways was experiencing in accessing the additional rolling stock set out in the franchise agreement. Transport Minister Chris Heaton-Harris said that the hitch was down to a delay in the construction of new trains.

Mr Heaton-Harris said: "The additional rolling stock for regional and local services cannot be released from its present operator until that operator introduces its fleet of new trains. Officials are in regular contact with East Midlands Railway and the other train operators involved with this in order to ensure that the changes take place as quickly as possible, whilst not putting the provision of existing services at risk."

British steel contracts

ROTHER Valley MP Alexander Stafford championed the merits of using Sheffield and Rotherham steel in the construction of HS2.

Transport Minister Andrew Stephenson agreed, adding: "HS2 Ltd has engaged extensively with the British steel industry over the last five years, including organisations with facilities in Sheffield and Rotherham.

"HS2 Ltd hold 'Meet the Contractor' events for potential suppliers regularly and I would encourage businesses to sign-up to one of these events. HS2 Ltd is working with the British steel industry to ensure it is in the best position to compete for contracts to build Britain's new high speed rail network. For example, 28 of the 29 reinforcement fabrication contracts have been awarded to UK-based companies."

WMR traincrew worries

MARK Pritchard, MP for The Wrekin, expressed his concerns about the high number of West Midlands Railway cancellations.

Mr Heaton-Harris said steps were being taken to reduce disruptions for passengers: "The DfT oversees the delivery of the West Midlands National Rail Contract (NRC) in conjunction with the West Midlands Railway Executive (WMRE), a consortium of 14 local authorities.

"The DfT and the WMRE monitor the performance of West Midlands Trains (WMT) against its obligations on a four-weekly basis and meets with WMT regularly to discuss these matters. It is disappointing that the number of traincrew related cancellations on routes within the West Midlands has increased since the start of October.

"The DfT and WMRE are closely monitoring the steps WMT are taking to address the performance problems, and, if appropriate, will be using the full range of remedies available under the NRC."

Leamside bid rejected

HOUGHTON and Sunderland MP Bridget Phillipson pressed the DfT for solutions to finding funding for a light rail project on the former Leamside line in County Durham after the latest bid failed.

Mr Heaton Harris said: "In January 2020, the Government pledged £500m for the Restoring Your Railway programme to deliver on our manifesto commitment to start reopening lines and stations.

"The bid for the Leamside Line went through to the third round of the Ideas Fund but was unsuccessful.

"My officials have provided feedback on the scheme and advice on alternative funding routes to the Hon Member and her colleagues."

The RAILWAY Magazine Britain's Best-Selling Rail Title
www.railwaymagazine.co.uk
Like us facebook.com/TheRailwayMagazine
Follow us @railwaymagazine

GREAT CENTRAL AUCTIONS
website: www.gcrauctions.com
email: enquiries@gcrauctions.co.uk
Royal Anglian Regiment
PROGRAMME OF EVENTS
Live online with easyliveAuction.com
Live webcast auction of 200 lots of top quality railwayana (temporarily replacing our flagship Stoneleigh sales) every month, held on or around the first Saturday of each month. Visit our Great Central Auctions website for further information.
Our upcoming auction on 11th December will include a dedicated RAIL AID modern traction section for the benefit of the Railway Children charity.
Further events include our Bloxham-style auctions of general railwayana on line with easyliveAuction.com also railway and bus and tram tickets at regular intervals throughout the year and a special auction of railway ephemera including photographic negatives and slides early in 2022.
This sale will include a superb selection of historical material and classic publicity items.
Dispatch of many items is undertaken in-house, a unique service, buyers can receive their purchases within seven to fourteen days of the auction closing.
ENTRIES NOW BEING ACCEPTED
We are now accepting items for the sales described above. Entries can often be accommodated shortly before the commencement of each sale with vendor accounts being settled by bank transfer within fourteen days of the auction closing.
Items can be delivered by appointment, an insured in-house collection service is also available.
REDLAND
GREAT CENTRAL RAILWAYANA LTD
14, SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS, NN11 3RL
TEL: 01327 263633 / 262193 (MONDAY TO FRIDAY 10.00 – 5.00)
PERSONAL CALLERS BY APPOINTMENT ONLY PLEASE.
BEATTOCK
Valuations for insurance and probate, impartial advice on selling or buying railwayana.

AC Models

www.acmodelseastleigh.co.uk

Stockists of Bachmann, Graham Farish, Hornby, Peco, Scalextric and much more for all of your modelling needs.

Find us on Ebay
ACModels2
& Amazon
ACModelseastleigh

Gift Vouchers Available

www.acmodelseastleigh.co.uk

Now Open - New R/C Department

Opening times Monday 10am – 4pm, Tuesday 10am – 4pm,
Wednesday CLOSED, Thursday 10am – 4pm,
Friday 10am – 4pm, Saturday 10am – 4pm, Sunday CLOSED

ON-STREET PARKING OUTSIDE THE SHOP

9 High Street, Eastleigh, Hants SO50 5LF
Tel: 02380 610100
E: info@acmodelseastleigh.co.uk

FROM THE FOOTPLATE

LNER A4 No.60009
'Union Of South Africa'

East Lancashire Railway

Hop onboard the footplate of LNER A4 No.60009 'Union Of South Africa' and watch the 1 hour journey, from Heywood to Rawtenstall, on the East Lancashire Railway. Available in DVD & Blu-Ray formats.

Filmed using multiple cameras, catch all the action from onboard the footplate, including both the driver's and fireman's windows, motion gear, buffer beam and others. Lineside footage is also included of 60009 at various locations on the ELR.

Price: DVD = £14.95 Blu-Ray = £17.95
Plus FREE postage & packaging!

DVD & Blu-Ray available to order online or over the phone:
www.steamingaroundyorkshire.co.uk
or calling 07563019405

* If nobody is available, please leave us a voicemail message and we'll return your call.

Engineering Manager
Welshpool and Llanfair Light Railway

Full time
Competitive salary package plus staff travel benefits

About us:

The Welshpool and Llanfair Light Railway Preservation Co. Ltd. is a registered charity. An eight-mile long 2ft 6in gauge railway running through beautiful mid-Wales countryside, it provides a steam-hauled tourist service and heritage display. Operated predominantly by volunteers, the railway carries more than 26,000 passengers a year with an annual turnover of half a million pounds. We are the custodian of a significant portfolio of historic assets.

Your role:

You will lead the engineering team, both paid and voluntary, in maintaining and overhauling the railway's fleet of heritage steam locomotives, diesels, and other rolling stock. You will make available the required resources to operate timetabled train services, alongside providing appropriate advice and information on all aspects of railway engineering.

About you:

You have excellent leadership and interpersonal skills and a proven track record of motivating and managing. You are positive, energetic and enthusiastic. You will be a 'hands-on' engineer with practical experience and theoretical knowledge in an engineering discipline.

If you think you have the personal qualities to carry out this role and want to work with people who are passionate about preserving our heritage and educating the public, we want to hear from you.

For an application pack please contact:
humanresources@wllr.org.uk

Closing date for applications 6th December 2021

Hitachi plans Class 802 battery-hybrid trial

HITACHI Rail is working on battery-hybrid trials involving Class 802 bi-mode units.

The company and rolling stock leasing firm Eversholt Rail is in the advanced stages of design and engineering for a tri-mode version of the train for Great Western Railway, which will operate on battery power, as well as in overhead electric and diesel modes.

A battery is being built to replace one of the engines on a GWR five-car Class 802, allowing the trains to work on the partially-electrified route between Paddington and Penzance. It will allow the train to operate in battery-only mode on unelectrified sections, as well as supplementing the power of its diesel engines, if required, to maintain performance.

GWR and TPE

Hitachi says the battery will reduce carbon emissions and fuel usage by at least 20%. System integration testing at Hitachi's Naples site and combined testing in Japan will take place in 2022. Manufacturing and fitment will be carried out at the Newton Aycliffe plant in Country Durham, and be followed by testing on the GWR network.

Hitachi has also reached an 'in principle' agreement with fleet owner Angel Trains and TransPennine Express. It too will involve trials next year of a five-car Class 802 'Nova 1' on which one diesel engine will be replaced by a battery. It could lead to all 19 of TPE's Class 802s being modified in the same way.

Hitachi also announced a three-year deal with Scottish Power to provide electricity from 100% renewable sources for its UK maintenance depots and factory. This equates to an estimated 21gigawatts of electricity a year.

PRE-ORDER TODAY!

➜ VISIT MRTNS.UK/PRE-ORDER-RM

Save on a trip to the shops!

Vivarail's little train has big ambitions for the future

The company's in-house battery technology could be applied to other fleets for 'off wires' operations

By Paul Bickerdyke

VIVARAIL used the backdrop of the COP26 UN Climate Change Conference in Glasgow in early November to showcase the battery-powered version of its Class 230 'D-Train'.

It ran demonstration trains throughout the two-week event, including a trip across the Forth Bridge on October 30 – the first all-electric train to do so, and significant because electrifying the iconic structure would not be straightforward.

The two-car demonstrator No. 230001 is a battery-only version of the 'D-Train' concept and based on re-engineered former London Underground 'D78' Stock. Diesel-only versions are in service with London Northwestern on the Bedford-Bletchley Line, while Transport for Wales is due to start using diesel-battery hybrid '230s' on the Wrexham-Bidston Line from May 2022. Third-rail DC-powered versions recently entered service on the Isle of Wight as Class 484 EMUs.

The battery-only version marks a change of approach by Vivarail, as it says it will now concentrate on this technology and no longer offer the diesel-only version. In fact, the company has shifted focus from its beginnings in the mid-2010s and sees more potential selling the technology it has developed than supplying complete trains – although it is more than happy to do both.

Fast charging

Vivarail estimates battery-powered operation is almost half the cost of either conventional diesel or hydrogen fuel cells.

The key to it all is its Fast Charge technology, which means the batteries can be topped up during regular station dwell times along the route. For example, the demonstration run from Glasgow Central to Barrhead and back took around 28 minutes and used 38% of the full charge. If this was a real service, the unit could be recharged during the turnaround at each end or, for longer journeys, battery banks could be installed at key locations en route, with charging taking place during a station stop.

The company says that only a few minutes are required to get meaningful charge into the batteries. This is achieved by stopping the train over two short lengths of conductor rail between the running rails, linked to a trackside charging bank, which connects to high-current shoegear under the train. The charging process is automatic, and the driver does not have to do anything except stop in the right place.

Topping up would occur en route where possible, followed by a full trickle charge overnight at the unit's depot.

Based on current technology, the onboard batteries are said to have a seven-year lifespan in use on the trains, followed by another 10 years in the lineside battery banks, after which they can be recycled and repurposed.

Besides use in the Class 230s, for which there are a number of potential routes and branch lines around the country, the technology could be used to add a beyond-the-wires capability to standard EMUs, or even for other fleet owners to create their own fully-battery EMUs based on Vivarail's system.

Company chairman Adrian Shooter said: "Network Rail is open to qualify our technology as standard, but only if it can also be used to charge other operators' trains." To qualify would require trains to run in service for a year to prove the technology, and one possible location for this is the West Ealing to Greenford branch in West London.

Network Rail's group safety and engineering director Martin Frobisher added: "Fast Charging is an absolute breakthrough. What Vivarail has done is amazing, and it has proved this technology is ready."

Left: No. 23001 at Barrhead on October 29 having run on battery power from Glasgow Central. PAUL BICKERDYKE

Below left: The modern, bright and airy interior of No. 230001.

Below right: The cab of No. 230001, far removed from its days as a London Underground 'D78'.

ALL ABOARD THE 'CLIMATE TRAIN': **Outshopped in a special livery to mark its role, Avanti West Coast 'Pendolino' No. 390121 approaches Old Alder Lane Bridge (Winwick, Cheshire) while running from Euston to Glasgow Central on October 30. Operated in partnership with Eurostar, Nederlandse Spoorwegen, ProRail and Youth for Sustainable Travel, this was the UK leg of a Netherlands-Scotland 'Climate Train' carrying COP26 delegations from the Netherlands, Belgium, Italy and Germany, along with MEPs and campaigners.** DOUG BIRMINGHAM

The Prince of Wales is given an explanation of the hydrogen chamber by Porterbrook's innovation and projects director Helen Simpson. NETWORK RAIL

'HydroFLEX' unit No. 799201 passes through Bargeddie, North Lanarkshire, on November 5 ahead of running publicity trips on Glasgow's Cathcart Circle during COP26. DAVID HALL

COP visitors get 'HydroFLEX' preview

Former Class 319 has been transformed into a 'hydrogen-ready' tri-mode unit.

By Graeme Pickering

THE Prince of Wales and Prime Minister Boris Johnson were among visitors to take a tour of the UK's first hydrogen-ready passenger train while it was displayed at Glasgow Central during the COP26 conference.

'HydroFLEX', based on a converted Class 319 EMU, was first conceived in 2018. It has been developed by engineers from the University of Birmingham's Centre for Railway Research and Education (BCRRE) in partnership with rolling stock leasing firm Porterbrook and support from Innovate UK.

In the last three years, a detailed design of a fully-functional onboard hydrogen fuel cell and battery system has been developed and approved, along with a power control system. Main line testing took place in September 2020 and the hydrogen powerpack has since been modified to allow full integration into the train system.

Hydrogen operation

Porterbrook said a decision had been made not to operate the train (which can also run on electric and battery power) in hydrogen mode during the event so that those touring it could have the "unique opportunity" to look inside the hydrogen chamber. Following the conference, safety containment walls were due to be fitted prior to fuelling and commissioning.

Containing up to 277kg of hydrogen, the chamber gives 'HydroFLEX' a claimed range of 300miles, and can also charge its battery packs in 15minutes. The unit retains its original maximum speed capability of 100mph.

The interior of the train was refitted with a boardroom to host guests during COP26 and also features tables and worktops made from recycled plastic. Existing seat frames have been recycled and seat coverings manufactured with an emphasis on reducing waste and the need for new materials. Porterbrook says the LED lighting system will reduce energy usage by up to 60 per cent.

Agreement for UK's first new hydrogen fleet

TIMED to coincide with COP26, train manufacturer Alstom and leasing firm Eversholt Rail announced a memorandum of understanding that will see them work towards designing, building and commissioning a fleet of 10 three-car hydrogen multiple units, which would be the UK's first-ever brand new hydrogen train fleet.

The news comes just over three years since Alstom's 'Coradia iLint', the world's first hydrogen-powered train, entered service in Germany. It is expected that contracts for the UK trains, which will be part of the 'Aventra' family, will be signed in early 2022.

Emissions targets

Alstom's UK & Ireland managing director Nick Crossfield said: "Rail is already the lowest emission transport mode, but we can do even more, and I am delighted that we have concluded this agreement with our friends at Eversholt Rail which will lead to Britain's first ever fleet of new hydrogen trains."

Explaining that she expected hydrogen propulsion to play an important role, Eversholt chief executive Mary Kenny added: "It is important that we start sooner rather than later to decarbonise UK Rail if we are to meet the 2050 'net-zero' target."

The companies say they will build on experience gained from working together on the 'Breeze' project, a proposal to convert existing Class 321 electric units into hydrogen-powered trains and believe there is now a market for a fleet of new trains to be used by operators across Britain.

A computer visualisation of how the new hydrogen-powered 'Aventra' trains could look.
ALSTOM/ADVANCED & CREATIVE DESIGN

DRS's No. 68006 *Pride of the North* is pictured at Mossend in a new livery promoting the green credentials of rail and significantly reduced emissions for HVO-fuelled locomotives. DRS

Namings showcase low carbon rail freight

MOSSEND International Railfreight Park (MIRP) in North Lanarkshire was the location for the three-day 'Low Carbon Logistics' event from November 8-10, showcasing rail freight and low carbon transport to COP26 delegates, potential investors and customers.

An expansion of the existing rail facilities alongside the West Coast Main Line, MIRP is being developed in a £260 million project. It will have Scotland's first 775metre electrified rail terminal, due for completion in late 2022, and a distribution park with over two million square-feet of logistics space.

The park is run by Peter D Stirling Ltd, a family firm that began operation over 150 years ago and became involved in rail freight under the leadership of Billy Stirling, moving its base to the Mossend railhead in 1981.

Reflecting Mr Stirling's role as a pioneer of Scotland's rail freight market, GB Railfreight Class 92 No. 92020 was named *Billy Stirling* by his daughter Julie Corr at MIRP on November 8.

New fuels

The following day, Bill Reeve Transport Scotland's director of rail, performed the naming of DB Cargo Class 90 No. 90039 as *The Chartered Institute of Logistics & Transport*. CILT used the event to launch its 18-point action plan for lowering carbon emissions, which includes recommendations for greater use of electric rail rather than road haulage as part of the goods supply chain.

Promoting the environmental benefits of distribution by rail and being fuelled by hydro-treated vegetable oil, Direct Rail Services Class 68, No. 68006 was displayed at Mossend in a new livery including the slogan 'Powering a greener Britain' on November 10 and named *Pride of the North*.

Along with DRS Class 66s, the locomotive is part of a trial using HVO. The six-week trial on supermarket goods workings between Inverness and Mossend is expected to lead to a carbon dioxide equivalent reduction of over 284,203kg compared to standard diesel fuel.

Freightliner has announced it will carry out further trials of Gd45, which consists of 55% Shell gas to liquids (GTL) fuel and 45% Gd+ HVO. Tests carried out so far suggest significant emissions reductions in diesel engines without loss of power or performance. Freightliner will be the first company to use Gd45 in operational trials on some diesel-hauled freight services.

RAILTRAIL®

GIVE YOURSELF SOMETHING TO LOOK FORWARD TO

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

White Pass – Swiss Winter Snow Train Adventure

Fares From £1529

DEPARTS: Saturday 12 February & 12 March 2022

- ★ Your choice of First or Standard Class rail travel to Switzerland and return
- ★ 4* hotel beside Lake Lucerne with leisure facilties and fabulous views
- ★ Excursion on the Rigi Railway, Europe's first mountain railway
- ★ Breathtaking ride on the Titlis Rotair Cable Car, the world's first revolving gondola
- ★ Take the Voralpen Express to the pilgrimage site of Einsiedeln
- ★ Wonderfully scenic Goldenpass Line rail journey to Interlaken & Grindelwald
- ★ Experience a day on the route of the Glacier Express
- ★ Relax on Lake Lucerne's steamers
- ★ Local Transport Pass – offering freedom to explore Lucerne on your free day

Harz Mountains Winter Wonderland

Fares From £1085

DEPARTS: Sunday 6 February 13 March 2022

- ★ Your choice of First or Standard Class rail travel from London to Germany and return
- ★ UNESCO World Heritage half-timbered Goslar, with included guided tour
- ★ Action-packed steam-hauled journey up the Brocken Mountain
- ★ 'Kaffee und Kuchen' at the restaurant at the summit of the Brocken
- ★ UNESCO World Heritage half-timbered Quedlinburg, a former imperial capital
- ★ Steam on the narrow-gauge Selketalbahn Railway
- ★ Enjoy light lunch in Alexisbad in the Selke Valley

Kent & Sussex Easter Steam Explorer

Fares From £669

DEPARTS: Thursday 14 April 2022

- ★ Shepherd Neame tour & Brewer's Supper
- ★ Kent & East Sussex Railway and loco collections
- ★ Colonel Stephens Museum, Tenterden
- ★ Romney Hythe & Dymchurch Railway – the world's smallest public railway
- ★ Private Charter at the unique Sittingbourne & Kemsley Steam Railway
- ★ Private Charter at the Bredgar and Wormshill Light Railway
- ★ Steam on the Spa Valley Railway
- ★ Private Charter at The Lavender Line
- ★ Britain's very first standard gauge preserved steam railway, The Bluebell Railway

Grand Tour - The Transpyrenean

Fares From £2495

DEPARTS: Saturday 28 May & 17 September 2022

- ★ Steam through the Dordogne on the 'Truffadou' Truffle Train
- ★ Discover Andorra's capital, Andorra la Vella
- ★ Explore the delightful medieval core of Mirepoix
- ★ Taste Blanquette de Limoux sparkling wine
- ★ Visit the charming towns of Foix and Ax-les Thermes
- ★ Trundle past mysterious Cathare Castles on the 'Train Rouge'
- ★ Visit the perfect medieval walled city of Carcassonne
- ★ Experience a cross border rail adventure to Spanish Catalonia
- ★ Soar up from the valley on the Vall de Nuria rack railway (Blue Train)
- ★ Visit exciting Barcelona, the proud capital of Catalonia
- ★ Explore the whole of the 'Petit Train Jaune' line
- ★ Relax in the Mediterranean resort of Argelessur-Mer
- ★ Visit enchanting Collioure

1st CLASS RAILTRAIL 42 YEARS

SEE OUR SELECTION OF OVER 100 TOURS NOW ON OUR WEBSITE

RAILTRAIL... Big on quality, small enough to care

Platinum Trusted Service Award ★★★★★ 2021 feefo

Save £10 per person on any tour!
Quote code RM010
www.railtrail.co.uk • 01538 382323

ATOL 9056 PROTECTED

WINNER SMALL BRITISH TRAVEL AWARDS 2020 BEST RAIL HOLIDAY COMPANY

HOW CAN RAIL HELP TACKLE CLIMATE CHANGE?

Keith Fender looks at the differing ways around the world that rail is being used to help limit carbon emissions and the effects of climate change.

PART 1

FOR several years *The Railway Magazine* and others have been reporting plans to replace diesel-fuelled trains with those powered by hydrogen, battery and even reused cooking oil – whilst various governments around the world have announced that new petrol and diesel-fuelled cars will be banned within a decade. The background for all of these developments is the need to significantly reduce greenhouse gas (mainly carbon dioxide) emissions as the world seeks to tackle the effects of climate change.

The recent COP26 United Nations Climate Change Conference in Glasgow achieved some success in stepping up efforts to prevent a climate crisis (see headline news). Whilst many countries have adopted measures to reduce greenhouse gas emissions from fossil-fuel use, most have yet to fully implement changes to achieve targets they previously agreed to.

In August 2021, UN Secretary-General António Guterres called the latest scientific data prepared by The Intergovernmental Panel on Climate Change ahead of COP26 a 'code red for humanity', saying the evidence that human activity was driving changes in climate was now

'irrefutable'. Mr Guterres called for rapid moves, especially by developed Western countries, to reduce and remove use of coal and fossil fuels rapidly.

In Europe and much of the world, there is a widespread consensus among politicians and national governments that climate change is a real and present danger, with fundamental changes in weather patterns, rising sea levels due to polar ice melting, and that it is primarily caused by human activity, both historic and now.

Recent severe weather events such as flooding in Germany and Belgium, or widescale forest fires in Greece, the USA and Canada, have been attributed by scientists and politicians to the changing climate, although some politicians at both ends of the political spectrum continue to challenge the science.

Whilst much of the historic climate damage from greenhouse gas emissions may have been done by coal-fired heavy industry in the 19th and 20th centuries following the industrial revolution – with steam-hauled trains contributing their share – the scope for change today is largely driven by electricity generation, heating homes and transport.

"Rail represented only 1.4% of the UK's domestic transport emissions, but 9% of all passenger miles travelled in Great Britain were by rail"

UK plans

The UK claims to be the first major economy in the world to pass laws to end its contribution to global warming by setting a legally binding 'net zero' target by 2050. The Climate Change Act, as amended in 2019, commits the UK to net zero by 2050, this updated the original act (passed in 2008) which committed the UK to an 80% reduction of greenhouse gas emissions by 2050 compared to 1990 levels. In Scotland the devolved government has set its own net-zero carbon target by 2045.

Net zero means the amount of greenhouse gases (such as carbon dioxide) that the UK adds to the atmosphere is no longer more than the amount by which emissions are reduced or mitigated. Whilst the Government talks about "schemes to offset an equivalent amount of greenhouse gases from the atmosphere, such as planting trees or using technology like carbon capture and storage", there are currently multiple exceptions to the UK's target – especially air and sea transport, both of which have greater importance to an island nation than some of our continental neighbours.

Many critics and scientists say net zero means that in the years leading up to 2050 (starting now), businesses and people across every part of the economy need to take steps to get as close to zero emissions as possible. This means getting rid of fossil fuels and switching to clean technologies like renewables (such as wind or solar power), thus eliminating the vast majority of our emissions.

The British Government has announced two separate decarbonisation strategies; in March 2021 the plan for industry was announced, seeking to "accelerate the green transformation" with the aim of reducing emissions from manufacturing "by around two thirds by 2035". The document identifies hydrogen and electric power as key to making changes, but concedes real change will take at least a decade to be seen, with the target of reducing emissions "by at least 90% by 2050".

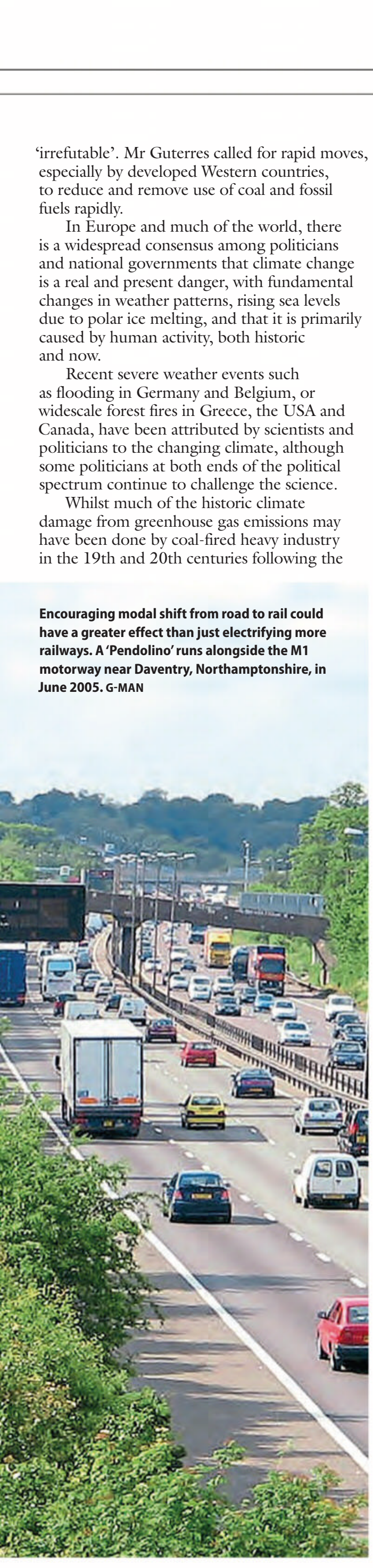
Net zero rail by 2050?

Then in mid-July 2021 the Government published its 'Transport Decarbonisation Strategy' which, as well as the headline-grabbing bans on new petrol or diesel cars, says it aims to improve public transport, "increasing support for active travel so that mass transit and cycling and walking play a bigger role than ever" with a "net zero rail network by 2050" and "net zero domestic aviation emissions by 2040".

Transport is now the largest contributor to UK greenhouse gas emissions, with road transport accounting for almost a quarter of total emissions in 2019. Rail represented only 1.4% of the UK's domestic transport emissions, although 9% of all passenger miles travelled in Great Britain were by rail (the vast majority were by road).

For rail freight, electrification is currently the only practical alternative to diesel for trunk haulage. Whilst most rail freight in Europe is hauled by electric locos, most in the UK is currently hauled by diesels – in part due to the lack of electrified terminals and multiple short non-electrified links between otherwise electrified main lines, such as Willesden Junction to Acton Main Line in London.

The Government says "electrification – a proven, existing technology – is likely to be the main way of decarbonising the majority of the



Encouraging modal shift from road to rail could have a greater effect than just electrifying more railways. A 'Pendolino' runs alongside the M1 motorway near Daventry, Northamptonshire, in June 2005. G-MAN

Instances of extreme weather in recent months and years have been attributed to climate change, such as floods in Germany in July 2021 that saw several lines washed out, including this one near Bad Munstereifel. DB

[rail] network" and that it is "committed to delivering an ambitious, sustainable, and cost-effective programme of electrification guided by Network Rail's Traction Decarbonisation Network Strategy" (published in July 2020). The Government's strategy specifically says this "includes pursuing options for electrifying the remaining diesel pockets of the third-rail network".

Electrification of the motorway network using overhead wires and trucks equipped with pantographs is also being discussed by the Department for Transport. In Germany, two pilot sections of Autobahn have been equipped with catenary for a dedicated truck lane, and the German government has proposed electrifying 4000km of its motorways for trucks by 2030.

Creative accounting?

2040 has previously been announced by the UK Government as the date from which all diesel trains would be replaced in the UK, but this is very unlikely to be achieved and – despite the rhetoric supporting electrification – little new investment has actually been announced in recent years other than very small schemes such as Wigan to Bolton.

The lack of joined up policy is evident with the new East West Rail line, ultimately connecting Oxford with Cambridge, not being built with electrification (see also pages 38-43). By contrast, rail lines being rebuilt in Scotland are being electrified from the outset – such as the Levenmouth branch, which will then form an 'electrification island' suitable for operation by battery EMUs.

Despite plans that sound ambitious at face value, for many critics they do not go far enough. Climate activist Greta Thunberg has described Prime Minister Boris Johnson's claim that the UK has "managed to reduce its CO2 emissions by about 42% on 1990 levels" as "a lie". She says the UK Government was engaged in 'creative accounting', pointing out that the figures excluded emissions from multiple sources, including aviation, shipping and the burning of biomass to generate electricity. Thunberg has also said she is "really hoping" that people will "stop referring to the UK as a climate leader" as it "is simply not true".

The fact that UK Government on the one hand is promoting low carbon investment and hosting the world at the COP26 conference, but at the same time also considering plans to expand coal mining in England and North Sea oil production, shows that 'net zero' is still not driving all policy decisions.

Elsewhere in Europe

Most major European countries, including Germany and France, have announced dates after which gas and diesel-powered cars and small trucks will no longer be sold, and similar restrictions are envisaged for buses, ferries and rail vehicles.

Despite the European Union announcing in mid-July a set of plans (known as the 'European Green Deal') to ensure its climate, energy, transport and taxation policies will reduce net greenhouse gas emissions by at least 55% by 2030 (compared to 1990 levels), there is a wide variety of plans and policies across the European countries.

The EU has set the objective of becoming the 'world's first climate-neutral continent' by 2050, although this will also rely on non-EU countries in Europe such as Switzerland and the UK also meeting, or beating, the EU performance. The 'European Green Deal' plans which target cleaner energy as well as energy conservation also aim to promote public transit, especially rail. A third of the €2 trillion post-Covid pandemic 'Next Generation EU Recovery Plan' will be used to finance the projects.

Emissions from transportation represent around a quarter of the EU's total (as they do in the UK) and these emissions have increased over recent years. The EU is targeting a 90% reduction in transportation-related greenhouse gas emissions by 2050, with electric road vehicles and electric (plus battery/electric) trains likely to be the main way to do this.

However, there is no single agreed approach amongst the bloc's 27 member countries as to what to prioritise. Germany, for example, has announced plans to phase out coal-fired electricity plants (having already phased out nuclear power), but neighbouring Poland is heavily reliant on coal for electricity generation (around 75%) and reluctant to remove it quickly (replacing it partially with new nuclear power stations). In both these countries the 'environmentally friendly' rail network is substantially electrified, but currently relies on power generated from burning coal. Wind and solar power are part of the alternative to coal, although alternative sources of domestic energy like hydrogen are also being proposed.

USA/China contrast

Other major countries are also planning to move away from a dependence on oil and coal, although how and when this will happen varies. The USA has moved towards increasing use of renewable generation for electricity and has already reduced the amount of coal used, although it remains significant.

In September 2021, President Biden proposed a transition to electricity generation via solar power – increasing this from the current 4% to around 45% of the country's power. This is not a new idea, as using solar power to provide energy for California's high speed rail line now under construction has been proposed for over a decade.

Unlike European countries, China is still building new coal-fired power stations – not only at home, but in other countries too. Chinese President Xi Jinping has announced the country is aiming for a net zero position by 2060, 10 years behind the stated ambition of the UK. China has made major steps in reducing pollution and coal usage in recent years; regular readers of *The RM's* World News section will be familiar with the withdrawal of hundreds of working steam locos in the last 20 years. Use of the last few remaining steam locos in use in China at a major coal mining complex at Sandoaling has now ended, although a few locos may still shunt colliery sidings (as a handful still do in Bosnia).

Thanks to rising income levels, China now has the world's largest domestic air market and this despite massive investment in high-speed rail. China has transformed its rail network in the last 20 years, building the world's largest high-speed network and electrifying mainlines. Multiple Chinese cities now have extensive metro or light rail networks, almost all built this century.

Change behaviour not traction?

Whilst much of the emphasis in the UK so far concerning decarbonisation has been on hard changes from diesel to alternative energy sources, this rather misses the bigger point that road transport will continue to dominate transport. Changing behaviour to get people out of cars and planes, and freight from trucks to trains, is arguably as important to actually reduce transport emissions.

Some European countries are tackling this head-on by deliberately making rail fares

Trains carrying coal to power stations are becoming an increasingly rare sight, especially in Britain. This shot was taken back in August 2014 at Roath (Cardiff), when DB Cargo's Nos. 66061 and 66069 passed with loaded and empty trains running between Cwmbargoed and Aberthaw Power Station. GARETH JAMES (CC BY-SA 2.0)

Unlike much of continental Europe, freight in Britain is still often moved by diesel power due to crucial missing sections of electrification. Here Freightliner's No. 66592 heads north on the West Coast Main Line at South Kenton (London) on May 11, 2021. KEITH FENDER

significantly cheaper to get people out of their cars. In October, Austria launched annual season tickets called Klimaticket (Climate Tickets) that cover the entire country for €1095 (£930) or one state for €365 (£310); fares for occasional users will not change and these prices will only be available to annual subscribers. The cost of subsidising the revenue loss to train operators will be met by the government, and train operators (including private operator Westbahn) are planning to run more trains to cope with the expected increase in passengers. Public transport in the entire city of Vienna has been 1 Euro a day (€365/£330 a year) for season ticket holders for some time.

Neighbouring countries Slovakia and Hungary both already offer free rail travel to senior citizens, students and some other low-income people.

Reducing fares significantly may increase rail usage and reduce road traffic, but it is not free of cost as the rail operators in all cases are receiving funds from governments to cover the difference between fare revenue and running costs. Deep discounts even apply to high-speed rail in some countries; from later this year French Railways will introduce a €79 a month national rover ticket for pensioners who subscribe, usable on almost all TGV services except the very busiest days.

The contrast with the UK, where rail service cuts are planned and fares rise every year, could not be more stark. Even the recent introduction of flexible seasons has been criticised for offering no real savings – unlike the experience of Austrian commuters, some of who will save thousands every year thanks to the new Klimaticket fares policy.

Pre-pandemic passenger fares covered more than 66% of operating costs on the UK's railways, as the Government has prioritised covering costs rather than growing passenger numbers to minimise car use. In Germany, where very good value off-peak fares encourage regional train use rather than driving, fare revenue pre-pandemic covered just under half (48%) of the operating costs.

Trains instead of planes

The 'flight shaming' movement – which has spread around Europe, especially among younger people – has led to people switching from planes to trains, including an unexpected revival in overnight trains, with multiple operators now offering or planning services linking European cities.

In France, the government has gone further by effectively banning domestic flights of under three hours where a rail connection of similar length exists; in part it was able to do this as Air France needed a Covid bailout, so conditions were attached.

New high-speed lines planned in many countries, including HS2 in the UK, should further reduce domestic flights as all the evidence shows that more than 80% of passengers switch to rail when high-speed rail is available on short-haul aviation routes. Plans in Germany to introduce a new national regular interval 'Deutschland Takt' timetable aim to double long-distance rail passenger numbers by running more trains and building multiple new sections of line to add capacity.

Capacity needed

In addition to encouraging rail use by reducing fares, several countries are looking at adding capacity to the rail network, both with new high-speed lines and also by reopening closed regional routes. In both France and Germany – where, like the UK, new high speed lines are being built or planned – there is support from the governments for reopening railway lines closed in the last 50 years but now capable of serving larger numbers of people thanks to population growth.

Rather like the UK, the French government's support has been heavy on positive rhetoric (the French Prime Minister is a supporter of the railways and a published railway author), but rather light in terms of hard cash and actual progress. In Germany, on the other hand, a €10 billion five-year fund to reopen and rebuild closed railway lines is already oversubscribed with bids, and the fund is likely to be increased after the recent general election.

Cheaper than opening closed railways is the provision of information enabling seamless journeys by public transport, thus reducing emissions. 'Mobility as a service' (MaaS) software enables passengers to plan journeys that might include a bus, tram or ferry as well as a train. This is commonplace in much of Europe and even North America, but in the UK the TfL journey planner is a rare example of an integrated journey planner; the current National Rail journey planner does nothing to encourage anything but point to point rail journeys.

The rail industry is an important part of most industrialised countries' economies and therefore contributes to greenhouse gas emissions. However, in overall terms rail is dwarfed by road transport in almost every major country and therefore so is its emissions. Governments around the world want to reduce transport industry emissions as part of their efforts to reach net zero and hopefully prevent the climate crisis getting worse. But rather than focusing on alternative traction, simply incentivising modal shift from road and air to rail might be more effective, although it will not necessarily be cheap. ■

"The EU has set the objective of becoming the 'world's first climate-neutral continent' by 2050, but there is no single agreed approach amongst the bloc's 27 member countries"

CHRISTMAS GIFT GUIDE

Where will your Journey Take you?

Personalised railway totems made to order. Off The Rails bring you the unique opportunity to own a reminder of the "Golden Age of British Steam" with our Station Totems & Signs.

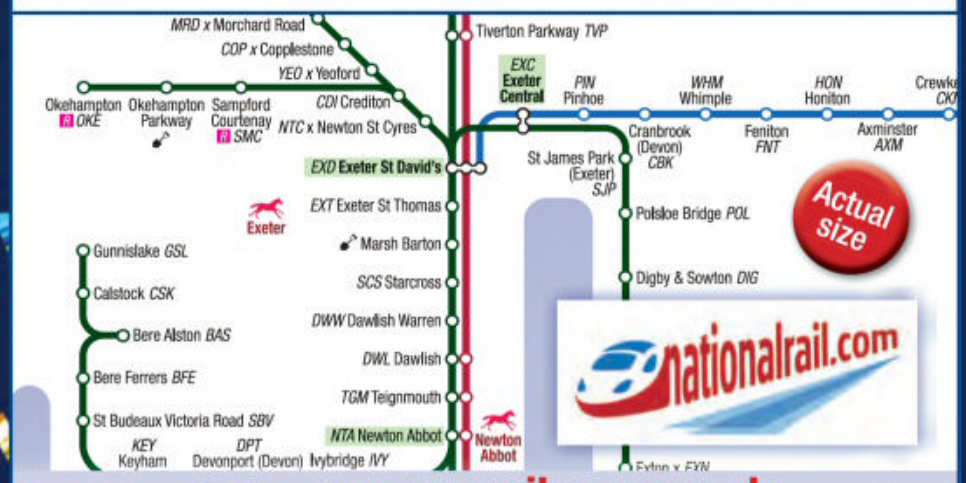
The designs have been faithfully recreated from the original, and all can be personalised to your requirements, making them the ideal gift for the railway enthusiast.

www.offtherailsonline.com

The 2022 UK National Rail Map will be released on Thursday, 2nd December 2021 - an ideal present for Christmas!

New Edition W features ALL National Rail stations plus Northern Ireland Railways, showing PlusBus, all train operating companies, all three letter codes, stations under construction, Platform Zeros, request stops etc.

All on a poster map 63cm wide and 100cm deep, to fit a standard "British Rail" poster case. Ideal for many autistic children, enthusiasts and frequent travellers. Back numbers of special editions available. Latest ORR usage figures included. £11 plus postage and packing.



Order at: www.railmap.org.uk

National Rail Bishop Auckland Ltd, DL14 7TL

RIBBLE STEAM RAILWAY AND MUSEUM

With Ribble Steam Railway's fascinating working and static exhibits, the museum is a proud reminder of what makes Preston and Lancashire the vibrant place it is today.

Discover the history of Preston's Docks and the stories of the first electric trains, then hop aboard a steam train and travel the railway's 1¼ mile dock and riverside line. Uncover a hidden part of the city as the line passes Preston Marina and ventures over its impressive swing bridge.

Hop aboard a Steam Train and discover the history of Preston's Docks and Railway...

Contact us on 01772 728800 or visit www.ribblesteam.org.uk

ON SALE NOW

PATRIOT 2022 CALENDAR

A superb quality calendar featuring top railway artists' paintings of LMS Patriot, Duchess and Princess class locomotives. Size: 238 x 238mm (476mm when open).

ONLY £10 PLUS £2.50 P&P

TO ORDER YOUR COPY CALL 07801 945689 OR VISIT WWW.LMS-PATRIOT.ORG.UK/SHOP

Newton Replicas

Britain's Leading Nameplate Manufacturer

BUDLEIGH SALTERTON

GREAT WESTERN CASTLE CLASS

QUICKSILVER

Replicas and originals of Nameplates, Headboards, Numberplates, Shed Plates, Depot Plaques and more

Tel 01623 755962
Mobile 0785770612

Our full catalogue and price list is on our website or a printed version is available by sending two first class stamps to: Unit 3, Lowmoor Court, Lowmoor Business Park, Kirkby-in-Ashfield, Nottingham NG17 7DG

Email: sales@newtonreplicas.com
Website: www.newtonreplicas.com

SILVER CREST
models

MARKET LEADER IN LARGE SCALE, READY-TO-RUN, LIVE STEAM

5" GAUGE GWR 61xx CLASS

£7,995.00 + p&p

The GWR 61xx Class

The 61xx Class locomotives were, like many others, developed from earlier designs. The Class owes its beginnings to locomotive No.99 designed by Churchward in 1903.

The 61xx Class were almost identical to the earlier 51xx and later 81xx Class. They did however, have an increased boiler pressure which resulted in a greater tractive effort.

The 61xx locomotives spent their working lives on the Paddington suburban services and were capable of hauling heavy trains at fast speeds due to their increased boiler pressure. In GWR days standard unlined green livery was carried. B.R. applied both lined black and lined green liveries to the class.

"We are constantly upgrading the design of our models and the manufacturing processes we employ. The 5" gauge 61xx Class is the latest model to benefit from this enhanced quality specification. It is a stunning model that is easy to transport and yet capable of pulling a number of adults. As an award winning professional builder I have no hesitation in recommending this to experienced model engineers and to those new to this rewarding hobby".

Mike Pavie

Request your free brochure today

Request your free brochure today by e-mail, telephone, or by returning the coupon opposite.

Telephone: **01327 705 259**

E-mail: **info@silvercrestmodels.co.uk**

Find more information at **www.silvercrestmodels.co.uk**

Summary Specification

Approx length 44"

- Coal-fired live steam
- 5" gauge
- 2 Outside cylinders
- Piston valves
- Stephenson valve gear
- Mechanical drain cocks
- Mechanical Lubricator
- Silver soldered copper boiler
- Multi-element Superheater
- Pole Reverser
- Boiler feed by cross head pump, injector, hand pump
- Etched brass body with rivet detail
- GW Pattern Double Safety Valves
- Painted and ready-to-run
- Choice of 3 liveries

Approx Dimensions:

- (L) 44" x (W) 9.5" x (H) 13.5"

The 5" Gauge Model

The 61xx 2-6-2 is a large "Prairie" tank locomotive. Similar in size to our extremely popular BR Standard 4 it offers live steam enthusiasts a powerful model capable of pulling a number of adults. It has good access to the cab when driving without the need to reach over a tender.

At just £7,995.00 + shipping this 5" gauge model offers unbeatable value-for-money. The model is delivered ready-to-run and fully painted, with a choice of either GWR Green, BR Lined Green or BR Lined Black livery. Each is complete with a silver soldered copper boiler, hydraulically tested to twice working pressure.

All boilers comply with the latest regulations and are UKCA marked and certificated. The 61xx makes an ideal model to display, transport and drive.

As testament to our confidence in the high quality of this model we are pleased to offer a full 12 month warranty. Our customer service is considered to be second-to-none.

Delivery and Payment

Save £195.00. Free p&p for any order received within 28 days.

The order book is now open and we are happy to accept your order reservation for a deposit of just £1,995.00.

We will request an interim payment of £2,500.00 in January 2022 as the build of your model progresses,a further stage payment of £2,500.00 in April 2022 and a final payment of £1,000.00 in July/August 2022 in advance of delivery.

FREE BROCHURE REQUEST FORM

Please send, without obligation, my free 5" gauge GWR 61xx brochure.

Name: _____

Address: _____

_____

_____ Post Code: _____

Please send to: Silver Crest Models Limited, 18 Cottesbrooke Park, Heartlands Business Park, Daventry, Northamptonshire NN11 8YL

RM

Company registered number 7425348

THE CASE FOR A RAIL REVOLUTION

Following the launch of its demonstration vehicle at the former Ironbridge Power Station site, Graeme Pickering explores the Revolution Very Light Rail concept and speaks to the pioneering operator proposing new VLR services.

FROM a passenger perspective, the demonstration Revolution Very Light Rail (RVLR) vehicle is a departure from what you might expect, especially if the mention of a low-cost and lightweight train triggers recollections of noisy, bouncy and often cold journeys on the now-retired 'Pacer' units.

For a start, this is a single-car train that is capable of 65mph, but which can operate at up to 20mph on battery power and also utilises two Cummins 2.8 Euro 6 emissions-compliant diesel engines for traction and battery recharging. Accessibility (with dedicated wheelchair space and assistance call point), air conditioning, passenger information displays, wi-fi and mobile device charging sockets are all part of the specification. The seats too are stylish and reasonably well-padded. In the middle of the vehicle, one set of four seats on either side of the aisle also has a table.

Outside, it also looks every bit the worthy contemporary of its mainstream counterparts, but being attractive enough to inspire transport users to choose rail over other modes was just part of the brief. The role of RVLR is to

> "The role of RVLR is to be an enabler, lowering costs and increasing the viability of local line reopenings or the introduction of additional services"

be an enabler, lowering costs and increasing the viability of local line reopenings or the introduction of additional services.

Designed for operation on routes segregated from, or lightly used by, other traffic, the vehicle's lightweight carbon fibre body means it requires less energy to move and minimises track wear. Aside from the buffers, there are few clear giveaways to the fact that, at 24.8 tonnes, it is almost 40% lighter than a Class 153, which has been the single-car branch line workhorse for 30 years and the nearest comparable heavy-rail vehicle.

The train is obviously an essential part of it, but the RVLR concept and its focus upon meeting expectations while considering cost, simplicity and speed of delivery, involves much more. The decision to demonstrate the

The Revolution VLR demonstration vehicle stands at the platform at Ironbridge Power station following its press run on October 7. In its current configuration it can seat 56 people, but freight and two-car passenger versions are also a future option.

The driver's cab with displays showing interior and exterior CCTV, the latter enabling driver-only operation. Switches are provided for frequently-used functions. The demonstration vehicle has provision for fitting in-cab signalling technology. ALL PHOTOS BY GRAEME PICKERING

As well as being less costly, the modular buildings (above left) and platforms (above right) that are part of the RVLR concept allow quicker and easier preparation of rail routes for reopening to passenger services.

Right: One of the demonstrator vehicle's LN25 bogies, already used in freight applications, which are designed to reduce noise and track wear.

Left: The vehicle's bodyside logo. Led by Transport Design International, the Revolution VLR consortium includes Eversholt Rail, WMG, RSSB, Cummins, RDM Group and Transcal. It is also supported by the Department for Transport and Swiss rail engineering consultants Prose.

prototype at the former Ironbridge Power Station site in Shropshire was taken to show how it could work in the context of a local branch line reopening.

Over five years have elapsed since biomass trains to the power station last used the line. But, within seven months of inspections, a metal station platform, reception building (capable of being configured to accommodate the facilities typically found at a conventional station) and depot (a small single-road shed big enough to store and work on the vehicle) had been ordered, delivered and constructed, track repairs completed, and the RVLR demonstrator was ready for use at its new home.

Transport Design International, which leads the Revolution VLR consortium, believes an RVLR operation could typically be up and running within two years of a rail project being given the go-ahead.

VLR plans

Closely involved in the demonstration programme is Pre Metro Operations (PMO). The company wants to provide a very light rail shuttle service between Ironbridge and Telford, also serving the power station site, which is being cleared for the construction of 1000 new homes and business premises. It also proposes reinstating passenger services using RVLRs between Stourbridge and Brierley Hill, Oswestry and Gobowen, and from Walsall to Lichfield.

Founded in 1999 with the intention of operating low-cost branch line services, PMO was a trailblazer. Its trial Sunday services on the 0.8 mile branch between Stourbridge Junction and Stourbridge Town in 2005m using a Parry People Mover railcar led to it taking on the seven day a week service on the route four years later, replacing Class 153 operation. The service, running every 10 minutes and operated in partnership with West Midlands Railway, is the most frequent and reliable the branch has seen.

PMO chief executive and managing director Phil Evans believes RVLR is the logical option for reinstating rail services. "I think this particular vehicle and everything that goes with it fulfils a lot of the needs," he concludes.

As co-founder of the company, he recalls the efforts made to prove VLR as a solution and says there is now a more enlightened approach to innovation: "You get a great deal of support from people within Network Rail these days. Certainly, going back to 2005, it was problems rather than solutions and I think we've cracked it in certain areas."

Observing that transport decision makers will need persuading that RVLR can work for their projects, he adds: "I think we're in a situation where proving technical ability, and even meeting those railway group standards that you have to meet, can be negotiated."

"We've put a lot of effort into the demonstrator to bring it to a point where the transition to series production was not fundamentally a new design, but rather a tailoring to specific market requirements," explains Tim Burleigh, head of external relations at Eversholt Rail, which will procure and lease the vehicles to operators.

There has been support from the Rail Safety & Standards Board (a co-sponsor of the project) and the Office of Rail & Road as the design starts making its way through industry certification and approvals.

"We need to go through that process to get passenger-carrying," continues Mr Burleigh. "That is the essential next step and there is a programme of work due to commence in the upcoming weeks looking at the gaps between what we've achieved and what we will require from the initial production batch." ■

THE EVOLUTION OF REVOLUTION

LED by Stratford-upon-Avon-based Transport Design International (TDI), the Revolution VLR project began in 2014 in response to a challenge set out by the Rail Safety & Standards Board (RSSB) and the Department for Transport, to provide a low-cost train that could be used to improve local rail services.

Rolling stock leasing firm Eversholt has played an active role in the programme since 2018 and, along with TDI, is a member of the Revolution VLR consortium that also includes RSSB, Warwick Manufacturing Group (part of the University of Warwick), Cummins, RDM Group and Transcal.

Following completion, the demonstration vehicle underwent initial testing in August at the Quinton Rail Technology Centre at Long Marston and was moved to Ironbridge early the following month. It will continue to be used for demonstrations as well as undergoing further trials with an increased focus on reliability and resilience. The project is aiming to achieve principle industry standards for crashworthiness and structural safety, with progress being made towards EN12663 P-III, the category for underground, rapid transit and light railcar vehicles.

RVLR has the potential to operate in multiple with another single car of the same design, and could also be built as a two-car unit. Battery-only or hydrogen versions could potentially be produced. There has already been some interest in a freight version, which Eversholt believes would fit well into a sustainable logistics network, connecting with main line high-speed services to relay goods to a point where they can be met by bicycle or electric vehicle for local delivery.

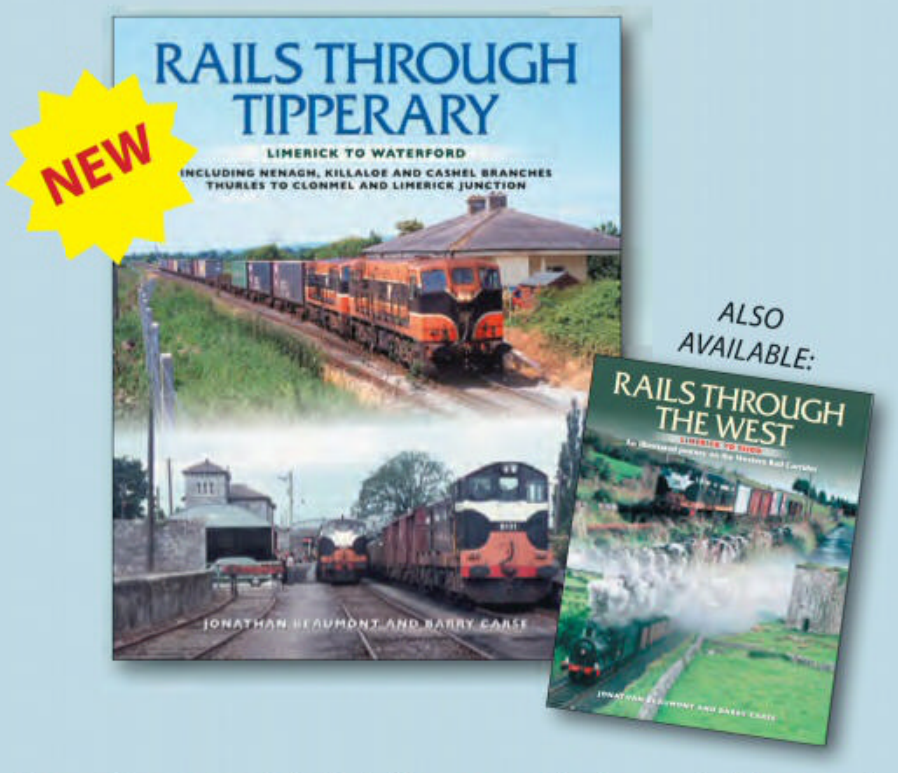
Three pre-production series vehicles are due for completion next year. TDI, which has also developed the Coventry Very Light Rail prototype, says it is in negotiation with Coventry City Council with a view to building its first manufacturing facility there.

As discussions continue between Eversholt and potential UK clients, TDI says there has also been interest from Eastern Europe and the leisure industry in North America and the Middle East.

CHRISTMAS GIFT GUIDE

COLOURPOINT BOOKS

THE HOME OF IRISH TRANSPORT TITLES



Buy online: www.blackstaffpress.com/colourpoint-transport

Tel: 028 9182 0505 **Email:** sales@colourpoint.co.uk

Also available in all good bookshops

BUSES | RAILWAYS | AVIATION | SHIPPING

GWR Great Western Railway

GWR Souvenirs

Now available online.

Use code **15OFF**
for 15% discount.*

GWRsouvenirs.co.uk

*Valid from the 15th November to the 31st December 2021

In partnership with Geiger UK

The Lancashire & Yorkshire Railway *Society*

Partners in excellence with the National Railway Museum

Discover the LYR

3 LYR Focus
48 pages full of photos & historical information

4 Magazines
36 pages in full colour with topical information and modelling articles

Plus Access to
12000 Photos
1100 Drawings
Information service

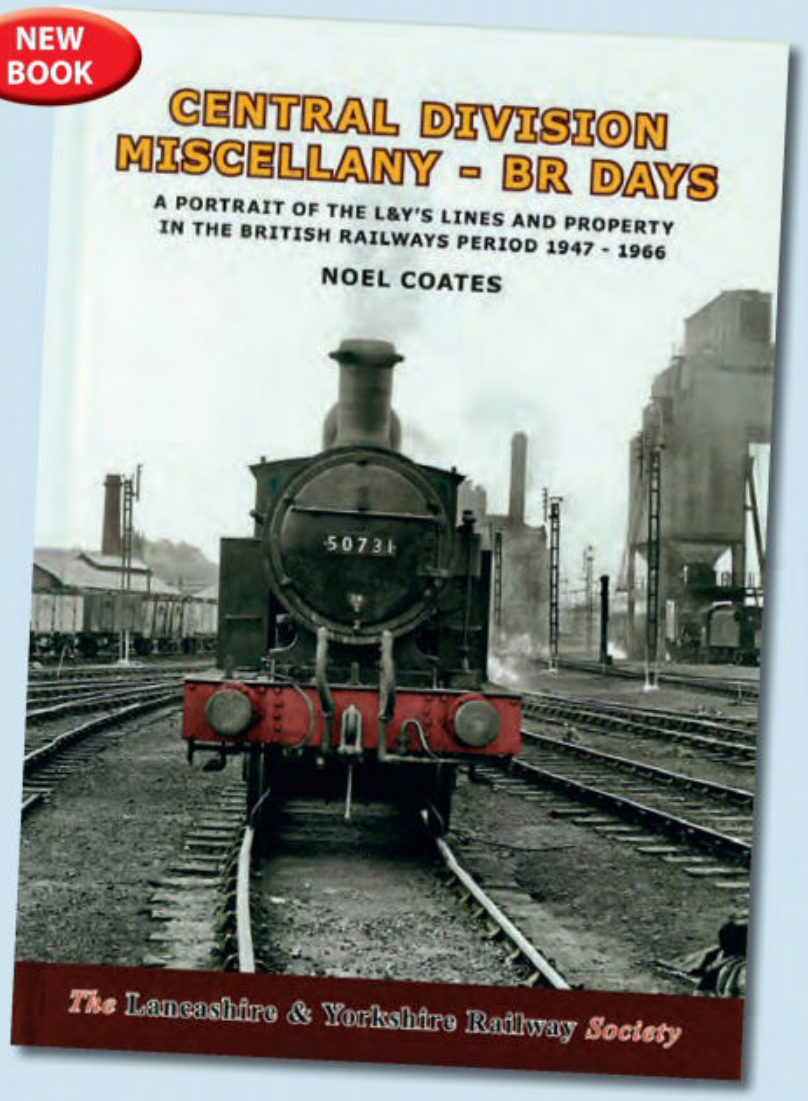
Membership £36 annually
International members £47

Join online lyrs.org.uk

Ken Carter Membership Officer
11 Waveney Close
Arnold, Nottingham NG5 6QH
membership@lyrs.org.uk

The Lancashire & Yorkshire Railway *Society*

NEW BOOK



UK £20 including P&P • Overseas £28 including P&P

Visit our website www.lyrs.org.uk

Railway DVDs for Christmas

...more than 3,000 titles in stock!

DVD • Blu-Ray • Download

Steam • Diesel • Electric • Cab Rides

Underground • Signalling • European • American
Worldwide • Documentaries • TV Series
Trams • Buses • Planes • Cars • Ships

No.1 for Railway DVDs

Videoscene.co.uk

The UK's Premier Railway DVD Retailer

Tel: 01253 738336

Ask for a FREE CATALOGUE

The Green Arrows!

John Heaton FCILT examines the highs and lows of Gresley-designed 'V2s' in their latter days of working on the East Coast Main Line.

Doyen of the 'V2' fleet No. 60800 *Green Arrow* calls at Grantham in August 1961 with an up working to King's Cross. Today, this is the sole survivor of the fleet in preservation (see page 35). COLOUR RAIL

IT IS January 1966. Simon & Garfunkel's 'Sound of Silence' is No. 1 in the music charts – and that is exactly what will soon envelop Leeds Central Station, as it has outlived its usefulness and is slated for closure. A rebuilt City station can accommodate the rapidly dwindling train services of Yorkshire's largest population centre. The North Eastern Railway (NER) part of the station, known as 'New' when opened in 1869, will not survive to see its centenary because next year it will be rebuilt and become 'New' yet again. Brutal, cheesepared, but new. "The present now will later be past. The order is rapidly fadin'," as Bob Dylan had apprised us.

And here comes a surprise manifestation of the old order, as weary Gresley 'V2' 2-6-2 No. 60824 wheels the 10-coach (350tons tare) 13.54 York-Cardiff Central alongside the new Platform 12 that has already replaced the tired, soot-blackened station fabric of the NER structure. It is a rare visit from this Edinburgh St Margaret's loco, and its work is almost done as it will be withdrawn for scrap eight months from now. Today, 'V2' has covered for an unavailable rostered Brush 2750hp Type 4 (Class 47) to Leeds, where Holbeck has found a spare 'Peak' to work the train forward. This must be one of the last occasions when steam will give way to diesel on timetabled midweek cross-country services.

Railway manager Noel Proudlock, on secondment to a university research project, is on board having timed the train from York. No. 60824 has lost 7min, even if measured against standard steam timings. Noel had experienced another 'V2' with this train in July 1965, but that had been the first time after a 3½year gap in 'V2' haulage. This Leeds scene was not how he wished to remember the Gresley 2-6-2s; after all, these were the 'engines that won the war' (but would that make the German 7794 'Kreikslogs' the ones that lost it then?).

When Noel was East Coast Main Line onboard 'investigator', 'V2s' had occasionally let him down – but it was the salad days of the late 1950s when they had given him a series of often high quality and always interesting runs

Passing under the fine signal gantry at Eaglescliffe (County Durham) on July 30, 1953 is 'V2' No. 60868 with a midday Newcastle-Liverpool relief working. JS PHILLIPS

"After all, these were the engines that won the war"

when he used to return home to Leeds from Newcastle on Friday afternoons. Before a York stop was inserted in the 5.05pm Newcastle-King's Cross, resulting in a 40min booking for the 44.1mile Darlington-York leg, he had used the 5.10pm Newcastle-Liverpool Exchange, which was rostered for a York 'V2' – unusually through to Normanton, where a Liverpool Bank Hall 4-6-0 would take over.

Power rankings

Table 1 shows the runs he experienced with the Liverpool train ranked in order of indicated horsepower (ihp) on the level between Thirsk and York. Equivalent drawbar horsepower (edbhp) figures are also shown with their corresponding rankings. Please note, these have not been arbitrarily rounded, although it is accepted that because the input figures have an inevitable degree of approximation, so will the outputs.

The train was normally 11 corridor coaches including a restaurant kitchen car, typically around 360tons, but occasionally as few as nine coaches would be provided – the lowest tare load recorded being 289tons. It is not surprising that this latter occasion produced the fastest speed, of 81mph, and the fastest Thirsk-York time of 22min 8sec, losing just 1min from Darlington to York despite 5min of signal delay at Northallerton.

Lowest maximum speed was 57mph, by otherwise reliable performer No. 60941, on April 12, 1957 when it converted a 6min late departure from Darlington into a 9min late arrival at York. Incidentally, No. 60941 was the second 'V2' Noel saw in BR green livery, the first being No. 60946 on January 26 that year.

TABLE 1: COMPARATIVE POWER OUTPUTS BY 'V2s' ON THE 5.10PM NEWCASTLE-LIVERPOOL EXCHANGE RANKED BY IHP

Date	Darlington depart Mins Late	Non-loco delay	York arrive Mins Late	Loco	Load Tons Tare	Max Speed M P H	Indicated H P	Ranking	Equiv D Bar H P	Ranking
22.02.57	10	late ex Nce	9½	60941	372	78	1864	1	1156	1
21.06.57	1½		3	60929	361	77	1776	2	1087	2
13.09.57	T	sigs N'alltn	5	60981	289	81	1752	3	984	4
08.03.57	6		4½	60941	362	75	1676	4	1024	3
26.01.57	2		-1	60946	320	75	1557	5	905	9
22.03.57	10		9½	60941	362	72	1528	=6	929	=5
29.03.57	9		8	60941	362	72	1528	=6	929	=5
05.04.57	2		1	60941	362	72	1528	=6	929	=5
19.07.57	T		1½	60974	365	71	1489	9	907	8
16.08.57	3	sigs	7	60946	291	75	1474	10	822	12
03.05.57	6½		5	60975	357	70	1439	11	874	10
26.04.57	2		3	60941	340	71	1427	12	845	11
31.05.57	T		-1	60941	326	71	1391	13	809	14
09.08.57	T		2	60847	351	69	1365	14	816	13
11.01.57	2		1	60847	331	67	1235	15	718	15
08.02.57	T	sigs	3	60963	306	68	1219	16	687	17
23.08.57	3	sigs	8	60839	351	65	1198	17	711	16
26.07.57	6	Darl stn	7	60941	318	65	1130	18	643	18
14.12.56	T		T	60974	305	65	1105	19	618	19
05.07.57	2	sigs	7	60864	297	65	1088	20	601	20
12.07.57	3		6	60856	297	62	983	21	540	23
28.12.56	5		10	60895	320	60	958	22	542	22
12.04.57	6		9	60941	362	57	926	23	548	21
				A2, A2/3 (rankings as if assessed alongside V2s)						
28.06.57	T		T	60526	330	74	1560	5th	903	10th
13.10.56	T	tsr	2	60515	311	75	1554	7th	878	11th
Total	79		112							
Average	3		4½							
			16% T/E							
			56% within 5L							
			96% within 10L							

The train's punctuality record on arriving at York was only 16% right time, admittedly after approaching what was a congested station area. The 'under 5min late' figure was better at 56%, but 96% were under 10min late with the remaining one 10½min late. The average lateness from Darlington was 3min and the average lateness at York 4½min, with signal checks and temporary speed restrictions accounting for 1min of the average 1½min lost per train.

Of the six 'V2s' that left Darlington on time, four registered ihp figures in the bottom half of the rankings, with another at 9th (out of 23), arguably indicating that higher outputs had resulted from a conscious effort to regain time.

The three consecutive Fridays when No. 60941 was allocated were probably worked by different drivers, yet all recorded identical figures – presumably by the application of similar methods to driving a loco that would be in much the same condition on consecutive weeks. However, the following week the same loco produced the lowest ihp of all the runs – and, consequentially, that lowest maximum speed of 57mph mentioned earlier. It lost time unattributable to any other cause and registered only half the output of the top performing loco – which was No. 60941 itself! The loco was certainly someone's favourite choice for the Liverpool job appearing on ▶

TABLE 2: 'V2' 2-6-2s DARLINGTON TO YORK. 5.10PM NEWCASTLE-LIVERPOOL EXCHANGE

Loco			60941		60941		60941		60981	
Load*			11/372/517		10/326/471		11/363/508		9/289//434	
Date			February 22, 1957		May 31, 1957		April 12, 1957		September 13, 1957	
Recorder			J N D Proudlock		J N D Proudlock		J N D Proudlock		J N D Proudlock	
Miles	Timing Point	WTT	M S	M P H	M S	M P H	M S	M P H	M S	M P H
0.00	DARLINGTON d	0	0 00	10L	0 00	½L/slip	0 00	5½L	0 00	T sigs/slip
2.64	Croft Spa		4 32	54	4 15	58	4 50	45	5 42	30
5.23	Eryholme	6	7 19	59	7 00	61	8 05	48	10 15	37
6.96	Cowton		9 00	67	8 40	67	10 08	54	12 03	65
10.44	Danby Wiske		11 58	72	11 41	73/75	13 40	63	15 07	69/71/sigs
14.21	NORTHALLERTON a	16	**16 00**		**15 30**		**18 10**		**21 05**	
0.00	d	18	18 00		17 40	-/slip	20 25		23 25	
3.45	Otterington		5 25	63	5 16	60/65	5 27	54/58	4 57	64/71
7.75	THIRSK a	12	**10 10**		**10 02**		**10 35**		**9 40**	
0.00	d	13	11 55	-/slips	14 40	-/slip	11 55		11 20	
4.20	Sessay		6 51	60	6 15	57	6 28	52	5 54	63
6.13	Pilmoor		8 38	67	8 10	62	8 35	58	7 40	69
8.85	Raskelf		10 57	72	10 37	68	11 20	60	9 58	73
11.03	Alne	13	12 43	76	12 30	70	13 30	61	11 43	76
12.46	Tollerton		13 51	77	13 42	71	14 58	57	12 51	76
16.66	Beningbrough		17 05	78	17 16	71	19 20	57	16 08	77/81
20.59	Skelton Jct	21	20 23	sigs38	20 35	63	23 18	60	19 10	53
22.20	YORK a.	**25**	**25 45**		**24 15**		**27 18**		**22 08**	

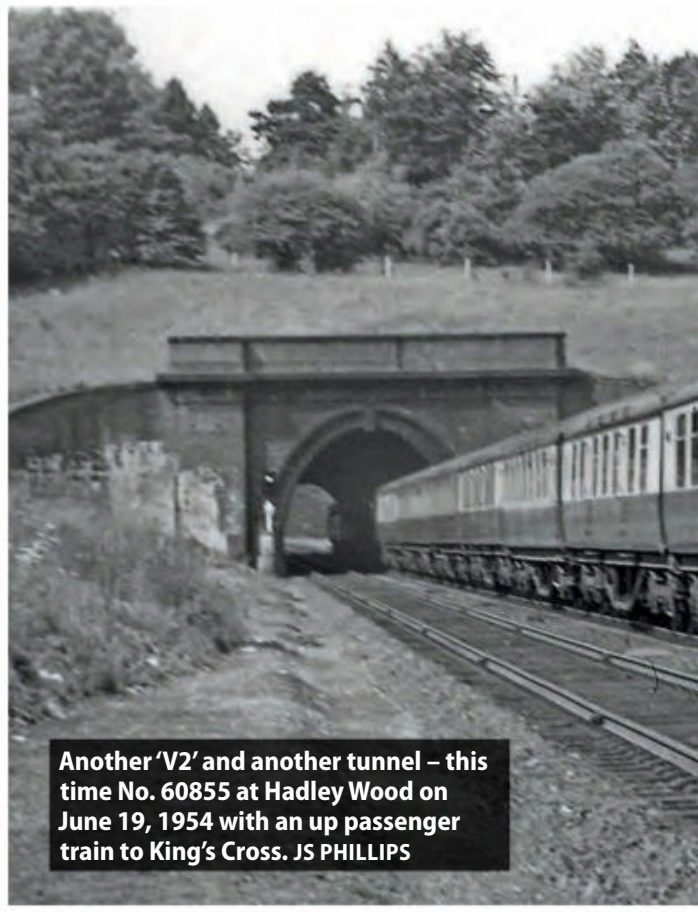
Note: * = vehicles/tare tons/including loco.

TABLE 3: 'A2' AND 'A2/3' 4-6-2s DARLINGTON TO YORK. 5.10PM DARLINGTON TO YORK

Loco			A2/3 No. 60515		A2 60526	
Load*			9/311/456		10/330/475	
Date			October 13, 1956		June 28, 1957	
Recorder			J N D Proudlock		J N D Proudlock	
Miles	**Timing Point**	**WTT**	**M S**	**M P H**	**M S**	**M P H**
0.00	DARLINGTON d	0	0 00	T	0 00	½L/slip
2.64	Croft Spa		5 00	53	4 37	60/ease
5.23	Eryholme	6	7 50	56	7 38	49
6.96	Cowton		9 28	72	9 40	58
10.44	Danby Wiske		12 16	75	12 49	71/72
14.21	NORTHALLERTON a	**16**	**16 10**		**16 40**	
0.00	d	18	18 20		18 55	
3.45	Otterington		5 10	60	5 26	64/71
7.75	THIRSK a	**12**	**10 00**		**9 54**	
0.00	d	13	13 40		13 00	
4.20	Sessay		5 50	61	6 53	60
6.13	Pilmoor		7 40	68	8 47	64
8.85	Raskelf		10 00	71	11 13	71
11.03	Alne	13	11 45	75	13 01	72
12.46	Tollerton		12 55	75	14 12	73
16.66	Beningbrough		16 30	-/tsr40	17 35	74
20.59	Skelton Jct	21	20 50	63	20 47	68
22.20	YORK a.	25	26 20		23 45	

Note: * = vehicles/tare tons/including loco.

"There is no doubt these locos were fine performers for fast freight work and medium grade passenger tasks"



Another 'V2' and another tunnel – this time No. 60855 at Hadley Wood on June 19, 1954 with an up passenger train to King's Cross. JS PHILLIPS

nine occasions out of 23 when York had an allocation of around 30 V2s, indicating a random expectation of just two occasions.

The 'A2' and 'A2/3' did not have to exert themselves to keep time, but the high rankings imply, as one might expect, it was easier to reach 1550ihp than with a 'V2'.

Unexplained pattern

Another strange feature of the 'V2' performance is the way locos from No. 60900 upwards performed better than those below it. Five locos numbered 608xx, used on a total of six occasions, averaged an ihp of 975, whereas seven locos numbered 609xx (used on 17 occasions in total) averaged 1459. The overall average ihp output was 1375, the nearest example in Table 1 being No.60941 (again!) on May 29, 1957.

The disparity cannot be attributed to shed allocation and consequential procedures or skills as they are all York locomotives. I wondered whether there were differences under construction, as this had been split between Doncaster and Darlington, but there were far fewer Doncaster locos than necessary for such a conclusion, and the batches did not correspond with a split at No. 60900. Noel wonders if it was related to outside steam pipe fixtures, but my research says 71 were converted from monobloc cylinders, and the ones I noted were modified after these dates. Ideas welcome.

An assessment of allocations in 1959 led to the conclusion that the proportion of Doncaster-constructed locos allocated to York was in the same ratio as that of the total class numbers, but this is what a random allocation should show rather than any deliberate sharing them around.

An attempt to find a drivers' link explanation by grouping the good runs

'V2' No. 60928 bursts out of Welwyn North Tunnel with the up 'Flying Scotsman' on August 3, 1953. A R CARPENTER

or bad runs by the repetition interval was also unsuccessful.

Table 2 shows the best, average, and worst ihp output runs (all with No. 60941), as well as the lighter-weight top speed run with No. 60981. Table 3 shows the runs with the 'A2' and 'A2/3'.

North from the Cross

In the summer of 1959, Noel Proudlock was conducting frequent runs on the East Coast Main Line as 'investigator' which involved identifying problems and having them rectified. This included every aspect of train running – such as punctuality, customer standards, mail traffic, and station working.

On August 24, 1959 he set off from Leeds Central with the 7.52am breakfast train to King's Cross behind Copley Hill's 'A1' Pacific No. 60117 *Bois Roussel*, which had home depot driver Blanchard to Doncaster and Doncaster driver Gant forward. After delay caused by a point failure and a 'missed distant' at Cromwell, a carefully executed piece of enginemanship resulted in 'right time' close to journey's end at Wood Green (now Alexandra Palace), passed at 75mph.

However, King's Cross was in a state of turmoil and a series of checks followed by a long wait at Holloway South Up resulted in a 12min late arrival. Small wonder some drivers developed a cynical outlook on their contribution to the running of the railway as opposed to those who seemed to be working against them.

It was in this context that Noel rejoined the same set of coaches allocated to the 1.20pm King's Cross to Leeds Central. The eleven-coach formation was: brake compartment composite, tourist second open, second open, restaurant, first open, brake second open, composite compartment, second compartment, composite compartment, tourist second open, brake compartment composite. This provided a lot of choice to passengers, not to mention a service of lunch on departure followed by a well-patronised service of 'tea'.

Mr Proudlock comments that the windows were well washed and the interior well cleaned out during the at-platform turnround. The 1950s railway was not always as down-at-heel as some would have us believe. Our investigator counted the passengers for us too. With capacity of 90 Firsts and 317 Seconds, the actual numbers were 19/252 from King's Cross and a maximum of 20/266 from Peterborough, an 84% loading in Second Class, just about ideal as a balance for payload and comfort. On the up journey, Second Class had reached 92% leaving Wakefield, but was only 63% from Doncaster.

The brake vans were allocated for specific traffic on the 1.20pm, the front for parcel post, the middle for 'intermediate mail' for Harrogate and Ripon, with the rear for Wakefield and Bradford.

The schedule was 240min, including 26min recovery time, with three intermediate stops at an overall average speed of 46mph. The only problem was the loco, the King's Cross 'V2' No. 60983 (the highest numbered example), which was in no fit condition for the task. Noel speculates at a distance of 60 years that driver Bent (who would have worked the 07.30 Leeds, the 'West Riding', up from Doncaster) might have had this loco thrust upon him at the last minute. Perhaps he had been promised a replacement at Peterborough? Whatever the situation, it was soon clear that the run was going to be a struggle. Table 4 shows the result. The North London suburbs were blanketed in thick black smoke as the 'V2' struggled to 50mph at Wood Green and then progressively lost speed unchecked to Hadley Wood, leaving the tunnels replete with its pungent emissions.

I am surprised that the driver, behind whom Noel had enjoyed some good runs and was unlikely to be to blame for this performance, did not stop at Hitchin for a replacement – which might imply Peterborough had one standing by. If he had indeed been tempted, it seemed the loco had been pulled round by Hitchin, passed at 63mph but 16min late and 50min out from King's Cross. The black smoke returned to sully the riparian scene alongside the Great Ouse at Offord, and the minimum speed at Ley's summit was just 47mph before a final flourish at 68mph through Yaxley.

TABLE 4: 'V2' 2-6-2s. KING'S CROSS TO DONCASTER

Loco 60983 to Peterborough
60845 from Peterborough
Load* 11/376/396/544
Train 1.20pm KX-Leeds Central
Date August 24, 1959
Driver Bent (Doncaster)
Recorder J N D Proudlock

Miles	Timing Point	WTT	M S	M P H
0.00	King"s Cross	0	0 00	4L
0.51	Belle Isle		2 20	17
2.39	Finsbury Park		8 00	25
3.28	Harringay		9 40	39
4.85	Wood Green	[1]	11 45	50
6.31	New Southgate		13 53	35
9.03	New Barnet		19 00	30
10.45	Hadley Wood		22 01	27
12.63	Potters Bar	19	26 35	35
14.34	Brookmans Park		28 53	50
17.55	Hatfield	24	32 18	62/-
20.19	Welwyn Garden City		34 50	53
21.88	Welwyn North		36 55	44
24.91	Knebworth		42 15	30tsr
28.45	Stevenage		46 45	53
31.80	Hitchin	38	50 00	63
35.50	Three Counties		53 35	62
36.91	Arlesey		54 56	65
41.04	Biggleswade		58 47	64
44.00	Sandy	47	61 30	65
47.35	Tempsford		64 50	60
51.60	St. Neots		69 22	55
55.78	Offord		73 32	62
58.75	Huntingdon	59	76 48	51
63.40	Abbots Ripton		82 35	47
67.23	Connington South		87 13	66
69.20	Holme	[2]	89 00	68
72.51	Yaxley		91 55	68/tsr25
74.86	Fletton Jct		96 35	42
76.24	Peterborough a.	**78**	**99 45**	
0.00	d.	82	107 35	LOCO CHANGE**
1.50	New England N		5 35	24
3.14	Werrington Jct	7	-	47
8.44	Tallington		15 15	53
12.24	Essendine	16	19 28	54
15.86	Little Bytham		23 27	56
20.74	Corby Glen		29 00	49
23.74	Stoke	27[2]	32 50	45
29.11	Grantham	34[3]	38 10	65
33.35	Barkston South Jct	41	42 35	tsr15
35.18	Hougham	[6]	45 57	56
39.00	Claypole		49 48	65
40.53	Balderton		51 10	65
43.74	Newark	55	54 05	66
45.29	Trent	[2]	55 30	65
49.95	Carlton		59 52	63
55.64	Tuxford		65 50	45
62.25	Retford	74	73 15	58
67.68	Ranskill		78 40	68
71.41	Bawtry		82 20	50tsr
75.06	Rossington		86 35	52/63/tsr35
76.83	Black Carr Jct		89 18	52
79.60	Doncaster	93	93 20	

Note:
* = vehicles/tare tons/including loco; ** Rear assistance on departure
[x] = minutes recovery time.

Engine swap

The train reached Peterborough just short of its century in 99min 45sec, which was 25½min late. New England's 'V2' No.60845 was indeed waiting, and the replacement manoeuvre took only four minutes longer than the 4min station allowance. Noel shows the train being banked out of the station by the pilot.

A 'V2' on the Southern, as No. 60917 leaves Eastleigh with the 3.30pm Waterloo-Bournemouth on May 16, 1953. The loco was one of those sent by other regions to provide cover for the temporarily withdrawn Bulleid Pacifics. L ELSEY

No. 60845 was the specimen 'V2' that had been sent to Swindon for testing in 1953 and worked a 25-coach 762tons tare load up the 1-in-300 to Badminton at 42mph with a drawbar horsepower of around 1210. Various conclusions had been drawn concerning the reasons why the 'V2s' had produced lower power outputs once self-cleaning plates had been fitted from 1946. Tampering with chimney/exhaust settings had been undertaken with the blastpipe orifice reduced by a tenth of an inch, but No. 60845 did not seem to have retained any benefits from its special attention.

Speed rose continuously as far as Little Bytham at 56mph before the gradients of Stoke bank took their toll, bringing the figure down to 45mph, a loss of 2½min on the Essendine-Stoke booking. The driver stuck at a maximum of 65mph after that, recovering steadily from delays such as a temporary speed restriction (tsr) to 15mph at Grantham station, the climb through Tuxford again brought speed back to 45mph – with no more than 63mph at Gamston, but a top figure of 68mph at Ranskill. Arrival at Doncaster showed a loss of only 20sec for the 80miles from Peterborough despite delays of at least 6min. Figures can be misleading though: there had been recovery time of 13min (see Table 4).

The 'V2' was game for more though, and proceeded on to Leeds arriving 24min late with a top speed of 57mph and attaining a minimum of 36mph at the summit of the 1-in-122 to Ardsley.

Class leader

There is no doubt these locos were fine performers for fast freight work and medium grade passenger tasks, such as the 5.10pm Newcastle-Liverpool Exchange. The locos could hill climb and also run freely downhill, as shown between Grantham and Peterborough in Table 5. The two runs were timed by French resident Alan Varley, who has just completed a seminal account of French railway performance over the last 50 years in his high-quality publication 'Kilometre Millionaire'.

The first log is No. 60893, perhaps an unexpected selection for the 12-coach 05.47 Aberdeen King's Cross on September 19, 1959. The 2-6-2 made a steady start, balancing at 45mph on the 1-in-200 climb, before running down the bank at no more than 76mph – which was enough to trim 3½min off the generous 35min schedule for the 29.1miles.

The second run took place two years later with the emblematic No. 60800 *Green Arrow* at the head of the 10.56 Ripon-King's Cross, charged with 13 bogies weighing 420½tons tare. The loco slipped trying to get underway from Grantham and, in contrast to No. 60893, took 72sec longer to Stoke box, Alan assesses the edbhp as 1150.

It was only after passing Stoke that the driver of No. 60800 decided to compensate for his lost time with some fireworks, as he ran the 3.8miles from Essendine to Tallington at a minimum of 85mph and maximum of 86½mph. Despite a heavily checked approach to Peterborough, the train dropped only ½min on the admittedly easy schedule. Alan Varley calculates the net time as 31min, catching up the deficit it was suffering compared to No. 60893 passing Stoke.

TABLE 5:'V2' 2-6-2S GRANTHAM TO PETERBOROUGH

Loco			60893		60800 *Green Arrow*	
Load*			12/392/430/575		13/421/445/590	
Train			5.47am Aberdeen-KX		10.56am Ripon-KX	
Date			September 19, 1959		July 8, 1961	
Recorder	A Varley		A Varley			
Miles	**Timing Point**	**Sch**	**M S**	**M P H**	**M S**	**M P H**
0.00	GRANTHAM d	0	0 00		0 00	slip (rain)
3.35	Great Ponton		6 27	43	7 21	38
4.15	Highdyke		7 32	45	8 33	40
5.35	Stoke		9 06	45	10 18	42
8.35	Corby Glen		12 28	68	13 18	71½
13.20	Little Bytham		16 43	72	17 09	83
16.80	Essendine		19 39	76	19 43	86½
20.60	Tallington		22 44	74	22 22	85
23.55	Helpston		25 08	74	24 40	-/sigs
25.95	Werrington Jct		27 08	65	-	10/tsr
27.65	New England N		28 48	55	31 45	45/sigs15
29.10	PETERBOROUGH a	35	31 25		35 28	

Note: * = vehicles/tare tons/including loco.

"King's Cross was in a state of turmoil and a series of checks followed by a long wait resulted in a 12min late arrival"

Southern exploits

Finally, we turn to Noel Proudlock's highest ihp reading recorded by a 'V2' on level track, reached at the surprising location of Farnborough on the 3.05pm Bournemouth-Waterloo express in May 1953. Bulleid Pacifics had been temporarily withdrawn owing to axle problems, and other regions had been persuaded to provide substitutes.

No. 60908 had proved the master of its 12-coach 432ton tare load as far as Basingstoke, where departure was only ½min late. Winchfield was passed at 67mph as the train accelerated past the location where 'Merchant Navy' No. 35003 *Royal Mail* was to reach 105mph on two mad nights in June 1967. No. 60908 contented itself with 81mph, reaching 1988ihp on the level at 77mph (see Table 6). The Southern crew clearly knew how to manage this gleaming Gresley loco which acted as an advertisement for its home region. ■

TABLE 6: 'V2' 2-6-2 BASINGSTOKE TO WOKING

Loco	60908
Load*	13/432/577
Train	3.05pm Bourn'mth-W'loo
Date	May 23, 1953
Recorder	J N D Proudlock

Miles	Timing Point	Sch	M S	M P H
0.00	BASINGSTOKE d	0	0 00	½L
5.55	Hook		6 47	63
7.95	Winchfield		8 57	67
11.25	Fleet		11 47	73
14.54	Farnborough		14 22	77
15.56	Sturt Lane		15 10	76
16.76	*MP 31*		-	72
19.78	Brookwood		18 25	81
23.44	WOKING a	26	22 25	

Note: * = vehicles/tare tons/including loco.

A 'V2' SURVIVOR

ONLY one of the 184 'V2s' built survives today – No. 4771 *Green Arrow,* which is part of the National Collection and currently on display at the Danum Museum in Doncaster – close to where it was built at the town's famous Works in 1936.

***Green Arrow* was the first built member of the class and was named after an LNER express freight service. Renumbered No. 60800 by British Railways, it was withdrawn in August 1962 and claimed for the National Collection – being restored at Doncaster Works but then stored at various locations before returning to the main line in 1973 after the breaking of BR's steam ban (see last issue).**

The loco ran in preservation until 2008 when it was withdrawn with cracked superheater tubes shortly before its boiler certificate expired. It was then put on static display at the NRM in York and Shildon, before moving to the Danum earlier this year on a three-year loan.

An unidentified 'V2' is working hard as it overtakes 'B1' No. 61137 near Grantham on February 2, 1957.
PH WELLS

GET CHRISTMAS SORTED NOW AND YOU WON'T GET CAUGHT IN THE EXPECTED CHAOS THIS YEAR

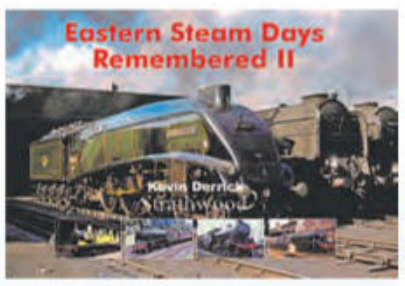
SPECIAL OFFER

Order any 3 or more of these selected titles and the *Lowest priced book will be FREE*

UK Only Post & Packing £2.95 per order

ALL IN STOCK RIGHT NOW FOR CHRISTMAS IF YOU ARE QUICK

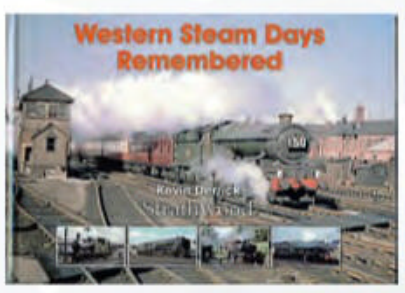
EASTERN STEAM DAYS REMEMBERED II
160 Pages
Colour Photographs
HARDBACK
£34.95



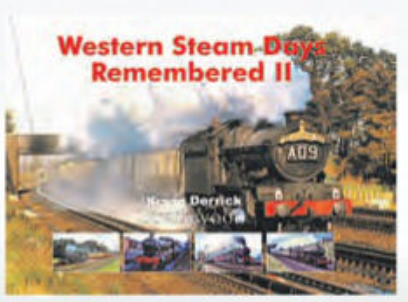
SCOTTISH STEAM DAYS REMEMBERED
160 Pages
Colour Photographs
HARDBACK
£34.95

LONDON MIDLAND STEAM DAYS REMEMBERED II
160 Pages
Colour Photographs
HARDBACK
£29.95

WESTERN STEAM DAYS REMEMBERED
160 Pages
Colour Photographs
HARDBACK
£29.95



WESTERN STEAM DAYS REMEMBERED II
160 Pages
Colour Photographs
HARDBACK
£34.95



WESTERN STEAM DAYS REMEMBERED III
160 Pages
Colour Photographs
HARDBACK
£34.95

LONDON MIDLAND STEAM DAYS REMEMBERED III
160 Pages
Colour Photographs
HARDBACK
£34.95

SOUTHERN STEAM DAYS REMEMBERED III
160 Pages
Colour Photographs
HARDBACK
£34.95

SOUTHERN STEAM DAYS REMEMBERED IV
160 Pages
Colour Photographs
HARDBACK
£34.95

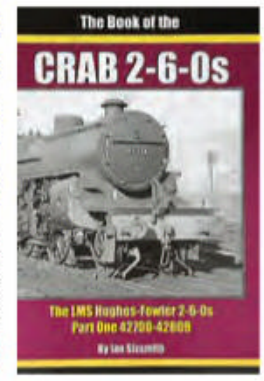
Strathwood Publishing, Unit 4 Shuttleworth Road, Elm Farm Industrial Estate, Bedford, MK41 0EP

ORDER HOTLINE 01234 328792

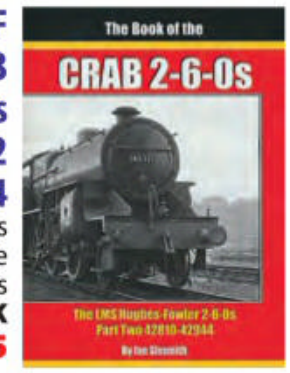
THE 0-6-2 TANK PAPERS 1 5600 - 5699
56 Pages
Black & White Photographs
SOFTBACK
£13.95

THE 0-6-2 TANK PAPERS 2 6600 - 6699
56 Pages
Black & White Photographs
SOFTBACK
£13.95

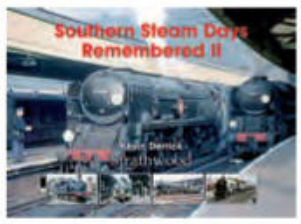
THE BOOK OF THE CRAB 2-6-0s PART 1 42700 - 42809
280 Pages
Black & White Photographs
HARDBACK
£28.95



THE BOOK OF THE CRAB 2-6-0s PART 2 42810 - 42944
288 Pages
Black & White Photographs
HARDBACK
£28.95

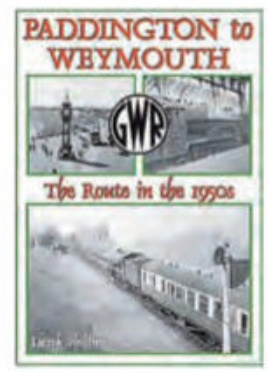


SOUTHERN STEAM DAYS REMEMBERED II
160 Pages
Colour Photographs
HARDBACK
£34.95

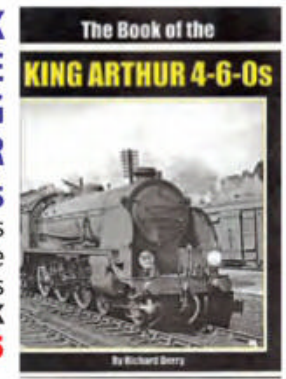


NINETY YEARS ON THE NEW BOOK OF THE A3 PACIFICS
208 Pages
Black & White Photographs
HARDBACK
£24.95

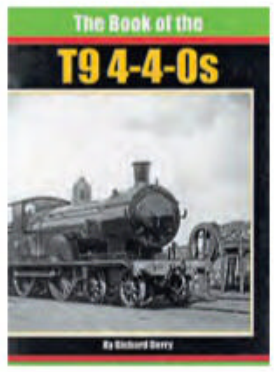
PADDINGTON to WEYMOUTH
148 Pages
Black & White Photographs
HARDBACK
£24.95



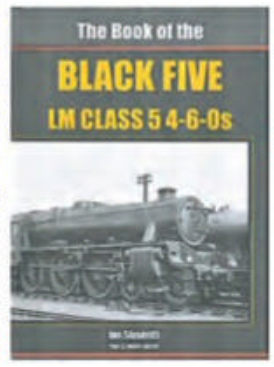
THE BOOK OF THE KING ARTHUR 4-6-0s
208 Pages
Black & White Photographs
HARDBACK
£26.95



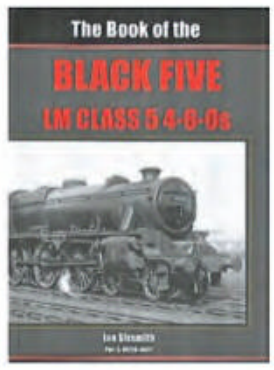
THE BOOK OF THE T9 4-4-0s
164 Pages
Black & White Photographs
HARDBACK
£27.95



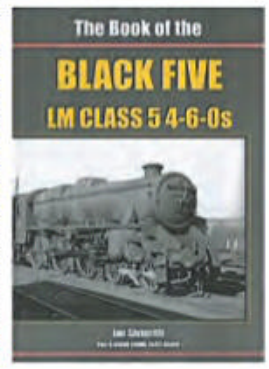
THE BOOK OF THE BLACK FIVE 4-6-0s PART 2 45075 - 45224
194 Pages
Black & White Photographs
HARDBACK
£24.95



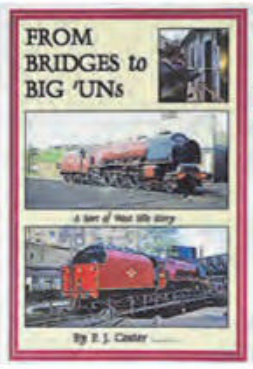
THE BOOK OF THE BLACK FIVE 4-6-0s PART 3 45225 - 45471
194 Pages
Black & White Photographs
HARDBACK
£29.95



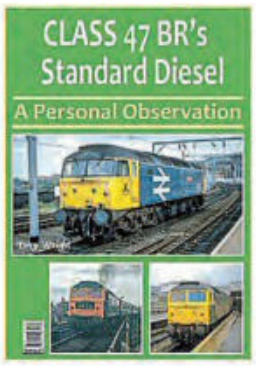
THE BOOK OF THE BLACK FIVE 4-6-0s PART 4 44800 44996 & 45472 -45499
194 Pages
Black & White Photographs
HARDBACK
£28.95



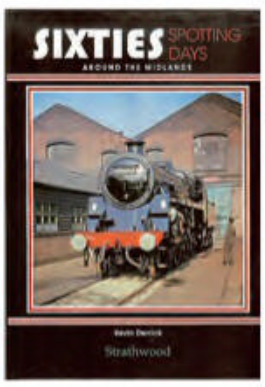
FROM BRIDGES TO BIG 'UNS A SORT OF WEST SIDE STORY
176 Pages
Colour Photographs
HARDBACK
£27.95



CLASS 47 BR's Standard Diesel A personal Observation
80 Pages
Colour Photographs
SOFTBACK
£10.99



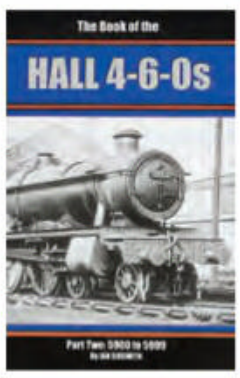
SIXTIES SPOTTING DAYS AROUND THE MIDLANDS
96 Pages
Colour Photographs
HARDBACK
£19.95



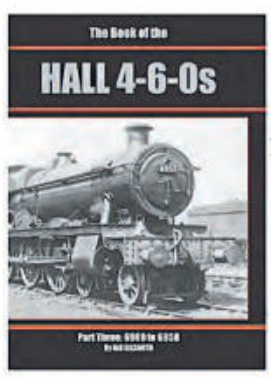
SEVENTIES SPOTTING DAYS AROUND THE MIDLANDS
96 Pages
Colour Photographs
HARDBACK
£19.95

THE BOOK OF THE HALL 4-6-0s PART 1 4900 - 4999
224 Pages
Black & White Photographs
HARDBACK
£28.95

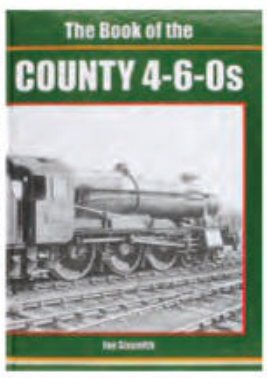
THE BOOK OF THE HALL 4-6-0s PART 2 5900 - 5999
224 Pages
Black & White Photographs
HARDBACK
£28.95



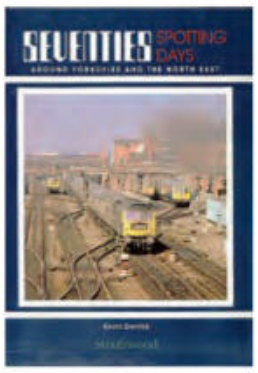
THE BOOK OF THE HALL 4-6-0s PART 3 6900 - 6958
128 Pages
Black & White Photographs
HARDBACK
£22.95



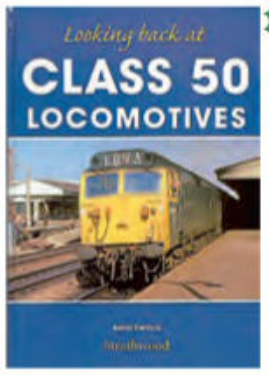
THE BOOK OF THE COUNTY 4-6-0s
128 Pages
Black & White Photographs
HARDBACK
£22.95



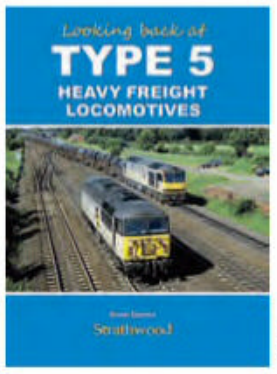
SEVENTIES SPOTTING DAYS AROUND YORKSHIRE & THE NORTH EAST
96 Pages
Colour Photographs
HARDBACK
£19.95



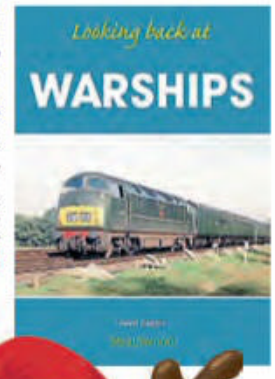
LOOKING BACK AT CLASS 50 LOCOMOTIVES
96 Pages
Colour Photographs
HARDBACK
£19.95



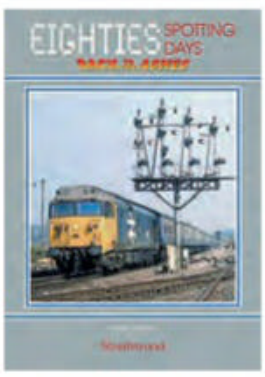
LOOKING BACK AT TYPE 5 HEAVY FREIGHT LOCOMOTIVES
96 Pages
Colour Photographs
HARDBACK
£19.95



LOOKING BACK AT WARSHIPS
96 Pages
Colour Photographs
HARDBACK
£19.95

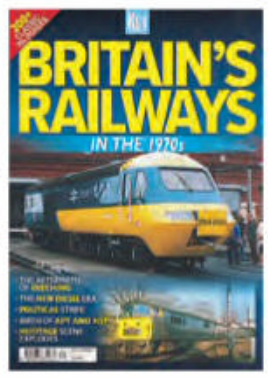


EIGHTIES SPOTTING DAYS BACK TO THE ASHES
96 Pages
Colour Photographs
HARDBACK
£19.95



EIGHTIES SPOTTING DAYS BACK TO THE ASHES III
96 Pages
Colour Photographs
HARDBACK
£19.95

BRITAIN'S RAILWAYS IN THE 1970s
98 Pages
Colour Photographs
SOFTBACK
£7.99



VISIT www.strathwood.co.uk
TO SELECT FROM 100 SPECIAL OFFER TITLES

WILL EAST WEST RAIL GO SOUTH?

Work is already underway rebuilding EWR Stage One from Oxford to Bletchley, to be followed by Stage Two upgrading from Bletchley to Bedford. But Stage Three to Cambridge is looking increasingly controversial, as Ashley Butlin discovers.

THE January 2018 issue of *The Railway Magazine* carried a short report stating: "The creation of a direct rail link between Oxford and Cambridge came a step closer on December 14 [2017] when Transport Secretary Chris Grayling officially launched the East West Railway Company at Bletchley Park. The new company will oversee the reconstruction of a key missing link in the country's rail network, the route already being dubbed the UK's own 'Silicon Valley' ".

East West Rail (EWR), linking Oxford and Cambridge via Bletchley and Bedford, is the latest major rail development taking place in England. Stage One between Oxford and Bletchley follows the existing trackbed; Stage Two beyond Bletchley looks likely to follow the Marston Vale Line to Bedford; but Stage Three beyond Bedford is where the route will diverge away from the former LNWR Varsity Line, and therefore where major difficulties and costs begin to occur.

The line previously ran from Bedford St Johns to Sandy, where it crossed the East Coast Main Line, before continuing via Potton to enter Cambridge just south of the city's main station. Since the line closed on January 1, 1968, however, development has taken place on the trackbed and the new line will need to follow a new route.

The communities along the Oxford to Cambridge route are described as 'the Arc', and – according to Government figures – is already home to 3.3 million people, supports 1.8 million jobs, and contributes £90 billion

The Oxford to Bicester section was upgraded in 2014/15 and reopened from Oxford Parkway in October 2015 (followed by the main Oxford station in December 2016) for Chiltern Railways services from Marylebone. This is a view of Bicester Village station (the former Bicester Town) on May 5, 2018 as Chiltern's Nos. 168107+168325 call with a Marylebone-bound working. GEOF SHEPPARD/CC BY-SA 4.0

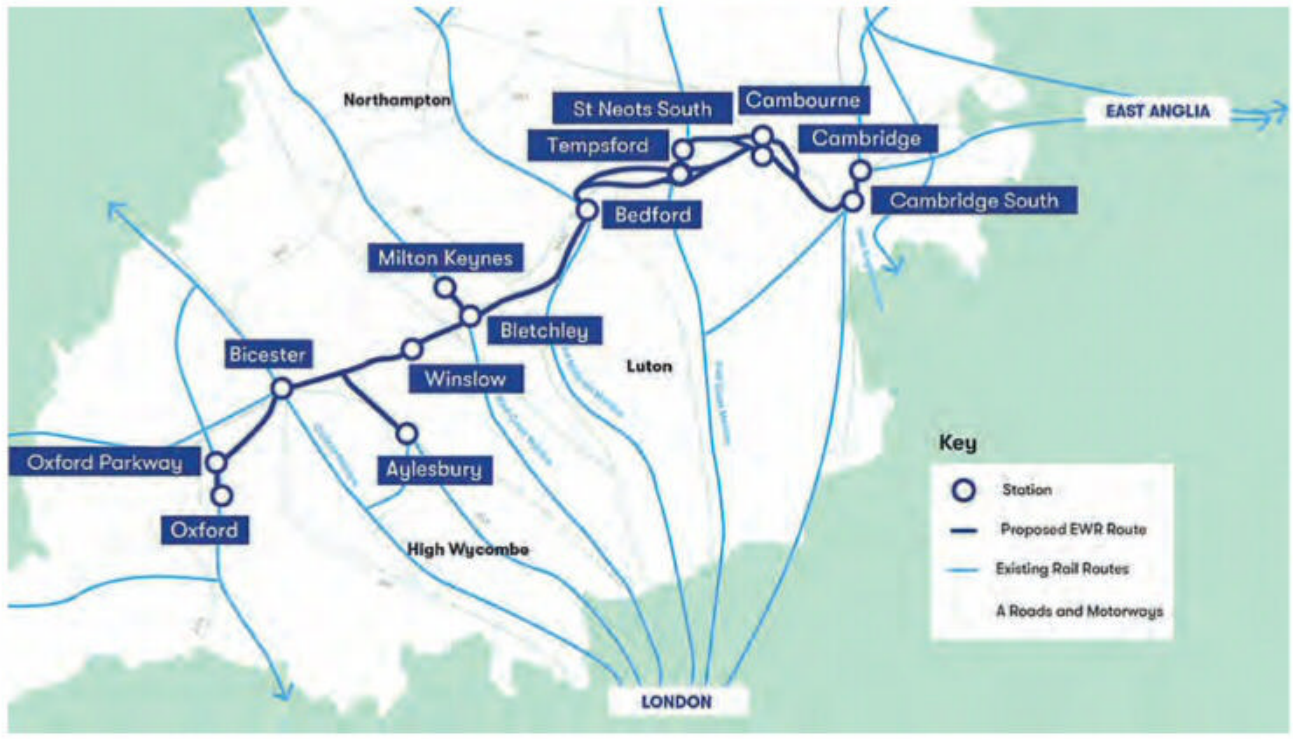
of Gross Value Added (GVA) to the UK economy each year. However, without investment in new infrastructure designed to support additional homes and join up local communities, the area will struggle to attract or retain the talent that is needed to sustain its economic prosperity, hence the need to build EWR.

What is not clear is the aim of the line, which is a fundamental question. On the one hand there is the promise of a high-speed link between Oxford and Cambridge taking 90 minutes; on the other, it promises to be a commuter railway for Oxford, Bletchley, Bedford and Cambridge – and integrating these two aims may be difficult to achieve.

Stage One & Two work

Stage One has already seen a major upgrade of the existing line from Oxford to Bicester completed in December 2016, with new stations at Oxford Parkway and Bicester Village. Work is now underway to rebuild the mostly-mothballed route from Bicester to Bletchley, including a new station at Winslow, rebuilding Bletchley Flyover, and new high-level platforms at Bletchley – with a target opening date of 2025.

Stage Two involves upgrading the current Marston Vale Line between Bletchley and Bedford – which, even before Covid, was one of the least used lines in the country at around 500 passengers per day, largely consisting of schoolchildren in the morning and afternoon.



The full EWR route from Oxford to Cambridge, include the two main proposals east of Bedford.

> "What is not clear is the aim of the line, which is a fundamental question"

To bring this section up to the standard required will need considerable upgrading due to the many level crossings (currently 31) and the single track approach up to the Midland Main Line (MML) at Bedford station.

Post-pandemic, the situation on the Marston Vale Line is even more worrying as the line has not had a full train service for two years, with only six round trips a day rather than the 17 signed up to in the franchise agreement with West Midlands Railways (with replacement buses covering the rest), and passenger numbers have therefore fallen drastically.

This is fuelling a proposal within the East West Rail Consultation documents to close all of the intermediate stations and replace them with a small number of new stations at new locations, all of which are far less convenient for the present populations.

Work on Stage 2 is expected to commence in 2025 once the Oxford to Bletchley line is finished.

Stage Three plans

EWR Stage Three will be the most challenging, as little of the original infrastructure remains in place, although lengths of the trackbed can still be followed. Several routes have been suggested to solve the problem, with consultations still taking place, however EWR has stated its preferred options and why.

With the new railway projected to enter a rebuilt Bedford from the south, it will continue north on new tracks running parallel to the MML before turning east at Fairhill, passing under The Great Ouse Way. From here a single viaduct would carry the lines over the River Great Ouse, Paula Radcliffe Way and Clapham Road, and then under Carriage Way.

The impact of this work on the town will be significant. EWR's report states: "In a reasonable worst-case scenario, a total of 97 properties located near the existing railway are potentially affected as a result of the need to acquire land outside the existing railway

A shot of Gavray Junction, east of Bicester, on September 12, 2019 showing the Bicester Chord (right) branching off from East West Rail to meet the Chiltern Main Line that crosses overhead in the distance.

ALL PHOTOS BY PHIL MARSH UNLESS STATED

The mothballed EWR trackbed at the site of Claydon station (closed January 1, 1968) complete with beehives on March 3, 2014.

EWR Stage One work looking east at the site of Winslow station, between Bicester and Bletchley, on July 9, 2021.

corridor, including residential properties. Of these, 28 have been identified where demolition is likely to be needed, 25 are identified as at-risk because they are attached to properties which are likely to require demolition, and 44 are identified where partial loss of garden or parking areas may result". This is where problems arise. At least one resident was completely unaware of this possibility, and within six weeks of purchasing their new home found it would need to be demolished.

From Bedford across to Cambridge, nine potential routes were initially proposed, with EWR later reducing these to five and making it clear that its preferred route was to enter Cambridge from the south. Depending on the final route selected, new stations are proposed at either St Neots or Tempsford, followed by either Cambourne North or Cambourne South.

It is not only the residents of Bedford who had a shock when plans were finally revealed following consultations in early 2021. Particularly surprising was the planned route in the close proximity to a major housing development of over 5000 homes near St Neots. None of the five corridors considered in the first phase of the consultation included this land, and the late inclusion came as a shock to residents, housing developers, and St Neots Town Council.

An EMR spokesperson stated the line would be on viaducts between 800m and 1km from the development. However, these refer to the distance between the track and existing housing developments, and do not account for the planned construction inside that radius. St Neots Council also expressed concerns that construction of the viaducts will cause unacceptable levels of noise, particulate, and visual pollution to the residents of St Neots East and the surrounding rural communities.

Post-Covid viability

The economic case for EWR is also based on a model that may no longer be relevant in the post-pandemic world. St Neots town council wants to see evidence that the economic benefits of the railway outweigh the considerable cost to taxpayers, combined

Looking south across Bletchley Flyover (the West Coast Main Line passing underneath) on July 17, 2021 with work ongoing to upgrade it for EWR.

Construction of the high level platforms on the flyover at Bletchley has begun, with this view taken from the WCML platforms on October 5, 2021.

with the significant negative environmental and social impacts of the scheme, and would also like to see evidence that EWR modelling incorporates the inevitable shift to personal public transport over the next two decades.

The high-level nature of the consultation material does not provide any information about the railway's environmental, social and economic impacts. But it seems likely the two preferred routes proposed by EWR will result in a significant increase in noise, inconvenience and pollution from the construction and operation of this railway. This is in addition to a permanent negative impact on the rural landscape to the east of St Neots, and the potential ecological and environmental consequences of the project.

Although residents to the east of St Neots will likely experience significant negative impacts from the scheme, it is unclear how much benefit they will receive from the railway. The proposed sites for 'St Neots South' are not actually located in the town (or even within a reasonable walking distance) and the current road infrastructure connections are congested and not designed for heavy traffic, cyclists or pedestrians.

The proposed stations in Little Barford and Tempsford also mean that multiple journeys will be required to reach Cambridge, which is only 15 miles away and is a principal destination for employment, education and leisure for St Neots residents. It would be significantly easier and more cost-effective for potential passengers to reach Cambridge using a bus along the upgraded A421 than to undertake a multipart train/train, car/train, bus/train journey using EWR.

The existing St Neots station, with its fast links to London and Peterborough via the East Coast Main Line, is a key driver for the current expansion of the town. If EWR has an interchange station with the ECML south of St Neots, this may result in longer journey times to London and might lead to a degradation of the commuter services from the existing station. Significant further work is required to understand the localised impacts of this scheme on the residents of St Neots and the surrounding rural communities.

Approaching Cambridge

The route from Cambourne to Harleton could potentially be largely elevated on an embankment to allow easy crossing of existing roads. Whilst playing this down, EWR admitted in reply to a question, that; "We've heard that there are assumptions being discussed about a 7km stretch of viaduct, which is simply not true. For the section from The Eversdens to Hauxton Junction, no single stretch of embankment would exceed 1800 metres, and no single stretch of viaduct would exceed 330 metres. The total would be 6.3km of embankment, but not in a single stretch."

Regardless, such a development will stand out on the existing environment and, depending on the final alignment, could be very close to existing houses. EWR says "they will also be considering other ways in which we can blend these features into the landscape, for example through tree planting." The next stage of design is where the details of mitigation are developed.

All proposed southern routes come together at Harleton, to the south-west of Cambridge, from where the new line will join with the King's Cross-Cambridge line at Harston by a grade separation junction. To achieve this, the London line will need to be moved further east with associated changes and closure of surrounding roads.

Approaching Shepreth Junction, the level crossing at Hauxton Road will either need to be closed or modified as the increase in traffic will result in long closure times for road users. Then Shepreth Junction itself, where the lines from King's Cross and Liverpool Street merge, modifications will be needed to accommodate the increased traffic flows, with the two track lines into Cambridge needing to be doubled, and the actual junction modified with the possibility of a grade separation bridge being constructed. The increase to four tracks and the enhanced junction will all require the acquisition of land, but the impact on the surrounding area has yet to be fully assessed.

Already proposed is a new station, Cambridge South, to be built to provide access to the Cambridge Biomedical Campus, which will also be served by the new EWR services. The need for four tracks will continue through to Cambridge station. Cambridge is already a heavily used station, but EWR does not believe it can accommodate its proposed services and so plans to add a further two platform faces on the east side, land which is currently occupied by carriage sidings. ▶

"Little of the original infrastructure remains in place, although lengths of the trackbed can still be followed"

Unit No. 230003 in the bay platform at Bedford (Midland) on January 22, 2019 after arriving from Bletchley. SUPERALBS/CC BY-SA 4.0

Varsity Line trains formerly used Bedford St Johns station, but this was closed in 1984 when a resited station opened nearby allowing a direct run into Bedford Midland without reversing. This 1962 view is looking east towards Sandy and Cambridge as a Class 108 DMU is stabled in the centre road; the site is now overgrown but unrebuilt. LAMBERHURST/CC BY-SA 4.0

Potton station was between Sandy and Cambridge, but it will not feature in a reopened line as the new route will now pass close to St Neots instead, to the north of Sandy. This is a view of Potton in December 1967, the final month of the Varsity Line. GEOFFREY SKELSEY/CC BY-SA 4.0

North vs South

Given that EWR has made it clear a southern approach to Cambridge is its preferred option, it stands to reason that local groups are now assessing the impact this will have on residents, potential passengers, and the wider environment.

Cambridge council has a strategic plan that looks at the overall development of the city in the coming years. Arguably the most significant fact is that the majority of planned housing and industrial growth is to the north of the city, which begs the question why EWR insist on going to the south.

EWR states a northern approach would involve complex and expensive crossings of the A14/M11 road junction, along with the need to make the existing Ely-Cambridge line four tracks from Cambridge North to the city centre. However, a team of Cambridge engineers has drawn up plans that totally negate these claims, not least by taking the railway below the A14/M11 junction in a box cutting. This approach would also allow for the construction of new stations to serve the new town of Northstowe and the expanding Waterbeach new town.

EWR put forward a number of reasons for not following a northern approach to Cambridge, including the impact it would have on properties lying within 200m of the proposed line. However, these numbers have been challenged on the grounds that the figures do not take into account the fact they are dominated by properties within Cambridge City alongside existing lines. Excluding Cambridge City, 96 homes lie within 200m of the northern approach compared with 204 on the southern approach. And on a similar basis, far fewer buildings lie within the "significant noise annoyance" range of the northerly approach (41) compared to the southerly approach (91).

Time wise, the northerly approach from Cambourne North to Cambridge Centre is only 100 seconds longer than the southerly approach, but includes stops at Northstowe and Cambridge North, while travelling from Northstowe to Cambridge Central would be significantly faster by train (11 minutes) compared to the existing Busway (28.00 mins).

Perhaps most significant is that the northerly approach will give 48,000 more people living within walking or easy cycle distance access to public transport in both east and west directions.

Environmental issues

The environmental impact of any new lines is highly significant and the northern route is supported over the southern one by every organisation involved in wildlife and landscape protection in the area, including the Bedfordshire, Cambridgeshire, and Northamptonshire Wildlife Trust (BCNWT), the Woodland Trust, Cambridge Past Present and Future (CPPF) and the Countryside Restoration Trust. The government body charged with protecting nature, Natural England, has said: "We are concerned at the apparent lack of an environmental justification for the discounting of route options to the North of Cambridge."

The southern approach carries a far higher ecological impact, with a number of extremely sensitive sites, and species of both national

Vivarail DMU No. 230005 leaves Woburn Sands with a working from Bletchley to Bedford on March 15, 2021.

and international importance are likely to be destroyed or seriously disrupted by the line. Amongst these are Cambridgeshire's internationally important chalk streams – of the 200 in the world, five would be affected. Also affected would be Hasingfield Chalk Pit, one of the UK's priority habitats and home to a very large orchid population, including the nationally rare man orchid.

The Southern route "will destroy or damage two Sites of Special Scientific Interest (SSSIs), at least 11 County Wildlife Sites and three City Wildlife Sites." In contrast "the northern route is much less damaging to wildlife and landscapes, as it would cross the area already affected by the A14 upgrade, and a small part of agricultural fenland. It would not need to cross the River Cam. It should not affect any SSSIs, one or possibly two County Wildlife Sites, and no City Wildlife Sites".

Freight potential

Long gone are the days when freight was an aspect of every single railway, providing communities with deliveries and collections both large and small on a regular basis. Today's railways convey freight in bulk forms, largely between ports and/or distribution centres, across the rail network. It is difficult to see at this stage if significant freight flows can or will be carried on the new lines.

In its literature, EWR states it is carrying out a study to determine potential traffic flows. It also states the line will be

"The majority of planned housing and industrial growth is to the north of Cambridge"

constructed to allow freight to be conveyed, including the possibility of passing loops so that passenger paths are not lost or services delayed. A further possibility would allow connections to be made with the West Coast Main Line (WCML), MML and ECML, but this would be dependent on additional changes to the existing railway network at Bletchley and Bedford, which do not currently form part of the project.

Network Rail's August 2020 Freight Forecast states that up to 50 freight trains per day could run on EWR by 2043/44. These would run through the centre of Cambridge and Bedford and, if they clash with faster passenger services, would run overnight. The northern approach to Cambridge would allow freight to bypass the city.

Electrification controversy

A key question concerns electrification of the line. At present it will be constructed with an allowance for electrification to be added later. However, given that it promotes itself as a zero-carbon railway, it is difficult to see how this can be achieved using conventional diesel units – although EWR says that alternative means of power, such as battery or hydrogen powered units, could work the line in the future. At a price of around £1 million per track kilometre, sceptics feel that saving many million pounds could be sufficient to make construction of the line viable.

Finding the actual costings for the project has proved difficult. Approaches to EWR failed to get a response, but a figure widely quoted is £5 billion at 2019 prices. However, the costs through Bedford alone is in excess of £3.4 billion, while those in the Cambridge area will almost certainly be higher than those in Bedford.

A key feature of any major project being signed off by the Treasury is the Benefit-Cost Ratio, which is required to be 2.0 or better for approval. Using EWR's preferred routes, this currently stands at 0.64, rising to 1.3 if the increase in housing stock within the Arc is doubled as anticipated.

All the projects related to EWR were put forward pre-Covid, and the full implications of the pandemic for rail travel are yet to unfold. Commuter numbers were still around 50% down in August 2021, while a BBC report in May said: "Almost all of 50 of the UK's biggest employers questioned said they do not plan to bring staff back to the office full-time."

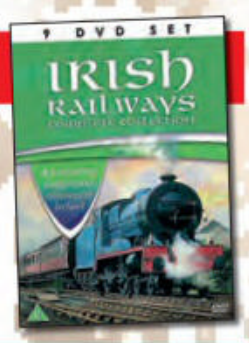
What impact this will have on future rail travel remains unclear, and the implications for EWR costings could be crucial – especially on the Bedford to Cambridge section. ■

becks dvds

01948 770033

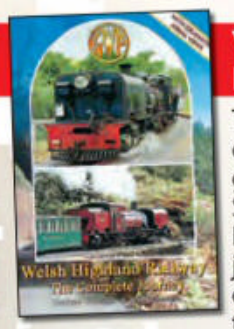
British Railway Journeys 12 DVD Set Complete Collection £24.99

Featuring: The Severn Valley & The Cotswolds, South West Scotland, South Wales & The Borders, West Coast of Scotland, The Peak District, The Lake District, Weymouth to Isle of Wight, East Anglia, The North East, North Wales, The South West, and Northern England.



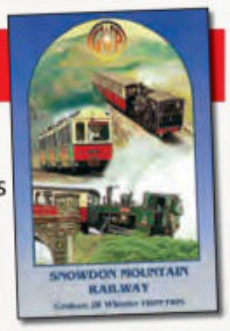
Irish Railways 9 DVD Set Complete Collection £19.99

Featuring: Irish Railways Miscellany, The Swansong of Steam in Ulster, The Irish Narrow Gauge 1939-1959, Twilight of Steam in Ulster, The 1940s & 1950s, The Peat Railways of Ireland, The 1960s from Steam to Diesel, From Baltimore to Belfast, and On Tracks Broad & Narrow.



Welsh Highland Railway DVD £13.99 Blu-ray £18.99

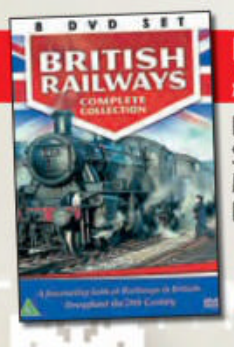
The Welsh Highland Railway is now fully restored and connected to the Ffestiniog Railway. This two foot narrow gauge railway runs 25 miles from Caernarfon on the Menai Strait in North Wales through the dramatic Snowdonia National Park to Porthmadog. Our film takes you on the complete journey and features the powerful South African Garratts. With dramatic cab ride, track side action, and aerial views. See the track gangs at work in the Aberglaslyn Pass and the tunnels, including riding with the works train.
Narrated by BBC's Nicholas Owen.



Snowdon Mountain Railway DVD £13.99

Britain's only rack railway, up the highest mountain in England and Wales. Set in superb Welsh scenery and shot in summer weather with the stirring sights and sounds of steam locomotives working to their limits.

The remarkable Snowdon Mountain Railway is unique in Britain for the narrow gauge of 800 mm and for the Swiss Abt rack system, which enables grades as steep as 1 in 5½ to be climbed to reach the highest station in England and Wales.

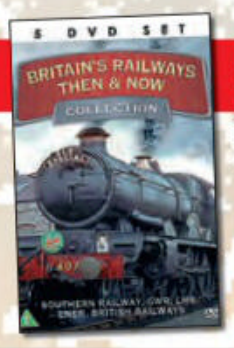


British Railways 8 DVD Set Complete Collection £18.99

Featuring: Waterloo Sunset, Rails in the Isle of Wight, Vintage Southern, From Bewdley to Blaenau, British Narrow Gauge Miscellany, Steam in the Midlands, Channel Tunnel Trains, and English Branch Lines & Byways.

Trains And Railways Of Central England 4 DVD Set £11.99

Four DVDs filmed between 1993 and 1998, give a unique insight into the railways, buildings and rolling stock of the Midlands and North West. Made by enthusiasts for enthusiasts.



British Railways Now & Then 5 DVD Set Complete Collection £15.99

Featuring: Southern Railway, GWR, LMS, LNER, and British Railways.

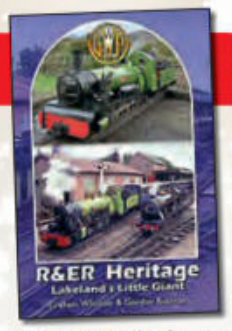
Up Front On The West Somerset Railway £13.99

Big locos and a long scenic line combine to offer a viewing feast. This is a combination of our two films on this line: West Somerset Revisited and Up Front on the West Somerset Railway.

About "Up Front on the West Somerset Railway"

Up Front on the West Somerset Railway offers stunning trackside views but you will also ride with the driver. Experience the blast of a 12 car, double-headed run up the step bank to Crowcombe, travel the line on the footplate of visiting engine 76079, see just what it's like to run tender-first with Dinmore Manor. You will see the firing, watering, driving, all the hard work and hear the din!

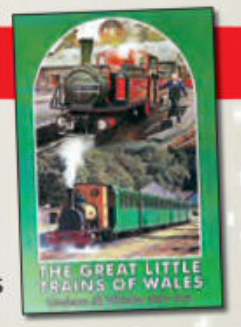
The superb visit of King and Castle, Mogul and Pannier in March 2000 are also splendidly recorded offering scenes not repeated since the great days of the holiday express.



Ravenglass & Eskdale Railway Lakeland's Little Gems £13.99

This DVD takes the viewer on the footplate and to the lineside for some unique footage, with trains run especially for the camera. It is a never to be repeated insight into the workings of this much loved little line.

The Ravenglass and Eskdale Railway offers the visitor to Lakeland a wonderful opportunity to enjoy the splendid countryside from the vantage point of an open carriage, pulled by steam. This is no ordinary miniature railway, it is a little line with a main line feel and a character all of its own. Here are some of the rarer sights you may see on the railway, locomotives visiting the Ravenglass and Eskdale Railway as well as the resident favourites. You will see veterans from the start of 15" gauge railways, still roaring along the rails today and the new addition to the Ravenglass and Eskdale Railway locomotive fleet, the powerful diesel Douglas Ferreira.



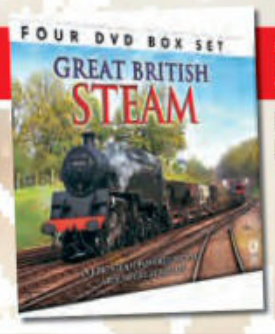
Great Little Trains of Wales DVD £13.99

This 15th GWP railway video features all 8 members of the Great Little Trains of Wales: BALA LAKE RAILWAY; BRECON MOUNTAIN RAILWAY; FFESTINIOG RAILWAY; LLANBERIS LAKE RAILWAY; TALLYLLYN RAILWAY; VALE OF RHEIDOL RAILWAYS; WELSH HIGHLAND RAILWAY (Portmadog) and WELSHPOOL AND LLANFAIR RAILWAY. These narrow-gauge steam railways all run in dramatic countryside and were filmed in beautiful weather.

Yorkshire Railways DVD £13.99

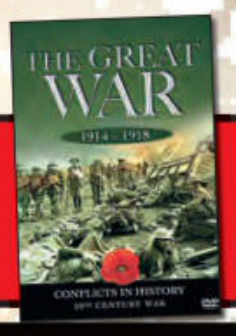
A double feature DVD covering The North York Moors Railway and The Keighley & Worth Valley Railway.

Take a dynamic trip on the Keighley and Worth Valley Railway, up and down the valley on trains with locomotives working hard up the hill. See the Standard Locomotives on the Worth Valley working hard, as well as a lot more varied motive power featuring in the DVD. It is a busy hour of excellent shots from trackside, footplate and stations. You will really see the character of this excellently preserver railway, plus glimpses of vintage electrics now long departed.



Great British Steam 4 DVD Set £14.99

Featuring: Northern England, Scotland, Southern England, and Wales.



BUY 3 ITEMS OF THE ABOVE AND GET ONE OF THESE FREE
BUY 5 OF THE ABOVE AND GET BOTH OF THESE FREE
Just add a message with your preference when ordering on-line

FREE POSTAGE IN THE UK

To see our full range or to order visit

AVAILABLE WHILE STOCKS LAST

www.becksdvds.co.uk • www.gwpvideo.com • 01948 770033 • sales@becksdvds.co.uk

STEAM ODDITIES

These two amazing shots came to light in our archive just too late to include in our feature last month on how *King George V* broke British Rail's ban in 1971 and paved the way for steam to return to the main line.

***LION* ROARS:** **BR celebrated the 150th anniversary of the Liverpool & Manchester Railway opening with a number of events throughout 1980, including the 'Rocket 150' cavalcade at Rainhill in the May that featured replicas of Rainhill Trials locos *Novelty*, *Sans Pareil* and *Rocket*. Also taking part in that event was L&MR loco *Lion* – not a replica, however, but the original loco of 1837! *Lion* had been returned to steam – with some modern updates such as air brakes – for the celebrations a mere 143 years after its construction, and on September 14, 1980 (the day before the actual 150th anniversary of the opening) it was given permission to haul passengers on a special working from Eccles to Manchester Liverpool Road (now part of the Science and Industry Museum), its passengers arriving from Liverpool Lime Street in another special hauled by No. 46229 *Duchess of Hamilton*. Shunter No. 08524 hauled *Lion* and three replica carriages to Eccles, and the veteran steam loco is pictured heading towards Salford through the cutting now partly covered by the M602 road.**

PUSHING BOUNDARIES: **The Edinburgh to Bathgate line reopened to passengers in 1986 after 30 years of being freight-only, with new intermediate stations built at Uphall and Livingston North (the line being electrified and reopened throughout to Airdrie and Glasgow in 2010). To mark the 1986 reopening, a steam-powered special ran on March 23 over the two miles from Bathgate to Carmondean Junction (west of Livingstone, where the two tracks became one) formed of ex-North British Railway C Class loco No. 673 *Maude* and two SRPS Mk.1 coaches. As there were no run-round facilities at the junction, this meant the outward trip had to be propelled along the main line by the loco – as can be seen by the trailing exhaust and tail-lamp in this shot taken en route.**

The hermit, the devil and the beast

Our annual ghost story returns with a tale of retribution, written by John Heaton FCILT.

CREDIT: DAVID BENSON

The 'WD' hit the top of the gradient and began to run away towards the junction.

THE air in the locomen's mess room at two in the morning was fetid. Cigarette smoke hung in a cloud over Formica tables stained with spilt tea. Folded newspapers with half-completed crosswords lay unattended in front of drivers feigning sleep to avoid conversation. A card school using a sticky, dog-eared pack was in full swing, and bacon sizzled in an encrusted frying pan on a greasy hob.

Drivers from foreign depots awaiting their back working huddled in one corner and spare drivers sprawled across torn couches that oozed horsehair stuffing, counting off the minutes until they could refuse a job on the basis of making unwanted overtime.

In the middle of the room, alone and friendless, was Old Bob wearing the uniform of an earlier age, grease top cap at a precarious angle.

"Tell us about the old days, Bob" shouted Les Hadley, a know-it-all Cockney who had transferred to Canaltown Central shed from King's Cross on a welfare move to be near his wife's family. Dave Whittaker winced. Les was courting trouble. Old Bob muttered what sounded like a Biblical verse. "Got religion 'as you?" Les enquired.

Old Bob declined to reply but Les continued to bait him.

"You never was a driver was you?"

Old Bob scowled and picked up his chipped beaker. He knew he had been a better driver than Hadley would ever be… before the accident, before being allocated light duties. Les would not let it rest though as Old Bob slunk away. Grinning broadly, Driver Hadley turned to his new mates but found no support.

"Bob lives alone. Hardly speaks. He was going to be running foreman but did one last job for a favour…" Dave started to explain but Les was into a story about firing to Bill Hoole out of 'The Cross', breaking off as he suddenly noticed the time. "Reckon I can get off home if I ask to go now," he said and left. His colleagues gave each other a knowing glance.

Shadowy figure

Dawn was breaking on the eastern horizon as Les Hadley wheeled his bike along the cinder path that led to the main road. He could see a hunched, shadowy figure loping along behind him trying to catch up. Les turned. "Is that you Bob?" he asked.

"Aye it is," said the gravelly voice, slightly breathless. "Would you mock me?" Les was for once speechless. "Would you mock me?" Bob repeated more loudly. "You are accursed. Watch out for the Hermit, the Devil and the Beast for they shall avenge me."

Les feigned laughter and continued on his way. It took more than an encounter like this to shake his confidence and he started to plan what he was going to do in his new allotment after a few hours in bed.

The following week, Les and Dave were on day shift. Les was relating his conversation with old Bob on the cinder track when the foreman approached them.

"I want you two to take that spare Swedebasher WD, engine and vans up to Blackshaw Colliery, pick up the loaded, back to the junction, run round, deliver to Thorngill Power and then any empties back here. The guard is waiting in the yard." He turned to add, "And you might think about signing the road when you get back Les." Driver Hadley surreptitiously winked at Dave; the action said he could sign it now if he had wanted to.

> "Would you mock me? You are accursed. Watch out!"

They picked up a lad fireman in the lobby and set off to find the loco. Here it was, filthy. Dave rubbed the cabside number with an oily rag; at first it seemed to say '109', but as he rubbed more it became clear the full number was actually '90106'. Les had hesitated a moment at the prospect of '109' as he knew 'A3' No. 60109 was named *Hermit* from his King's Cross days. No matter, this was '106' anyway.

"Funny you were talking about the Hermit earlier Les," said Dave. "This number is 60109 backwards."

Like a drunk

The 'WD' propelled two brake vans tender-first up to Blackshaw to save shunting there. When the train had been marshalled, Les suggested Dave should ride in the front van to give them more room in the cab… it would be alright, he knew the road well enough. Dave thought twice, but it would look like he did not trust his mate if he refused.

The train eased out to the top of the gradient and Dave dropped off onto the ballast to give the guard a hand pinning down the wagon brakes… but the train did not stop. It was going too fast to pin them down on the move, and now too fast for either railwayman to jump back on to screw down the guard's van hand brakes. As the last wagon disappeared down the incline, the guard and booked driver stood helpless at the top, hands on hips.

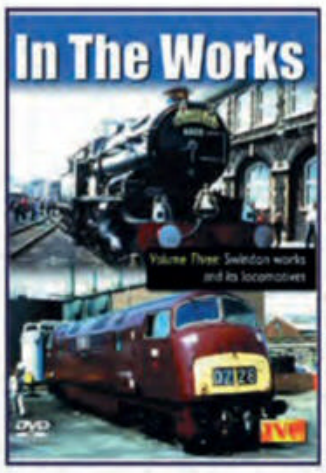
Les Hadley had been sure he could control the train, but he had never had this big a load and the brakes on the 'WD' were useless. As he clung to the controls, he shouted to the fireman to make a jump for it into the bramble bushes that enveloped the line. Here was the junction with the sharp curve into the down sidings and there… a 'B1' flying along with a parcel train on the up main.

The 'WD' had a high centre of gravity. It would never make it. No. 90106 heeled to the curve and toppled, like a drunk stumbling out of a pub, into the path of the oncoming train. With a cacophony of grinding metal, the two locos hit each other at a closing speed of perhaps 80mph. Steam was everywhere, Les was half buried in coal and could hardly breathe for the weight.

He opened his eyes to see the number of the 'B1', No. 61010, a loco he knew to be named *Wildebeeste* and a numerical anagram of No. 60110 *Robert the Devil*, another of his King's Cross engines. As he closed his eyes he saw the distorted countenance of Old Bob and heard the words, "For I am three-in-one; a Hermit, Robert the Devil and The Beast." ■

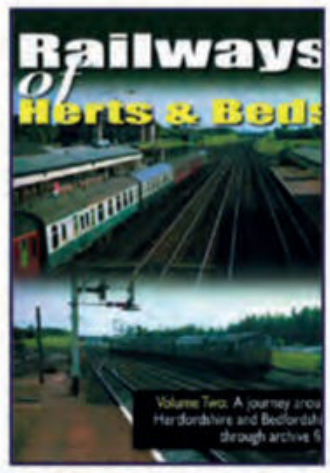
LATEST RELEASES

THE LATEST DVD, BLU-RAY & DOWNLOADS



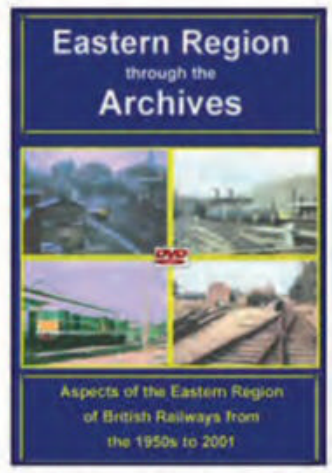
An exploration of Swindon Works from the 1950s through to closure in 1976.

In the Works Swindon
1 Hour 10 mins
DVD £19.95
Download SD £12.95



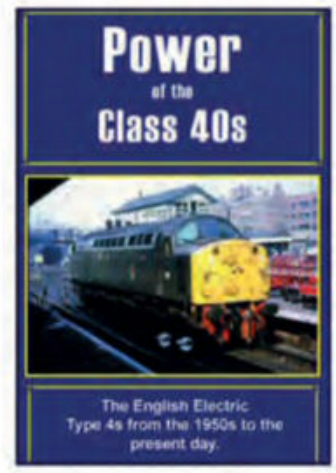
The East Coast Main Line, the Welwyn Garden City to Hertford Branch and the line from Hitchin to Bedford

Railways of Hertfordshire
1 Hour 15 mins
DVD £16.95
Download SD £10.95



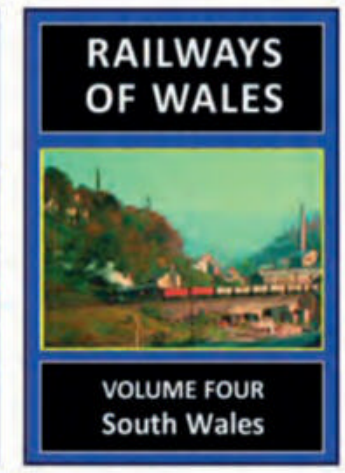
East Coast Main Line in the 1970s inc 'Deltics', Special trains to Norfolk in 1967, 1968 & 1972, Plus 30A Stratford

Eastern Region through the Archives
80 mins **DVD £16.95**
Download SD £10.95



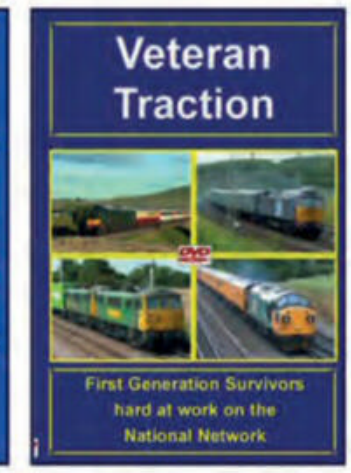
The Class is shown throughout the Network on a wide variety of traffic.

Power of the Class 40s
1 Hour 30 mins
DVD £19.95
Download SD £13.95



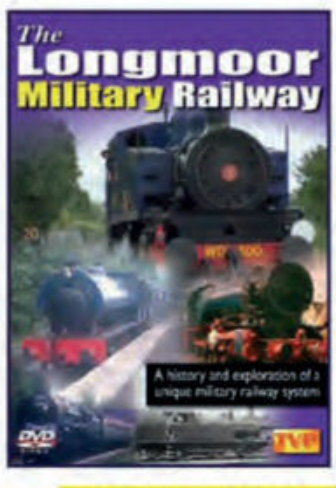
The Welsh Valleys, the main line to Fishguard and Severn Tunnel Jcn in steam days

Railways of Wales Vol 3
1 Hour 25 mins
DVD £19.95
Download SD £12.95



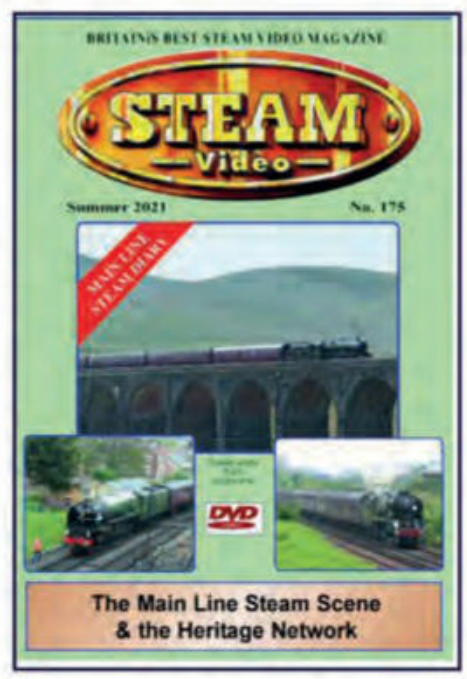
First Generation Traction at work around the Network during 2020 plus traction scene of the 1960s, 1990s and 2002.

Veteran Traction
80 mins **DVD £16.95**
Blu-ray £19.95
SD £10.95 HD £14.95



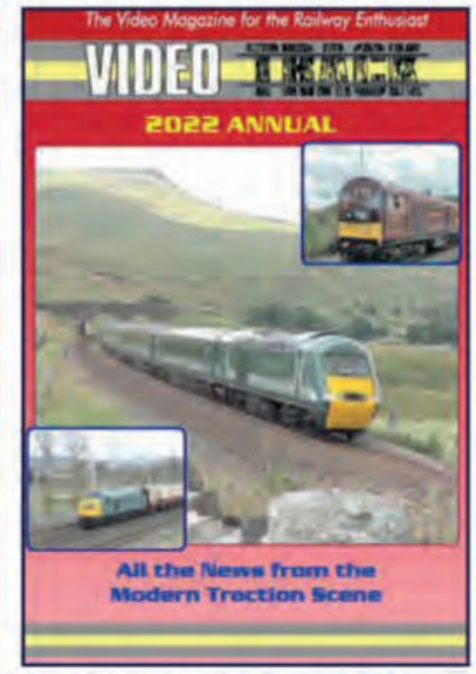
The history, development and motive power of this unique military railway. Includes comprehensive coverage of the Open Days of the final years of operation and special trains with 2-10-0 'Gordon' plus LMR survivors.

The Longmoor Military Railway
1 Hour 31 mins
DVD £19.95
Download Standard Def £14.95



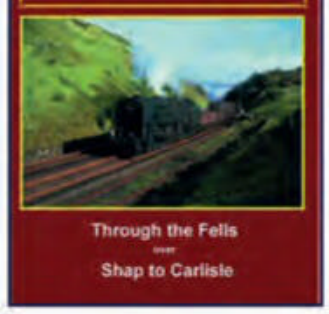
Steam Video 175 1 Hour 45 mins
DVD £13.95 Blu-ray £17.95
Download Standard Def £10.95
Download High Def £14.95

Video Track 202 1 Hour 53 mins
DVD £13.95 Blu-ray £17.95
Download Standard Def £10.95
Download High Def £14.95



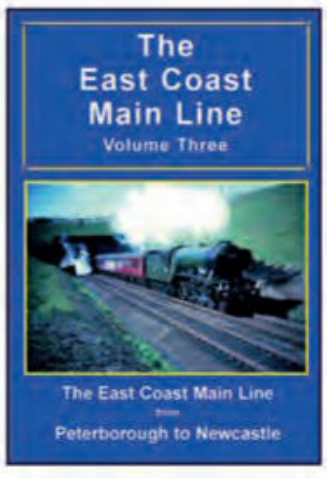
The network during 2021. Available on the 26th January 2022. Pre-order before the 20th January 2022 post free.

Video Track Annual 2022
DVD £10.95 Blu-ray £13.95
Download Standard Def £8.95
Download High Def £9.95



A programme made in 1990 looking at the route from Lancaster to Carlisle featuring Carnforth, the climb to Shap and Carlisle Station and Kingmoor.

The West Coast Main Line
55 mins **DVD £10.95**



A programme made in 1990 looking at the route from Peterborough to Newcastle and the motive power scene in the 1960s. A4s, V2s, A2s, B16s, A1s, V1s all feature on passenger & freight

The East Coast Main Line
55 mins **DVD £10.95**

TVP PROGRAMMES ARE AVAILABLE AS DOWNLOADS.

AN EXTENSIVE RANGE OF DOWNLOADS ARE AVAILABLE FROM OUR WEBSITE

www.transportvideo.com

PRICES RANGE FROM £1.95 TO £17.95
WHILE SOME ARE FREE!

SUBSCRIPTION OFFERS FOR STEAM VIDEO & VIDEO TRACK

3 Issues DVD £33
(£8.85 saving)
3 Issues Blu-ray £42
(£11.85 saving)
6 Issues DVD £63
(£20.70 saving)
6 Issues Blu-ray £78
(£29.70 saving)

Please add £1 postage for all orders up to £30. Postage free for orders above £30

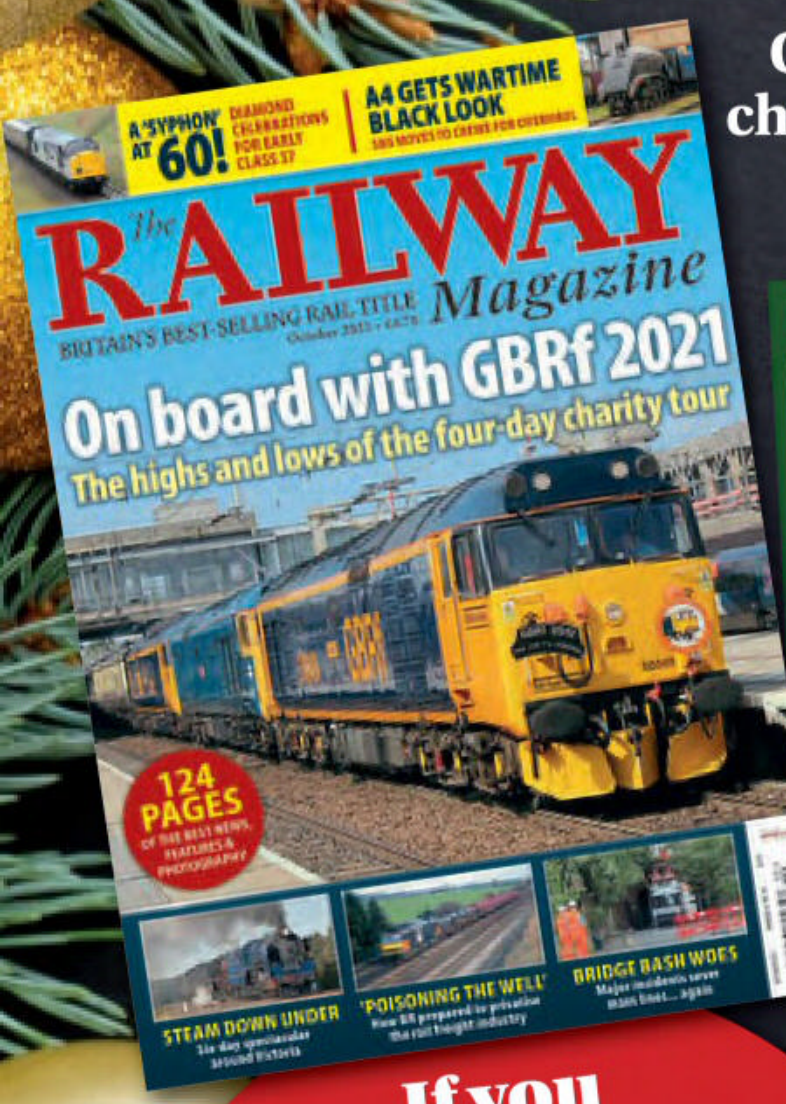
Telephone 01 582 833807
Or order via our website: www.transportvideo.com

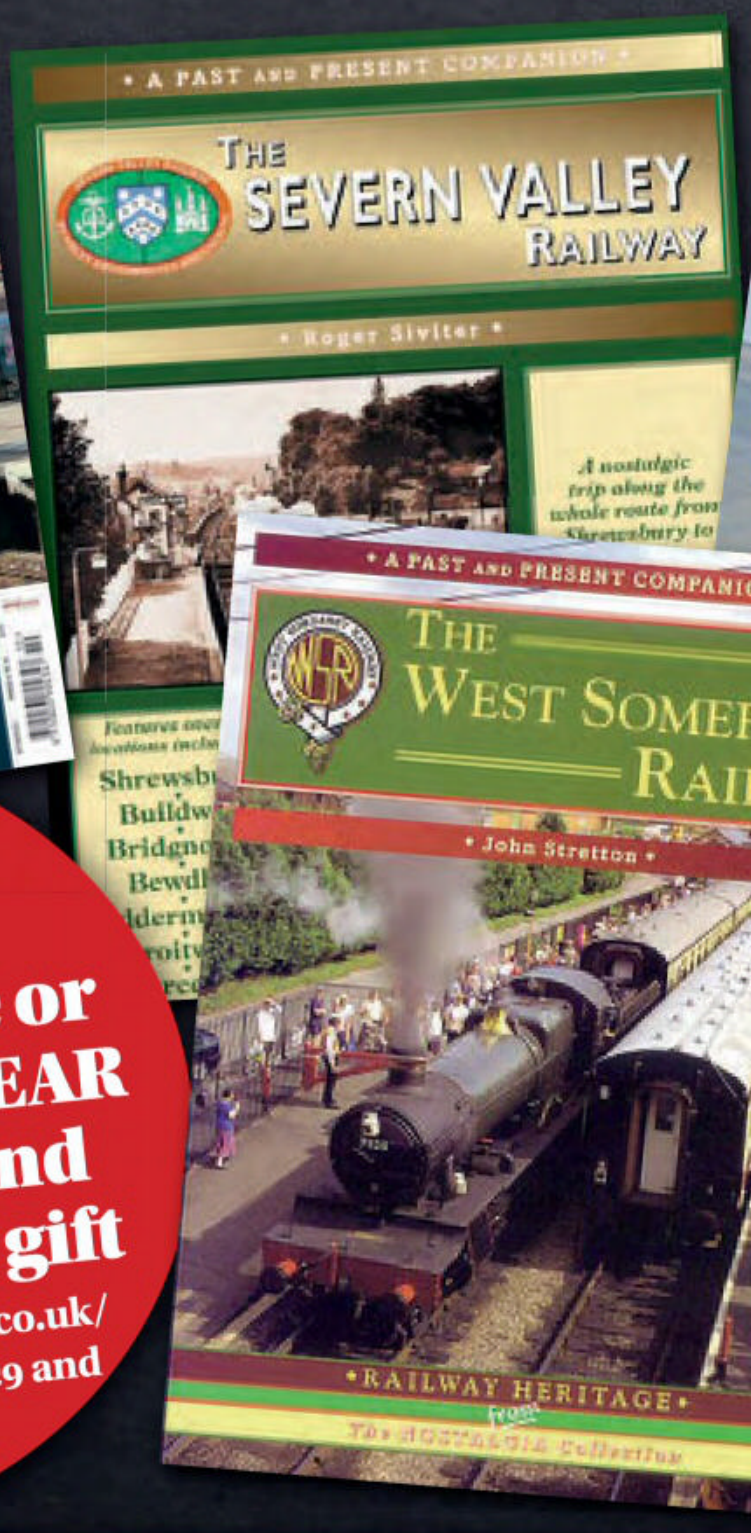
TRANSPORT VIDEO PUBLISHING LTD, PO Box 1279, St Albans, Herts AL1 9BS

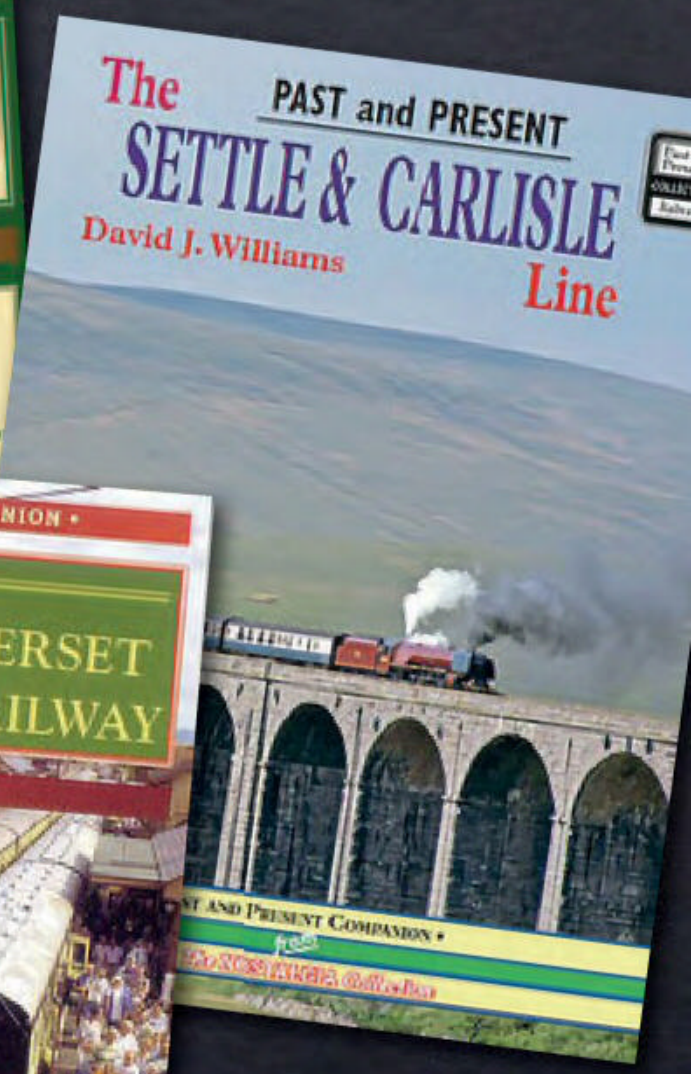
Please send cheque or postal order with order. Most credit cards accepted.

The Christmas gift that keeps on giving!

Treat a friend (or yourself!) to a YEAR'S worth of *The Railway Magazine* this Christmas... and as part of your subscription choose one of these three fantastic books. Plus, check out our other great magazine offers...







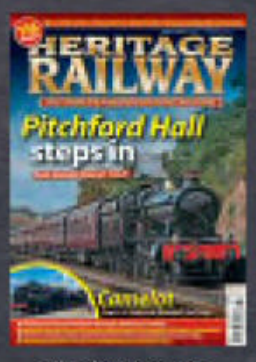
If you enjoyed this issue, subscribe or renew for ONE YEAR from just £42 and claim your free gift

Visit www.classicmagazines.co.uk/xmastrm or call 01507 529529 and quote XMASTRM

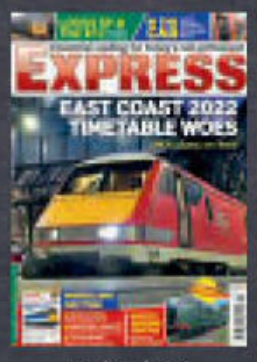
Get your gift subscription today

Try one of our other great titles too!

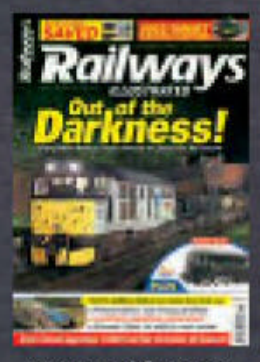
Get 6* issues of one of these mags for just £20



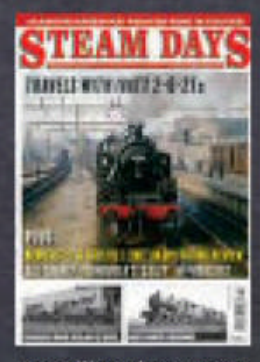
The best news, features and stunning images covering Britain's preservation railway movement.



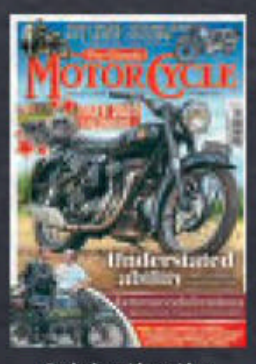
Enthusiast-led content, authoritative news, in-depth expert features and outstanding imagery.



News and features from across the UK catering for the modern traction and heritage modern traction enthusiast.



Recalling the steam era of Britain's railways through photographs, recollections and historical features.



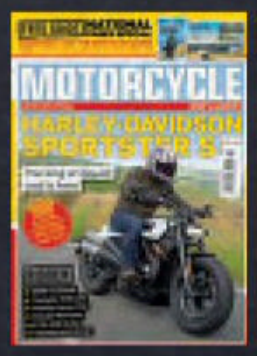
Celebrating the rich, colourful and varied history of motorcycles and motorcycling, then and now.

Your guide to buying, running and owning a classic bike. Broad minded with a practical twist.

Real bikes. Real riders. Real rebuilds. Real Rides. RealClassic!
* Get SEVEN issues of RC for just £20

Classic, twinshock or Evo, CDB's the place for you to dive into the dirty side of biking.

The larger-than-life personalities, the legendary bikes and the race track heroes who mattered then... and still matter now.

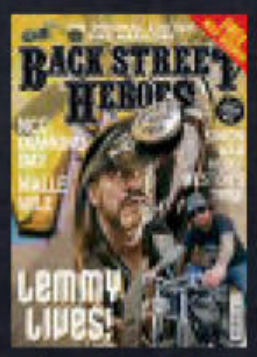


Real-world tests of the latest bikes and kit, places to go and features you don't want to miss.

Running, riding and repairing Japanese, European and US classics from the 70s, 80s, 90s and into the noughties.

All that's best in the world of classic and modern scooters. For enthusiasts, by enthusiasts.

For the best news, innovative features, top tech talk and practical tests, head to *Fast Bikes*.



The original British custom bike magazine... and still the best. Choppers, bobbers and all kinds of customs!

Gardeners consistently vote *KG* as Britain's best magazine for those who love to grow fruit and veg.

The Bible of the British American car scene for 33 years. If it's American and got wheels, we've got it covered!

Visit www.classicmagazines.co.uk/xmas21DPS Or call 01507 529529 and quote 710

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit: www.classicmagazines.co.uk/trm-overseas Subscriptions will start with the next available issue. Offer closes 31/01/2022. Direct debit payments will continue at the price you paid, on this offer, every 12 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms Gifts are UK only, subject to availability and strictly while stocks last.

Readers' Platform

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.

STAR LETTERS

Bridge bash solutions

SURELY the simplest answer to this problem is for Network Rail to invest some of the £20 million it currently spends on repairing bridge damage on an electronic height detector on the approach to all low bridges, which could trigger flashing lights on the bridge when activated?

This would alert the drivers of any out of gauge vehicle – including HGVs from other European countries, those conveying large loads such as machinery or straw bales, double decker buses and tractors with impossibly high loads on their trailers.

Brian Rawling
Northallerton

I COMPLETED my apprenticeship at the GEC in Birmingham in 1950 and joined a small specialised section that made photo-electric equipment and many other odd things the rest of the massive company did not want to deal with.

In its card system was a record of an order some year previously for a bridge protection system for, I believe, Burton-upon-Trent. The beam of light projected across the road at a height slightly lower than the bridge gap, and when cut by an over-height vehicle, it initiated a massive 'stop' sign.

More modern equipment is available, but local councils will not keep them maintained – so is there an argument about who pays for it?

Barrie Cross
Walsall

IT WAS interesting reading the letters in November's *Railway Magazine* and some of the solutions to bridge strikes that were suggested.

In 2001, during the foot and mouth outbreak, part of my duties was to find suitable routes for livestock lorries who were moving animals to market in unaffected areas. This involved using a particular sat nav programme that showed heights of all bridges. I am told this is also available to transport companies but, obviously, it costs more so many of them will not pay for this facility.

Our route plans were then sent to the transport companies on a daily basis to ensure that there were no bridge strikes, or incursion into infected areas.

Tony Birdwood
Llanwrda

REPLYING to Alan N Peachey from Bishops Stortford (November issue), there are a number of bridges in the Aldershot & Farnham area fitted with 'goal post bars' to protect bridges from lorry strikes. One is on the road adjacent to Aldershot football ground and another is on the A325 at Wrecclesham, just south of Farnham.

Several years ago, a large van passed safely under Wrecclesham bridge whilst delivering furniture to new married quarters at the now-closed Army camp at Bordon. On the return, the now empty and higher lorry hit the bridge and took about two inches off the van's top. The bridge was undamaged.

R Beaumont
Fleet

FROM *THE RM* NOVEMBER 2021

Have you got a story for us? Email: railway@mortons.co.uk

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.

Carriage puzzle

HERE at the North Norfolk Railway, where I volunteer, there is much learned discussion of the small item shown in the two attached photos: but not to any conclusion.

The smart money says it is part of a slip coach mechanism installed against the day when the rest of the apparatus might be fitted, but that's still just a guess.

Can any *Railway Magazine* readers identify it?

Mike Bersin
Gresham, Norfolk

Memories of No. 9

SEEING the article in the November issue, and the picture at Doncaster on page 17 in particular, prompts my memory.

I turned 16 in early 1963 and had a morning paper round, the money from which was enabling me to go further afield than my home town of Derby. One Saturday I ventured to Doncaster where I already knew about the footpath alongside the Works and the lamp post that one could climb up in order to look through the window into the paint shop. There was a gleaming No. 60009, the first occasion that I saw any of Haymarket's 'A4s', so No. 9 was a major cop. There was no one to share the moment with, but no matter – I went home very happy!

Back at school on the Monday, I told two classmates about my success. One of them, Anthony Smith, said he had 33 'A4s' underlined in his book, and *'South Africa'* was his missing one. He went to Doncaster the following Saturday, hoping it would still be there, and to his great relief it was.

We all know where No. 9 is now, but I wonder where my classmate is now. Smithy, are you reading this?

John Whittingham,
Wilford, Nottingham

A COUPLE of years ago I was leaving Manchester Piccadilly on a Shrewsbury-bound DMU. Looking out of the window, I saw *Union of South Africa* simmering happily away to itself on one of the other tracks.

The young chap sitting facing me also saw it. He eventually took his eyes off it long enough to glance across the table at me and with barely concealed awe and wonderment managed to say "is that a steam locomotive?" I nodded and smiled broadly.

It seemed to me that he'd never seen anything like it before in his life, and that it was having a profound effect on him.

Dennis Onions
Shrewsbury

Highlights of steam's return

FURTHER to Chris Milner's interesting article (November issue), a couple of personal reminiscences if I may. I well remember going to Tyseley to see *King George V* and the Bulmers Pullmans arrive from Hereford on a bright October afternoon in 1971. Little did I think then that 50 years on we would still be photographing and riding behind steam on the main line. A remarkable achievement.

There have been many highlights over the past five decades – several of them covered in the article. My personal favourites have been: a Bulleid Pacific out of Waterloo (1992), breaking the ban on steam on the third-rail network and with 2000 people on the platform at Bournemouth at 11pm to greet the train; an 'A4' out of King's Cross (1994); *Tornado's* record-breaking assault on Grayrigg and Shap (2010); and, possibly the best, a 'Castle' No. 5043 beating the previous record time (set by another 'Castle' No. 7029 in 1964) for a nonstop run from Plymouth to Bristol (May 2014).

MEETINGS

COMPILED BY JON LONGMAN

WEDNESDAY, DECEMBER 1

Bradford Railway Circle. Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 19.30. 'A Quick Look at Slow Trains': Dave Peel.
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
Railway Correspondence & Travel Society (RCTS). Station Hotel, Carnforth. 19.30. Branch annual meeting and 'Ninth Colour-Rail Journey': Paul Chancellor.

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
Lutterworth Railway Society. Lutterworth Bowls Club, Coventry Rd Lutterworth LE17 4RB. 19.30. 'Isle of Man Railways': Jason Cross.
Railway Club of the New Forest. South Lawn Hotel, Milford-on-Sea. 19.30. 'Christmas Dinner'. Bookings with the club's social secretary via website.
RCTS. The Methodist Church Hall, Silver Street, Stony Stratford, Milton Keynes MK11 1BE. 19.30. Branch annual meeting.

FRIDAY, DECEMBER 3

RCTS. St Teresa's Church Club, 71 Gloucester Road North, Filton, Bristol BS34 7PL.19.30. 'Railway Holidays in the West Country – Part 1 Cornwall': Stuart Warr.
Slough Railway Society. Zoom meeting. 19.30. TBA. Contact info@swrs.co.uk.

SATURDAY, DECEMBER 4

Stephenson Locomotive Society (SLS). Sale United Reformed Church lounge Montague Road, Sale M33 3BU. 14.00. 'Memories of the Woodhead Line, Part 2': Owen Russell.

TUESDAY, DECEMBER 7

RCTS. Beechen Grove Baptist Church, Clarendon Road, Watford WD17 1JJ. 19.00. Zoom meeting: Members' presentations.

WEDNESDAY, DECEMBER 8

RCTS. Old Church Rooms, Park Road, Radyr, Cardiff CF15 8DF. 19.30. 'Railways in China': Robin Combes.
RCTS. Sheffield Scout Headquarters 60-68 Trippet Lane, Sheffield S1 4EL. 19.30. 'Christmas Social': Derek Stuckey.
SLS. The Scout and Guide Headquarters, Godalming GU7 1HR. 14.30. 'Members' Afternoon': Brian Lewis.

THURSDAY, DECEMBER 9

Continental Railway Circle (London Area). 'The True Story of the Bridge on the River Kwai': Kevin Patience and 'Uganda Railway at War 1914-16'.

FRIDAY, DECEMBER 10

Slough Railway Society. Zoom meeting. 19.30. TBA. Contact info@swrs.co.uk.
SLS. North East Futures UTC, Stephenson Square, Newcastle-upon-Tyne NE1 3AS. 17.30. Members' evening.

MONDAY, DECEMBER 13

SLS. Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 19.30. 'Dawsholm Shed': Albert Greig.
Southern Electric Group (Sussex branch). Deall Room, Southwick Community Centre, Southwick BN42 4TE (close to Southwick station). 19.30. Members' evening.

TUESDAY, DECEMBER 14

Leicester Railway Society. Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP. 19.30. 'Slides': Martin Smith.
RCTS. The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. Branch annual meeting and members' contributions.
RCTS. The Coventry and North Warwickshire Sports Club, Binley Road, Coventry CV3 1HB. 14.00. Zoom meeting: 'The Railways of Paris': Michael Bunn. Contact: Branch secretary Derek Morris 01926 855069.
RCTS. Didcot Civic Hall, Britwell Road, Didcot OX11 7JN. 19.30. Zoom meeting: Branch annual meeting and 'Cardiff Valleys Metro': Colin Brading. Contact: Fixtures secretary Andrew Jenkins 01793 783749 or Tv-fixtures@rcts.org.uk.
NB: To take part in any of the RCTS Zoom meetings, please register on the RCTS Zoom meetings web page or contact the Thames Valley branch web co-ordinator, Gordon Adams, at tv-web@rcts.org.uk to register your attendance.
RCTS. Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE. 19.30. 'History of Leatherhead Station to the RCTS Library and Archive Centre': Andy Davies.
RCTS. Upstairs, The Highway Public House, Willerby Road, Hull HU5 5LH. 14.00. 'A to Z of Yorkshire Transport – not just Trains': John Holroyd.
Wells Railway Fraternity. Town Hall, Wells, Somerset. 19.30. Annual meeting and quiz set by Jim Allwood, last year's winner.

WEDNESDAY, DECEMBER 15

Bradford Railway Circle. Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 19.30. 'An Austrian Tour': John Holroyd.
Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'King's Cross to York': Stephen Gay.
RCTS. Greenfinch Church Hall, Greenfinch Avenue, Ipswich IP2 OSQ. 14.15. Branch annual meeting and members' choices.
RCTS/Mid Hants Railway. Eastleigh Railway Institute, Romsey Road, Eastleigh SO50 9FE. 19.30. Members' photographic evening.

THURSDAY, DECEMBER 16

Lutterworth Railway Society. Lutterworth Bowls Club, Coventry Rd Lutterworth LE17 4RB. 19.30. TBA.
RCTS (Cheltenham branch). Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY.19.30. 'The Great Train Robbery 1963': Ian Boskett.
RCTS (North East branch). Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 1SG.19.00.'A Personal Selection': Frank Tweddle.
RCTS. Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ. 19.30. 'Photographic Journeys': John Holroyd.
RCTS. Woking United Reformed Church, White Rose Lane, Woking GU22 7HA. 19.15. 'My Railway Career – Part 2': Gordon Pettitt.

FRIDAY, DECEMBER 17

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

MONDAY, DECEMBER 20

RCTS. The Town Crier, City Road/Station Road, Chester CH1 3AE (opposite station entrance).19.30. 'Chester to Pwllheli': Dave Southern.
RCTS. Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8BL. 19.30. Branch annual meeting and members' slides.

2022

MONDAY, JANUARY 3

Peak Rail Association (Sheffield Branch). The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Memories of my Time on Steam': Dave Darwen.

THURSDAY, JANUARY 6

Great Central Railway Society (Sheffield branch). The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Trains in the Snow': Les Nixon.

Ray Churchill, a regular driver for Tyseley at the time, described this as the most emotional train he had ever driven, not least because the ashes of Bill Rundle, who had been the fireman on the 1964 trip and who had sadly passed away the previous year, were put into the firebox on the ascent of Hemerdon bank.

Incidentally the Railway Performance Society has published a booklet called 'Preserved Steam on the Main Line – the first 50 years', which includes a number of articles by our members covering a variety of locomotive performances across the length and breadth of the network. It can be accessed through the Society website: www.railperf.org.uk.

Frank Price
Secretary, Railway Performance Society

Steam recordings survive

I WRITE in answer to Paul Brown's letter in the November issue about steam recordings. The simple answer is no, they have not been lost. Peter Handford produced excellent recordings in the 1960s on the Argo Transcord label and I still have three of the original LPs.

I missed the end of mainline steam as far as recording was concerned, buying my first cine camera in 1973, but at the time dubbing sound onto silent film was the method that amateurs like myself used to make sound films as, to my knowledge, no Super 8 cameras recorded audio during filming until the mid-1980s. Even then, the film cassette was incompatible with the silent version and was very short-lived, no doubt due to the emergence of the video camera.

Therefore, for those of us on limited budgets, the method was to splice the film, send it away for a thin strip of magnetic tape to be added, then dub the audio from the aforementioned records or the trusty Philips cassette recorder. Synchronising the exhaust beats was a little hit and miss, but the general effect was worth the effort.

Today my films have been converted to video, and audio tracks plus sound recordings to MP3 files, so hopefully there are many recordings tucked away on hard drives both in this country and around the world.

John Randall
Milton Keynes

Steam celebrations

NOW that *Pendennis Castle* and *Clun Castle* have both been restored to working order, I wonder if any thought has been given to what could be done in 2024 to celebrate the 60th anniversary of the famous speed run on May 9, 1964. This will be the last round number anniversary at which it would be possible to get together a reasonable number of people who were on that train. I am aware that Vintage Trains ran a commemorative event in 2014, but this was definitely aimed at people from the Birmingham area.

Ideally there should be three special trains on successive Saturdays, with Vintage Trains, UK Railtours and Pathfinder Tours each running a train so that people from the Birmingham, London and West of England areas would all be catered for.

Also, as the event in 1964 was on the 60th anniversary of the famous run with *City of Truro* in 1904, perhaps the NRM could consider putting that locomotive into working order for the occasion? The commemorative runs could be to a heritage railway at which *City of Truro* would be operating, such as the South Devon Railway, the Dartmouth Steam Railway, or the West Somerset Railway.

John Humphrey
Sevenoaks

THE silver jubilee of King George V was marked in 1935 by the production and naming of 191 'Jubilee' Class locomotives by the LMS.

I would like to learn what plans the railway industry has to mark the platinum jubilee of Queen Elizabeth II in 2022?

Might I also suggest a 'gathering' of the four remaining 'Jubilees' to honour the Queen's 70 years as monarch at some point during the year?

John Grimley
Toronto, Canada

PRE-ORDER TODAY!

➜ VISIT MRTNS.UK/PRE-ORDER-RM

Save on a trip to the shops!

EDITOR'S NOTE

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

READ THESE ISSUES AND HUNDREDS MORE IN THE
The RAILWAY Magazine
DIGITAL ARCHIVE
classicmagazines.co.uk/rmarchive

FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO DECEMBER 1921

Line washed away

DURING the recent exceptional high tide, a part of the Clacton-on-Sea branch of the Great Eastern Railway, between Hythe and Wivenhoe, was washed away. This occurred about midday and, until a temporary single line could be completed at about 9pm on the same day, communication had to be maintained by road conveyances. At several places in the London district, other lines were also affected. At Stratford low level station, the platforms were at one time under water.

Island line visitor bid

A DETERMINED attempt is to be made to attract more visitors to the Isle of Wight during the winter months. Strange as it is, the equable climate of the island in winter is apparently not even suspected by some of the leisured classes. It is understood that most of the principal hotels on the island are remaining open during the winter and are offering specially reduced terms to visitors.

50 YEARS AGO DECEMBER 1971

Stoke Gifford becomes Bristol Parkway

A NEW station being built at Stoke Gifford, adjacent to the Almondsbury Intersection of the M4 and M5 motorways north of Bristol, will be named Bristol Parkway. A contract worth £50,000 has been awarded to Stone & Co. (Bristol) Ltd for construction of the station building, car park and approach roads. Station platforms and footbridges are already under construction, and almost complete.

Cambrian Sunday trains again

SUNDAY trains are again planned to operate over the former Cambrian Railways between Shrewsbury and Aberystwyth and (subject to the line still being open) Dovey Junction and Barmouth in 1972. In addition to the through train from Birmingham to Aberystwyth, a through service is also planned between Birmingham and Barmouth.

20 YEARS AGO: Princess Coronation Class No. 6233 *Duchess of Sutherland* returned to steam in 2001, and on December 15 that year was back on its old stamping ground at Euston, heading the 'Capital Duchess' tour to Derby via Didcot.

Waterloo indicators to go

TRAIN departure and arrival indicators at Waterloo station, London, are to be replaced in about two years' time by electronic indicators similar to those at Victoria.

20 YEARS AGO DECEMBER 2001

The death of Railtrack

RAIILWAY privatisation was thrown back into the melting pot on October 7 when the Government effectively renationalised the network by putting Railtrack plc into administration.

The act, which stunned the nation and threw the industry into upheaval, was committed in conditions of great secrecy by Transport Secretary Stephen Byers and brings to an ignominious end the most controversial of the Conservatives' Privatisation schemes.

It was last winter's Hatfield accident and the astronomical cost of replacing cracked or suspect rails – allied with the resultant huge compensation penalties to train operators – that partly precipitated the death of Railtrack. The company had as good as bankrupted itself in the process, and had been forced to go cap-in-hand yet again for Government handouts.

WCML upgrade in jeopardy

WITH Railtrack in administration, concern is mounting that plans to upgrade parts of the West Coast Main Line for 140mph operation may have to be scaled back.

Such a move would be a bitter blow to Virgin, which is ready to introduce its tilting 'Pendolino' trains from next May. Industry sources suggest there is a desire to slash the bill for the upgrade by £1.5bn, meaning that trains might not be able to run at full speed.

Island line upgrades?

THE SRA has commissioned consultants to review the options for the Island Line franchise when the agreement with Stagecoach expires in September 2003.

Eleven scenarios ranging from minimal renewals (with the existing stock working until 2014), to a light-rail system extended to Shanklin town centre have been assessed, the latter being the most expensive.

RCTS
Britain's leading Railway Society

The RCTS: then and now

ARGUABLY two of the most interesting volumes of the *Railway Observer* are those for 1957 and 1958. Chronicled within their covers is the beginning of the implementation of the Modernisation Plan and the great transition from steam to diesel.

Meticulously recorded are the building programmes and technical specifications of what would become the Class 20, 24 and 31 diesel-electrics. Also within these volumes we find that Derby Works completed its last steam locomotive, a Caprotti Standard Class '5MT' 4-6-0, and that No. 71000 *Duke of Gloucester* had run over 100,000 miles in 30 months with minimum attention.

Crewe and Swindon works were still constructing new Standard '9F' 2-10-0s, and Eastleigh had rebuilt the first Bulleid Light Pacific No. 34005 *Barnstaple*. Yet who would have imagined reading these reports that Class 20s, or to use their original classification 'A' 1,000hp Bo-Bos, would still be on the main line in 2021 with No. 20107 working some of the 2020 'Staycation Express' turns?

By far the most successful of what became known as 'Type 1' diesel-electrics, the first twenty '20s' were delivered to the London Midland Region at Devons Road (East London) between June 1957 and March 1958 – although the November 1957 *RO* stated that only 15 would be allocated to Devons Road. Page 178 of Vol. XXVII (1957) gave the full technical specification for the class, while the September 1957 issue carried two photographs of the new No. D8000 with a scale drawing.

The success of Nos. D8000-19 on both freight and secondary passenger duties brought about further order for the class to the extent that, between October 1959 and February 1968, a further 208 were built. Only a lack of training on heating equipment, reported the *RO,* prevented the class being employed on more passenger trains.

The operating authorities quickly realised that the class was highly versatile and that when coupled in pairs, usually nose to nose, they effectively had another 'Type 4' but with greater brake power. Consequently, many of the class were soon to be found working in multiple on the heavy MGR trains taking coal to the large coal-fired electricity generating stations.

The class also found employment on steel workings to and from Workington and Scunthorpe, as well as the Boulby potash traffic. Another duty frequently seen in the pages of the *RO* was the summer-only trains from Derby and Nottingham to Skegness.

Taken from the down platform at Westenhanger station on August 6, 2002, hired-in from preservation Class 20 No. 20208 is seen pushing what was known as the 'Earthing Train', which is slinging the continuous earth bonding cable between the catenary posts towards Dollands Moor on the Channel Tunnel Rail Link (now called HS1). RCTS

Privatisation coincided with the use of more colour in the *RO*, which allowed the livery variations used on the class to be fully illustrated. Corporate blue was replaced by colourful eye-catching applications, such as the maroon and grey of Technical Services, the two-tone grey and red of the Hunslet-Barclay weed killing fleets, and the dark blue of the DRS fleet. Mention should also be made of the orange and grey applied by the CFD to those Class 20s exported to France.

Withdrawals have seen the class diminished in numbers, but many remain in private ownership and commercial use, with perhaps one of the most attractive liveries being the GBRf blue and yellow carried by some of the Harry Needle Railroad Company.

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

Panorama

Panorama is brought to you in association with porterbrook

SHEFFIELD SUNSET: Low autumnal light catches DMU No. 150272 at Wincobank on October 29, as it gets underway with a Sheffield to Leeds working. ROBERT FALCONER

COLOURFUL 'CLAYTON': Sole-surviving Class 17 No. D8568 stands in the light display at Bewdley on October 30 with the 20.15 to Kidderminster during the Severn Valley Railway's annual Halloween services, which also featured 'Westerns' Nos. D1015 and D1062. MARTYN TATTAM

Porterbrook – delivering a safe, reliable and sustainable railway

Panorama

'ULTRA GLINT': Having arrived back at its home base after a summer of touring the South of England, 'Jubilee' No. 45596 ran some services over the school half-term at the Keighley and Worth Valley Railway, and is seen in the autumnal sunshine of October 30 departing Keighley with the 15.45 to Oxenhope. MARTYN TATTAM

AT THE GOING DOWN OF THE SUN: IET No. 800019, named after the last survivor of the 1943 Dambusters raid Johnny Johnson MBE DFM, catches a couple of admirers at Exeter St David's on October 24 after arriving with the 14.37 from Paddington. JOHN VAUGHAN

Porterbrook – delivering a safe, reliable and sustainable railway

Panorama is brought to you in association with porterbrook

PARCELS 'STREAK': **'A4' No. 60009 took part in a 3P20 Parcels Group photo charter on November 5, seen posed on a parcels train at Bury Bolton Street (East Lancashire Railway). Special effects made the now-retired loco appear it was in steam.** STEVE SIENKIEWICZ

www.porterbrook.co.uk

Hattons · MODEL RAILWAYS ·

Your Local Online Model Railway Store

Explore an incredible range of new & pre-owned items at **hattons.co.uk**

0151 733 3655
Available: 9:30am to 5:30pm (UK Time) - 7 days a week
info@hattons.co.uk
www.hattons.co.uk

Reliable & Fast Delivery
We ship worldwide and offer services to suit your budget.
- Standard Delivery - £4
- Next Day Service - £9
- International - Search for 'Hattons Delivery' for full info

Trunk Service
Purchase items and have them held with us for later despatch.
- Combine Your Orders
- Save on Postage Costs
- Snap up Popular Items

Friendly Team
Our team are always happy to help with any queries.

Available 9:30am to 5:30pm (UK Time) 7 Days a Week

Pre-Owned Trade-In
Trade-in your unwanted items quickly and easily with Hattons.
- Dedicated pre-owned team
- Build your list quickly online
- Great cash or credit offers

News & Listings
Get all the details you need to know on a range of models.
- Join us on social media
- Read our weekly newsletters
- Lots of great online content

Find us at: **www.hattons.co.uk** or search for: **'Help Me Hattons'**

Our Latest Best-Sellers...

Explore **over 20,000** items at **www.hattons.co.uk**

OO Gauge (1:76 Scale)

Hattons Originals - Diesel locos

H4-66-025 Class 66 66731 in GBRf/First group (RRP £150). . . . . BARGAIN. . . £119

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

Wagons

H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (RRP £118) BARGAIN. . £99
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (RRP £126) . . . . . BARGAIN £119

Heljan - DMUs

19401 GWR AEC diesel railcar 29 in GWR chocolate and cream grey roof and coat of arms emblem £160.65

Wagons

5109 IGA Cargowaggon bogie flat in CARGOWAGGON blue NEW £50.96

5111 IGA Cargowaggon bogie flat in CARGOWAGGON blue - weathered NEW £55.21

5115 IGA Cargowaggon bogie flat barrier wagon twin pack concrete panel weights in RailAdventure grey NEW £110.46

BOC08 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0006 (RRP £75) BARGAIN £45
BOC12 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0032 (RRP £75). . . . . BARGAIN £45
BOC15 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0034 (RRP £75). . . . . BARGAIN £45
BOC17 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0019 (RRP £75). . . . . BARGAIN £45

Hornby - Steam locos

R30001 Class 8P 'Princess Royal' 6203 "Princess Margaret Rose" in LMS crimson lake £208

R3825 Class W4 Peckett 0-4-0ST 614 in grey - Centenary Year Ltd Ed £108

Steam train packs

R3670 South Wales coal train pack Class 72XX 2-8-2T 7224 in BR black and three private owner wagons. . . £135

Bi-Modal Multiple Units

R3609 Class 800/0 IEP two-car pack 800003 in GWR green - "Queen Elizabeth" and "Queen Victoria" £259
R4870 Pack of three centre coaches for Class 800 IEP in GWR green . . £169

Train sets - analogue

R1234 Starter train set - "Hogwarts Express" - Harry Potter range £180

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

GWRCoachPackE Collett 57' Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (RRP £215.96) . . . . . BARGAIN. . . . £119
R4405B Hawksworth 63' corridor third in BR crimson and cream - W2267W (RRP £54.99). . . . . BARGAIN £33

N Gauge

Dapol - DMUs

2D-142-001 Class 142 'Pacer' 2 car DMU 142096 in debranded Northern Rail purple £123.12
2D-142-001D Class 142 'Pacer' 2 car DMU 142096 in debranded Northern Rail purple - Digital fitted NEW £158.31

2D-142-002 Class 142 'Pacer' 2 car DMU 142042 in Merseyrail NEW £123.12
2D-142-002D Class 142 'Pacer' 2 car DMU 142042 Merseyrail - Digital fitted NEW £158.31

2D-142-003 Class 142 'Pacer' 2 car DMU 142022 in BR 'Skipper' Western chocolate and cream NEW. . . . £123.12
2D-142-003D Class 142 'Pacer' 2 car DMU 142022 in BR 'Skipper' Western chocolate and cream - Digital fitted NEW £158.31

2D-142-004 Class 142 'Pacer' 2 car DMU 142001 in Greater Manchester / GMPTE orange and tan £123.12
2D-142-004D Class 142 'Pacer' 2 car DMU 142001 in Greater Manchester / GMPTE orange and tan - Digital fitted NEW £158.31

Coaches

2P-006-002 Mk 3 SLE sleeper 10701 in Intercity swallow . £26.35

2P-006-003 Mk 3 SLE sleeper 10632 in GWR green £26.35

Kato - Bi-Modal Multiple Units

K10-1671 Class 800/0 5-car BiMU IET 800021 in GWR green £178

K10-1674 Class 800/0 5-car BiMU IET 'Azuma' 800209 in LNER £178

O Gauge (1:43 Scale)

Hattons Originals - Coaches

H7-TC115-002 Gresley Teak coach Diagram 115 Corridor Third 23896 in LNER Teak £179

Heljan - Steam locos

H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (RRP £750). . . . . BARGAIN. . . . £579
H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (RRP £750) . . . BARGAIN. £579
H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (RRP £750) BARGAIN. . £579

H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (RRP £750). . . . . BARGAIN. . . . £579

H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (RRP £750) . BARGAIN. . . . £579

Diesel locos

1750 Class 17 'Clayton' in BR green small yellow panels - unnumbered (RRP £549) . . . . . BARGAIN. . . . £350
1751 Class 17 'Clayton' BR green full yellow ends - unnumbered (RRP £549). . . . . BARGAIN £350
1753 Class 17 'Clayton' D8607 in BR green small yellow panels - weathered (RRP £549) . . . . . BARGAIN. £365

4061 Class 40 in BR green small yellow panels and centre headcode panel - unnumbered £466.65

4850 Class 47 in BR two-tone green small yellow panels - unnumbered NEW £594.15

4866 Class 47 in Intercity Executive - unnumbered NEW £594.15

4867 Class 47 in original Network SouthEast original - unnumbered NEW £594.15

6000 Class 60 in Railfreight triple grey - unbranded and unnumbered NEW £551.65

6004 Class 60 in DB Cargo traffic red - unnumbered NEW. . . . £551.65

6006 Class 60 60021 "Penyghent" in GBRf blue and orange NEW £551.65

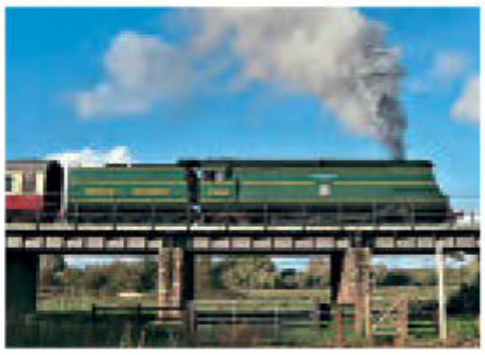
6007 Class 60 60059 'Swinden Dalesman' in Loadhaul black and orange - weathered NEW £568.65

All items in stock when advert created. Prices valid until 04/01/22. Errors excepted.

TRACKRECORD

The Railway Magazine news digest

Heading the Blue Pullman, LSL Class 43 No. 43055 crosses Ian Riley's LMS 'Black Five' 4-6-0 No. 45407 *The Lancashire Fusilier* with 'The Jacobite', operated by West Coast, at Arisaig on the West Highland Line on October 24. SAM YEELES



P58 STEAM
92 Squadron is back on duty

P74 CLASSIC TRACTION
Waterman 'Rat' runs again

P88 TRACTION & STOCK
Class 43s head for scrap

ALSO INSIDE:

P64 INDUSTRIAL
P70 NARROW GAUGE
P72 MINIATURE
P73 HERITAGE TRAMS
P82 NETWORK
P84 FREIGHT
P87 METRO
P92 OPERATIONS
P101 IRISH
P102 WORLD

COMPILED BY GARETH EVANS

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

SIDELINES

Foxcote visits the Battlefield

WR 4-6-0 No. 7822 *Foxcote Manor* arrived at the Battlefield Line on November 12, where it will assist with the operation of the Leicestershire railway's festive season services. It comes after WR 'Modified Hall' No. 6989 *Whitewick Hall* failed a boiler exam at Shackerstone. The 4-6-0 returned to its home for repairs at the Buckinghamshire Railway Centre, Quainton Road where its owning group, the Wightwick Hall Restoration Group, is based. In addition to Santa trains, No. 7822 is due to operate on December 30/31 and January 1-3 before returning to the West Somerset Railway in January.

'Caley' to Kent

STRATHSPEY Railway-based '812' No. 828 is booked to visit the Spa Valley Railway for much of 2022. The 1899-built Caledonian Railway loco is due to reside in Tunbridge Wells from late March to October. The McIntosh 0-6-0 is due to star in the line's April 2/3 Spring Steam Up, the June 18/19 Summer Steam Up, the 25th Anniversary Gala on August 26-29 and finally the October 7-9 Real Ale & Cider Festival, after which it is due to return to Scotland. It will also work regular service trains alongside Hunslet 'Austerity' 0-6-0 No. 2890 'Douglas' while resident Bulleid Pacific No. 34053 *Sir Keith Park* is out of traffic for a boiler swap.

Carbon scheme

THE National Transport Trust is proposing a Green Wheel scheme to encourage carbon reduction. The trust said it is consulting with transport heritage organisations and academics regarding its carbon reduction and environment accreditation scheme, which will encourage and demonstrate the plans and progress being made across the sector towards protecting the environment.

Avon Valley diner

THE Avon Valley Railway is to relaunch its on-train dining operation for the 2022 season. In addition to roast lunches, fish and chips and afternoon high tea, the offering is set to include a Spaghetti Train, savoury high tea and Pudding Club. Also part of the line-up will be the 'Pines Express' with themed regional menus based on the locations this train passed through on its way from Manchester to Bournemouth.

Future of steam secured after Environment Bill fears

Latest available figures show that total steam locomotive emissions were just 0.023% of total UK carbon dioxide emissions.

LORD Faulkner, president of the Heritage Railway Association (HRA) has secured the Government's assurances that the Environment Bill will have no direct impact on the heritage steam sector, and that there is no intention to change its policy towards heritage steam.

The Labour politician received wide support from fellow peers in the summer and autumn after he highlighted the risk the heritage industry could face without assurances from the Government that it would be unaffected by the Environment Bill.

The latest available figures – which date from 2018 – show that total steam locomotive emissions were just 0.023% of total UK carbon dioxide emissions. According to the HRA, heritage rail operates some of the most fuel-efficient services per passenger mile, provides £1bn to the national economy and supports over 4000 jobs.

Lord Faulkner's tabled amendments hit the headlines after Baroness Neville-Rolfe spoke emotively in support of the heritage railway movement in the Lords' debate on July 5, saying: "This Bill could bring about the death of Thomas the Tank Engine and his or her nautical steamboat equivalent."

The sight and sound of steam at heritage railways has been secured following Government assurances that steam trains, road vehicles and boats would be within the scope of tightened environmental legislation. On November 7, WR 0-6-0PT No. 9466 was hauling public services on the Ecclesbourne Valley Railway. ALAN WEAVER

Scope

In response, Environment Minister Baroness Bloomfield of Hinton Waldrist confirmed that heritage vehicles are not within the scope of the Environment Bill, including steam trains, road vehicles and boats.

Baroness Bloomfield said: "We listened to the concerns raised by the heritage bodies during consultation on the measures, as well as engaging with the inquiries of the All-Party Parliamentary Group on Heritage Rail. I can confirm that there will be no direct impact on the heritage steam sector as a result of this Bill. The Government does not intend to bring forward policy that would have a direct impact on it."

In her subsequent letter to Lord Faulkner of October 11, Baroness Bloomfield made clear that "the Smoke Control Area Provisions in the (1993) Act, and the amendments to them through the Environment Bill, do not and will not apply to smoke from steam trains or road steam vehicles."

Lord Faulkner said: "I am pleased at the overwhelming response from fellow peers for my tabled amendments which were designed to secure the future of heritage steam. I am reassured that significance of heritage railways has been recognised and, in particular, the need to protect the steam heritage sector from additional environmental restrictions."

Control

He added: "I have been assured that the Smoke Control Area provisions of the Environment Act will not apply to steam trains.

"Existing control under Section 43 of the Clean Air Act 1993 requires that practicable measures are taken to minimise emission of dark smoke by railway engines.

"We will emphasise to our member railways, all of whom already take their environmental responsibilities very seriously, that they must, so far as practicable, minimise dark smoke emissions."

The HRA said it is further reassured after the Lords' debate in July 2021, and subsequent national publicity prompted the Department for Environment, Food and Rural Affairs to state: "The Government understands and appreciates the important contribution that the heritage sector, including steam railways, makes to our national culture. The smoke emission measures in the Environment Bill will not apply to emissions from steam trains."

As the result of Government assurances that the Environment Bill would not impose additional smoke controls on the heritage steam industry, Lord Faulkner did not need to press his amendments to a vote.

Hagley Hall to star in SVR spring gala?

GREAT strides continue to be made towards the return to action of the Severn Valley Railway's flagship GWR 'Hall' No. 4930 *Hagley Hall*, which last steamed in October 1986. It is hoped the 4-6-0 could be back in traffic in time for the April 21-24 spring steam gala.

Having passed all steam tests in the yard at Bridgnorth, by mid-November the boiler was in the boiler shop having the lagging and casing fitted in final preparation for it to be reunited with its rolling chassis. Some recently painted boiler panels were being fitted – a task which is easier to undertake when the boiler is on the ground rather than on the chassis.

The application of top-coat, lining, and varnish to the tender is now complete, revealing the chosen GWR lined 'shirtbutton' livery that was carried by No. 4930 in the final years of its previous working life on the SVR between July 1984 and October 1986. The colour scheme is not currently carried by any other preserved GWR 'Hall'.

Meanwhile, GWR '28XX' 2-8-0 No. 2857 is 'stopped' for repairs identified as part of its accumulated mileage-driven valve and piston exam – work which is not expected to be completed before the Santa services commence. Having been retubed, 0-6-0ST No. 813 has gone on hire to the Telford Steam Railway for the Christmas period where it will work alongside '56XX' No. 5619. BR '4MT' 4-6-0 No. 75069 is the Steam in Lights loco this year.

New-build BR '3MT' 2-6-2T No. 82045 continues to progress at Bridgnorth. The two pony trucks were loaded on to a flat wagon on October 18 and shunted to the loco yard. The pony trucks will be fitted under the chassis when the wheeldrop is available.

Plugs are being fitted to the piston heads and some further machining of boiler water level gauge components is taking place. Grease lubrication pipework is being installed to the horn guides of the coupled wheels. Further progress has been made with assembly of the rocking grate mechanism.

On the firebox, the pads for the manifold and safety valves are riveted and seal welded in place. The mud door doubling plates are riveted in place.

With lagging fitted and refitting of casing underway, the boiler of No. 4930 *Hagley Hall* is seen inside the boiler shop at Bridgnorth on November 11. JOHN TITLOW

***92 SQUADRON* BACK ON THE FRONT LINE: SR Bulleid Pacific No. 34081 *92 Squadron* returned to traffic on the Nene Valley Railway (NVR) on October 31, following firebox repairs – and is pictured departing Wansford with the 1500 service to Peterborough. The Battle of Britain Locomotive Society-owned 'Spamcan' is due to help work the NVR's Santa trains. KEVIN WILKINS**

North Norfolk 'B12' bows out for overhaul

NORTH Norfolk Railway (NNR) flagship 'B12' 4-6-0 No. 8572 hauled its final public train on October 31, before the expiry of its boiler certificate. The overhaul is due to begin imminently – with the boiler work set to be carried out at Weybourne. Following dismantling, which will allow a specification to be drawn up, the chassis may go for contract overhaul.

The question of livery is due to be decided following a poll of members early in 2022, with options including LNER apple green or BR lined black.

The loco's final day was marked by a presentation to two longstanding volunteers. Brothers Andy (79) and Roger (74) Ison were among the small group responsible for the idea and hard work which was to save what is now the NNR, and acquire rolling stock.

Roger remembers taking part in decision-making as a 15-year old and visiting Stratford depot on a cold January morning in 1962 to look at withdrawn steam locomotives that might be acquired. One of these was No. 8572 – by then numbered BR 61572 – which came to Sheringham in 1967 and has been the flagship of the NNR for many years.

Sixty years later, Andy and Roger continue as members of the M&GN Joint Railway Society – the charity which supports the NNR – and as volunteers on the railway. On October 31, they were presented with framed commemorative photographs of themselves with the caption: "Marking a combined 120 years' service and dedication to the M&GNJR Society and the North Norfolk Railway (1961-2021) by Andy and Roger Ison. A significant and highly commendable contribution to our work. Thank you for all that you have done."

After the ceremony Roger travelled on the footplate of the 'B12' on a return trip to Holt whilst Andy made the same journey 'on the cushions.'

'B12' No. 8572 hauls its final train before overhaul – the 14.45 from Sheringham to Holt on October 31. The train is seen near the golf course. JOHN HUNTING

Left to right: Hugh Harkett, NNR managing director, Neil Sharpe, CME, Roger Ison, Andy Ison, Andrew Munden, general manager, and volunteer Keith Ashford on locomotive. PETER MAYNE

Polar Express results in fleet variety

THE running of Polar Express trains during the festive period at heritage lines across the country, has necessitated the hire of additional rolling stock as railways upscale their operations to meet demand, providing a varied line-up for passengers, staff and volunteers like.

WR 4-6-0 No. 7820 *Dinmore Manor* is visiting the South Devon Railway (SDR) to assist with its inaugural Polar Express services, which the line is operating in conjunction with PNP Events Limited. The Telford-based firm is responsible for four of the nine events running this year and providing theatrical support to another.

Steam gala

No. 7820 will also star alongside other members of Buckfastleigh's fleet in the SDR's three-day winter steam gala, entitled 'Mince Pies, Manor and More', from December 31 to January 2. All passengers will receive a free mince pie. Further details of the gala remain to be announced.

Meanwhile, the Cholsey & Wallingford Railway, normally the preserve of smaller steam and diesel locomotives, has upped the scale of its operation with the arrival of five ex-Anglia Mk.3 carriages and Churnet Valley Railway-based 'S160' No. 6046.

While the Oxfordshire line's Santa specials would traditionally attract 2500 passengers, bookings for the Polar Express have reached 24,000. A resident air-braked Class 08 diesel will be attached to the rear of the train of Mk.3s, which are owned by PNP Events. One of the line's Mk.1 carriages is on hire to the SDR, the other two will be parked up in a siding.

Mince pie specials

Four carriages have arrived at the Spa Valley Railway to provide extra capacity for its Polar Express journeys. They include a Mk.1 TSO and a Mk.2 from the Mid-Norfolk Railway and two Mk.1 TSOs from Riviera.

On November 16, the Wensleydale Railway welcomed Ian Riley's 'Black Five' No.45407, which arrived under its own steam from Carnforth. In addition to the Polar Express trains, the LMS 4-6-0 is due to work mince pie specials between Christmas and New Year.

SIDELINES

Duke wheels back to Birmingham

THE wheels for No. 71000 *Duke of Gloucester* were due to return to Tyseley Locomotive Works from South Devon Railway Engineering at Buckfastleigh in mid-November – and profiling was set to begin imminently. The BR Class 8 Steam Locomotive Trust remains hopeful that the 4-6-2 will be back in operation on the main line in 2022. Members of the trust will be able to benefit from a ride on 4-6-2's loaded test run for only £10. Meanwhile, the loco's support coach, BR Mk.1 BSK No. W17015 moved by road from Tyseley to Rampart Engineering, Barrow Hill on November 3 for overhaul. Details of how you can help No. 71000 can be found at www.theduke.uk.com

Moors bridge work

THE North Yorkshire Moors Railway (NYMR) has appointed VolkerLaser as the contractor to carry out the £1.26 million reconstruction work on Bridges 24 and 25 at Goathland, between January and March 2022. The work is part of the NYMR's £10 million Yorkshire's Magnificent Journey (YMJ) project. Jim Mawson, operations director for Steel at VolkerLaser, said: "As the new contractor responsible for delivering the project, following the collapse of the previous principal contractor, and after a 12-month delay due to the Covid-19 pandemic, we will be working tirelessly to deliver a successful outcome." The NYMR needs a further £300,000 to fund the work on the bridges, finally completing its YMJ projects. To donate, visit nymr.co.uk/ymj

Volunteer recognition

THE East Lancashire Railway held its inaugural long service awards ceremony at Bury Transport Museum on October 20. The dedicated group of 58 staff and volunteers was recognised with plaques given to those for contributing in excess of 50 years of service to the railway. The four longest-serving volunteers received gold awards – Lois Veevers Hatton and Peter Lord for 52 years, and Richard Law and Phil Bailey for 51 years. Ten volunteers received silver awards for over four decades of service, while the remainder received bronze awards for three decades of dedication to the railway.

PRE-ORDER TODAY!

➜ **VISIT MRTNS.UK/PRE-ORDER-RM**

Save on a trip to the shops!

More 'County' parts cast

First cylinder cast as second set of coupled wheels emerge from the moulds for new-build 'County' 4-4-0.

THE project by the Churchward County Trust (CCT) to re-create a GWR 'County' class 4-4-0 has reached two significant milestones in recent weeks, seeing the first cylinder cast along with the second pair of coupled wheels. The 18in x 30in cylinder for No. 3840 *County of Montgomery* was cast at Hargreaves Foundry in Halifax during the late summer using one of the two sacrificial patterns produced by specialist patternmaker, Premier Patterns, to designs by CCT Design Engineer, Elliot Powick.

Process

A period of tense apprehension followed as the casting was allowed to cool, then removed from the mould, cleaned up and finally inspected by Premier Patterns and engineers representing the CCT. The subsequent reports revealed that the casting had been successful, paving the way for the production of the second cylinder. Polystyrene patterns have been successfully employed to cast a number of replacement GWR cylinders in the last few years.

However, No. 3840's is the first GWR cylinder with inside steam pipes to be cast using the polystyrene method; the cylinders for the Great Western Society's 'Saint' having been cast from a traditional wooden pattern.

Once the second cylinder has been cast, they will be taken to Roach Precision Engineering in Brierley Hill and allowed to naturally destress over a period of six-to-nine months, after which they will be machined in tandem with No. 3840's extension frames, which are already on site in the Brierley Hill works.

While the inspection of the cylinder was taking place in one part of Yorkshire, the second pair of 6ft 8½in coupled wheels was being cast in another. The work was undertaken by Trefoil Steel in Sheffield during October, using the pattern kindly loaned to the CCT by the Great Western Society, which had been used to cast the first pair of wheels for No. 3840 earlier in the year.

The first set of wheels were for the rear wheelset, and in order to cast the leading (driven) pair the pattern had to be modified to increase the size of the centre boss. The original Churchward 'Counties' had two different designs of wheel; the leading driven wheels having a 5¾in centre boss and the rear wheels a 4¾in centre boss.

The pattern as loaned featured the smaller boss, hence the need to make the alteration. The CCT is now moving ahead with the next stage that will see the axles ordered along with the tyres. This has been possible thanks to donations made to the CCT's 'Forty 4-4-0s Club', which was set up to raise the £40,000 required to pay for the casting of the wheels.

Above: The first of No. 3840's cylinders being hoisted ahead of inspection at Hargreaves Foundry in Wakefield. MIKE SOLLOWAY

Right: One of the recently cast coupled wheels at Trefoil Steel in Sheffield after initial cleaning. TREFOIL STEEL

However, after managing to source highly competitive quotes from suppliers outside the established 'go to' norm, it will now be possible to also buy the axles and pay for the machining of the wheels for the same price. The Club allows supporters to 'adopt' one (or more) of the original 40 'County' 4-4-0s, and which has so far brought in over £30,000 to the project. A similar scheme – the 'Cylinders Club' – exists to finance the manufacture and machining of the two cylinders.

Progress

Commenting on the recent developments, CCT chairman and trustee Gary Boyd-Hope said: "We are delighted to be able to share this news of our recent progress, which has continued to move forward despite the restrictions and limitations placed upon us and our engineering contractors during the Covid-19 pandemic.

"Just three years ago, in November 2018, we had *County of Montgomery's* frame plates cut, and now those frames are assembled and in one piece at Tyseley Locomotive Works, having recently had a newly-fabricated dragbox fitted. Now we also have our first cylinder and all four coupled wheels, which together with the donor wheelsets we already have for No. 3840's bogies, gives us a complete set.

"We are very grateful to the supporters of both the 'Forty 4-4-0s Club' and 'Cylinders Club' for helping us get to this stage, and would be delighted to hear from anyone who wishes to join either or both clubs, in order to push us closer to our financial targets."

Further information on the 'Forty 4-4-0s Club' and how to join can be found on the CCT website at www.churchwardcounty.org.uk or by writing to: The Treasurer Churchward County Trust Ltd c/o 4 Green End Barns Ramsey Road St Ives Cambridgeshire PE27 5RH.

Earlstoke Manor set for 2022 Severn Valley return

WR 'Manor' No. 7812 *Earlstoke Manor* is on course to join the Severn Valley Railway's roster in 2022 according to its owners, the Earlestoke Manor Fund (EMF). As reported last month, the loco passed its insurance boiler exam on October 18.

Reassembly of the 4-6-0 at Tyseley Locomotive Works continues, with recent attention focusing on refitting the drain cocks mechanism and cladding around the cylinder block. Boiler cladding is now being prepared for refitting. Chassis painting, required to be complete prior to refitting the boiler, is being brought up to final topcoat.

Once No. 7812 leaves Tyseley, sister No. 7802 *Bradley Manor* will take its place for its boiler lift and work on the new cylinder will commence. Until then, No. 7802 will remain stored off the turntable at Tyseley. At this stage, a date for a return to service has not been formally set.

While the EMF had previously agreed in principle to transfer '51XX' No. 5164 into its ownership, agreement has now been reached with the SVR and 5164 Preservation Group to formally proceed. Work to complete the transfer is now well underway.

Adrian Hassell, the new chairman of EMF, said: "With the return to service of No. 7812 now imminent, fundraising and planning for a future overhaul of No. 5164 can commence in the new year.

"The importance of a third active locomotive in the EMF fleet is clear, providing greater resilience in the event of unexpected major failures, such as that of No. 7802 in 2019.

"Also, overhauling No. 5164 during the mid-2020s period will provide an income stream in the early 2030s period when Nos. 7802 and 7812's 10-yearly overhauls are now likely to partially overlap."

Sheringham set for 'refreshed' carriages

The North Norfolk Railway's Carriage and Wagon (C&W) team has started an intensive programme of coach repainting and revarnishing to help make up some of the ground lost as a result of Covid-19 lockdowns, restricted working and the intensive use of compartment stock over the past 18 months.

Approach

The railway's answer is a targeted programme to 'refresh' the paintwork on no fewer than 14 vehicles which will hold the fort until vehicles undergoing more in-depth repairs return to traffic.

The plan has been dubbed 'operation conveyor belt' and it will see the 14 vehicles receiving a light rub down and revarnish, or a single coat of paint and varnish in order to keep them looking presentable.

The first vehicle through the shops was BR Covered Carriage Truck No. E94464 which is attached to most of the line's steam services to convey bikes and pushchairs.

The team then set to work on the suburban coaches which will all receive a coat of crimson red gloss to the coach sides and a new layer of black applied to the roofs

No. E43041 was completed by mid-October with No. W46139 immediately taking its place in the painting bay.

The remaining 'Subs', Nos. E48001 and E43357 are due to receive similar treatment in November before attention turns to the 'North Norfolkman' dining set in the New Year, followed by the Quad-Art set in the spring.

LMS 'Jubilee' No. 45596 *Bahamas* enters Oakworth with the 1545 from Keighley to Oxenhope on the Keighley & Worth Valley Railway on October 30. The wreath was carried in memory of KWVR volunteer David McCartney. IAN DIXON

Bahamas is among the stars of The Railway Children Return film

LMS 'Jubilee' No. 45596 *Bahamas* is among the Keighley & Worth Valley Railway-based (KWVR) locos to feature in the new film, The Railway Children Return.

As previously reported, the film is due to be released in UK cinemas on April 1, 2022. Picking up nearly 40 years after the events of the original film, the sequel shows a new group of children who are evacuated to a Yorkshire village during the Second World War. Studio Canal, which has produced the film, has released a trailer www.youtube.com titled 'The Railway Children Return First Look'.

Other KWVR steam locos in the clip include '4F' 0-6-0 No. 43924 (running as No. 3924) and 'S160' 2-8-0 No. 5820 'Big Jim'.

In readiness for further main line tours in the year ahead, *Bahamas* has been undergoing winter maintenance – including caulking some of the crown stays above the firebox, which required removal of the cladding.

Members of the 4-6-0's owning group, the Bahamas Locomotive Society have also been progressing the return of LNWR 0-6-2T 'Coal Tank' No. 1054. In mid-November, it was awaiting a boiler inspection. The next stage will be for the boiler to be returned to the frames and reassembly completed. With the last overhaul having been a major type, the work required this time has not been as extensive.

It is hoped to have No. 1054 ready for events in 2022 to celebrate the centenary of the merger of the London & North Western and the Lancashire and Yorkshire railway companies. A visit to the East Lancashire Railway has also been pencilled in for next summer.

Following the completion of No. 1054, attention is set to turn to Hudswell, Clark 0-6-0 *Nunlow* (1704/1929). Last steamed in April 2018, it is currently on display at Ingrow 'Loco Shed'.

£200k grant boosts new Corwen station project

LLANGOLLEN Railway Trust's (LRT) new Corwen station project has been aided by a £200,000 grant, which will go towards the cost of the canopy. The money forms part of a successful £15 million Levelling Up Fund Bid for Clwyd South, sponsored by Simon Baynes MP and developed by two neighbouring local authorities, Wrexham County Borough Council and Denbighshire County Council.

Richard Dixon-Gough, project manager for the Corwen station development said: "This is the final piece in what has been a massive jigsaw. There are still a number of critical steps required before the station can open, and dozens of non-critical tasks to be done before the job can be considered complete."

Mr Dixon-Gough also thanked his team of volunteers, average age 68, who have progressed the works in all weathers over the last eight years, having overcome numerous challenges along the way.

LRT's accounts for the year ended December 31, 2020 were presented at its annual general meeting on October 29. These show a small loss of £7252 after write-offs of £220,000, mostly in connection with the PLC trading arm now in administration. As previously reported, LRT said it is in a healthy financial state with a positive bank balance, no debt and minimal creditors.

Addressing the meeting, Phil Freeth, LRT finance director, reported the up-to-date position showed the bank balance had increased significantly since, thanks to a mixture of generous donations from well-wishers, grants, delays in rehiring staff, operating fewer steam trains and relying on DMU and diesel for midweek operations in particular – plus passenger loadings had been 10% above forecast.

"We would like to take the opportunity to again thank everyone who has made generous donations and visited the railway since we reopened in July," said Mr Freeth.

"We also wish to thank again the Welsh Assembly Government and Denbighshire County Council for their support, and the media, without whose generous coverage and supportive stance our plight would not have reached so wide an audience."

Ballast was dropped on November 4 within the section of the headshunt leading to the buffer stop at Green Lane, Corwen where the embankment has been cut back above the road. The Shark van's plough was deployed to spread the load. Pictured left to right are volunteers: Peter Jump, Peter Robson and Phil Morrey. GEORGE JONES

'T3' chassis focus

EFFORTS to return LSWR 'T3' 4-4-0 No. 563 to action have focused on the loco chassis and valve gear ahead of eventual rewheeling. The cannon boxes that the valve rods go through have been machined, bored out and had bronze liners inserted, ready for reassembly of the valve gear. The brake gear has been re-ushed to remove the slack in the assembly.

The Swanage Railway Trust-owned loco is under overhaul at the Flour Mill in the Forest of Dean. The frames and wheels have been filled, painted and rubbed down – work which is easier to undertake prior to rewheeling. New steel horn ties have also been temporarily fitted in place.

Members of the Flour Mill team have started examining the reversing screw – there appears to be some slack in the screw. While further investigation is required, it could simply be that the slack is caused by the screw not having any weight from the valve gear keeping it tight, or it might need replacement. It is however, not expected to be hugely expensive should the part be in need of replacement.

A well-wisher has kindly sponsored the replacement of the smokebox. It will be made to the original specifications, including the use of flush rivets.

Anyone interested in sponsoring components, which range in value from £50 to £20,000 is asked to email 563locomotivegroup@swanagerailway.co.uk

SIDELINES

'Birdcage' acquisition

THE Isle of Wight Steam Railway's latest carriage restoration project arrived at Haven Street on October 20. Built at Ashford in 1910, SECR 'Birdcage' Composite Brake No. 1106 ran in preservation at the Longmoor Military Railway and later at the Kent & East Sussex Railway. It has been stored for many years in sidings at Northiam side of Bodiam. The IoWSR said the medium term objective is to restore it as an eight-and-a-half compartment carriage, representing a lost type which ran on the island.

Bodmin Parkway buffet relaunched

THE Bodmin & Wenford Railway reopened its buffet at Bodmin Parkway station following refurbishment. Open Monday to Saturday, 7.30am to 2.30pm and trading under the name of the Cornish Rail Coffee Co, a variety of hot and cold drinks are on offer, along with a selection of sandwiches, cakes and snacks. The buffet has been given a thorough make over, giving it a fresh, new feel. The new layout means that more people will be able to sit at the windows while they wait for their train. For people who are unable to access the buffet, there is a button to call for assistance.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine

SUBSCRIBE TODAY!
GREAT RATES
SEE PAGE 48

Gala adds traction to season

Resident steam and diesel fleet helps celebrate GWSR's 40th anniversary year.

THE Gloucestershire Warwickshire Steam Railway (GWSR) has ended its pre-Christmas operating season in spectacular style, with a two-day mixed traction gala that attracted almost 2,000 passengers.

The event, over the weekend of November 6/7, was staged as a finale to the railway's 40th anniversary with eight locomotives operating – four steam, four diesel plus a diesel multiple-unit – working an intensive timetable that included a freight train.

In addition, there were double-headed and non-stop services each day.

Operated entirely using the home fleet, the steam line-up included GWR 2-8-0T No. 4270, SR 'Merchant Navy' No. 35006 *Peninsular & Oriental SN Co*, WR 'Modified Hall' No. 7903 *Foremarke Hall* and WR 'Manor' No. 7820 *Dinmore Manor*. The diesel fleet was also showcased with performances by Sulzer Type 2 (Class 24) No. 5081, Sulzer Type 4 'Peak' (Class 45) No. 45149, Brush Type 4 (Class 47) No. 47105 and English Electric Type 3 (Class 37) No. 37215 – plus Class 117 three-car DMU comprising DMS No. W51405, TCL No. W59510 and DMBS No. W51363.

WR 'Manor' No 7820 *Dinmore Manor* leads WR 'Modified Hall' No. 7903 *Foremarke Hall* along Chicken Curve on November 7. JACK BOSKETT

Attractions

Entirely organised and run by the railway's volunteers, the railway also threw open the doors of its David Page steam shed, as well as the Carriage & Wagon department's works at Winchcombe.

Also operating was the 2ft gauge Toddington Narrow Gauge Railway.

In addition, the railway offered on-the-day tickets for rides in the newly restored SR Queen Mary bogie goods brake van (see opposite), as well as pre-bookable footplate rides.

Janet Gough, the GWSR's volunteer resources director said: "Scheduling a big event for early November and running it on a small budget was always going to be something of risk. However, blessed with good weather, almost 2,000 people bought tickets and, for the first time ever for such an event, online ticket sales exceeded those bought on the day.

"Visitors enjoyed a variety of experiences showcasing our impressive home fleet of steam and diesel locomotives. All departments pulled out the stops to work together to prepare and run locos and rolling stock to meet a very full timetable.

"Operationally, station and train staff, crossing monitors, signalling staff, catering, retail and everyone else ensured that we put on a first-class show.

Efforts

"All of this was done by volunteers and it was a fitting tribute to those early volunteers who, back in 1981, took occupation of a derelict Toddington station site and a 15 mile stretch of vacant trackbed, starting the long task of restoring the railway that we love and enjoy today."

She continued: "The event also provided a much-needed shot in the financial arm following a very difficult couple of years. Coupled with the fast-selling Santa Specials, the gala will help us through the winter before we resume services in March."

Overall, the railway says it has bounced back well from Covid-19 restrictions and lockdowns.

For the period August 1 to November 7, the railway carried just over 18,000 ticketholders compared with 16,200 over the same period in 2019, the last time the railway operated over those months (when two days of the half-term included November 1 and 2.

By early November, many Santa trains had sold out, so the railway is hopeful of ending its year on a high note. Mince pie specials are due to run from December 27-January 3.

Ivatt to remain maroon

THE Beet family's BR Ivatt '2MT' 2-6-0 No. 46441 is to retain its BR maroon livery once its overhaul is complete at the Lakeside & Haverthwaite Railway.

With the internal tender cab painting now complete, work has moved on to the loco itself.

Subject to careful cost monitoring, a review of the remaining overhaul plan has found the work can now be funded.

Stripping of the boiler is almost complete – only the removal of the throat plate lower section remains outstanding. The new smokebox barrel is complete and new studs have been manufactured for the fittings. The regulator mechanism has been overhauled as have most of the cab fittings. The gauge frame overhaul is in progress.

On the chassis, material has been ordered for a new intermediate drawbar to be machined. Valve and cylinder bores are also now machined. New valve heads and spindles have been delivered and await machining to size. Material for the piston and valve rings has been ordered and will need to be split and machined to size.

Reassembly of the 2-6-0 by contractor John Fowler & Co is now in progress, the first part being the motion.

RURAL GOODS: GWR '4575' 2-6-2T No. 5526, on hire from the South Devon Railway, catches a brief spell of sunshine as it heads a short freight along the Gwili Railway on November 12 during a 30742 photographic charter. STUART CHAPMAN

Grants provide boost for Swanage Railway museum

SWANAGE Railway museum volunteers at Corfe Castle station are celebrating after winning their first grants – the money being used to further improve the visitor experience.

Attracting 48,000 visitors a year before the coronavirus pandemic struck, the free admission museum – established in the goods shed of the restored Victorian station in the year 2000 – tells the fascinating story of the Swanage branch line from the 1880s.

Operated by the Swanage Railway Trust (SRT), the museum has been largely funded by public donations and was ranked 12th in a Visit England tourist body survey during 2019.

The National Lottery Heritage Fund has awarded a grant of £23,700 for the museum to create audio pods so visitors can enjoy a typical 1950s branch line station 'sound scene' and listen to recordings of evocative memories from Swanage branch line staff and passengers during the 1950s and 1960s.

The money will also be used to improve 'front of house' facilities at the museum so that visitors can talk to staff about the Swanage Railway's history and access the archives.

A further boost has come from the South West Museum Development Programme, which has awarded the SRT a grant of £4,000 that will pay for professional management advice and mentoring to the volunteer museum staff during the project.

Swanage Railway museum volunteers celebrate the funding announcements totalling £27,700. ANDREW P M WRIGHT

New Great Western 'Night Owl' locomotive front end takes shape

WORK on the Great Western Society's new-build 'Night Owl' 2-8-0 No. 4709 continues to progress on the front end.

Machining of the smokebox saddle is being undertaken by Roach Precision Engineering in Brierley Hill, ready for the smokebox, for which sponsors will be sought early in 2022.

This work has now been largely completed, leaving only a few holes to be drilled and tapped into the main cylinder block castings before they are finished. The remaining holes' centres need to be transferred from those already existing in No. 4709's extension frames.

Some historically poor welds on the extension frames are being removed and re-engineered. Once complete, the frames will join the cylinders at Roach in order to transfer the mounting hole centres. The holes will be programmed on one of Roach's milling machines, to clean up and then precisely align the centres, which will then be transferred to the cylinder blocks.

Concurrently, four piston valve liners have been cast and are also on route to Roach for machining. Once done, all the castings to complete the cylinder assembly, with the exception of the piston heads and valves, will have been cast and await machining.

Members of the team are eagerly anticipating the return of the new cylinder blocks and machined extension frames back at Tyseley Locomotive Works, where the group's engineer, Mike Solloway, will commence the final assembly of No. 4709's front end.

Taff Vale strip

THE return to steam of the last surviving Welsh-built standard gauge steam loco took a step forward on October 23 when dismantling of Taff Vale No. 28 commenced at the Gwili Railway. As previously reported, the first £32,000 has been raised towards the National Collection-owned 0-6-2T's overhaul.

When the steam dome cover was removed blue paint was found – a reminder from when it was fitted to Hunslet 0-6-0ST *Jessie* (1873/1937) during its time as Thomas the tank engine at Llangollen.

The cladding that was fitted during the cosmetic restoration at Llangollen has been stripped off, and some of the crinolines removed and stored.

Newly purchased material has also now been delivered to the workshop ready to make a start at manufacturing new pins for the expansion links.

Further dismantling was carried out on November 20 – including the removal of the cast sand boxes. The boiler is now ready to be lifted from the frames.

Chasewater projects progress

Speedlink and MGR wagons receive welcome boost

VOLUNTEERS at the Chasewater Railway's Carriage and Wagon Team have rolled out their latest project – VEA box van B784106/230258.

Originally constructed at Wolverton as a Vanwide No. B784106 as part of lot 3392 in 1962, it was renumbered under TOPS to 230258 and later rebuilt at Horwich in 1982, part of lot 4017, into a VEA. These were to give the Ministry of Defence an air braked wagon for munitions and supplies which could negotiate the tight curves at some Army bases.

They survived into the mid-1990s – some being repainted into Railfreight red and grey – working both block trains and as part of the BR Speedlink network.

With the demise of the latter, many continued in MoD service and No. 230258 was no exception, finding work at MoD Bicester as No. WGB4036.

While the 1980s is well covered for preserved locomotives and coaching stock, the wagons are another story – but at Chasewater that period is being fully embraced with National Wagon Preservation Group (NWPG).

Already building up a fleet of Merry Go Round (MGR) coal wagons, the railway is now working towards a small Speedlink wagon rake, of which No. 230258 will be part of.

The Speedlink rake will fill an important preservation gap in the railway story.

In little over a month the team has overhauled, repaired and repainted the wagon into its 1980s guise.

The final touch was sign writing kindly carried out by the Great Central Railway's Quorn Wagon and Wagon team.

As reported last month, the fleet has received a further welcome addition after NWPG member Kieran Fallows bought OBA wagon No. 110443 from East Midlands Railway. The four-wheeled open had latterly been used as a barrier wagon with translator couplings, allowing shunters to move HSTs and units at Derby Etches Park depot.

Meanwhile, maintenance and spot-hire company Nemesis Rail has kindly donated an MGR wagon hood to the NWPG.

The component, which fits on top of a coal wagon, was recovered from Wetmore Sidings, Burton upon Trent, where it had been stored for at least 20 years – the site having once been a major MGR depot.

"We would like to express huge thanks to Nemesis Rail for donating the hood towards the MGR project at the Chasewater Railway," NWPG volunteer Owen Edwards told *The RM*.

VEA box van No. 230258 after outshopping. NWPG

The MGR hood kindly donated by Nemesis Rail.

After hard graft, Queen Mary rides again!

VOLUNTEERS at the Gloucestershire Warwickshire Steam Railway's Carriage & Wagon Department were delighted to see their hard work pay off when 1936-built SR Queen Mary bogie brake van No. S56305 (pictured) returned to traffic in time for the line's 40th anniversary gala (see story opposite). It is pictured carrying happy passengers at Gotherington on November 6.

As reported in *RM* October, the van is privately owned by Andrew Goodman who funded all restoration materials.

Such was the success of the freight train that the Queen Mary brake van rides raised in excess of £1000, providing a welcome boost for the railway.

Volunteers at the Winchcombe-based department have now turned their attention to 1939-built GWR Toad brake van No. 17392, which last ran in 2017.

PICTURE: IAN CROWDER

COMPILED BY GARY BOYD-HOPE

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

Quainton Road gains another Peckett as No. 1903 relocates

Dockyard line bids farewell to 1936-built 'M5'.

BUCKINGHAMSHIRE Railway Centre (BRC) added a fourth Peckett to its allocation this autumn, with the arrival of 1936-built 'M5' 0-4-0ST No. 1903 from the Chatham Dockyard Railway.

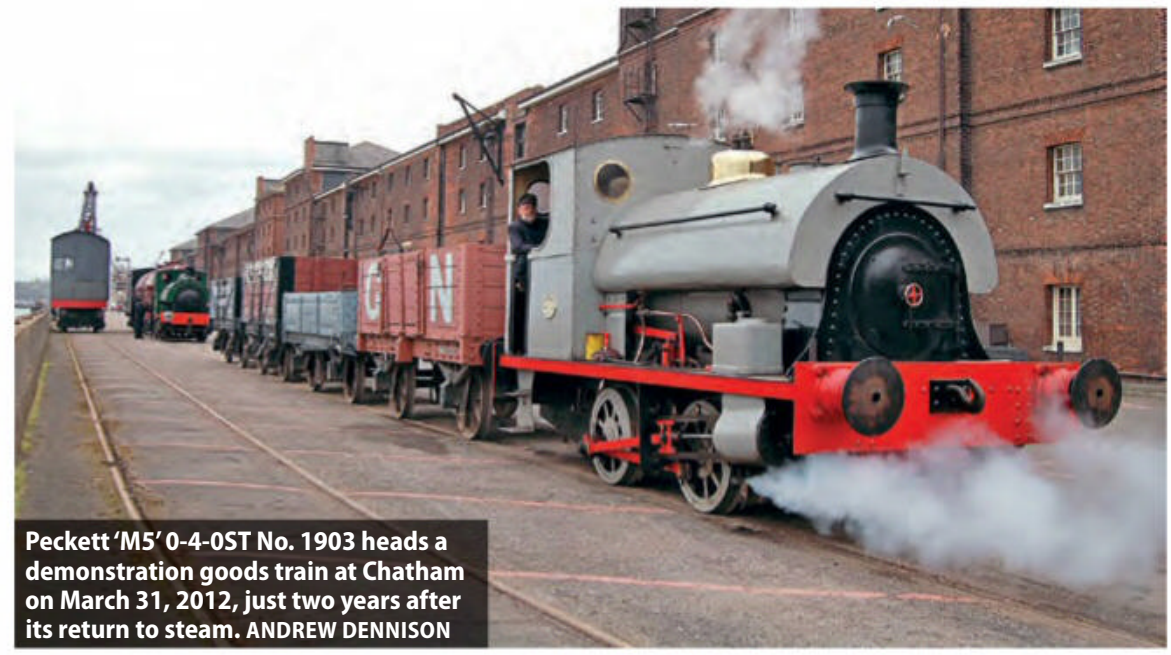
The ex-South Wales Public Wharf & Transit Company locomotive, unofficially known as Little Lady, arrived at the BRC's Quainton Road site on November 3, following its sale to BRC volunteer, Mike Taylor.

The move brought to an end a 14-year association between the loco and the Chatham line, which began when No. 1903 moved there in 2007.

It was returned to steam in 2010 and for much of the next eight years was a regular performer of the many sidings and lines that make up the Chatham system. However, No. 1903 had to be taken out of service in 2018 following the death of its then owner and was placed in store pending settlement of the owner's estate. This proved to be a lengthy and drawn-out process, but ultimately allowed No. 1903 to be sold to its proud new owner.

The plan is for the loco to return to steam in due course, after which it will become part of the BRC's regular operational steam fleet. In doing so Quainton becomes the loco's fifth preservation era home, having previously resided at the Gwili and Chasewater Railways amongst others.

No. 1903's arrival at Quainton reunites it with another 1936-built Peckett – the diminutive No. 1900, otherwise known as the 'Flying Bufferbeam'. With just two locomotives separating Nos. 1900 and 1903 numerically in terms of works numbers, it is highly likely that the two locos would have shared workshop space within Peckett & Son's Atlas Locomotive Works at the same time during their construction. No. 1900 is currently the subject of an ongoing overhaul.



Peckett 'M5' 0-4-0ST No. 1903 heads a demonstration goods train at Chatham on March 31, 2012, just two years after its return to steam. ANDREW DENNISON

Steam test success for Spa Valley's *Lady Ingrid*

THE long-awaited return to service of the Spa Valley Railway's Andrew Barclay 0-4-0ST *Lady Ingrid* (2315/1951) took a big leap forward on November 5, when the locomotive's overhauled boiler passed its out-of-frames steam test.

Lady Ingrid last worked on the Kent line in 2008 and has been under overhaul at Tunbridge Wells West since 2011. By 2018 much of the work on the loco's bottom end had been completed, with the boiler returning from overhaul the following year. However, the Covid-19 pandemic and its associated restrictions brought progress to a halt, and it was not until mid-August this year that it finally passed its hydraulic test.

During October, former Braehead Power Station loco's boiler successfully reached full working pressure for the first time, leading to the boiler inspector's presence on site on November 5. The subsequent successful outcome paves the way for the boiler's return to the frames in the near future.

READ THESE ISSUES AND HUNDREDS MORE IN THE
The Railway Magazine
DIGITAL ARCHIVE
classicmagazines.co.uk/rmarchive

PRE-ORDER TODAY!
➜ VISIT MRTNS.UK/PRE-ORDER-RM
Save on a trip to the shops!

Last public appearance for Beamish museum's Lewin

SEAHAM Harbour Dock Co. 0-4-0ST No. 18, built by Stephen Lewin of Poole in 1877, made the final public appearance of its current 10-year boiler certificate on October 22. The veteran loco's 'ticket' does not actually expire until February, and it does have a handful of steamings booked before then primarily for stock moves, but these will likely take place when the museum is closed. A few days earlier on October 15, No. 18 took part in a 30742 Charters photography event, seen here in typical company with a short rake of chaldron wagons. Upon withdrawal, No. 18 will join the overhaul queue, but with several locos and trams ahead of it, it could be a few years before No. 18 steams again. ALISTAIR GRIEVE

Tanfield's 'Cochrane' returns after repaint

THE Tanfield Railway's stalwart Robert Stephenson & Hawthorns 0-4-0ST *Sir Cecil A Cochrane* (7409/1948) will be available to work the line's popular 'North Pole Express' this year, thanks to a sterling effort by volunteers to get the loco fit for traffic. The former Redheugh Gas Works, Gateshead, loco has received a new tank, bottom end repairs and a full repaint, all of which was funded by grants received from the Government's Culture Recovery Fund. The loco, resplendent in the attractive and ornate RSH lined works livery, was rolled out on October 31 when it passed its cold water exam, and this was followed by a successful steam test on November 5. It is seen outside Marley Hill shed that day. THOMAS HARTLEY

Williton completes restoration of Hudswell 'PLA' boiler

THE first preservation era steaming of Hudswell, Clarke 'PLA' 0-6-0T No. 1857 (built 1952) has taken place at the workshops of West Somerset Restoration at Williton, albeit with the boiler out of the frames.

The restoration of the ex-North Gawber Colliery loco, led by head of mechanical engineering, Ryan Pope, is now at an advanced stage, with much of the bottom end overhaul now complete. Since 2018 the attention has primarily focused on the boiler restoration, including a new smokebox, which at the time was the largest undertaken by the workshop. Three years later, on November 9, the fully overhauled boiler passed its steam test in the presence of the boiler inspector.

Meanwhile the cab and tanks have also been refurbished and painted in a new livery of Royal Blue, while fabricated brass cabside numberplates add a little Great Western flavour to the project.

The hope was to have the boiler back in the frames by mid-November, with a potential return to operation next year; the first time that the loco will have moved under its own power since being acquired for preservation by the long-defunct 1857 Society in 1975.

LMS 10000

What has happened in November?

Our lifting beams have been certified and work continues to refurbish a variety of parts. We have also obtained more parts for the braking and cooling system.

Next Steps:

In January the chassis of 58022 will be lifted by two cranes , inverted and placed on our Sturgeon wagon in order to be prepared for fitting onto the ex-EM2 bogies.

Frequently Asked Questions

1. HOW LONG WILL IT TAKE AND HOW MUCH WILL IT COST ?

The locomotive can be constructed within ten years. The deciding factor is income. Estimates suggest a figure of £750,000 for the full project, which is half the construction cost of a similarly powered new-build steam locomotive.

2. WILL 10000 HAUL TRAINS ON THE MAINLINE ?

10000 will not operate on the mainline. There are several reasons for this decision:

· To recreate 10000 will be a very costly exercise. To create a mainline standard locomotive will increase those costs very significantly.

· Our aim is to recreate 10000 as closely as possible to the original. Mainline operation would require a number of additional alterations to meet modern safety standards, which would detract significantly from that aim.

· The benefits of mainline operation do not justify the cost and alterations required. Other operators are already experiencing difficulties finding enough business for their locomotives, and we cannot expect to benefit from the type of interest raised by mainline steam operation.

· By the standards of todays railway, 10000 will not be a particularly powerful engine, with an engine rated at 1,600hp. It would not be practical, or in the interests of the locomotive, to operate the size of trains we would require to generate the necessary revenue.

· Maintenance costs for a mainline standard locomotive are significantly higher than for operation on heritage railways and as stated above, mainline running is not expected to bring in high levels of revenue.

How to donate

- **Cheques -** made out to the "Ivatt Diesel Recreation Society" post to IDRS, 46 Biddick Village Centre, Washington, NE38 7NP
- **Online banking -** donations to Lloyds 30-94-77 50405860
- **Paypal Giving Fund** via our website: LMS10000.co.uk

Please also offer Gift Aid if you can.

Contact & Details

Ivatt Diesel Re-creation Society
info@LMS10000.co.uk
Charity no: 1147032
0755 162 1685

Set your own Membership rate!

All donors of £24 or more per year are entitled to be members of the Society at no extra cost.

Membership forms are available via the website www.LMS10000.co.uk or can be posted to you.

Engineers and Fundraising volunteers required

With the restrictions of lockdown hopefully behind us, we can now strengthen our teams in preparation for the work to come.

Be part of 10000's re-creation! The following vacancies are currently available:

- Electrical and mechanical engineers

Our engineering teams welcome additional members for the regular working days at Centenary Works and homework projects.

- Financial officers

If you have experience to share as a Treasurer or Fundraiser, we would welcome your input toward the rebirth of 10000.

To get involved please contact us via info@LMS10000.co.uk or 07551621685 or write to IDRS, 46 Biddick Village Centre, Washington, NE38 7NP.

Creating a rolling chassis: £60,000

A sum of £60k is required to cover this work together with design approval. Independent examination of calculations is already in progress.

We encourage potential donors to arrange a personal visit with us to discuss plans and opportunities.

Benefits for donors

- £10,000 or more— you will be offered private invitations to milestone events, a copy of Mark Langley's painting of the twins and other benefits once the locomotive is completed.
- £500 or more—you will be offered a free seat on 10000's first passenger train.
- The more you donate, the more benefits you will be offered. For the full list of benefits see www.LMS10000.co.uk

Photo: 10000 in early BR green livery with orange and black lining. Both: IDRS Collection.

Seasons Greetings from all the team at

DIGITRAINS

Look forward to seeing you in 2022

www.digitrains.co.uk
01522 527731

All the team at Graffeg Books wish you all a Merry Christmas and Best Wishes for 2022

GRAFFEG
www.graffeg.com

Wish you all a Merry Christmas & Happy New Year

www.theclanproject.org

Merry Christmas to all readers and guests past, present and future from

Bronte Hotel
Haworth YTB ★★★
www.bronte-hotel.co.uk

GREAT JOURNEYS • FASCINATING PLACES
THE RAILWAY TOURING COMPANY

The Railway Touring Company wishes all readers a Warm and Merry Christmas and a Healthy and Happy New Year.

WWW.RAILWAYTOURING.CO.UK

Merry Christmas and Happy New Year to all previous and future guests of

Strathcarron Station House

www.strathcarronstation.co.uk

Pooleys Puffers

Thank you for your support. Wishing all readers a Merry Christmas from Anne and David Poole

www.pooleyspuffers.com

Seasons Greetings and best wishes for a Happy New Year from all at

Freightliner

www.freightliner.co.uk
infor@gwrr.co.uk

RAILWAY STATION COTTAGES
Northumberland

Happy Christmas and look forward to seeing you in 2022

www.RailwayStationCottages.co.uk

---

nationalrail.com

Ask for the UK National Rail Map for Christmas

www.railmap.org.uk

HMCA MEMBERS

W: www.hmca.co.uk
T: 01423 799949

Merry Christmas and a happy and healthy New Year from HMCA

SETTLE-CARLISLE & KEMSLEY LIGHT RAILWAY

Wishing you all 'A Superb Christmas and a Happy New Year'

www.sklr.net

Steam Portfolio Track Record

GOLDEN GARRATT: Beyer Peacock NG/G16 No. 130 turns to gold at Porthmadog Harbour station at dawn on November 3, with a train of ex-South African Railways wagons at the Ffestiniog & Welsh Highland Railway, during a Bob Branch/David Williams photo charter. ROBERT FALCONER

AUTUMNAL ATMOSPHERE: Vale of Rheidol Railway 2-6-2T No. 8 charges through the woods near Capel Bangor during a David Williams charter on November 8 – the GWR livery of the rolling stock augmenting Mother Nature's colourful countryside. JOHN TITLOW

Steam Portfolio Track Record

LACK OF INTEREST: The famous National Collection 'A3' draws crowds of spectators seemingly wherever it goes – yet a flock of sheep on October 30 reacted with apparent indifference. In the last of the day's light No. 60103 *Flying Scotsman* climbs towards Danzey after departing Stratford-upon-Avon with The Railway Touring Company's 'The Stratford Flyer' on the return leg to Manchester Piccadilly. West Coast Class 57 No. 57601 was at the rear. JOHN TITLOW

MAGIC BY NIGHT: This atmospheric scene on the East Lancashire Railway was captured during a 3P20 Parcels Group night shoot charter at Bury Baron Street on October 22. Pictured left to right are: WR 'Manor' 4-6-0 No. 7820 *Dinmore Manor,* GWR '56XX' 0-6-2T No. 5643 and BR '4MT' 2-6-4T No. 80097. STEVE SIENKIEWICZ

FAIRBURN FROM THE AIR: Lake Windermere and a distant view of The Langdale Pikes form the backdrop as 'Fairburn' 2-6-4T No. 42073 gets away from Lakeside, passing Landing How and the River Leven in stunning conditions. This drone shot was taken with full legal compliance at the Lakeside & Haverthwaite Railway during a Peter Van Campenhout charter on November 4. STEVE SIENKIEWICZ

COMPILED BY CLIFF THOMAS

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

SINGLE LINES

■ STEEPLE Grange Light Railway (SGLR), which did not operate passenger trains in 2020 amid the pandemic, and feared its hopes of reopening this year had been dashed by the rock fall in February, managed to operate public trains on its branch to Steeplehouse quarry and the lower part of the main line during September and October, resulting in operating 1278 passenger trips. The 18in gauge line remains unable to operate over the full length of its main line until rock stabilisation work has been undertaken.

■ THE Fairbourne Railway has started overhauling 0-6-4ST *Beddgelert*. The 12.25in gauge loco had been largely stripped down and the boiler lifted by the end of October. A fundraising appeal was launched in 2018 to return *Beddgelert*, which went out of ticket more than a decade ago, to steam. Although money is available to begin the work there is presently insufficient to complete the overhaul, which is expected to take several years.

■ THE chassis of Richmond Light Railway's Bagnall 0-4-0ST *Pixie* (2090/1919) has been receiving attention at Ffestiniog Railway's Boston Lodge works. The cylinders have been refitted and work on the boiler completed.

■ HAVING decided not to reopen in 2021 post Covid-19, Leadhills & Wanlockhead Railway volunteers have been lifting track panels and replacing ballast and life-expired sleepers on the main line in preparation for recommencing operations at Easter 2022.

PRE-ORDER TODAY!

➜ VISIT MRTNS.UK/ PRE-ORDER-RM

Save on a trip to the shops!

Red 'Dragon's Mountain' breathes steam in valley

NG/G13 Garratt hauls Vale of Rheidol Railway trains.

Hanomag 2-6-2+2-6-2 Garratt NG/G13 No. 60 *Drakensberg* pulls away from Aberffrwd on November 9. It will enter passenger service in 2022 alongside VoR's iconic 2-6-2Ts. ANDREW SIMMONDS/VOR

AS revealed in *RM* Headline News last month (picture, page 11) ex-South African Railways Hanomag-built 2-6-2+2-6-2 Garratt NG/G13 (10551/1927) No. 60 *Drakensberg* has returned to steam following overhaul by Vale of Rheidol Railway (VoR).

It undertook a light engine gauging test over the full VoR line on October 16, followed on October 18 by a loaded test run hauling seven carriages to Devil's Bridge.

A further special passenger train ran on October 27, followed by early November photo charter operations.

The NG/G13 finished working in South Africa in 1973 and was acquired by Swiss enthusiasts in 1986. They returned it to operation in 1998, running on the 60cm gauge Schinznacher Baumschulbahn until track layout changes precluded its use on the entire circuit at the site. Three years of negotiations culminated in its July 2017 arrival in Britain (*RM* Headline, August 2017) for use at the Mid-Wales line.

VoR commenced a full overhaul which has progressed amid other work, and the effects of the coronavirus pandemic. The boiler was found to be in good condition, requiring little more than new tubes and an overhaul of the fittings.

The power bogies were overhauled and full VoR specification air braking added. The original vacuum and loco steam brake equipment has been retained in the cab, conserving its original appearance. No significant work was needed on the bunker and water tanks. A correct early-type NG/G13 chimney has been fitted and the loco equipped with VoR couplings and safety chains.

The name *Drakensberg* was applied in Switzerland. It refers to an area in central Southern Africa named Drakensbergen (Dragons' Mountains) by early Dutch settlers which became Drakensberge in Afrikaans.

With a red dragon being symbolic of Wales the name will be retained. Although the crossed SAR/SAS (Suid-Afrikaanse Spoorweë) lettering on the bunker was present for its initial tests, this has now been replaced by crossed VOR/ VOR lettering in the same format.

Last train over section of original LBR trackbed

LEIGHTON Buzzard Railway's (LBR) final train of the main season ran on October 31. Hauled by Greensand Railway Museum Trust's Baldwin 4-6-0T WDLR No. 778, this was also the last train to ever run over LBR's original trackbed between Brian's Loop and Cavalry Horse Crossing. The locomotive carried a special headboard to commemorate the occasion.

This section will now be taken out of use and replaced by the new deviation which includes a cutting and short tunnel under a new Eastern Link Road, rejoining the original route on the approach to LBR's Stonehenge Works terminus (*RM*, July).

LBR will be running Christmas trains, but Santa Specials only operate as far as Leedon Loop. The full line between Page's Park and Stonehenge Works, via the new deviation, will reopen for the 2022 season.

STATFOLD Barn Railway's Hudswell Clarke P class 0-6-0T *Alpha* (1172/1924) pauses with a train at Oak Tree Halt on October 27, the first day of Statfold's Halloween event. Trains ran top-and-tail every 20 minutes from Strawberry Park during the day, Hudswell Clarke 0-4-0ST Lautoka Mill No. 19 (1056/1914) being out of sight on the other end of this train. GRAHAM LIGHTFOOT

THE boiler of Amberley's Bagnall 0-4-0ST *Peter* was lifted back into the frames at the museum on October 17. The operation, undertaken free of charge by Robbie Wilson Ltd Road Transport, was performed in public during the railway's Autumn Industrial Trains Day, creating an unusual 25 minutes of entertainment for visitors. *Peter* was withdrawn for overhaul at the end of 2018. The work has included production of a new boiler barrel and attention to the firebox. The repaired boiler has been hydraulically tested, but not yet steam tested. PHIL BARNES

Return to steam in sight for Teifi Valley Railway's *Sgt Murphy*

THE frames of the Teifi Valley Railway's Kerr, Stuart 0-6-2T *Sgt Murphy* were rewheeled in mid-October and the loco now has a fully overhauled rolling chassis. The boiler, overhauled some years ago, will need to be retested.

Sgt Murphy last ran in July 2013.

The West Wales line has been without steam since the boiler certificate of Hunslet 0-4-0ST *Alan George* expired on November 28, 2017. Known to require firebox work, it remains stored at Henllan.

Plans being developed to celebrate WHR centenary

FFESTINIOG & Welsh Highland Railways, Welsh Highland Heritage Railway, Cymdeithas Rheilffordd Eryri and the Welsh Highland Railway Heritage Group have announced they will be working together to organise celebrations of the 2023 Welsh Highland Railway (WHR) centenary.

With the aim of marking key centenary dates during 2022 and 2023, the four organisations are currently focussing on celebration options and consulting with people who will be involved in making things happen.

Further details will be announced in due course.

Dates under consideration are likely to include passing of the Light Railway Order (LRO) which in effect formed the WHR by linking the older Croesor Tramway and North Wales Narrow Gauge Railway lines (passed 1922) and further LROs covering changes of alignment at Beddgelert, a new station in Porthmadog and linking the WHR line with the Ffestiniog Railway.

The resulting WHR, encompassing refurbishment of the original elements and new sections of line, was reopened in stages; the original NWNGR route (Dinas to Rhyd Ddu) on July 31, 1922 and the completed link through to Porthmadog on June 1, 1923.

Georgina joins PRCLT collection at West Shed

NEW-BUILD Bagnall 'Sipat' 0-4-0ST *Georgina*, offered for sale after leaving Scarborough North Bay Railway where it was built (*RM*, September), has been sold to The Princess Royal Class Locomotive Trust (PRCLT). It left North Bay Railway Engineering Services (NBRES) works on October 25, after being regauged from 20in to 21in.

PRCLT has a 21in gauge demonstration line at West Shed on the Midland Railway-Butterley site where ex-Butlins 4-6-2DH 'Princess Royal' class steam outline No. 6203 *Princess Margaret Rose* operates with restored ex-Butlins 'toastrack' carriages.

As *The RM* went to press, finishing touches were still being applied to replica 3ft gauge Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth* which NBRES has built for Southwold Railway Trust, and delivery of new-build 2ft gauge Bagnall 'Sipat' 0-4-0ST *Big Dave* had not taken place. *Big Dave* is expected to be pulling trains on the West of Fife Munitions Railway at Lathalmond in April.

Other projects at NBRES include the wheels for Perrygrove Railway's new steam locomotive being finished. Steel for loco construction is expected to be ordered in December.

Work continues on replica Ffestiniog Railway George England 0-4-0T+T *Mountaineer*, being built for 1863 Mountaineer Locomotive Ltd. Subject to fundraising, the basic chassis could be ready by the end of January and attain rolling chassis status around Easter.

THIS atmospheric image was captured at Sittingbourne & Kemsley Light Railway's (SKLR) Kemsley Down on October 10, at the end of a David Williams charter. The fire is being thrown out of Kerr, Stuart 0-4-2ST *Leader* (left) with similar Kerr, Stuart 0-4-2ST *Melior* (which had also been in steam) to the right. *Leader's* boiler certificate expires in May 2022 with its place in the SKLR roster to be filled by Kerr, Stuart 0-4-2ST *Premier*, which is due to return to service next May following overhaul after a decade out of traffic. SKLR plans to hold a Kerr, Stuart 'Brazil' class weekend in May 2022 when all three of the Kerr, Stuart 0-4-2STs will be available to operate. DAVE BOWLES

Sylfaen project milestone as passing loop reinstated

WELSHPOOL & Llanfair Light Railway became a complete line between Llanfair Caereinion and Welshpool Raven Square again on October 28. The railway was severed on October 4 when the project to reinstate a passing loop at Sylfaen commenced.

New turnouts (with plastic sleepers) have been installed, the main line and the new passing loop (on revised alignments from previously) have been laid and the first works train run through the revised trackwork. By mid-November, ballast had been dropped and tamped.

The original loop was taken out of use due to the poor condition of the points. The revised alignment, which involved building a sleeper wall on the fields side to widen the formation, allows for construction of an island platform between the main line (which will be on the field side) and the old main line, now slewed closer to the road, will become the loop line.

SINGLE LINES

■ RISING water levels in Afon Gwyrfai, amid heavy late October rainfall, resulted in sufficient flooding of the track to cause Ffestiniog & Welsh Highland Railways Snowdonia Star service out of Caernarfon to be cancelled on October 30.

■ ON October 11, Perrygrove Railway took delivery of the new engine destined for the diesel loco the 15in gauge line is constructing based on a 1994 Jenbach-built donor loco. The new engine was unpackaged and bolted into the frames that afternoon.

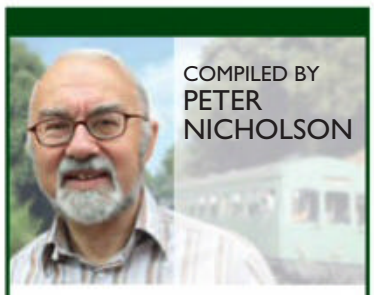
■ SHERWOOD Forest Railway's 5/8 scale Bagnall 0-4-0ST *Smokey Joe* visited the Thorpe Light Railway over September 20/21. The weekend marked the 50th anniversary of the Whorlton Lido Railway, as the line was known prior to its revival as Thorpe LR in 2012.

■ RICHMOND Light Railway has confirmed its August 14 charity open day (*RM*, October), raised £2185 for Riding for the Disabled Association. A further event at the line on September 15, organised by Kent Association for the Blind, raised over £5000.

■ SOUTH Tynedale Railway will not be running Santa Trains as such this year. Instead, it is operating 'Tinsel Trains' on December 11/12, 18/19 and 29/30. Amid a shortage of volunteers these operations will be less labour intensive and will not feature a Santa.

■ ALTHOUGH Launceston Steam Railway remained closed during 2021 due to the coronavirus pandemic, the line did carry passengers on two special trains operated on September 15 and 27, for Great Rail Journeys coach parties after these tours resumed. The railway intends to reopen in 2022.

Early November photo charters at the Ffestiniog and Welsh Highland Railways produced some terrific images. On November 3, England 0-4-0STT *Welsh Pony* is captured with both sun and a rainbow on the Welsh Highland as it heads towards Pont Croesor. ROBERT FALCONER



COMPILED BY
PETER
NICHOLSON

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

Wells Harbour Railway closes

End of an era for popular East of England seaside line as track is lifted.

DESPITE local opposition, the 10¼in gauge Wells Harbour Railway, Norfolk (*RM* July p79) has closed, the last train running on September 19. Infrastructure removal followed soon after.

Land owners, the Holkham Estate, issued a statement on October 5 saying "the current operators have sold the trains and equipment, which will go to a new location in the UK. The lease for the railway will come to an end a year early."

Locos *Densil*, *Howard* and *The Duke*, the carriages and track, left Norfolk on November 11, destined for the Lappa Valley, Cornwall. The rail will be used to re-lay the present line, while the locos and carriages will bolster the existing stock,which includes diesel loco *Eric* and a rake of coaches.

Holkham Estate said plans are underway to provide replacement transport to the beach at Wells next the Sea.

A new 'old' loco for Watford

THE latest steam loco to join the collection at the 10¼in gauge Watford Miniature Railway is 4-6-2 *Henry*. Built by Ernest Dove in 1950 it was previously known as *Commodore Vanderbilt*.

It first ran at Gwrych Castle, near Abergele, North Wales and spent a few seasons at the Great Orme in Llandudno before moving to eastern England.

The American-outline Pacific was at Skegness 1954-1971, and then the Ferry Meadows Railway, Peterborough, 1979-2007.

There, it received the name *Henry* and was given a British outline. It is currently awaiting restoration to working order having been unused for more than a decade

The line is open December 23-24, 26-January 2, 12.00-16.00, weather permitting.

Another railway and gauge for Statfold Barn

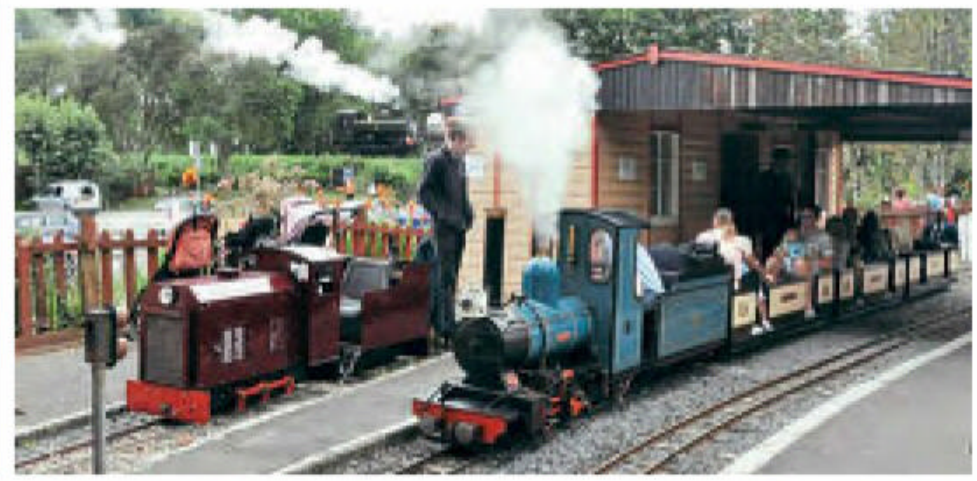
VISITORS to Statfold Barn Railway's Halloween event were able to see a new railway taking shape at this well known Staffordshire narrow gauge location.

It is 12¼in gauge, for which one steam and one diesel loco and four coaches have been bought. The large loco/stock shed and turntable are seen under construction on October 27. GRAHAM LIGHTFOOT

South Devon Miniature Railway operations back in full swing

THE 7¼in gauge South Devon Miniature Railway takes passengers on a half-mile trip around the grounds of Buckfastleigh station on the South Devon Railway.

Visiting on September 24 was No. 1 *Otter*, 2-4-2 (Western Narrow Gauge 618 of 2004), usually based on the Beer Heights Light Railway, Devon. On the left is an 0-6-0D built by Gary Cooper, while in the background, GWR 0-6-0PT No. 1369 shunts on the South Devon Railway. PICTURE: DWV HUNT



COMPILED BY GRAEME PICKERING

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

SIDELINES

Manchester 765 progress

PUT on hold earlier this year, work is again underway on Manchester 765 at Heaton Park Tramway.

The roof was given extra coats of paint to ensure it stays watertight and window surrounds have been repainted. A number of test runs have taken place to ensure No. 765's new brake blocks are correctly-adjusted and bedded-in.

Blackpool No. 40 receives attention

BLACKPOOL No. 40 was lifted off its trucks at the end of October as part of its general overhaul at Crich, which also includes repairs to the roof and a full repaint.

Built in 1926, it was the last open balcony tramcar to run in Britain and first entered service in preservation in 1964.

Following its last complete overhaul in 1983/4, it operated during every season up to and including 2020.

Going green

TEST painting has been carried out by members of the Hooton Park Trust as they look to re-create 'Chester Green' livery for Chester No. 4. It follows the trial fitting of some side panelling.

Ride the lights

TRAMS will be in operation during 'Ride the Lights' at the East Anglia Transport Museum, which takes place during the first three weekends of December.

The venue, which will have its Christmas decorations up, will also be open on New Year's Day.

Shipley Glen all set for Santa services

SHIPLEY Glen Tramway is planning Santa events on the three Sundays leading up to Christmas (December 5, 12 and 19).

Tickets will be sold on the day from the bottom station at the tramway, from where visitors will ride up to the top and be directed to Santa's grotto.

SUBSCRIBE TODAY!
GREAT RATES
SEE PAGE 48

Royal visitor marks tram restoration completion

Duke of Gloucester drives Newcastle 102 out of the workshop at Crich.

MARKING the completion of its restoration following over three years of work, Patron of Crich Tramway Village, HRH Prince Richard, Duke of Gloucester, drove Newcastle 102 out of the workshop at the Derbyshire museum on October 20.

The tram, which had to be withdrawn from service after suffering a broken axle in 2000, is due to undergo running-in trials before becoming part of the operational fleet for next season.

Its major overhaul was funded by the Tramcar Sponsorship Organisation, which first became involved in returning it to service in 2015, after the initial task of determining the extent of attention required, and cost.

Work required

The tram was placed on accommodation bogies while work was carried out on its own. Other tasks included the removal of saloon windows and one of the staircases for repairs.

No. 102 was built in 1901 by Hurst Nelson in Motherwell as one of 30 open-sided tramcar bodies for Newcastle Corporation, but rebuilt as an open-topped double-deck bogie car, eventually entering service in 1903.

Withdrawn in 1949, it re-entered service in preservation at Crich in 1975 and operated over 5300 miles there before sustaining its broken axle.

No. 102 also clocked up more than 1200 miles on its visit back home to the North East for the Gateshead Garden Festival in 1990.

■ During his time at Crich, His Royal Highness also met Tramway Museum Society members and heard about the latest projects and future plans. He toured the exhibition hall before driving his second tram of the visit, Liverpool No. 689.

Above: Under the guidance of lead instructor Ian Rigg, HRH the Duke of Gloucester is pictured at the controls of Newcastle 102. CRICH TRAMWAY VILLAGE

Left: The newly-restored tram is admired outside the workshop. PAUL JARMAN

Wirral Transport Museum reopens

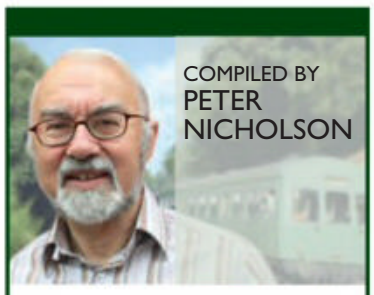
HAVING been closed to the public since the beginning of Covid-19 restrictions in March 2020, Wirral Transport Museum in Birkenhead is welcoming visitors once again.

Following a trial on October 30/31, the decision was taken to resume normal opening times (13.00-16.00 on Saturdays, Sundays and Bank Holidays) from the following weekend.

Merseyside Tramway Preservation Society, the charity which runs the museum, said its volunteers had worked tirelessly to prepare for the full reopening.

The process of recommissioning heritage tramway vehicles entered its final stages in early November. Tram driver and conductor refresher training has also been taking place ahead of the resumption of public services which happened just before *The RM* went to press.

Birkenhead No. 69 is pictured at Woodside during runs prior to the tramway's public reopening. WIRRAL TRANSPORT MUSEUM



COMPILED BY PETER NICHOLSON

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

SIDELINES

Crewe Heritage Centre receives a Class 86

FREIGHTLINER Class 86 No. 86622 (E3174) has taken up residency on long-term loan in the exhibition hall at the Crewe Heritage Centre. In Freightliner Powerhaul green and yellow livery, it was stored with many others of the class at Crewe Basford Hall sidings.

'Whistler' running days on SVR

CLASS 40 No. 40106 *Atlantic Conveyor* is due to haul service trains on the Severn Valley Railway from December 26 to January 3. The train departs Kidderminster at 11.30 for Bridgnorth, returns to Highley and back, before the final return to Kidderminster.

WSR's shunt-release manoeuvre ends

THE last shunt-release operation on the West Somerset Railway at Dunster (*RM* Sept p83) took place on October 31. This was performed by Class 03 No. D2133. This follows completion of Seaward Way level crossing (*RM* Nov p59), enabling next season's trains to run through to the Minehead terminus.

DIARY

Note: all subject to Covid-19 restrictions in force at the time. Some events are being organised at very short notice, allowing insufficient time for inclusion here. Please check with railway before travelling.

December
31 Bideford Railway Heritage Centre diesel loco cab rides

2022
January
2 Great Central Railway 'Deltic' running day (tbc)

September
23-25 Mid-Norfolk Railway diesel gala

■ Our thanks to contributors: Lewis Andrew (Bideford RHC); Josh Brinsford; Ben Bucki; George Jones (LR); David Mee (L&MMR), Tez Pickthall (LR), Peter Singlehurst (MNR), and Martin Smith (125 Heritage).

Diesel power aids Llangollen Railway resurgence

North Wales heritage line recovery assisted by use of diesel traction.

SERVICES on the Llangollen Railway are now run by the Llangollen Railway Trust following the collapse of the Llangollen Railway plc. Operations started with a DMU shuttle service to Berwyn on July 9, with Class 108 Nos. 51933 and 54504 (*RM* September p67).

As previously reported, many of the railway's coaches and engineer's vehicles were owned by the plc, with a significant number offered for sale by the receiver in an online auction in May. The Trust's fund-raising campaign enabled successful bids to be made for key engineering vehicles and three Mk.1 coaches. These, combined with privately owned vehicles, including the five BR Mk.1 suburban compartment carriages, allowed loco-hauled services to resume in August.

This followed completion of trackwork on the Dee Bridge, through Berwyn Tunnel and the points at the western end of Glyndyfrdwy passing loop.

The Llangollen Railcar Group has provided incredible support to the railway, running a DMU for the majority of operating days. By the last day of service for the season, November 7, DMUs had operated on 85 days, carried more than 23,000 passengers, and run 3500 miles.

Llangollen Railway's Class 08 No. 13265 (08195) hauls a repurposed 'Thomas' train consisting of a canopied open wagon, the ex-Derwent Valley Light Railway/LNER pigeon brake van, and a 'Toad' brake van, on October 31. This was a trial run for a possible new shuttle service to Berwyn and back, which is hoped will become a feature of next year's timetable. TEZ PICKTHALL

Challenges

There have been challenges, including the Class 109 Wickham DMU (Nos. E50416 and E56171) suffering from a fractured crankshaft in August. A spare has been acquired and repairs are underway. With bodywork repairs required on one of the cars, much of October's services were handled by a hybrid unit consisting of blue-liveried Class 104 No. M50454 and green Class 108 No. 56223. A four-car unit was required for half-term services, seeing the hybrid joined by the former Swanage Railway Class 108 pair.

The LR diesel fleet comprised three locos this season: Llangollen Diesel Group's residents Class 26 No. 5310 and Class 47 No. 1566, and A1A Locomotives' Class 31 No. 31271 *Stratford 1840-2001*. No. 5310 required repairs to corroded air pipework in August, and No. 1566 needed minor rectification work following a lengthy period of storage.

The cessation of LR's contract engineering work and removal of a number of privately owned steam locos and new-build frames from the shed, has facilitated two members of the diesel fleet being able to reside undercover for the first time. This allows all-year-round work to take place, as well as reducing paint wear and corrosion damage.

Agreement

A further year's hire agreement has been brokered with the LR Trust for No. 31271 which was examined, started and moved under its own power on June 14. With the timetable not calling for loco haulage until September, a further three-month period followed, during which time the Brush Type 2 was given a basic exam and had a short test run to Pentrefelin sidings and back on September 10.

The LR was diesel-only for most of September and October when the only operational steam loco, GWR 2-8-0 No. 3802, visited the Great Central Railway for a gala and WCRC Carnforth for tyre turning, which was not as straightforward as expected. The first public diesel loco-hauled train under LR Trust management ran on September 4, when the Class 26 stood in for No. 3802 which had failed. Timetabled diesel services resumed just over a week later, with No. 5310 again in action. No. 31271's turn came on September 26 with three trips to Carrog. Three further 31-hauled turns took place on October 9, 29 and 30.

Isle of Wight Class 483 arrives at Cynheidre

THE first of two ex-London Transport tube trains acquired by the London Transport Traction Group (LTTG), arrived at the Llanelli & Mynydd Mawr Railway (L&MMR) on October 22.

The former Island Line two-car unit, No. 483006, was hauled from Ryde St Johns Road to Sandown, Isle of Wight by new Vivarail Class 484 unit No. 484004 on October 20 (*RM* Nov p9). Following arrival in South Wales by road, it was soon being prepared for use as Santa's grotto for his visit on December 4/5.

Former Island Line, ex-London Transport Class 483 set No. 006 is seen in its new surroundings at Cynheidre, L&MMR, on October 23, the day following arrival from the Isle of Wight. DAVID MEE

This was the last Island Line Class 483 operated on the final day of the type's use on January 3, and the last of the type to leave its long-time base at Ryde St Johns Road.

The LTTG was set up in order to secure one of these veteran trains for preservation, and acquired two, the other being No. 438008 due to arrive at Cynheidre later in the winter. It is currently safely stored on a siding at Sandown station.

Restoration towards an eventual return to passenger use will be undertaken with one of the cars from set No. 008 adapted to carry batteries to provide power in place of its third-rail pick-up.

HST power cars Nos. 43082 and 43073 *Neville Hill* being shunted at Castle Hedingham on the Colne Valley Railway on November 7. They will work a three-car dining-train set on the railway which is less than a mile in length. MARTIN SMITH

Colne Valley to operate a 'full-set' HST

A group of Colne Valley Railway (CVR) volunteers has formed 125 Heritage Ltd in order to preserve and operate a small fleet of Inter-City 125 vehicles on the Essex line. The train will be used for dining and special running days, with services due to start at Easter.

Three power cars are now at Castle Hedingham. First to arrive, on October 21, was No. 43082, then No. 43073 *Neville Hill* on November 3, and ex-FGW No. 43071 on November 5, all from storage at Long Marston. The first two are in well-kept EMR livery, which will be retained for the time being, while the third is in First Group dark blue.

Three Mk.3 passenger vehicles were purchased in May 2021 and moved to the CVR. These are TRFB No. 40706, TFO No. 41088, and TGS No. 44058. For more information visit 125heritage.co.uk

A Class 317 EMU driving trailer for EATM

THE East Anglian Railway Museum, Chappel & Wakes Colne station, Essex, has added Class 317 driving vehicle DTSO(B) No. 77092 to its collection. This comes from four-car unit No. 317345.

The vehicle, in Greater Anglia livery, has been acquired thanks to the generous support of Angel Trains, following its withdrawal from service earlier this year.

Role

It will be used as a static display vehicle fitted-out to tell the story of the Class 317s, electrification in East Anglia, and the science behind electric trains. The arrival is timely as a new exhibition hall is being constructed which will show the story of more than 50 years of Eastern Region suburban services on the West Anglia routes from London, Liverpool Street.

Waterman 'Rat' runs again after nearly a quarter of a century

RESTORATION of Class 25 No. D7659 (25309/25909) has been completed at Peak Rail, entering service in October. It was the first loco bought by Pete Waterman in 1988, but was last used on a passenger working in 1998.

This BR Sulzer Type 2 is of historic significance, being the final loco completed at Beyer Peacock's Gorton Works, Manchester (8069 of 1966). Now owned by the Waterman Railway Heritage Trust, it moved to Peak Rail with the rest of the trust's collection in 2017. It arrived in stripped-down condition and has since undergone a complete rebuild, albeit interrupted by the Covid-19 pandemic.

Newly restored Class 25 No. D7659 is seen while on trial following a thorough restoration. It is seen ready to leave Peak Rail, Matlock Platform 2 with the 11.36 for Rowsley South on October 12, double-heading with Class 44 No. D8 *Penyghent* and RSH 0-4-0ST No. 15 *Eustace Forth* at the rear. STUART GRAVES

Former East Lancs 'Thumper' runs again

CLASS 207 DEMU, set No. 1305, acquired by Coulsdon Old Vehicle & Engineering Society (COVES) from the East Lancashire Railway (*RM* May p90), ran for the first time in many years on October 30.

This followed much attention including checking and testing, cleaning and painting in Rail blue with yellow motor coach cab end. This has all taken place at the society's base within Ministry of Defence, Bicester, which has no public access.

The three-car set comprises DMBSO No. 60130 and DTSO No. 60904, with former 4-CEP EMU TSOL No. 70549 between the two driving cars.

KWVR reveals transformed 'Pacer'

THE KWVR Railcar Group unveiled Class 144 No. 144011 in West Yorkshire Metro Trains livery at Haworth on October 30. This follows extensive bodywork preparation at Haworth MPD, by volunteers and shed staff.

This eye-catching livery was only carried by Class 144s in the West Yorkshire region. The earlier Class 141s also had a similar WYPTE Metro Trains livery, but with a wider cream strip.

Set No. 144011 (DMS No. 55811 and DMSL No. 55834) was transferred to KWVR ownership in June 2020, having been stored on the railway following withdrawal by Northern, whose deep blue, purple and white livery it then carried. The other 'Pacers' stored with it have since departed, most going to other heritage railways.

An official launch date for the 'Pacer' has yet to be confirmed as it is not expected to enter passenger service until next year – further driver training and paperwork must be completed first.

KWVR 'Pacer' No. 144011 is seen in its reinstated Metro Trains livery during a short test run from Haworth Yard to the top of Haworth Loop on the afternoon of October 30. MARTYN TATTAM

Last surviving Class 506 cab to be restored

THE Woodhead Railway Museum at Guide Bridge station, Audenshaw, Tameside, has launched a GoFundMe appeal to raise finance to transport and restore the last remaining cab of a Class 506 EMU.

These units were used on the Woodhead route between Manchester and Hadfield, now better known as the Glossop Line.

The cab end from DMBS No. M59404M is currently with Richard Benyon in the Cab Yard collection in South Wales. He says much work is needed externally and internally to restore it to the condition it was in when operational. In particular, quite a lot of welding is required, hence the need for fundraising. This is all that remains of a three-car set, once preserved at Dinting Railway Centre and the Midland Railway – Butterley, but broken up in 1995.

The cab will eventually be the focal point of the museum. For further details visit www.wrhg.co.uk, or the station at Guide Bridge on December 18 for refreshments.

Bideford rides again!

Public services resume at North Devon heritage venue after 15-year absence.

THE Bideford Railway Heritage Centre, Devon, saw the return of passenger operations after a 15-year absence. These took place on October 31 when 'Halloween Specials' were run in the form of cab rides in 'Planet' four-wheel diesel No. DS1170 (Hibberd 3832 of 1957).

This proved popular with much interest from visitors in this rare opportunity to ride in the loco and enjoy the views across the town and the River Torridge.

Group spokesman Lewis Andrews said: "It was a wonderful day and particularly pleasing to see the smiling faces of the children who, in some cases, fulfilled a dream of riding in a locomotive in north Devon. Today has been the result of about four years of hard work by our volunteers which began by rebuilding the loco's engine, many hours of repainting, weeding and paperwork, which resulted in the site rightfully returning to a passenger railway station.

"Next year, we plan to give rides in our guard's van with a choice of indoor seating or standing behind the loco; so exciting times ahead!"

The signalbox museum was open as a finale to a busy season at the heritage centre.

The cab rides were so successful, with nearly 100 people travelling, that this offering is due to be repeated on December 31, 13.00-15.00.

Meanwhile, working parties continue on Wednesdays from 10.00 onwards with anyone welcome to join in.

Located at the old station Bideford, Devon, it is one of the UK's shortest standard gauge heritage railways. The line is about 1000ft in length with regular rides due to start next April, with advance booking available.

Visit www.bidefordrailway.co.uk for details.

Bideford Railway Heritage Centre's 'Planet' diesel loco giving rides on October 31. This was the first public operation of the line since closure in 2005, and subsequent threats of the site being redeveloped (*RM* Oct p81). Hibberd 3832 passed through many owners before settling at Bideford on September 14, 2000. Initially painted green and named *Kingsley*, this year has seen it appear in fictitious BR black livery with departmental number DS1170. BRHC

SIDELINES

'Whistler' moves to Battlefield Line

CLASS 40 No. 40118 (D318), a long-time resident of Tyseley Loco Works, where restoration by the 16SVT Society has been taking place, is moving to the Battlefield Line before the end of the year. The space occupied is required by the Vintage Trains operation.

Fife Heritage Railway acquires a DMU

CLASS 107 DMU DMCL No. 52029, has been sold by Cotswold Diesel Railcar, the Gloucestershire Warwickshire Railway's DMU group, to Fife Heritage Railway at Leven. It ran in this area in BR days and is the first ex-BR powered vehicle to be based on this railway, operated by the Kingdom of Fife Railway Preservation Society.

Helston's delayed DMU moves into storage

CLASS 127 DMBS No. M51622 eventually arrived at the Helston Railway, Cornwall in April. This was a year after DMBS No. M51616 had been delivered, with great difficulty, from the Great Central Railway (*RM* April 2020, p80). No. M51622 has again been separated from its partner, going to Vincent Engineering, Henstridge, Somerset for storage.

Class 03 powers fitted freight at MSN gala

THE Somerset & Dorset Railway Heritage Trust at Midsomer Norton's end-of-season gala on October 22/23, as always, was an interesting event with a pair of ex-BR diesels and two notable industrial steam locomotives.

An intensive timetable of top-and-tailed passenger trains and a demonstration goods train were run each day.

Friday saw Class 03 No. D2128 and Class 08 No. D4095 working all trains, with the 03 put to work on the fitted freight train while the steam locos, Sentinel *Joyce* and Kitson *Austin 1* on an extended visit from Llangollen, could be seen in the yard being prepared for the weekend.

The 03's green livery was applied a few days prior to the event, it having been in BR black since 2014 when renumbered 03901. This followed its rebuild in 2011 when it received a replacement Cummins NT855 engine, rated at approximately 350bhp, together with hydraulic transmission.

The original Gardner 8L3 204hp engine had been replaced by a 350hp Deutz VM V12 when used on industrial duties in Belgium.

Andrew Briddon's Class 03 No. D2128 is seen during the S&D at Midsomer Norton gala on October 23, propelling a fitted freight on the return to the station. Running on the up line of the double-track section, the train had departed from Midsomer Norton South station as the 14.42. The consist of newly-restored vans and open wagons included ex-BR PalVan No. B779696 (*RM* Nov p61), third from the loco. PETER NICHOLSON

'Deltic' days at the GCR

CLASS 55019 *Royal Highland Fusilier* continues its visit to the Great Central Railway (*RM* Oct p80) and has completed six footplate experience days with four more dates booked.

The GCR has offered the Deltic Preservation Society (DPS) January 2 as a day for 'Deltics'. It is hoped No. D9009 *Alycidon* will be ready by then (*RM* Oct p80) and will also be at the GCR. If so, the 40th anniversary of the 'Deltic Scotsman Farewell' railtour can be commemorated.

There will be some timetabled 'Deltic' running dates on the GCR in the first quarter of the year, before No. 55019 moves on to the Ecclesbourne Valley Railway for a three-month visit.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Classic Traction Portfolio

AUTUMN GLORY: The magnificently restored Cravens Class 105 DMU set Nos. Sc51485+E56121 emerges from the woods at Summerseat on November 13, with the 12.45 Rawtenstall to Heywood as part of the East Lancashire Railway's two-day DMU gala. IAN DIXON

FREIGHT CHARTER: The East Midlands Railway Photographic Society (EMRPS) took advantage of Class 26 No. 26007 visiting the Keighley & Worth Valley Railway from Barrow Hill by organising a night-shoot. The Birmingham RCW Sulzer Type 2 was posed at Keighley station on October 23 with a rake of civil engineers' wagons. CHRIS GEE

COMPILED BY CHRIS MILNER

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

LNER to run extra trains for Lincoln market

WHILE not strictly in the railtour category, LNER will be providing additional trains to serve the Lincoln Christmas Market on December 4/5.

This is because the East Coast Main Line between Peterborough and Doncaster is closed for engineering work, and LNER, Hull Trains and Grand Central services are diverted via Lincoln for the weekend.

On December 4, the 11.00, 11.30, 13.30, 16.30 and 19.00 services from King's Cross will call additionally at Lincoln. Southbound it will be the 06.56 ex-Skipton, 09.45/17.45 ex-Leeds, 09.52/14.52 ex-Aberdeen. The following day it is the 09.00, 11.00, 14.00, 19.00 and 20.00 from King's Cross, and southbound the 09.40/17.42 from Leeds, 09.56 from Newcastle and 09.40 from Inverness. These services will provide travel opportunities to the event not previously possible without a change of train.

As well as the diversionary and normal workings during the weekend, there will be an RTC steam special arriving on December 4, and a Steam Dreams special is due to arrive around lunchtime on December 5, both using WCR pool locos.

LSL plans 'Peak' tour to Devon

THE return of a 'Peak' to the main line is on the cards now LSL has scheduled a railtour under its 'InterCity' brand for October 19, 2022.

Re-creating the days of the BR cross country era of the 1980s, 'Peak' No. 45118 *The Royal Artilleryman* is due to haul the 'Torbay Delight' from York, calling at Leeds, Sheffield, Chesterfield and Derby before continuing to Exeter and a final destination of Paignton. If the 'Peak' is not available, the alternative locos will be a pair of Class 37s. It is believed the train will be the first 'Peak' hauled railtour since D172 *Ixion* some 20 years ago.

Fares are all first class at £129 with a £30 supplement per person for a guaranteed table for two window seat. More at inter-city.co.uk or call 0800 038 5364 to book.

Pathfinder unveils new tour programme

Itineraries offer 'rare track', haulage and multi-day excursions.

IN AN exciting and varied Pathfinder Tours programme for 2022, one of the first trains to be announced is a four-day all first class land cruise to Scotland spanning the Easter weekend, April 15-18.

Starting very early at Eastleigh (est 05.15), The Easter Highlander, will call at Salisbury, Westbury, Bath Spa, Bristol Parkway, Cam & Dursley, Cheltenham Spa, Worcestershire Parkway, Birminngham New Street and Derby. Travelling via the Aire Valley and over the Settle & Carlisle line, the train will take the Glasgow & South Western route via Kilmarnock and Ayr to Paisley Gilmour Street where passengers will transfer to a road coach to the Golden Jubilee hotel on the north side of the River Clyde, which will be the base for three nights.

On the Saturday morning (April 16), coaches will transfer passengers to Dumbarton Central station and continue by train to Oban, where there will be the choice of an optional tour to the Isle of Mull and Tobermory, a visit to Inverary Castle or remaining in Oban to explore the town. Passengers return to Dumbarton to transfer to the hotel.

Optional tours

The next day, the train will work its way from Dumbarton, north up the Highland Main Line via Stirling as far as Perth, before taking the line towards Dundee and on to Aberdeen, with a number of optional tours to choose from.

For the final day, again starting at Dumbarton, the homeward bound route will be via Edinburgh and the Royal Border Bridge at Berwick-upon-Tweed, along with a short break at Newcastle and serving of a roast dinner as the train heads south to set down at its various calling points.

Fares are all premier class and start at £1170 per person, with a seat at a table for two £1330 each, while a table for three is £3960 and table for four £4500. There is a single room hotel supplement of £112.

Full information and booking details are at www.pathfindertours.co.uk

Also just announced are details of the 'Cwmbargoed Collier' which will visit lines around Cardiff and the Welsh Valleys including the Ffos-y-Fran opencast site where cessation of coal extraction will leave the line redundant.

With a start at Banbury and calls at Leamington Spa, Dorridge, Birmingham Snow Hill, Stourbridge Junction, Kidderminster, Worcester Shrub Hill, Cheltenham and Newport, the 'Collier' will include the lines to Cwmbargoed (for the opencast) and Aberthaw, Barry Docks, Margam yard and a number of loops and relief lines. Traction will be a Class 66 with a Class 60 top-and-tailing where necessary, rolling stock Mk1s.

Next year

Fares start at £109 standard class and £165 first class, with junior and table for four fares available. Full details and online booking via the Pathfinder website.

Other Pathfinder proposals for next year are expected to include tours to Liverpool Docks, Pwllheli and the Kyle of Lochalsh. Full details will appear in these pages once tours have been confirmed.

■ Pathfinder's 'Chester Christmas Cracker' tour on December 11 has been cancelled due to a driver resource shortage.

HST makes first visit to West Highland lines

Above: LSL's Blue Pullman HST set visited the West Highlands over the weekend of October 23-25 and again on October 30-31, becoming the first of the class to reach Mallaig and the Kyle of Lochalsh. Having worked its way to Mallaig, power car No. 43055 leads the 11.34 Mallaig-Fort William working at Kinloid (north of Arisaig) on October 24. JAMIE SQUIBBS

Left: No. 43046 pauses at Strathcarron on its way to the Kyle of Lochalsh on October 31, passing LSL Class 37 No. D6851 which had been used to lay sand on the rails ahead of the HST. GRAEME ELGAR

'DUCHESS' BACK ON TRACK: Running fast past Wadborough south of Worcestershire Parkway on October 30, with its first main line tour of 2021, LMS 'Princess Coronation' No. 6233 *Duchess of Sutherland* is heading for Bristol Temple Meads with Vintage Trains 'Midland Bristolian' tour which started at Dorridge. JOHN TITLOW

Steam Dreams to run more regular excursions

TWO regular Steam Dreams excursions are on the stocks for 2022. On selected Tuesdays from May 24 to August 30, the 'Royal Windsor Steam Express' will operate from London Victoria to Windsor and back. Fares begin at £39 per adult, £25 child, but this is for a one-way only journey.

Also, in the evenings on Tuesdays and on the same selected dates, the 'Sunset Steam Express' will operate from London Victoria through the Surrey Hills, with options of a three-course meal on board or take along your own picnic. Fares start at £59 per adult, £45 child for the return journey back to Victoria. The locomotive hauling these trains is expected to be B1 No. 1306 *Mayflower*, subject to availability.

Steam Dreams has also announced three special steam holiday tours for 2022 including a nine-day (eight night) tour of Scotland from May 5-13.

More information at steamdreams.co.uk or by calling 01483 209888.

Class 37s tour to criss-cross Pennines

THE exploration of the three routes across the Pennines by rail is on offer for a tour on January 22, with the bonus of Class 37 haulage.

Promoted by Pathfinder, the 'Pennine Wayfarer' will start at Bristol Parkway, calling at Cam & Dursley, Cheltenham Spa, Worcestershire Parkway, Bromsgrove, Birmingham New Street, Tamworth, Burton, Derby and Chesterfield before the first crossing of the Pennines via the Hope Valley.

Taking the east side of Manchester, the tour climbs through Rochdale and into Summit Tunnel before running downgrade through the Calder Valley before taking Bradley Wood Jct to access the line to Huddersfield and Standedge Tunnel. At Manchester Victoria, passengers will be able to alight for a couple of hours or continue to Bolton for a shorter break.

Requested traction is a pair of DRS Class 37s. Fares are £109 standard (£55 junior), £165 first class (£115 junior) and £299 premier dining (£249 junior). Tables for four are available in all classes from £416 to £1176 premier dining.

DECEMBER: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
2	Worcester Christmas Fayre	Norwich-Leicester-Worcester	6233	RTC
4	York Yuletide Express	Liverpool LS-Chinley-York	WCR Pool	RTC
4	Lincoln Christmas Special	King's Cross-Spalding-Lincoln	44871	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
5	Lincoln Christmas Market	Ealing Broadway-Lincoln	61306/WCR Pool	SD
7	Bath & Bristol Express	London Victoria-Bath and return	WCR Pool	RTC
8	Chatsworth Christmas Sparkle	Carnforth-Stafford-Chesterfield	LSL Pool	ST
9	Oxford Christmas Market	Southend East-Oxford-Ealing Bdwy	WCR Pool	SD
11	Merchant Venturer	Solihull-Banbury-Bath and return	7029	VT
11	B'ham &Shrewsbury Express	Paddington-Didcot-Shrewsbury & ret	44871	RTC
11	Edinburgh Christmas Mkt	York-Edinburgh-York	WCR Pool	RTC
13	Santa Special	Circular from London Victoria	61306	SD
13	Christmas Steam Express	Circular from London Victoria (evening)	61306	SD
14	Santa Special	Circular from London Victoria	61306	SD
14	Christmas Steam Express	Circular from London Victoria (evening)	61306	SD
15	White Rose	Tyseley-Leicester-York and return	6233	VT
15	Christmas White Rose	Man Vic-Sheffield-York-Rochdale-Man Vic	LSL Pool	ST
16	Christmas White Rose	Cambridge-Spalding-York-Peterborough	WCR Pool	RTC
18	White Rose	Tyseley-Derby-York and return	7029	VT
18	Flying Scotsman	Hellifield-Carlisle-Hellifield	60103	WCR
18	Christmas White Rose	King's Cross-Spalding-York-Peterborough	WCR Pool	RTC
18	Pennine Moors Xmas Cracker	Crewe-Blackburn Copy Pit-Crewe	LSL Pool	ST
20	Santa Special	Circular from London Victoria	61306	SD
20	Christmas Steam Express	Circular from London Victoria (evening)	61306	SD
22	Santa Special	Circular from London Victoria	61306	SD
22	Christmas Steam Express	Circular from London Victoria (evening)	61306	SD
23	Flying Scotsman	Hellifield-Carlisle-Hellifield	60103	WCR

WCR Pool locos: 46115/35018/45699/45690
LSL Pool locos: 46100/34046/70000/45231

DECEMBER: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
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
10	Edinburgh Christmas Spl	Cleethorpes-Thorne South-Edinburgh	WCR 47/57	WCR
18	Beverley Christmas Carol	King's Cross-Peterborough-Beverley	DBC 66 or 67	UKR

BOOKING CONTACTS

MP – Midland Pullman
0800 038 5360
PF – Pathfinder Tours
01453 835414 or 834477
RTC – Railway Touring Company
01553 661500
SD – Steam Dreams
01483 209888
ST – Saphos Trains
saphostrains.com
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 November. 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.

PRE-ORDER TODAY!

➜ VISIT MRTNS.UK/PRE-ORDER-RM

Save on a trip to the shops!

D213

WESTERN 'WHISTLERS': The incredible sight of a pair of Class 40s working a passenger train on the main line and, not only that, on the sea wall in Devon – never a natural home for the EE Type 4s! The 'Devonian Double' on October 30 was organised by Intercity, part of the Crewe-based LSL empire, and featured Nos. D213 (40013) *Andania* and D345 (40145) from Preston to Plymouth via Shrewsbury and the Severn Tunnel – but here they are seen bursting out of Parsons Tunnel and heading towards Teignmouth. No. 47828 was at the rear to provide electric supply to the rake of Mk.3 coaches. This was the first pair of '40s' to work a main line passenger train since the fleet was withdrawn by British Rail in the mid-1980s, and they were out again together on November 13 working the CFPS/LSL 'Double Scotch' from Crewe to Edinburgh via the West Coast Main Line. RUSSELL AYRE

COMPILED BY CHRIS MILNER

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

SIDELINES

Defibrillators for Thameslink stations

GREAT Northern, Southern and Thameslink have announced they will shortly have publicly-accessible defibrillators at each of their 238 stations. It is the largest roll-out of heart restarters on the UK's rail network. Some 30,000 people suffer cardiac arrest out of hospital across the UK every year and fewer than one in 10 survive.

Defibrillators at York station have been used to save the lives of two passengers during October.

Target for more BAME employees

NETWORK Rail is aiming to increase the number of Black, Asian and minority ethnic employees as part of creating a more inclusive and diverse workforce, and is aiming for 13% of employees to be in that category by the end of the current Control Period in 2024. ASLEF figures show just 10% of train drivers in England, Scotland and Wales are from Black, Asian and minority ethnic backgrounds.

Minister opens new facility at Saltcoats

SCOTLAND Transport Minister, Graeme Dey has officially opened a £525,000 conversion to transform an underused space at Saltcoats station into a state-of-the-art, fully accessible 'training station' for the local community. The project was delivered by a partnership led by the local Shibumi Karate Club and financed through a series of community grants.

c2c smartcard boost

TRAIN operator c2c says the number of passengers registering for smartcards is 28% higher than the previous record set two years ago. The spike is thanks to the continued return to the office by commuters, who are travelling in greater numbers but also due to the popularity of Flexi-Season tickets.

Step-free plans for East Grinsted

NETWORK Rail has started on work at both East Grinstead and Crowborough stations to install a new footbridge and new lifts to provide step-free access. Completion is planned for autumn 2022 and the work will cost a total of £9.3m.

Network Rail makes big step with drone technology

Breakthrough in how drones can be used to inspect the national network safely, quickly and cost-effectively from the air.

NETWORK Rail's air operations team has successfully flown a drone 'Beyond Visual Line of Sight' (BVLOS) for 25 kilometres (15.5 miles) over dry land – believed to be the furthest such civilian drone flight in Britain.

The proof-of-concept flight was from Bicester along the East West Railway and is the culmination of 18 months of work. It also provides a significant step forward in terms of how drones can be used to inspect the railway safely, quickly and cost-effectively.

Drones and helicopters have long been used by Network Rail to identify faults on the railway, but drones were only ever flown in clear sight of the operator.

Having the ability to fly Beyond Visual Line of Sight enables the air operations team to inspect the railway over a much larger area saving time and cost.

Rikke Carmichael, Network Rail's head of air operations, said: "It is worth emphasising that this was a proof-of-concept flight, and that a shift to using BVLOS as business as usual will take some time.

"Nonetheless, it is an important milestone and we'll turn our attention to agreeing a strategy for using both VLOS and BVLOS drones."

During the test, a Network Rail helicopter also flew alongside the drone to establish whether the two aircraft could work together, and whether their respective systems recognised each other.

It was proved that they did work effectively together, and data captured by the helicopter will be used to create a 'digital twin' of the railway that was flown over.

Signs of Marsh Barton station emerge

VISIBLE signs are now evident of the construction of a new station at Marsh Barton, south of Exeter.

The station, which will cost around £16m, will be situated between Exeter St Thomas and Starcross, have two platforms 400 feet in length and be able to handle five-car trains. Its location will serve the 1.2 sq mile Marsh Barton trading estate. Construction of the station is on Clapperbrook Lane East.

Work originally started in 2017, but while clearing the vegetation Slow Worms – a protected species – were discovered and work ceased. In addition to the Covid-19 pandemic, a further delay ensued after planning consent expired and had to be reapplied for.

At the beginning of October, work on the platform foundations was visible, and local signage indicates an opening in winter 2022.

■ *Our thanks to David Hunt for the information in this story,*

GWR Class 150 units Nos. 150244 and 150234 pass the construction site of Marsh Barton station on October 7, forming the 13.23 Exmouth to Paignton train. DAVID HUNT

Longer wait for more trains to serve Teesside Airport

ANY hope of increasing the number of train services to Teesside Airport station are at least three years away, according to a report from the Tees Valley Combined Authority.

The station, which saw just 338 passengers in 2019/20, is served by just one train per week in one direction only and there is access to the airport only, not to the station from the adjacent A67 road.

At present the only service calling at the station is the 14.25 Hartlepool-Darlington, plus the main terminal is a distance from the station.

The report says upgrades at Darlington and Middlesbrough are a priority, but plans to remove the eastbound platform and disused footbridge at a cost of around £700,000 and upgrade facilities on the remaining platform will have to wait.

A plan in 2019 to move the station closer to the terminal was ruled out.

Disused GE signalbox off to Wensleydale Railway

A DISUSED Grade II Victorian signalbox from Hertford East has been found a new home on the Wensleydale Railway, Yorkshire.

Built in 1888 by the Great Eastern Railway, the wood and brick structure is being dismantled and will be restored at its new location in Leyburn. The removal of the structure with a 45-lever frame, will allow the platforms at Hertford East to be extended to accommodate 10-car Greater Anglia EMUs.

The Railway Heritage Trust has given the Wensleydale Railway an £80,000 grant to relocate and restore the 'box, where it will control the recently installed passing loop, and be located on the site of the original Leyburn signalbox. The project is due to be completed during 2022.

Above: The new NX panel in place. BOTH: NETWORK RAIL

Left: The surviving 65-lever frame. On the right of the photo is the separate room which was created after the original number of levers was reduced.

Bridlington semaphores replaced by colour lights

A SIGNALLING upgrade at Bridlington on the Yorkshire Coast line has seen its semaphore signals replaced with colour lights controlled by a new NX (entry exit) panel.

Just days before the work took place, a Grade II historic building designation was obtained on October 20, as the 'box is the only surviving large 10-bay North Eastern Railway Type S1a signalbox. As a result, the 65-lever frame in the box – which dates from 1893 – remains in place but disconnected. Because the operating floor had been partitioned many years ago, the new panel has been installed in a room in the unused section at the south west end of the 'box.

As built, the 'box, originally named Bridlington South, had 125 levers to cope with locos running on and off shed, as well as trains using the excursion platforms and carriage stabling sidings. A decline in traffic from the 1960s led to a reduction in track and platforms being used and land originally used by the carriage sidings is now home to a supermarket.

The signalling upgrade means the only remaining semaphore signals between Hull and Scarborough are to be found at the level crossing on Station Lane, Gristhorpe.

During the line closure, some track was also renewed in the station area.

Hull Trains returns to pre-Covid levels

FROM the December timetable change, open access operator Hull Trains (HT) will run 94 services per week, up from a pre-pandemic 92.

An additional service will be introduced on Sundays from December 12, thereby matching the six services already offered on Saturdays. This will be a 12.50 ex-Hull and 16.27 from King's Cross, while a seventh service (07.27 ex-Hull and 19.08 ex-KX) will become part of the regular weekday timetable.

In addition, 10-car operations will occur on Fridays and Saturdays to provide additional capacity just in time for Christmas travel and the general growing demand as we prepare to enter 2022. This initial working will be the 07.53 from Beverley, 15.08 from Hull, returning as the 11.48 & 18.48 from King's Cross on a Friday, and on the Saturdays, the 08.24 from Hull and 11.48 from London.

New HT managing director David Gibson said: "This represents a significant milestone for HT. Delivering the highest levels of service ever offered by HT will allow us to break back to profitability and drive the business forward strongly and with confidence."

£17m for Leicester station revival

A GRANT of £17.6m from the Government's Levelling Up Fund has been awarded to Leicester City Council, which will be used on a £22m scheme to remodel the station entrance and create a more attractive new gateway to the city centre.

The plan involves creating a new entrance on the adjacent Station Street facing towards the city centre, as well as restoring the booking hall to its original size to create more space for passengers. Some former railway buildings now used as a bar and a taxi office would be demolished to provide more public space.

The arches of the existing port cochère would be glazed – as has been achieved at Nottingham – and the area transformed into a plaza for retail, food and drinks. The existing taxi ranks would move to Station Street.

In addition to the Government funding, Leicester City Council has ringfenced £5 million of capital as match-funding for the project.

An artist's impression of the exterior with a new entrance matching the existing style.

The port cochère will be given over to retail space with seating areas. BOTH: LEICESTER CITY COUNCIL

The proposals are subject to planning approval and detailed design and development work is now underway. It is hoped construction will begin in early 2023 and be completed by mid-2024. A further expectation of the council is more private investment and further regeneration of the surrounding area.

SIDELINES

Summit Tunnel track upgraded

A NINE-day closure of Calder Valley line which concluded on November 1, has seen 3km of track between Littleborough and Walsden stations, which includes some track through the 1.6 mile long Summit Tunnel, replaced as part of Great North Rail Project Investment.

Work in conjunction with the Environment Agency also took place on a culvert under the tracks as part of flood defence work.

Deer leaps installed on Far North line

NETWORK Rail has completed the installation of 15 deer leaps along the Far North line between Kinbrace and Forsinard. The leaps offer deer an escape route to prevent them from being hit by trains should they inadvertently stray onto the line or become trapped while crossing. NR worked closely with the Auchentoul estate gamekeeper and the leaps are part of a £200,000 upgrade in railway fencing in the area.

Consultation on new Cheadle station

A PUBLIC consultation into plans for a new station at Cheadle, on the former CLC Stockport-Altrincham line concluded on November 7. A single-platform station is proposed which would also serve The Alexandra Hospital. Government funding of £13.9m has been earmarked for the project and other local schemes.

Free wi-fi offered at New Street

NETWORK Rail is providing free unlimited wi-fi at Birmingham New Street station which supports video calling and streaming. The improvements follow an equipment upgrade.

All 19 Network Rail managed stations are expected to be on a free unlimited wi-fi system by the end of 2021.

Study looks at reopening St Athan

THE Vale of Glamorgan council has commissioned consultants to establish whether there is a case to reopen a station at St Athan on the Vale of Glamorgan line. Locations alongside the B4265 road will be considered. Depending on the report, the local authority will decide whether to take the matter forward. The previous station at St Athan closed in June 1964.

Second Hartlepool platform plan gathers pace

A PLAN to reopen the disused former through platform 1 (now numbered 3) at Hartlepool station is being pushed forward by Tees Valley Mayor Ben Houchen in time for the Tall Ships event in 2023.

Mr Houcen also wants a second station entrance on the reopened platform for easier access to the marina. £1.5m of feasibility study funding was signed off last year but the project, with a new footbridge and signalling alterations, would cost more than £20m.

The station currently has one through platform which is used by up and down trains and a seldom-used bay platform.

With 630,000 passengers annually, the station is believed to be the busiest single platform station in the country.

COMPILED BY GRAEME PICKERING

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

New DB Cargo COO

NEIL Ethell, formerly DB Cargo UK's head of operations and service delivery, has been appointed as the company's new chief operating officer.

Mr Ethell has over 20 years of experience in logistics. As well as changes to its UK board, DB is carrying out internal reorganisation aimed at making it more responsive to customer needs.

Peel stresses importance of rail links

PEEL Ports Group says expanding rail connectivity is helping customers and shipping lines to overcome the impact of lorry driver shortages.

The group, whose operations include Liverpool, Clydeport, Heysham and London Medway, says placing less reliance on congested southern ports is the key to enabling a resilient future for the UK's supply chain.

Hams Hall has been announced as the latest destination to be served by trains from the Port of Liverpool, which also has regular connections to Mossend, East Midlands Gateway and Birmingham.

Freightliner award

FREIGHTLINER won 'Rail Freight Operator of the Year' at the 2021 Multimodal Awards.

It is the fourth time the company has taken the title since the category was introduced in 2016.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine

Potential distribution role for former ironworks site

Rail hubs could be incorporated within final plan for 200-acre redevelopment.

PROPOSALS for the redevelopment of part of the former Stanton Ironworks site in Derbyshire include making it a key location in the rail distribution network for goods moving both within and beyond the UK.

Two hundred acres of land, at what is now known as New Stanton Park, were bought by Verdant Regeneration at the end of last year and the plans were put forward for public feedback in October.

Verdant, which has been working with Erewash Borough Council, estimates that over 260,000 square metres of land on the rail-connected site could be put to business use, creating around 4000 jobs.

A computer-generated image of how New Stanton Park could look, showing the freight spurs from the Erewash Valley line at the bottom right, close to where the route is crossed by the M1. VERDANT

Rail plans

The outline planning application for the site includes provision for the relocation of the existing rail link, which runs from the Erewash Valley line and creation of an intermodal rail hub.

A northern spur would facilitate bulk freight distribution, comprising three parallel sidings, allowing two trains to be loaded simultaneously and a locomotive to run between them as necessary. Intermodal trains of up to 650 metres in length would use the western spur.

Verdant worked with Network Rail to bring the existing line (which has already been used by three trains since reopening) back into use. Although the rail facilities will have the potential to remove some existing vehicle movements from roads, it anticipates that they will result in what it describes as "a modest net increase in local and regional trips, related to vehicles delivering and collecting goods to and from the rail spur."

It says the project shows its commitment to making further investments to move "as much freight as possible" onto rail.

Feedback on the initial plans, which also include the retention of 50 acres of woodland and waterways, creation of a new pond and the rerouting of National Cycle Route 67 to provide a safer route for cyclists and pedestrians, is due to be submitted as part of the planning application.

New traffic for former South Lanarkshire coal terminal

AGGREGATES supplier Cloburn Quarry Company Ltd has purchased the former coal loading terminal next to the West Coast Main Line at Ravenstruther near Carstairs in South Lanarkshire.

It is expected to start large scale distribution of its products by rail from the site within weeks.

Cloburn's red granite quarry, which is within a few miles of the railhead, is one of the UK's major sources of railway ballast.

The terminal, which will be used to serve customers throughout Britain and Europe, was initially leased from Hargreaves Land to evaluate its full potential.

Improvements to its rail infrastructure have already been made and were tested using a Colas Rail Class 56 locomotive in July.

"This is a very positive deal for all concerned, securing the long-term future of the site and paving the way for a new phase of growth and development under Cloburn's ownership," said Cloburn managing director Stuart Clingan.

DB Cargo Class 66 No. 66021 is seen in fine autumnal conditions approaching Hawkeridge Junction with a Cricklewood-bound stone working on November 4. The train originated from Whatley Quarry and had been worked as far as Westbury by Freightliner Class 59 No. 59103. STEVE STUBBS

Spoil traffic could last up to four years

SPOIL workings between Barking Eurohub and Tinsley could last between two and four years, according to FCC Environment.

Run since September 1 for the waste management and recycling company, by DB Cargo, a single working operates on Mondays, Wednesdays and Fridays, carrying predominantly non-hazardous and inert excavated soils from large development sites in East London to be used in the reclamation of a former quarry at Thurcroft.

ANY 4 BOOKS £20

EXCLUDING UK POSTAGE. CODE: LOST 420

Rigorously detailed transport history books, photo illustrated throughout, providing an intimate glimpse into life as it was lived in this period.

LOST LINES OF WALES AND ENGLAND

LOST LINES 18 BOOK SET at the very special price of £75 CODE: LOST 1821.

18 books in the series, £8.99 each:

- Aberystwyth to Carmarthen
- Bangor to Afon Wen
- Birmingham to Oxford
- Brecon to Newport
- Cambrian Coast Line
- Cheddar Valley Line
- Chester to Holyhead
- Conwy Valley
- Llandovery to Craven Arms
- Rhyl to Corwen
- Ruabon to Barmouth
- Ryde to Cowes
- Shrewsbury to Aberystwyth
- Shrewsbury to Chester
- Swansea to Llandovery
- The Heads of the Valleys
- The Mid Wales Line
- Vale of Neath

LOST TRAMWAYS OF BRITAIN

LOST TRAMWAYS 24 BOOK SET at the very special price of £95 including four new titles covering London. CODE: LOST 2421.

24 books in the series, £8.99 each:

- Aberdeen
- Belfast
- Birmingham North
- Birmingham South
- Bradford
- Brighton
- Bristol
- Cardiff
- Coventry
- Dundee
- Edinburgh
- Glasgow North
- Glasgow South
- Leeds East
- Leeds West
- London North East
- London North West
- London South East
- London South West
- North Wales
- Nottingham
- South Wales & Valleys
- Southampton
- Swansea & Mumbles

Order online www.graffeg.com or call 01554 824000 **GRAFFEG**

RAILS OF SHEFFIELD

railsofsheffield.com

HORNBY MODEL RAILWAY Awards 2019 | HORNBY MODEL RAILWAY Awards 2018

RETAILER OF THE YEAR!

TOP GUARANTEED PRICES PAID

ALL BRANDS FOR CASH

WE VALUE YOUR PRE-OWNED & SECOND HAND MODEL COLLECTION VERY HIGHLY!!

WANTED CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION.
DECEASED ESTATES - EX SHOP STOCK A SPECIALITY. FAST SERVICE WITH COMPLETE DISCRETION ASSURED. **ANY DISTANCE.**
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

LOCOS - WAGONS - DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS
TRACK-WORK - CONTROLLERS - ACCESSORIES - RAILWAYANA - AND MORE

STEP 01 — CONTACT US
get in touch by email, phone or post with your list of items

STEP 02 — WE MAKE AN OFFER
our friendly, experienced staff review your list and make an honest valuation and offer

STEP 03 — BRING, SEND OR COLLECT
either visit the shop, send us your items, or for larger collections we will arrange collection for you

STEP 04 — PAYMENT MADE!
we confirm the offer and make a fast, secure payment via your choice of payment method

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: RWYMAG21

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

info@railsofsheffield.com | railsofsheffield | railsofsheffield | railssheffield | railsofsheffield

Corporate Partners of RAILWAY MUSEUM

COMPILED BY GRAEME PICKERING

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

SIDELINES

Step-free consultation

PUBLIC consultation is taking place to help Transport for London establish step-free access priorities and improvements. Further information can be found online at: haveyoursay.tfl.gov.uk/tube-step-free-access.

Following the consultation period, which runs until February 10, 2022, TfL says it will analyse all responses received and publish its findings.

The completion of work at Osterley this autumn brought the total number of step-free London Underground stations to 89.

West Midlands Metro work completed

MAINTENANCE work and upgrades to the West Midlands Metro route on Corporation Street in Birmingham were completed at the end of October, allowing it to be opened for test runs on October 28.

Trams continued to run 'out of service' to the public between Bull Street and Library for driver familiarisation on the new layout into November.

M5000 momentum continues

DELIVERIES of new M5000 trams for Greater Manchester's Metrolink system are continuing at a regular pace.

No. 3133 was delivered to Queens Road depot on November 6, arriving three weeks after No. 3132.

Fourteen trams are still to be delivered from the order for 27 additional M5000s. The £72 million deal with Bombardier Transportation UK and Kiepe Electric was signed in July 2018.

Royal visit marks Metro anniversary

ON November 9, his Royal Highness The Prince of Wales unveiled a plaque at Haymarket station on the Tyne & Wear Metro, marking 40 years since its official opening by Her Majesty The Queen.

As part of his visit, which included a journey on the Metro, he met Steve Griffin and Dick Harrison, both of whom have more than 40 years of service as staff members on the system.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Sidings completed as rebuild progresses

Contractors will move on to next demolition phase at South Gosforth.

THREE new stabling sidings, which are part of the £70 million redevelopment of the Tyne & Wear Metro depot site at South Gosforth in Newcastle, have been completed.

Overhead lines (which have now been energised), along with fresh ballast and over a kilometre of new track were installed.

The site is being transformed in preparation for the arrival of the system's new fleet of 46 five-car Stadler units. In addition to building the trains, Stadler will have responsibility for maintaining the fleet, the first of which is due to be delivered in 2023.

Two Metrocars stand in the newly-completed stabling roads at South Gosforth. NEXUS

Project progress

So that areas can remain in use in the meantime to accommodate trains from the current fleet, rebuilding is taking place in phases. Contractors will now move on to further demolition work at the depot, which has been in constant railway use since 1923, when it was established as a base for third rail electric trains then used on North Tyneside suburban services.

Stephen Bowles, project manager for Metro operator Nexus said: "The next step is the second phase of demolition work on the current depot buildings that remain on site, the commencement of the new maintenance building is progressing, and we can also expect to see the steel structure erected and construction progressed over coming months."

Deliveries of the new trains and completion of the depot is scheduled for 2024.

Existing fleet

The 89 Metro-Cammell-built articulated sets which are presently in service and generally operate in pairs, are the system's original fleet. Nexus plans to offer five of them for community use following decommissioning. Community groups and not-for-profit organisations can find out more with a view to expressing an interest in reusing a train at: www.nexus.org.uk/community-trains. Vehicles are expected to be made available between August 2023 and December 2024.

One or both of the prototype vehicles, Nos. 4001 and 4002, which were delivered in 1975, will be donated to museums.

'Night Tube' and full weekday Waterloo & City service resume

IN anticipation of a busy Christmas period, Transport for London announced the return of night time Tube services on Fridays and Saturdays from November 27 on the Central and Victoria lines.

The services were suspended at the beginning of the Covid-19 pandemic in March 2020. TfL said further driver training needed to take place in order to restore 'Night Tube' operations to the Jubilee, Northern and Piccadilly lines, but was aiming to resume them "as soon as possible".

A full weekday service was reintroduced on the Waterloo & City line from November 22. Trains began operating again at peak times on weekdays in June after a 15 month gap, during which drivers were transferred to the Central line, where demand had remained higher, in order to operate as many services as possible to allow social distancing.

The Waterloo & City line is operating from 06.00-00.30 Monday-Friday with services every three minutes at peak times and off-peak every five minutes.

TfL says this will support flexible working patterns for customers commuting into the City, as well as helping leisure travel, but there will continue to be no Saturday service for the foreseeable future.

By the end of October, weekday ridership on the Underground was regularly hitting 60 per cent of pre-pandemic levels.

Battery electric locomotives L20 and L45 are pictured at either end of a train of loaded wagons at Barking on October 23, while working between Upminster Depot and Tower Hill. IAN D SINCLAIR

The RAILWAY Magazine — Britain's Best-Selling Rail Title — www.railwaymagazine.co.uk

COMPILED BY GRAEME PICKERING

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

Cross Country modifications completed

A SIX-MONTH programme to carry out £1.4 million of modifications to the entire Cross Country Class 170 fleet has been completed by Arriva Traincare at Bristol Barton Hill depot.

The work on the 29 Porterbrook-owned units included the installation of digital equipment allowing maintenance teams to remotely monitor vehicle conditions. The fleet was also given heavy C8 overhauls.

Transport for Wales Class 170s will now go through their C8 exams at Barton Hill, the first having arrived in mid-October.

'08' makeover at Barton Hill

FORMERLY in rather tired-looking all-over grey livery, Bristol Barton Hill depot resident Class 08 shunter, No. 08516 has been outshopped in Arriva Traincare colours and branding.

The loco, which dates from August 1958, has completed over six decades of service, working for a number of organisations since its days with BR.

CO2 reduction for Hull Trains

HULL Trains says that, compared to its previous fleet of Class 180 diesel multiple units and High Speed Trains, its new fleet of five Class 802 bi-mode 'Paragon' sets has achieved an average energy reduction of 62.3 per cent. Per vehicle kilometre, the reduction in carbon dioxide equivalent (CO_2e) is 64%.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

'On track to net zero'

Scottish Hydrogen Train unveiled at the Bo'ness & Kinneil Railway.

THE first in a series of events showcasing the Scottish Hydrogen Train was held at the Bo'ness & Kinneil Railway (B&KR) in November, to coincide with Glasgow hosting the COP26 United Nations Climate Change Conference.

Led by Arcola Energy, which specialises in hydrogen and fuel cell integration for vehicles, the project to create the train, using a former ScotRail Class 314 suburban electric multiple unit, is funded by Transport Scotland, supported by Scottish Enterprise. It is being managed through the University of St Andrews and the Hydrogen Accelerator initiative, which aims to provide expertise in design and delivery.

When No. 614209 (reclassified from No. 314209 to denote its conversion) is completed, Arcola says the high energy density of hydrogen working in conjunction with an efficient electric powertrain will give it a much greater range of operation than a pure battery-powered alternative.

It is also intended to demonstrate how existing rolling stock could be modified to run on hydrogen. Arcola believes this could be particularly significant in meeting emission-free goals for Scotland's rail network, where routes covering some of the longest distances and serving remote locations currently rely on diesel power.

Arup, along with Abbott Risk Consulting, will play roles in the delivery of the project with AEGIS providing regulatory third-party verification. Rail leasing company Angel Trains is investing in a green hydrogen refuelling installation to support the next stages of the project.

A series of demonstrations are planned, including live running of the unit, which is scheduled to take place in March at the B&KR, where Arcola has already established a rail engineering operation employing 10 people. The firm, which is also working on hydrogen-powered refuse lorry and bus projects in Scotland, says up to 135 jobs will be created over a three-year period at its new manufacturing facility in Dundee and also plans to recruit seven technicians for a service centre in Glasgow.

"The Scottish Hydrogen Train project is a best-practise example of a partnership between Government, industry and academia in a live rail environment to demonstrate the requirements and opportunities offered by the introduction of hydrogen trains," said Arcola chief executive Dr Ben Todd.

"We are delighted to work with our partners on the project's overarching objectives of driving local supply chain opportunities, skills development and job creation."

Driving motor car No. 64600 and trailer No. 71458 from the former Class 314 three-car set now reclassified as No. 614209, stand at the eastern end of the platform at Bo'ness while on display. IAN LOTHIAN

The refreshed interior of trailer car No. 71458 showing its new layout with tables and reconditioned and reupholstered former Pendolino seating, along with bicycle and luggage space. IAN LOTHIAN

CLASS 43s FOR SCRAP: Owned by Porterbrook and most recently leased to LNER prior to storage, Nos. 43075 and 43061 are pictured at Norton Junction, Worcestershire on October 27, being dragged by Rail Operations Group Class 57 No. 57312 to Sims at Newport Docks. Their demise is destined to be a first as all previous production High Speed Train power cars that have been disposed of were scrapped following serious accident damage. JACK BOSKETT

3, 2, 1..CLASS 69s ARE GO: In descending numerical order, Nos. 69003, 69002 and 69001 pass Yaxley in Cambridgeshire on November 2. The trio worked from Peterborough to Tonbridge. No. 69003 was scheduled to continue to Arlington Fleet Services at Eastleigh for painting. PETER R FOSTER

In-service trial for DB track monitoring system

Chiltern Railways DVT to be fitted-out for tests.

NETWORK Rail will assess the suitability of a continuous track monitoring system by trialling it on board a train which is in passenger service.

The DB Systemtechnik CTM2.0 equipment will be installed on a Chiltern Railways Mk.3 Driving Van Trailer (DVT) by DB ESG to gather track data between London Marylebone and Birmingham.

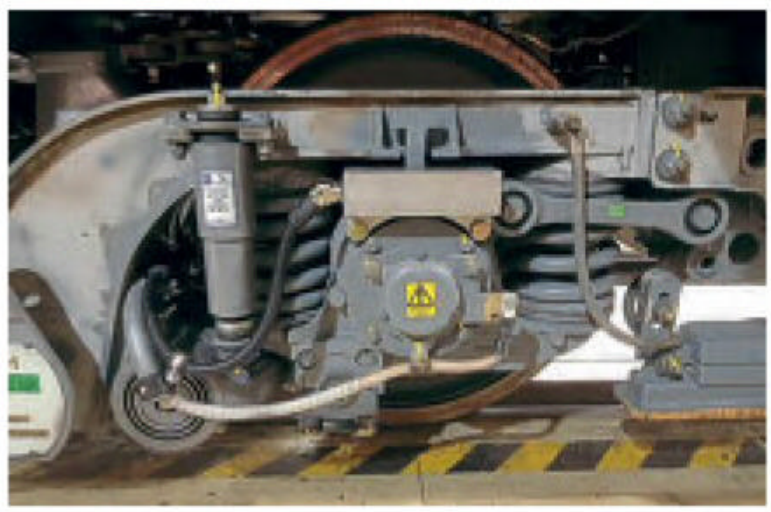
DB Systemtechnik will monitor the equipment remotely for the duration of the trial, analysing data and supplying it to Network Rail (NR) with reports on the current track status and predictions of future conditions.

Wider trial

It is part of a wider trial being led by NR's Research & Development team which will assess systems from eight different suppliers for in-service track measurement and monitoring and the feasibility of using them alongside traditional track monitoring trains.

NR will assess the effectiveness of the DB technology in helping to reduce the number of track issues and their impact on services, along with the detection of potential problems early enough to allow preventative maintenance.

The equipment, fitted into an enclosure on board the DVT, will be linked to external sensors monitoring information including longitudinal level, track twist, dynamic alignment, ride comfort, speed and the vehicle's motion response. It will be relayed via an external antenna to a computer system for storage and the generation of reports.



The system's bogie-mounted monitoring equipment. DB SYSTEMTECHNIK

Railway remembers and wears poppies with pride

VETERANS of the armed forces gathered at Euston station to see Direct Rail Services Class 68 No. 68033 baeing named *The Poppy*.

The naming, which took place on October 30, just under a fortnight before Remembrance Day, also marks the centenary year of the Royal British Legion (RBL).

To raise funds for the RBL, six 'OO' gauge models of the locomotive were made available by DRS for auction during November via sealed bid, along with a train headboard.

Many DRS employees formerly served in the military and the operator's parent company, Nuclear Transport Solutions, recently received the Armed Forces Covenant Employer Recognition Scheme's gold award.

NTS chief executive Seth Kybird said: "Everyone feels passionately about supporting our armed forces and helping to raise vital funds for such a fantastic charity as the Royal British Legion."

Jane Ayres from the Royal British Legion and DRS driver David Poynter unveil No. 68033's name at Euston. DRS

Also pictured on October 30, at Doncaster, is LNER Class 800 'Azuma' No. 800111, which has been given poppy vinyls at both ends, along with a thank you message. The same treatment was given last year to No. 800101. TREVOR HALL

GWR sets Class 387 route target

GREAT Western Railway hopes to have 12 drivers fully-trained for Anglo-Welsh operation of Class 387 EMUs by the start of the December timetable.

Training workings between Cardiff Central and Swindon began in September. GWR plans to use 12-car formations to provide extra capacity for major events in the Welsh capital.

PRE-ORDER TODAY!

➜ VISIT MRTNS.UK/ PRE-ORDER-RM

Save on a trip to the shops!

£2m upgrade underway at Eastcroft

Greater stabling capacity for depot at the heart of EMR's regional operations.

EAST Midlands Railway's Nottingham Eastcroft depot is undergoing a £2 million upgrade, which will create extra capacity for stabling trains.

Train cleaning and fuelling facilities will also be improved as part of the work.

Located to the east of Nottingham station, the depot carries out the majority of day-to-day maintenance on trains used for EMR Regional services, operating routes as widespread as Crewe-Cleethorpes and Norwich-Liverpool.

The EMR Regional fleet currently comprises Class 153, 156, 158 and 170 diesel multiple units providing 251 services a day, which will increase to 269 in December when EMR reinstates some which were temporarily withdrawn in June.

Nottingham Eastcroft depot carries out the majority of maintenance on the EMR Regional fleet. Boden Rail's base can also be seen on the right. EMR

Upgrade impact

EMR says the improvements at Eastcroft, due to be completed in June next year, will create more stabling capacity as its complement of trains changes in the coming months.

A further 27 Class 170 units remain to be cascaded to EMR from other operators, 16 two-car sets from West Midlands Railway (which will be released once its new CAF Class 196 fleet has been introduced) and three two-car and eight three-car units from Transport for Wales, which are due to arrive in 2022.

The operator's six remaining Class 153s are due to disappear from the fleet by the end of 2021.

EMR fleet director Neil Bamford said that although the number of people travelling was still lower than it had been before the Covid-19 pandemic, more passengers had returned to the company's regional services than to its intercity routes.

"That is why this investment in Eastcroft, at the very heart of our EMR Regional service, is so important," he added.

"It not only increases the capacity of the depot – it also helps to support the further development of EMR Regional services and will improve the service we can provide to passengers, in the short, medium and long term."

WAGON REPORT

by S F Lappage

FREIGHTLINER'S new fleet of Greenbrier Europe-built FFA-G flats have started to enter traffic.

Assembled in Poland by Wagony-Swidnica, they are Nos. 81 70 4846 000-7 to 230-0 and European wagon type Sggrrss. They are formed into twin-sets; each wagon weighs 18.45 tonnes with a maximum payload of 53 tonnes; deck height is 990mm. Wabtec Axiom Rail LN20 low noise bogies allow a maximum speed of 75mph and the flats have clearance for movement of hi-cube containers over W10 gauge lines. Livery is grey and length over buffers per twin-set 27.0 metres.

DB Cargo has modified a batch of FCA container flats into triple sets. Recoded FQA are Nos. 610039/040/124/155-158/203/204/ 249/250/271/272/275/276/315/316/340-342/365/366/ 373/374/389/390/399/400. Unlike the Freightliner FFA-G design, which is used exclusively for the movement of deep-sea boxes to and from ports, the DB Cargo wagons carry a variety of loadings – including chemical and powder 'tanktainers', compacted domestic waste, powdered limestone, and gypsum. An example is the transport of 'Bulkhaul' units containing the toxic and corrosive herbicide paraquat dichloride.

VTG Rail UK has received a further batch of JNA box opens from Astra Rail, Romania, Nos. 81 70 5500 958-0 to 999-4. GB Railfreight is hiring them to carry spoil from the HS2 logistics hub at Willesden to landfill sites at Barrington, Cambridgeshire and Cliffe in Kent.

Bayer Weed Control set, KFA Flat No VTG 95379 was stabled in Bescot Yard on October 9 (see also page 96).

DB Cargo UK's wagon workshops at Stoke has carried out general repairs to Erwema SA owned IHA hooded steel coil carriers Nos. 33 87 4667 006-0/049-0/055-7/060-7/065-6/068-0/082-1.

Brodie Rail, Kilmarnock has completed refurbishment of eight Beilhack ZZA type PB 600 'Snow Patrol' ploughs for Network Rail, Nos. ADB 965576-581 to design code ZZ 503A, and Nos. ADB 966098-099 to design code ZZ 504A. Attached to bogies recovered from scrapped Class 40 locomotives, the ploughs are allocated to lines equipped with overhead line electrification, providing greater clearance than drift snowploughs.

Unusual sightings in Bescot Yard on October 14 were BVA slab coil flats Nos. 952005/020/030. Thirty-one

FQA Flat No 610400 was seen at Walsall station on September 7, loaded with Bulk Haul tank containers.

wagons were built for EWS in 2001, by Swedish firm Kockums as Nos. 952001-031, design code BV002A. Tare weight is 19.45 tonnes and maximum payload 82.15 tonnes. They are used to carry 'kasettes' for Avesta Polarit from Tinsley to Immingham loaded with steel slab. Imported coil is transported on the return journey, and the wagons are rarely seen outside of this circuit.

Awaiting repair at the DB Cargo's Bescot depot was JXA scrap open No. VTG 3156. In the GB Railfreight sidings, KFA container flats Nos. VTG 95378-380 were stabled. EVN identities are Nos. 99709395 003-5/001-9/002-7. They form the consist of the Bayer eco-friendly weedspraying set.

Recent disposals to scrapyards have been: PGA aggregate hoppers Nos. REDA 14768/781, JGA hoppers Nos. RMC 17210/220/227/236/240/248, OBA 'Bass' opens Nos. 110088/102/383/697, OCA open No. 112077, ZCA 'Sea Urchin' spoil open No. DC 200448, VGA 'Speedlink' vans Nos. 210531/595, MFA spoil opens Nos. 391146/364, SPA plate flats Nos. 460273/938, YLA 'Mullet' sleeper carrier No. DC 967595.

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*.

Grand Central Class 180 No. 180112 passes Marholm, North of Peterborough at 12.46 on November 5, with the 1A63 10.22 Bradford Interchange to London King's Cross service – the green stripe indicating that it runs on a combination of diesel and Liquefied Natural Gas. HAYDEN SHEPPARD

LOCOMOTIVES

Allocations
66177 WBAT-WBAE
70009 FD/DHLT-LD/DFGI
70019 LD/DFGI-FD/DHLT
90028 WQ/WQAA-CE/WEEC

Liveries
Freightliner orange: 59204, 90004/07
Green + Climate Hero vinyls: 66004

Named
37667 *Flopsie*
68006 *Pride of the North*
68033 *The Poppy*
90039 *The Chartered Institute of Logistics and Transport*
92020 *Billy Sterling*

Stored/stopped locations
Brush, Loughborough: 91128
Colne Valley Railway: 43071/73
Leeds Midland Road: 70019

Operational
70009, 90011/12/16/28/43/45/48/49

Disposals
Sims Metals, Newport: Arrival dates: October 27: 43061/75

MULTIPLE UNITS

Allocations
197004 newly delivered HQ/HLHQ
231002/04 newly delivered HQ/HLHQ
315818/19/20/34 sent for disposal
365507/21/23/33/35 sent for disposal
701035/36/37 newly delivered HQ/HYHQ

Liveries
Avanti West Coast: 221143
COP26: 390121
SET CityBeam blue: 707001/29
Swift Express: 321334
SWR: 450031, 450123
TfW: 153913/35, 150237/59, 175110

Renumbered
314209-614209
319382-799201
319446-769946

Now in passenger traffic
5703/17/38/50
458510
484001-04
720569/70/73/74/77/80
803001-05

Now in nine-car formation
345005/06/08/31/39/48

Stored/stopped locations
Castle Donington: 768002
Cardiff Canton: 231002/04
Crewe CS: 777008/12
Crewe LNWR: 197004
Derby Litchurch Lane: 701033, 710374/75, 720530/75/76
Donnington RFT: 196109
Eastleigh: 313121
Gascoigne Wood: 321410/47
Gillingham: 465004/17
Long Marston: 158763, 159102
Tyseley: 196110
Wimbledon: 5704/25/40, 5848/54, 5913, 456005/17/18, 701035
Wolverton: 321332
Worksop: 465235/37/39/43, 701036/37, 720524/28

Disposals
C.F. Booth, Rotherham: Arrival dates: November 10: 365521. Cut dates: October 26: 65935; October 28: 72240/41 (365501).

Sims Metals, Newport: Arrival dates: July 26: 71821 (442404) (not previously reported); October 25: 315818/34; October 8: 315819; November 16: 365507/35; November 17: 315820; November 18: 365523/33

HAULED COACHING STOCK

Allocations
11282 sent for disposal
11310 sent for disposal
12231 sent for disposal
12405/19/21/83 sent for disposal
12513/14/18/20 sent for disposal

Liveries
ScotRail InterCity: 42056

Stored/stopped locations
Colne Valley Railway: 40706, 41088, 44058
Crewe South: TP01/03/04
Castle Donington: 10249, 10406, 11092/93/99, 11101, 12125/54/76/80/82

Disposals
C.F. Booth, Rotherham: arrival dates: November 1: 12518; November 2: 12513; November 3: 12483; November 4: 12514

Sims Metals, Hull: Arrival dates: March 25: 11282; March 26: 11310 (not previously reported).

Sims Metals, Hull Docks: October 25: 12231; October 26: 12405; October 27: 12419; October 28: 12520; October 29: 12421

STOCK CHANGES CORRECT AS OF NOVEMBER 20.

Following the Salisbury rail crash on October 31, South Western Railway coach No. 52803 from unit No. 159102 was removed from the recovery site on November 4 by an Allelys Heavy Haulage transporter. This was the largely undamaged carriage from the SWR unit involved in the collision. It was destined for Long Marston. STEVE STUBBS

Operations Track Record

COMPILED BY
ASHLEY
BUTLIN

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

A full house at Doncaster on November 11 sees Lumo's No. 803004 head north with the 10.45 King's Cross to Edinburgh flanked by two unidentified LNER 'Azumas', while Northern's No. 170477 waits at platform 3 with a service from Scarborough to Sheffield. DAVID ALCOCK

RHTT

RAILHEAD Treatment Trains reports included on Sunday, October 3, at London Marylebone, Class 66 Nos. 66519 with 66510 at the rear working on Chiltern Lines.

Seen in East Grinstead Station on October 11 were GBRf Class 73 'EDs' Nos. 73141 *Charlotte* and 73128 *OVS Bulleid*. A further visit on October 21 found Nos. 73119 and 73201. The driver said they were based at Tonbridge West Yard and that Class 73s were used because of weight restrictions on Riddlesdown viaduct.

Observations of MPVs at Littlehampton produced Nos. DR98916+DR98966 on October 13 and 14; Nos. DR98917+DR98967 on October 13, 15, and 18; and Nos. DR98918+DR98968 on October 15 and 16. A railhead treatment train passed through Prestatyn shortly before 10.00 on October 21 top-and-tailed by Class 56 Nos. 56094 and 56096, en route from Shrewsbury to Holyhead via Crewe.

Passing DRS's Stowmarket RHTT base, early morning of October 11, revealed six Class 37s on view, namely, Nos. 37059, 37069, 37407 *Blackpool Tower*, 37422, 37424 (37558) *Avro Vulcan XH558*, and 37425 *Sir Robert McAlpine/Concrete Bob* with a sole Class 57/0 No. 57003 tucked at the back as preparations were under way for the two daily RHTT north and south circuits from Stowmarket on the GE mainline and branches.

AVANTI WEST COAST

TORRENTIAL rain caused serious disruption in southern Scotland on Friday, October 29, resulting in the West Coast Main Line being subject to a 40mph speed restriction.

The adverse weather conditions caused the cancellation of many services north of Preston, and that day's first through Euston to Glasgow was the 1S52/10.30 worked by Class 390 No. 390118, and the day's first Glasgow to Euston direct service was the Fridays-only 1M13/12.43 worked by No. 390115. Although the situation improved during the afternoon and evening, the following day speed restrictions were reimposed in the high risk areas following a further overnight deluge.

'Pendolino' No. 390121, in a newly-applied COP26 livery, was observed passing Thankerton working the 1Z26/13.27 Euston to Glasgow Central on Saturday, October 30.

LNER

THE weekend of October 9/10 saw the fourth weekend of East Coast services being diverted via the Tyne Valley, Carlisle and Carstairs. The units seen passing Thankerton on Saturday were Nos. 800101/02/05/07-11/13, 800203/06-10, 801103/06/09/11/12; and on Sunday Nos. 800101-03/05/07/09-11/13/16, 800202/05/06/08-10, 801102/03/08/09/11/12. The last of the autumn East Coast Diversions occurred on October 23 when among the units seen were Nos. 800102-05/08/09/11-13, 800201/02/05-08/10, 801102/03/08-10/12.

GWR

RED-liveried Class 387 No. 387206 was seen passing Hanwell station on October 6, forming empty stock train 5Z81 from West Ealing EMU Sidings to Reading Traincare Depot. On the same day, and still at Hanwell, red No. 387204 and green No. 387162 were seen forming the 11.08 from Didcot Parkway to Paddington. On October 27, the short hop to Reading West was made on the 17.10 from Reading to Newbury formed of white No. 387301. A little later on the same day, a journey from Reading to Tilehurst found the 17.20 from Paddington to Didcot Parkway formed of red No. 387206 and green No. 387143.

greateranglia

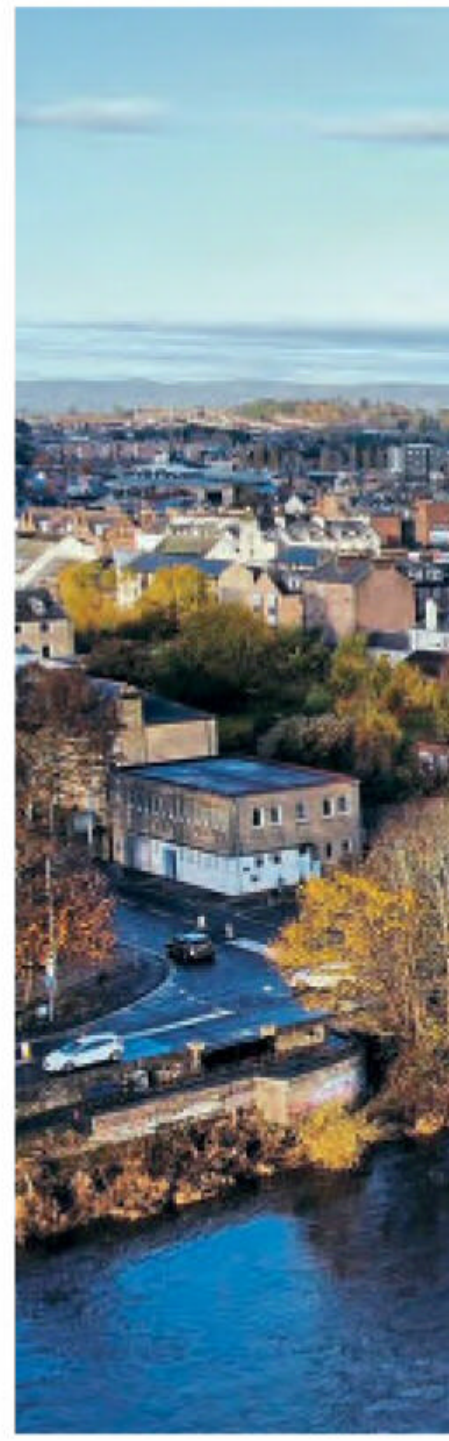
CLASS 720 No. 720568 was noted at Harwich International on October 11, working the 06.52 Harwich Town-Manningtree service and then worked back with the 07.24, the five-car 'Aventra' just fitting into the bay platform at Manningtree.

Class 317s in warm storage on the recommissioned second line to Dovercourt are now Nos. 317338, 317340 and 317510, No. 317501 being removed before the weekend of October 1-2.

Off-lease Class 321 Nos. 321407+321428 were moved from store at Worksop to Wolverton Works on October 18 by Class 57 No. 57310. They were followed on November 9 when No. 321332 made the same move behind Class 37 No. 37884.

After nearly a year out of service – and, it has been

A glorious autumnal scene at Barrow upon Soar (Leicestershire) on November 15 sees EMR's No. 222010 heading south with the 1B46/12.12 Nottingham to St Pancras. PAUL BIGGS



rumoured, used as a spare-parts donor for other Stadler Class 755 units in the interim – No. 755403 was noted at Ipswich on October 20 on a 5Q61 test run from Norwich Crown Point-Colchester with Class 755/3 No 755332 attached at the rear.

While it was at platform 2 waiting to leave for Colchester, Bombardier 'Aventra' Class 720 No. 720560 scheduled for the 1Y33/08.57 stopping service from Ipswich to Liverpool Street left and drew alongside on the middle road to enter Stoke Tunnel but it stopped abruptly having lost all power. It straddled the two lines at Ipswich for about 10 minutes until the driver rebooted the unit from both ends and successfully managed to get it underway.

No. 755403 re-entered traffic on October 25 working three diagrams between Norwich and Sheringham, followed by two runs from Norwich to Great Yarmouth.

Movements of Class 720 units reported include No. 720516 being top-and-tailed from Old Dalby to Wembley on October 25 by Class 47 No. 47727 and Class 56 No. 56081. Class 47 Nos. 47727+47749 moved Nos. 720524+720528 from Derby to Worksop on November 4, returning to Derby with No. 720575.

A further move back to Derby from store at Worksop followed on November 8 when Nos. 720530+720576 were moved by Nos. 47749+66702.

FOLLOWING refurbishment at Crewe LNWR, Class 170 No. 170425 returned home to Haymarket on October 26.

OBSERVATIONS of HST services at Sheffield on Tuesday October 19 found the 1V50/06.06 from Edinburgh to Plymouth headed by No. 43285 with No. 43357 at the rear of the train.

Later the same day, the 1S51/12.27 from Plymouth to Edinburgh was headed by No. 43366 with No. 43303 at the rear. The 1S53/15.35 from Bristol Temple Meads to Edinburgh had No. 43301 at the front and No. 43208 at the rear.

The following day a journey was made from Burton-on-Trent to Chesterfield on the 1S53/15.35 from Bristol Temple Meads to Edinburgh, which was led by No. 43366, with No. 43303 at the rear of the train.

CLASS 150 No. 150201 replaced the usual Class 158 on the 10.02 Sheffield-Leeds service on October 13, being observed passing through Woodlesford. A further change of diagram on November 3, through Woodlesford, was the use of Class 155 No. 155346 replacing the usual Class 158 on the 10.16 Knottingley-Leeds train delayed by 16 minutes due to a signalling problem. It ran back on the 10.58 train to Knottingley 14 minutes late but only as far as Pontefract Monkhill.

The 09.21 Blackpool to York service had technical problems on November 2 when Class 195 No. 195109 departed Preston 20 minutes late, losing paths, to arrive in Leeds over 30 minutes late where it was terminated.

THE driver training trips using Class 802 units on the West Coast Main Line continued with the 07.04 Craigentinny to Carlisle run on October 12, employing No. 802210. No. 802216 was observed on October 16 and 17. The following day it was a chance for No. 802214 to have a Monday trip out over the Northern Fells. The same unit was out again on October 23 working the 5Z20/09.40 Craigentinny to Carlisle diagram, followed on October 24 when No. 802211 was in use. When observed on October 31, No. 802217 was on the diagram.

Class 397 No. 397005 was taken north by Class 37 No. 37510 from Manchester Longsight to Brodies, Kilmarnock on October 19.

TransPennine 'Nova 3' coaching stock set TP01 was moved as the 5E13/09.41 from Polmadie to Gascoigne Wood on October 29 pulled by Class 37 No. 37601 *Perseus*, seen passing through Lancaster at 13.04.

Used for route learning on November 3, No. 185109 was on the 09.55 Hull-Leeds via Selby and Castleford and the 11.25 Leeds-Selby empty stock services. It was due to return on the 12.04 to Leeds and 12.49 back to Hull.

THE Class 67-hauled Cardiff to Holyhead service tends to alternate weekly. For the week commencing October 4, the locos were Nos. 67008 and 67014; from October 11 Nos. 67015 and 67017; from October 18 Nos. 67008 and 67014; and from October 25, Nos. 67015 and 67017. Unfortunately, these services tend to incur more than their fair share of cancellations/DMU substitutions, for a variety of reasons.

New Class 197 No. 197102 was moved from Donnington RFT to Crewe LNWR on October 19 by Class 66 No. 66414.

Former LNER Mk.4 coaches are passing through Doncaster Wabtec prior to entering service with TfW. On October 22, Class 57 No. 57310 moved GC02 (Nos. 82200+11320+10321+12326+12477+12224) and GC03 (Nos. 82227+11321+10330+12323+12461+12222) from store at Worksop.

MOVEMENTS reported of Class 196 units included No. 196002 being top-and-tailed from Donnington RFT to Tyseley on October 13 by Class 37 Nos. 37510+37611.

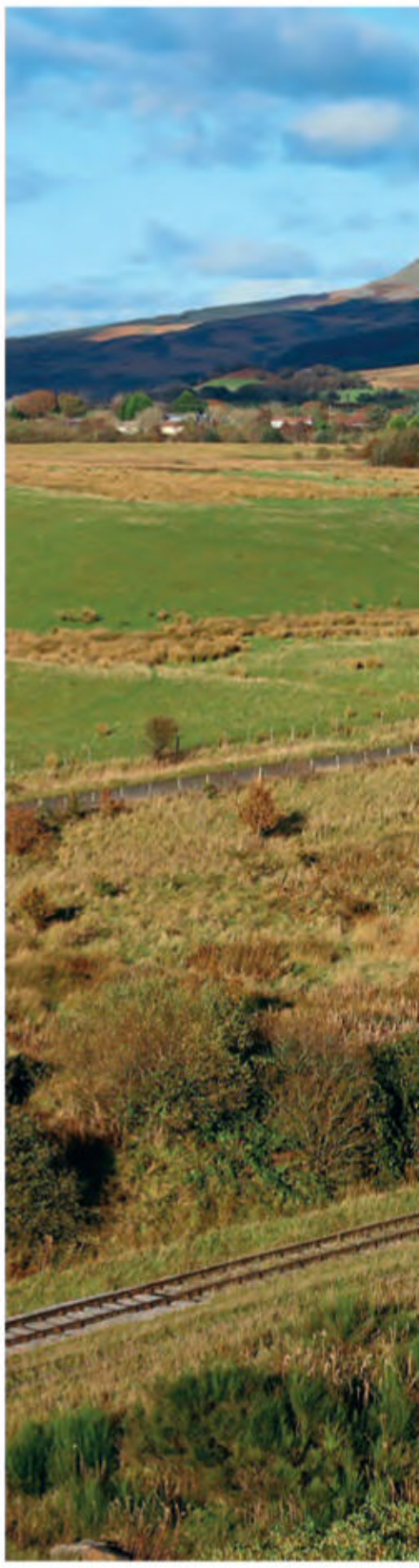
CLASS 156 units are passing through Wolverton Works, with No. 156922 entering the works on October 18 following a time in store at Barrow Hill.

A journey from Derby (dep

A great view over the River Tay as a ScotRail HST (Nos. 43150+43139) leaves Perth on a bright and sunny November 13 with the 08.41 Glasgow Queen Street-Aberdeen. FINBARR O'NEILL

Operations Track Record

A different view of the sea wall in Devon, taken by drone looking inland from over the water, finds a GWR Class 158 passing Coryton Cove, Dawlish, with the 1A77/08.55 Paignton to Taunton on October 30. TOM MCATEE



09.12) to Sheffield on October 19 using the 07.30 St Pancras International to Sheffield, formed of Class 222 No. 222009 proved uneventful. An attempt to repeat the same journey the following day was more problematic with the 07.30 shown on the Passenger Information Screens as running late as a result of a landslip, and apparently only arrived at Derby at 09.34. It was then terminated short at Chesterfield.

The following 08.03 from St Pancras International to Sheffield was cancelled, however, and in its place a train for Sheffield originated at Derby formed of No. 222002.

TWO Class 710 units from Old Dalby have arrived back at Derby: No. 710374 top-and-tailed by Class 37 Nos. 37510+37611 on November 5 and No. 710375 the following day.

NHS-liveried Class 700 No. 700111 was involved in an incident outside East Croydon on November 11. All services were halted whilst emergency services were investigating. Eventually platforms Nos. 4, 5 and 6 were reopened while Nos. 1, 2 and 3 remained closed.

Our correspondent boarded unit No. 700113, a Peterborough to Horsham service running 70 minutes late, before changing at Gatwick for a service to Brighton, which was No. 700114 running from Bedford as the Littlehampton services were suspended, and Class 377 No. 377146 worked the 18.30 Brighton to Southampton service. In all it took four hours to travel from East Croydon to Worthing.

CLASS 37 No. 37884 *Cepheus* paused at platform 5 in Peterborough at 15.20 on October 11 as it hauled Southeastern Class 465 units Nos. 465242 and 465248 as the 5Q26/10.59 Gillingham EMUD-Worksop Up Reception. A week later on October 18, the same Class 37 took Nos. 465238+465249 on a similar diagram. Three days later on October 21, No. 465240 followed, hauled by Class 57 No. 57310. The Class 37 was back again on October 25, to move Nos. 465239+465243, followed on October 28 with Nos. 465235+465237, the last to go to Worksop. Two sets Nos. 465004+465017 were returned to Gillingham from Worksop on October 29, by No. 37884.

The former SWR Class 707 units being transferred to SET and gradually entering traffic are now branded 'City Beam' trains. A preview service has been introduced for the autumn, which will be followed by the full service in 2022, when all 30 units will have transferred from South Western Railway. The preview service consists of three diagrams each operated by a pair of Class 707.

One diagram sees a pair of Class 707 units work the 2T41/08.15 from Cannon Street to Cannon Street via Slade Green, and then stable at Cannon Street station until working the 2T69/15.16 from Cannon Street to Cannon Street via Bexleyheath and Slade Green. A visit to Cannon Street a little after midday on October 6 found blue Nos. 707009 and 707010 on this diagram standing at platform 5. Whilst red Nos. 707008 and 707005 arrived at platform 6 forming empty stock the 5Z47/13.14 Orpington to Cannon Street giving an opportunity to see a red and blue train standing side by side. Train 5Z47 presumably operated for the purposes of crew training.

Still on October 6, a journey was made from Charing Cross to Dartford via Crayford on the 2N76/14.18 from Charing Cross to Gravesend, which was formed of blue Nos. 707012 and 707011.

SOUTHERN Railways continue to suffer from unit failures and October 7 was not a good day. The 05.58 Three Bridges to Southampton diagrammed for Class 377 No. 377433 failed at Three Bridges prior to leaving the sidings. It eventually went at 13.00 to Selhurst Depot.

The 06.19 Gatwick Airport to London Victoria failed in the sidings at Gatwick and unit No. 377413 was sent to Brighton Depot for attention.

Due to the above failures, the 07.45 Victoria to Littlehampton was formed of single unit No. 377411 instead of the booked two units. On arrival at Littlehampton, No. 377411 formed the 09.43 to Brighton Depot. Class 313 No. 313203 was still out of traffic on October 7 and No. 377443 was substituted to cover the 313 diagram and also for the following day.

The Brighton Main Line was closed on October 9 for engineering work resulting in diversions to Littlehampton for the Brighton to London services. Class 387s Nos. 387210-13/16/17/19/20-25/27 were all noted at Littlehampton along with Class 377 Nos. 377111/13/45/59, 377409/25/35-37/68.

The full working of the Class 313 diagrams was noticed on October 9, with Nos. 313202/04/05/07/08/10/13/17 all in service, only to be spoilt by the damaged window in the driver's cab of No. 313213, which was taken out of service at Brighton to be repaired and Class 377 No. 377146 was the replacement for the rest of the day.

The 19.00 Brighton to Portsmouth Harbour terminated at Worthing on October 18 due to low power on Class 313 No. 313220. Passengers were detrained and No. 313220 returned to Brighton Depot whilst No. 313210 being spare at Littlehampton was used as ECS to Barnham to start the 20.29 ex Portsmouth Harbour service from Barnham.

Engineering work between Littlehampton and Brighton saw the line closed on October 24 for track work at West Worthing removing a set of points. Class 70s Nos. 70806+70811 in top-and-tail mode with about a dozen ballast wagons and a tamper machine were present. Also on October 24, the 10.41 Littlehampton to Southampton was cancelled due to a fault on No. 377127, but the unit was repaired by fitters for the next working, the 14.11 to Portsmouth Harbour.

October 25 saw a few alterations to the morning peak. The 04.36 Brighton Depot to Bognor Regis was diverted into Littlehampton formed of Nos. 313211+313204 for crewing purposes. No. 313204 then worked the 06.43 service to Portsmouth Harbour and No. 313211 the 07.51 to Portsmouth & Southsea. Meanwhile No. 377438 worked the 05.29 service to Bognor Regis and returned to Littlehampton, arriving at 07.33 to work the front portion of the 07.42 to London Victoria along with No. 377115. Class 377 No. 377153 replaced a Class 313 on the Portsmouth, Bognor Regis and Littlehampton working also on October 25.

Class 377 No. 377426 was substituted on a Class 313 diagram on November 2 on the Littlehampton, Bognor Regis and Portsmouth services.

A CORRESPONDENT travelled on the 16.34 from Winchester to Wareham on October 16, a SWR Waterloo to Weymouth service. At Southampton Central the train was held for over 30 minutes and it was announced by the guard that the service was unable

The Nant Helen opencast mine and adjacent Onllwyn Washery in South Wales are due to end operations by the end of the year, and thus the remaining coal train workings on the branch from Neath. On November 4, DBC's still EWS-branded No. 66171 picks its way out of Onllwyn with the 6E09/13.54 to Immingham. JAMIE SQUIBBS

DB Cargo's sole operational Class 60 in ex-EWS livery, No. 60065 *Spirit of Jaguar,* was in action on the 6E02 Toton Up Sidings to Boston Sleaford Sidings steel working on November 2 – seen getting underway at Toton Junction. JACK TAYLOR

to proceed, as the line was blocked ahead at Sway by a broken down CrossCountry service. It was also stated that engineers were attending and trying to repair it. After eventually departing from Southampton, the train reached Brockenhurst and it was apparent that the broken-down train had caused serious problems as all platforms were occupied with waiting trains, including a Poole stopping service that had been put into the Lymington branch platform.

As the service left Brockenhurst, the Lymington branch train was noted stopped at a red signal near the site of the old Lymington Junction, waiting access into Brockenhurst station. The approach to Bournemouth was slow, and again there were numerous trains in all platforms. An unidentified CrossCountry Class 220 was noted in the stabling point, possibly the broken-down train? The service eventually arrived at Wareham some 50 minutes late. Praise must be given to the guard on the train at Southampton who certainly kept passengers informed about the delay and also the guard who took over at Bournemouth who kept apologising for the late running. Very good customer service from the SWR crews.

The Fulwell curve, between Strawberry Hill Junction and Fulwell Junction, is used regularly for trains between Shepperton and Waterloo via Richmond during the rush hours on Mondays to Fridays. The curve does not have a regular service at weekends. As a result of engineering works on Sunday, October 17, there were no trains through Kingston and a bus operated from New Malden through Kingston to Twickenham. The hourly Shepperton branch service was diverted via Richmond and used the Fulwell curve.

New Class 701 units reported include No. 701034 being moved from Derby to Eastleigh by Class 47 No. 47749 on October 19. This was followed on October 25 when No. 701035 was moved by No. 47749 from Derby to Wimbledon. On November 9, No. 701036 was top-and-tailed from Derby to Worksop by Class 47 No. 47749 and Class 66 No. 66702. The pair then returned No. 701033 to Derby.

Very strong winds across Hampshire caused major disruption on October 31. A tree was brought down across the tracks near Swanwick, west of Fareham, at about 08.50. As a result, no trains could pass west of Fareham for much of the day. This added delays to services already diverted due to engineering possessions between Basingstoke and St Denys, CrossCountry services were being diverted via Guildford and Fareham, SWR running via Epsom and Fareham to reach Southampton. The first train to be affected was the 08.30 Southern service from Southampton Central to Brighton, which was held at Swanwick until 11.53, leaving 184 minutes late, and eventually arriving at Brighton at 13.52, 209 minutes late.

Other examples were 1W19 Waterloo to Weymouth, formed of Class 444 Nos. 444005 and 444033, which arrived at Fareham at 09.48 and departed at 12.02, thence terminating at Southampton Central. The 08.00 Southern service from Brighton to Southampton was terminated at Fareham at 09.37, returning to Brighton at 10.54 as service 1N17.

The 09.38 SWR service from Portsmouth Harbour to Southampton Central was held at Cosham for 115 minutes, eventually leaving Fareham at 11.51 and arriving at Southampton at 12.44, 125 minutes late. The 08.55 from Waterloo to Weymouth was eventually terminated at Bournemouth at 15.17, 223 minutes late.

Charter Trains

THE Belmond British Pullman train worked a 1Z84/16.39 from Oxford Parkway to London Victoria on October 27, being seen at Reading station. The train was top-and-tailed by Class 67 Nos. 67024 and 67021, both locomotives in smart Pullman livery.

DB Cargo

THE 6M51/06.24 Millerhill to Carlisle New Yard passed Thankerton hauled by Class 66 No. 66055 on October 12.

A Lindsey-Jarrow-Lindsey oil train on October 13 was hauled by Class 60 No. 60074.

Scrap metal trains reported included on October 13 Class 66 No. 66050 on a regular Liverpool-Kingsbury-Liverpool diagram. This was followed on October 17 when No. 66055 had charge of a Liverpool-Saltley-Liverpool working. The following day No. 66055 was in use again on a Liverpool-Swindon-Liverpool turn. On October 21 No. 66068 worked a Cardiff Tidal-Sunderland-Cardiff Tidal diagram. On the same day, No. 66095 was on the regular Liverpool-Saltley-Liverpool circuit. No. 66056 was reported

Type 1s Nos. 20007+20205 depart Chaddesden Sidings, Derby, on November 8, with the 5Z55/11.46 Derby RTC to Kidderminster SVR conveying the new Bayer weedkilling train for further testing. STEVE DONALD

in use on November 1 on a Liverpool-Swindon-Liverpool move.

DB-liveried Class 66 No. 66001 hauled a single Network Rail Ballast Feeder from Carlisle (dep 14.35) to Crewe on October 15, observed through Lancaster at 16.11.

The regular Tallington to Isle of Grain concrete segment train was observed on October 18, hauled by Class 66 No. 66047.

Observations of the Boston steel trains produced Class 60 No. 60024 on October 18 working from Bescot to Boston, returning to Swindon. Two days later No. 60024 was in charge working Bescot-Boston-Wolverhampton. Unusually on November 2 the Toton yard shunter No. 60065 was used to work from Toton to Boston and back to Toton.

Although electricity charges are at a high level, DB is still using electric locomotives as on October 19 when DB Class 90s Nos. 90020 and 90036 *Driver Jack Mills* pulled the fully loaded Mossend (dep 07.55) to Daventry container train.

New for this year has been the use of DRS Class 88s on the RHTT workings in East Anglia – believed to be the first time an electric loco has been used on such 'leafbusters'. Here No. 88004 heads a Stowmarket to Stowmarket circular through Hockley, Southend Victoria branch, on November 3. STUART CHAPMAN

Observations of biomass trains serving Drax Power Station, formed of Drax wagons, seen at Barnetby on October 21, included Class 66 No. 66088, in EWS livery with DB logos, working on a Drax to Immingham Biomass Loading Point train. A little later No. 66109, in blue livery and lettered for PD Ports, came through on a train from Immingham Biomass Loading Point to Drax Power Station.

On the same day, oil trains at Barnetby included Class 60 No. 60017, working a train from Humber Oil Refinery to Kingsbury Oil Sidings held by platform 4 at Barnetby so that Class 158 No. 158780 forming the 14.41 East Midlands train from Grimsby Town to Leicester, could pass having first stopped at platform 3. The oil train was formed of TEA tankers.

Trains serving Scunthorpe Steelworks were also observed, all powered by Class 66s and included No. 66128 on an Immingham BSC Ore Terminal to Scunthorpe Santon Foreign Ore Terminal train; No. 66087, on a Scunthorpe BSC Coal Handling Plant to Humber International Terminal train; No. 66128 returned, now on a Scunthorpe Santon Foreign Ore Terminal to Immingham BSC Ore Terminal train; finally, No. 66054 was on an Immingham BSC Ore Terminal to Scunthorpe Santon Foreign Ore Terminal train.

ON October 6, Class 66 No. 66523 was seen passing Hanwell station at the head of train 4L36 from Wentloog to Felixstowe North Freightliner Terminal. Also seen was the 7A09 from Merehead Quarry to Acton Terminal Complex, passing Hanwell station behind Class 59 No. 59202 looking very bright in its orange livery.

Class 66 No. 66563 was seen between Raynes Park and Motspur Park at the head of the Acton Terminal Complex to Tolworth Day Aggregates train on October 13.

No. 66610 was observed passing Thankerton about 75 minutes early with the 6S62/22.18 Tunstead Sidings to Viewpark Sidings, Uddingston on Tuesday, October 12. On the same day, an additional multi-coloured light locomotive move was observed passing Thankerton when Class 90 Nos. 90019 and 90026 hauled 90037 as the 0M25/08.23 Mossend Euroterminal to Crewe.

Class 90s are visiting Wolverton Works for repainting. On October 19, Class 66 No. 66598 delivered Nos. 90004+90007 from Crewe Basford Hall, returning north with newly painted No. 90008.

A shunter doing shunting work, as AV Dawson's red-liveried No. 08600 works potash containers at Middlesbrough Goods Yard on October 27. TONY WINWARD

Operations Track Record

Network Rail's track recording unit No. 950001 passes Water Orton on November 4, while running all the way back from Truro in Cornwall to Derby RTC – and at the time was 138 minutes early! CHRIS MILNER

An unusual combination of Class 66 No. 66598 and Class 70 No. 70011 was noted as a light engine movement on the 11.15 Leeds Midland Road-Crewe Basford Hall on October 13.

Freightliner Class 66 No. 66548 pulled a rake of empty container flats from Crewe (dep 07.50) to Kilmarnock's Barassie Yard on October 22.

On October 20, noted from a passing train, Class 70 No. 70020 was stabled at Earles Sidings. It is thought to have worked in on a train of cement tankers, which were also in the sidings, from Dewsbury Blue Circle. English Electric Type 1, numbered 3 (formerly No. 20906) from Hope Cement Works was in the headshunt at the sidings.

DRS

THE 09.53 Scarborough-Leeds light engine movement is becoming a regular feature of a Class 68 through Woodlesford. On October 13 it was the turn of No. 68026.

With increased charges for electricity, mid-October saw DRS use diesel power instead of Class 88s. The Mossend to Daventry (dep 05.48) container train on October 15 was pulled by DRS Class 68s Nos. 68001+68004, seen passing through Lancaster at 08.53. This is normally a single DRS Class 88 working. The 12.24 Daventry to Mossend fully loaded container train on the same day was hauled by Class 66 Nos. 66430 and 66432. This is also normally a DRS Class 88 working. Later, the 12.52 Daventry to Mossend was pulled by Class 68 Nos. 68006 and 68018.

Class 37 No. 37423 pulled Class 88 No.88010 *Aurora* from Carlisle (dep 08.45) to Crewe on October 16.

DRS blue-liveried but unbranded Class 57 No. 57310 *Pride of Cumbria* ran light on October 17 from Derby (dep 10.29) to Kilmarnock via Manchester.

Severe disruption occurred on the West Coast Main Line on the afternoon of October 18 when Class 88 No. 88007, working the 4S43/06.23 Daventry to Mossend Euroterminal, was declared a failure between Greskine and Harthorpe Viaduct at about 13.10 and advised that assistance would be required. A number of both passenger and freight services were trapped behind the failure. A 1Z99 was dispatched from Carlisle to assist, but the rescue loco reportedly ran into difficulty with technical issues. Single Line Working was put into operation between Beattock and Beattock Summit to clear the trapped services. The 08.43 Euston to Edinburgh Waverley worked by No. 390127 passed Thankerton approximately two hours and forty minutes late. The 6S50/12.11 Carlisle to Millerhill train worked by No. 66050 was about two hours late passing Thankerton. The 15.40 Glasgow Central to Euston, operated by No. 390013, was delayed by the Single Line Working and then lost its path, eventually arriving in Euston just shy of an hour late. Other services operating on the WCML were terminated at Carlisle and Preston, or were cancelled as a result of the inability of down services to arrive at Glasgow or Edinburgh and form their return workings and the resultant displacement of crews.

Eventually Class 66 No. 66431 was dispatched from Motherwell and, on arrival at Beattock Summit, crossed to the down line to proceed to the front of the failed train. It was reported that 4S43 began to move at 16.52 and was observed passing Thankerton at about 18.00 with No. 66431 working really hard. Arrival at Mossend Euroterminal was reported as 290 minutes late.

Class 88 No. 88008 *Ariadne* pulled a train of short-wheelbase NR ballast wagons from Carlisle (dep 12:39) to Crewe on October 19.

The nuclear flask train from Dungeness EDF Energy stabling point joining the mainline at Appledore (Kent) on October 20, was hauled by Class 88 No. 88002 *Prometheus* and Class 68 No. 68016 *Fearless*, both in DRS Compass Livery. They had waited just outside the station at the end of the Dungeness branch for the 16.59 Marshlink service formed of four-car DMU No. 171803 to clear the single-track section from Hastings and depart along the double track section to Ashford International. The two locos and their two flask wagons then came off the branch and entered the Ashford-bound platform to wait for the DMU to clear the section to Ham Street before getting the green light to depart.

Class 88007 *Electra* + DRS-liveried Class 66 No. 66122 ran, on October 22, as a light engine duo from Carlisle (dep 12.14) to Crewe.

Class 66 No. 66122 pulled a train of long CWR track lengths from Sellafield (dep 09.35) to Crewe on November 4. Later that afternoon, also seen passing through Lancaster, DRS Class 68 No. 68017 and Class 88 No. 88010 (with pantograph raised) pulled a short train of 60ft lengths of rail from Carlisle (dep 13.33), again heading for Crewe.

Class 88 No. 88001 ran light from Carlisle (dep 08.43) to Crewe on November 6. Later that morning, DRS Class 68 Nos. 68002+68016 pulled a single flask from Sellafield to Crewe via Barrow.

GB Railfreight

A VISIT to Peterborough on October 11 witnessed 13 Class 66s passing through in an eight-hour period, most notable of which was No. 66797 on the 6L32/06.58 Doncaster Up Decoy-Whitemoor Distribution Centre and the 6E30/11.34 Whitemoor DC-Doncaster Up Decoy with engineering equipment. No. 66786 worked the 4L76/10.07 Peterborough MPD-March Up Yard and return to Peterborough MPD. No. 66769 *LMA League Manager's Association* was on the 4L13/11.14 Doncaster Railport-Felixstowe North. At 17.05 a quartet of light engines from Whitemoor Yard-Peterborough MPD passed with No. 66752 *The Hoosier State* leading Nos. 66749 *Christopher Hopcroft MBE 60 Years Railway Service*, 66768 and 66750 *Bristol Panel Signal Box*.

In connection with the COP26 Climate Change Summit

The striking-looking Linsinger SF06-UK milling machine, Nos. DR 79102+79103, passes Camden Road (North London) on November 11, running as the 6Q01 from Welwyn Garden City to Rugby, just as GBRf's No. 92044 passed with a route learning trip from Wembley Intercity Depot to the nearby York Way incline. **IAN D SINCLAIR**

in Glasgow at the start of November, and the demand for extra aviation fuel for the numerous private jets being employed to bring world leaders to the conference, GBRf moved two rakes of VTG oil tanks from Wembley to Prestwick airport, both hauled by Class 66 No. 66793 – the first rake on October 13, the second on October 27.

Class 66 No. 66744 was noted passing Woodlesford (West Yorkshire) on October 13 on the loaded aggregates train forming the 08.25 Rylstone-Tllcon to Scunthorpe Anchor service

Newly-named No. 66795 *Bescot LDC* was noted at Harwich Refinery on October 13 preparing its empty condensate tank consist for the 6P41/09.57 diagram to North Walsham, and duly returned with a loaded consist the following day. This is the fourth ex-Swedish Class 66 to have now visited the Refinery following Nos. 66790/91/92.

An MoD working on October 18 saw Class 66 No. 66710 run from Kineton to Carlisle and Longtown. The following day, it came south from Longtown to MoD Castle Donington, returning to Kineton on October 21. A further move reported occurred on October 26 when No. 66745 worked a Marchwood-Kineton diagram.

Class 66 No. 66712 *Peterborough Power Signalbox* was noted passing through Ipswich station on October 20 at 08.37 bound for the Harwich Refinery some 30 minutes late having set off from nearby Felixstowe. It returned through Ipswich later at 11.36 with 18 empty condensate tanks on 6P41 to North Walsham, now just 15 minutes late. The loaded return journey was completed the following day after an overnight stay in Ipswich Reception sidings. A week later, it was the turn of classmate No. 66769.

On October 21, Class 66 No. 66781 was seen passing Barnetby on the Down Cleethorpes Slow line heading the 6M81 from Immingham Humber International Terminal to Ratcliffe Power Station.

A trio of Class 66s Nos. 66703+66799+66772 worked an engineer's train from Hoo Junction to Whitemoor yard on October 25.

Class 66 No. 66752 noted passing Woodlesford on November 3 on the 08.25 Rylstone Tilcon aggregates train to Scunthorpe Anchor

COLAS RAIL

OBSERVED working through Thankerton on October 23 was Class 70 No. 70802 on the 6S36/08.32 Dalston Oil terminal to Grangemouth.

Class 56 No. 56105 worked the regular Grangemouth to Sinfin oil tanks on October 23 and November 7.

Colas Rail tamper No. DR73936 was stabled in Lancaster's downside south siding on November 5 having arrived from Rugby at 12.54. Earlier that afternoon at 12.48 No. DR73947 passed through Lancaster en route from Hellifield to Preston.

WEST COAST RAILWAYS

WCR Class 57 Nos. 57313+57601 departed Lancaster at 07.07/1Z65 on November 5 top-and-tailing a set of Pullman liveried 'Northern Belle' coaches bound for Oxford via Manchester Victoria and Rugby.

Locomotive Services

IN preparation for the following week's half-term 'Staycation Express' over the Settle & Carlisle line, LSL's green and silver-liveried Class 43s Nos. 43058+43059 ran, on October 22, empty stock from Crewe (dep. 13.40) to Carlisle.

LSL's Midland Pullman-liveried HST set – Nos. 43046+43055 – passed through Lancaster at 18.37 on October 25 on a 556 mile journey from Fort William to Reading via Kidderminster and Swindon.

With both engines working LSL's green-liveried Class 37s Nos. D6817 (37521) and D6851 (37667) ran light on November 2 from Carlisle (dep. 08.00) to Crewe.

DC Rail

DC's Class 60 No. 60029 *Ben Nevis* worked the 6Z28/07.08 Derby Chaddesden Sidings-Brandon Down Sidings with loaded stone through Peterborough on October 11. Later that day, classmate No. 60028 in its Cappagh Blue livery also worked through the station light engine as the 0Z70/13.18 Willesden DC Rail Sidings-Leicester LIP.

Class 56 No. 56091 was out on test on October 14 with Class 60 No. 60046, the pair working from Leicester to Chaddesden where they collected a rake of 21 JNA bogie box wagons, which they took through to York Holgate before returning to Chaddesden.

Subcontracted from GBRf, Class 60 No. 60055 worked the Bow to Burton spoil train on November 1, returning the empties to Bow. This was followed on November 4 when No. 60028 was in charge, returning the empties to Ferme Park.

Sims Metals, Newport

ARRIVALS at the yard included Class 365 EMUs Nos. 365517+365531 on October 14, brought south from Crewe by Class 37 No. 37884.

A pair of Class 315 EMUs followed on October 25 when Nos. 315818+315834 were delivered from Ilford by Class 57 No. 57310. Two days later, HST power cars No. 43061+43075 made their final journey from Long Marston to Newport hauled by Class 57 No. 57312.

A further delivery on November 8 had Class 57 No. 57310 bring Class 315 No. 315819 across from Ilford.

Derby RTC & Network Rail

OBSERVED on October 13 was the 1Q26/07.56 Slateford Depot to Crewe Carriage Sidings NMT with HST power cars Nos. 43290+43299 top-and-tailing vehicle Nos. 975984, 975814, 977993, 977994 and 977995.

Colas Rail's Class 37 No. 37254 *Cardiff Canton* was sighted at Manchester Piccadilly on October 13 while working 3Q27 Longsight to Longsight (via Ashburys, Marple, Peak Forest and Buxton) Network Rail Structure Gauging Train.

Class 73 Nos. 73962 *Dick Mabbutt* and 73965 visited Littlehampton twice on October 18, top-and-tailing vehicles Nos. 6264+5981+977868+72612 as the Tonbridge to Tonbridge Network Rail Train. The train also ran to Brighton.

A Colas-worked test train was seen reversing at Derby station on October 19 whilst working from Derby RTC to Cardiff Canton Sidings. On departure from Derby, the train was headed by Class 37 No. 37175, with No. 37116 at the rear, and consisted of radio Survey coach No. 9481, brake force runner No. 72639, laboratory No. 977974 and generator No. 6262.

Network Rail test unit No. 313121 was hauled south from Old Dalby to Eastleigh by Class 66 No. 66745 on October 25.

Colas Rail Class 37s No. 37219 and blue-liveried No. 37610 top-and-tailed a rake of Network Rail track inspection rolling stock from Derby to Carlisle via Whitehaven on October 26.

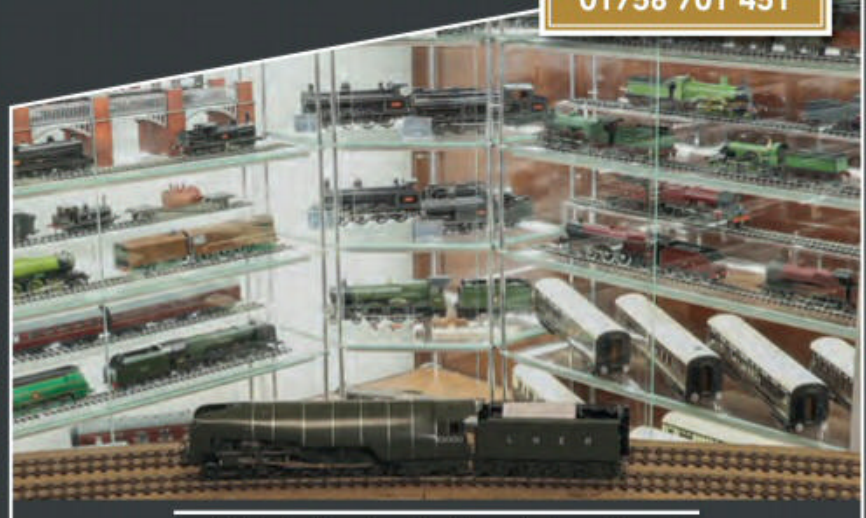
Class 73 Nos. 73962+73965 were in Littlehampton on October 28 working the Eastleigh, Portsmouth Harbour, Littlehampton, Portsmouth Harbour and Eastleigh Network Rail Train consisting of Nos. 977969+977974+72639+9481.

Our thanks

THE Railway Magazine's thanks for information go to: Mike Bechley, Bob Bunyar, Gordon Casely, Gene Collins, Mike Cooper, Alan Deans, Kevin Driscoll, Lionel Goulder, Barry Knock, Sean Morris, Richard Moxon, Roger Phillips, Mark Reynolds, Terry Smart, John Smith, Jake Wallace, Ian Walton, Craig Wellum and Chris West.

EllisClark TRAINS

Call Us!
01756 701 451



WANTED

INTERESTED IN SELLING *YOUR* COLLECTION?

WE TRAVEL & VIEW IN PERSON • FRIENDLY & PERSONAL APPROACH • SPECIALISTS IN *LARGE* COLLECTIONS

For over a decade, we have been purchasing model railways, die-cast & railwayana, including some of the largest single-owner collections the market has seen.

We usually operate by viewing & offering on collections in person, most often without the need for a list, however we are happy to make offers from lists.

I, Ellis, work on the basis of a friendly, professional & down-to-earth approach, purchasing all scales & eras, alongside Continental & American, with a specialised knowledge of 7mm finescale O gauge.

Please feel free to give us a call to discuss your needs

And in case you were wondering...
Albert is the dog.

CONTACT ELLIS... OR ALBERT

Get in touch!
ellisclarktrains.com
ellis@ellisclarktrains.com | 01756 701 451 | Unit 2, Toller Court, Shortbank Road, Skipton, BD23 2HG

JOIN RCTS THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY TODAY

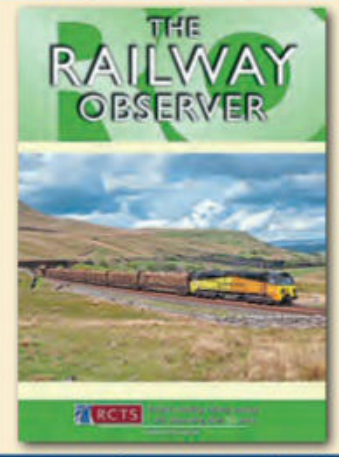
HALF PRICE

Membership Special Offer
until December 2022
New Members Only
Terms and conditions apply

For further information visit
www.rcts.org.uk/join
Or by post write to Mrs. Vron Cooke, 60 Hayse Hill, Windsor, SL4 5SZ

'The Society For All Railway Enthusiasts'

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



Monthly features include:

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

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

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

Tours are back!

COVID numbers are down in Northern India and Bangladesh and the current situation is that there is freedom to travel with no major hindrances either to or from India.

Darjeeling Mail 14 Feb-3 March 2022

An historic run. We'll get as close as we can to following the route of the Darjeeling Mail from the 1940s depending on the reopening of India's land borders with Bangladesh.

Tour Kolkata by private vintage tram and see India's busiest station at Howrah. Ride through Bangladesh on its broad and metre-gauge lines. Two days Dhaka, including a ride on the famous "rocket boats" and a visit to the Prabatipur Diesel Works in Bangladesh – even a visit to see the elephants at Gorumara. Plus the highlight – the famous Darjeeling railway, including a three-course dinner while steam hauled through the forest, plus steam-hauled charters over the whole of the available length!

Kangra Valley 13-31 March 2022

Experience India's colourful ambience with plenty of sightseeing. Ride the Kalka - Shimla line with a short steam charter at Shimla. Three days on the magical Kangra Valley Railway and a visit to the Shanan Power Station. Time in Amritsar and the unbelievable Golden Temple. Also a visit to the National Railway Museum in Delhi and a steam train on the main line from Delhi to Rewari. You will also have time to explore the Pink City of Jaipur Visit India's top sanctuary for bird-watching at Bharatpur and a real taste of the past with a ride on the narrow-gauge from Dhaulpur

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.

We can only give a brief description here so please see our website or call us for more information.

Darjeeling Tours Limited

ATOL 10045 PROTECTED

+44 (0)208 249 8943

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

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

Premier Rail Pits

Improve the efficiency of your workshop with our range of pre-fabricated steel maintenance and inspection pits, built to CE certified standards

Premier Rail Pits offer the following benefits:

- Welded construction to ensure a water tight finish
- Quicker installation time compared to precast concrete
- High quality finish
- All internal service ducts fitted prior to installation
- Easy to clean
- Rail attachments fitted prior to installation
- Full or part installations are available

A full range of accessories and safety products are also available

Tel: +44 (0)1775 821222 - Email: info@premierpits.com
Web: www.premierpits.com

COMPILED BY
GARY
BOYD-HOPE

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

Second public consultation on DART+ South West line

LATE November saw Iarnród Éireann-Irish Rail (IÉ) carry out a second round of public consultation on its proposed DART+ South West route, which seeks to electrify existing lines between Hazelhatch & Celbridge and Dublin Heuston stations.

The scheme is part of the wider DART+ Programme and is being funded by the National Transport Authority under the Project Ireland 2040 banner. Also included in DART+ South West is the electrification of the route from Heuston to Glasnevin via Phoenix Park Tunnel, quadrupling of the line from Park West & Cherry Orchard into Heuston, thereby extending the works completed on the route in 2009. Phoenix Park Tunnel will be upgraded to allow for significant extra services, and a new station will be constructed at Heuston West.

Feedback

The first round of public consultation took place during the summer, the feedback from which enabled the project team to revise the plans into the current DART+ South West Preferred Option. The main differences to the designs are the proposed station at Heuston West, and the locations for certain substations, construction compounds and other railway infrastructure.

Upon completion of this consultation the feedback will be analysed and used to inform the subsequent design development. The plan is to then submit a Railway Order application to An Bord Pleanála in mid-2022.

RPSI main line steam returns in Northern Ireland

Although society says there will be no Dublin steam this year.

GNR(I) 4-4-0 No. 131 rushes through Clipperstown with the 'Wizard's Express' from Belfast Lanyon Place to Whitehead Excursion on October 30. CHARLES FRIEL

THE first public steam-hauled trains to be operated by the Railway Preservation Society of Ireland (RPSI) in almost two years ran on October 30/31, heralding a return to main line operation on the Northern Ireland network.

GNR(I) 'Q' 4-4-0 No. 131 had the honour of working the RPSI's first trains since December 21, 2019, having initially ventured back onto the network on October 2 to work a series of light engine and Empty Coaching Stock (ECS) runs between Whitehead, Carrickfergus and Greenisland. These trial runs were operated to fully test the society's Mk.2 stock and reassess crews ahead of the Halloween-themed 'Wizard's Express' runs at the end of October.

For these services No. 131 was scheduled to work two return trips between Belfast Lanyon Place and Whitehead on the Saturday and Sunday, with the loco working the ECS out and back at the beginning and end of each day. The weather was favourable on the Saturday, loadings encouraging and the mood buoyant as the 1901-built 4-4-0 returned to doing what it does best.

Disappointingly, the Sunday's trains did not go according to plan. The morning service arrived at Whitehead from Lanyon Place as planned, but prior to its return a fault was discovered with the central door locking on the Mk.2s, which resulted in the set being failed. The society's strong relationship with Translink NI Railways then came into play; the rail operator ferrying passengers back to Belfast on a service train, then laying on a special 3000 Class Railcar to cover the 13.30 Belfast-Whitehead 'Wizard's Express', ensuring that those passengers who wished to could still enjoy their planned trip out. The fault with the Mk.2s was eventually rectified during the following week.

The RPSI is now continuing with its preparations for the return of its popular 'Santa Specials', which like the Halloween trains will run twice daily between Belfast and Whitehead on December 4/5, 11/12 and 18/19 (subject to confirmation). Again No. 131 is lined up to work these festive services.

However, the situation in the Republic of Ireland is not quite so positive, with the RPSI's Dublin Operations team announcing that it will not be running any railtours or 'Santa Specials' this year. A statement released by the society said: "After a period of consultations with our volunteers and staff we regret to state that our Dublin-based Santa trains will not be running this year. With ongoing monitoring of the current situation and trends of Covid-19, and with the interest of our volunteers, Iarnród Éireann-Irish Rail staff and passengers in mind, we feel that running the Santa trains during this time would pose an unnecessary risk.

Painting begins on RPSI's No. 134 at Inchicore Works

THE restoration of the Railway Preservation Society of Ireland's GM 121 Class No. 134 at Inchicore has seen the loco enter the Paint Spray Facility. It was given the most thorough preparation possible, seeing decades-worth of old paint removed to reveal the bare metal, and in the process revealing the original yellow chevrons. The bogies were also given a thorough clean, the window apertures masked up and doors sealed. The traction motors underneath the loco were also protected before spraying of the grey primer commenced. Several coats were built up, setting the loco up for the next stage that will see final preparation before No. 134 receives its new top coat of grey and yellow. No. 134 is pictured following treatment on November 10. PICTURE: GERRY MOONEY

Funds sought for *Merlin* lubricator

THE RPSI has launched a £3000 appeal to buy a Wakefield mechanical cylinder lubricator for GNR(I) 4-4-0 No. 85 *Merlin*.

The Class 'V' Compound is currently fitted with a non-authentic Silvertown lubricator. The lubricator is one of two fitted to the loco, and is used to feed oil to the cylinders, valves and glands. An opportunity has arisen to acquire a lubricator of the correct pattern.

Visit www.steamtrainsireland.com/appeals for details.

Former NIR 'Thumper' railcars gain welcome attention in the spotlight at Downpatrick

THE Downpatrick & County Down Railway (DCDR) has taken advantage of its ongoing temporary closure by using the down time to progress the refurbishment of its ex-Northern Ireland Railways (NIR) 80 Class 'Thumper' unit.

In late September, Driving Trailer No. 749 was drawn out of the workshop and into the open air the first time since 2019, marking the completion of an extensive refurbishment that has seen it return to almost-1978 appearance. The two 80 Class power cars, Nos. 90 and 69, were used to perform the shunt, which resulted in No. 69 taking No. 749's place in the workshop for attention to its roof.

Volunteers have been painstakingly removing the old and flaking roof paint, which when finished will allow the roof vents to be sealed to prevent any further water ingress.

Meanwhile the DCDR's 450 Class Railcar No. 458 was out on the line during the autumn for driver training and crew familiarisation, in doing so making its first runs to Inch Abbey under its own power. No. 458 is no stranger to the station at Inch Abbey, having previously served as the line's buffet train there. However, owing to a maintenance backlog the Railcar was unable to take itself there, instead it had to be propelled by a separate locomotive.

Since then, No. 458 has been returned to operational condition, enabling it to make its first independent runs since December 2014. In doing so it became the first train to traverse the line since the beginning of the Covid-19 pandemic.

At the time of writing the DCDR was finalising its plans to reopen in time to run a series of pre-Christmas festive specials – details to be announced.

COMPILED BY KEITH FENDER

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

SNCF loses out in first French rail tender

FRENCH Railways (SNCF) has lost one of two tenders for regional rail passenger services in the south of France. These were the first tenders anywhere in France, although other regions are also now tendering services.

The Provence-Alpes-Côte d'Azur regional government awarded operation of the Marseille-Nice line to transport firm Transdev, who will provide a new fleet of EMUs, replacing mostly SNCF electric loco hauled trains, and double service frequencies from seven to 14 train pairs daily.

The 10-year contract begins in June 2025 and is valued at €870 million.

Metro for Malta?

THE Maltese government has released plans for a 35km, three line, 25 station metro system for the island's main city Valletta. Consultants from UK firm Arup estimate the system would cost around €6.2 billion and take up to 20 years to build. An automated metro similar to that in service in the Danish capital Copenhagen is envisaged. Full details of the proposals can be found online at www.metro.mt

Malta previously had a railway; the 11km-long metre gauge Malta Railway opened on February 28, 1883 but closed 48 years later on March 31, 1931. None of the 10 British built locos used survives but the railway museum at the old Birchircara Railway station is adjacent to one of the proposed new metro stations.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Old and new in the Harz

Newly manufactured standard gauge Alstom electric multiple units destined for Holland tested alongside heritage steam locomotives in East Germany.

THE only railway line electrified at 25kV AC in Germany – the isolated Rübelandbahn in the Harz mountains – has been used by Alstom during 2021 to test new trains destined for the Netherlands.

The 99 ICNG (Intercity Nieuwe Generatie) EMUs being built for Dutch Railways (NS) are mostly dual voltage 1.5kV DC and 25kV AC enabling them to use the HSL-Zuid high speed line between Schiphol and Breda; 20 later trains will also have 3kV DC capability to allow operation in Belgium. Alstom is building the trains in Poland at its Katowice factory but undertaking testing in Germany.

The standard gauge Rübelandbahn line was electrified at 25kV AC by East German rail operator Deutsche Reichsbahn in 1965, as an experiment to assess the use of 25kV AC rather than 15kV AC, and for many years was solely operated by Class 251 (later DB Class 171) electric locos. The line was never connected to any other electrified line and this remains the case today.

In 2006 DB decided it no longer wanted to operate the line at all (passenger services ended in 2005) and it was leased to lime producer Fels-Werke which uses the route to transport lime and limestone. Freight operator HVLE runs the freight trains. After a period of diesel operation, the line's electrification was refurbished and since 2009 freight has been electrically hauled again.

New ICNG EMU No. 3202 for Dutch state rail operator Nederlandse Spoorwegen is seen between test runs in the yard at Blankenburg (Harz) on October 2, 2021. KEVIN HOGGETT

Steam returns

Prior to electrification, the Rübelandbahn had been home to some of the largest tank engines in Germany and one, 2-10-2T No. 95 027, one of 45 built in 1922-24 for the prewar Deutsche Reichsbahn and nicknamed the 'Bergkönigin' or Mountain Queen on the Rübelandbahn in the 1950s/60s, has been restored and pre-pandemic regularly operated heritage trains on the Blankenburg (Harz) – Rübeland part of the route. These services resumed this summer after being interrupted by Covid-19 lockdowns and restrictions.

In early October, No. 95 1027 was in action and a special photo opportunity was arranged for it to pose alongside another now unique 2-10-2T, No. 99 6676, built in 1919 by Borsig for the line's original owners the Halberstadt-Blankenburger Eisenbahn (HBE). The four Borsig 'Animal' class 2-10-2Ts, two of which were rack fitted, were all named after large animals but numbered in the Class 95 series after nationalisation by the postwar communist government in East Germany.

'Bergkönigin' No. 95 1027 (right) stands next to former HBE 'animal' 2-10-2T, No. 99 6676, originally simply 'Mammut' (= Mammoth) at Rübeland on October 2, 2021. No. 99 6676 was withdrawn on June 30, 1968 but has been preserved ever since as part of the Dresden Verkehrs Museum collection. The loco has been back on the Rübelandbahn in Saxony-Anhalt since 1997.

Regiojet to expand international services

CZECH open access operator Regiojet has ambitious expansion plans across Europe for the next few years, expanding its own network as well as operating new services with new partners.

Regiojet will be the train operator for new Dutch start-up overnight train operator 'European Sleeper' which will start a new service, initially three times a week, from Brussels to Prague (via Amsterdam and Berlin) due to begin in April 2022.

Later in 2022, the company plans to begin running daily overnight trains from Ostend to Warsaw via Brussels, Amsterdam and Berlin.

Regiojet is also planning to expand into Poland on its own and has already obtained paths for an overnight service from Prague to the Polish cities of Kraków and Przemyśl, on the border with Ukraine. Regiojet hopes to offer up to nine train pairs daily from 2023 on the routes from Warsaw to Kraków, Wrocław and Gdynia, as well as international routes from Warsaw to Vienna and Prague but has to obtain permission from the Polish rail regulator UTK first.

Expansion into Germany is also planned with trains connecting Prague with Berlin and Munich among those envisaged.

Regiojet has expanded its loco fleet and has acquired large numbers of second-hand coaches in advance of the planned expansion. In October Regiojet received the last seven of a batch of 15 Class 388.2 Traxx locos from Alstom, built at the former Bombardier plant in Kassel.

Regiojet has hired both Traxx and Vectron locos from leasing companies this year and appears set to continue doing that next year as it runs more trains. Akiem-owned Traxx No. 186 357-0 departs Brno hl.n on October 6, 2021 with the 10.49 Praha hl.n – Bratislava hl.st service. KEITH FENDER

New operator and electrification in Auckland

THE Auckland One Rail consortium which includes Australian firm UGL Rail, has won an eight year contract to operate commuter services around Auckland, replacing the existing operator Aka Tangata, a consortium including Transdev and CAF.

The Auckland network is to be expanded with the new 3.5km City Rail Link tunnel due to open in 2024 and approval has recently been granted for electrification of the 19km Papakura – Pukekohe section of the Southern Line, south of the city.

This work, together with construction of three new stations, and an additional track for freight, should also be complete by 2024.

Romanian diesel temporarily replaces steam in Austria

IN much of 2021 the 760mm gauge Stainzerbahn museum railway, south west of Graz in Austria was, unusually, regularly diesel-hauled using a Romanian-built Faur L45H BoBo, as none of the line's steam locos were available.

The diesel is normally dedicated to maintenance trains. The steam loco was due back from overhaul in late October.

No. L45H-070 is seen at Stainz (above) with the 1500 to Preding-Wieselsdorf on October 16, 2021. The loco was originally used by the Hunedoara-Ghelari industrial line in Romania but has been at the Stainzerbahn since 2010. ANDY DAVIS

New CAF trams modernise Amsterdam tram fleet

AMSTERDAM tram operator GVB has withdrawn all its remaining type 11G and 12G trams built by La Brugeoise et Nivelles in Bruges in 1990/91, as new CAF Urbos trams have been delivered to replace them – meaning there are now no trams in service in Amsterdam that were not built in the 21st century. Type 12G tram 829 is seen (above) near Amsterdam Central station on February 20, 2018. KEITH FENDER

Restoration progress for British built steam locos preserved in Argentina

RESTORATION of Vulcan Foundry-built, former Buenos Aires Great Southern Railway 1676mm gauge Pacific No. 3925, at the Ferroclub Argentino museum at Remedios de Escalada in the southern suburbs of Buenos Aires, is making progress.

Earlier this year the loco, which has been under restoration for 20 years, was reunited with its tender. The Ferroclub intends to return the loco to working order within the next few years, hopefully before its centenary in 2025.

The three-cylinder, Class 12E 4-6-2 loco (Vulcan Foundry 3911/1925), was originally named *General Rondeau*. The British-owned Buenos Aires Great Southern Railway was nationalised in March 1948 and all the Class 12E locos passed to the new Ferrocarril National General Roca which operated as a division of new national operator Ferrocarriles Argentinos. The 21 Class 12E locos remained in service into the early 1970s and No. 3925 was withdrawn in 1973.

Steaming in Patagonia

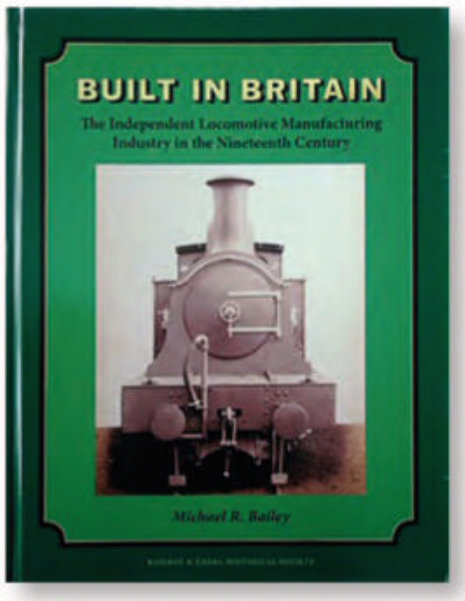
In the south of Argentina, another British-built 1676mm gauge loco was returned to steam for the first time in at least a decade in September. North British-built ex-Buenos Aires and Pacific Railway (BAP) Class 1 2-8-0 No. 121 (North British 19778/ 1912) was tested in steam at the depot in Ingeniero Jacobacci, Río Negro Province, Patagonia on September 19. The loco has been stored there for at least 10 years and has been recently restored, although some work remains before it is ready for mainline use.

No. 121 is one of 14 of BAP Class 1 locos built by North British at their Queens Park Works in 1911 and delivered in 1912, although the 140-strong class was built in multiple batches by North British and Beyer Peacock between 1905 and 1912 with Henschel supplying the last 14 locos in 1913.

Ex-Buenos Aires Great Southern 4-6-2 No. 3925 reunited with its tender for the first time in two decades, at the Ferroclub museum at Remedios de Escalada, in mid-August 2021. DARIO SAIDMAN

Reviews

Books, videos and other items for possible review should be sent to: *The Railway Magazine*, Media Centre, Morton Way, Horncastle Lincs LN9 6JR



Built in Britain

By Michael R Bailey MBE

ALTHOUGH *The RM's* souvenir issue on British locomotive builders (published in 2012 and updated in 2015), provided a good basic overview of the subject, surprisingly little in-depth data has appeared in print concerning the independent manufacturers.

A number of books have focused on individual firms, particularly the larger ones such as Hunslet, but no business assessment has been carried out on the industry as a whole. That state of affairs has now been rectified in this scholarly work by Dr Michael Bailey, although the material focuses largely on the 19th century.

Taking the late James Lowe's epic British Steam Locomotive Builders (itself now almost half a century old) as a starting point, Dr Bailey has delved deep to produce what will almost certainly become the definitive record of workshops operating beyond the scope of the main line railway companies.

The independents built locos not only for main line companies whose own shops were at full stretch, but for industrial and overseas customers too. In fact the latter two sources frequently provided most of their orders and there are several references in the book to foreign customers and competitors.

The text of the book began life as the author's thesis for the Institute of Railway Studies at York and has been rewritten and extended for a wider readership, examining aspects such as management, marketing, sales and industrial relations as well as design and manufacturing. The pages are well illustrated, although only about 10% of the 180 or so images show workshop exteriors or interiors, the majority depicting locomotives or historic documents.

RM readers who possess a copy of the updated all-time table of UK builders from our June 2015 issue will be interested to know that a refined and enlarged version in a similar geographical format appears at the back of the volume. This includes workshop names and reasons for closure.

This is an extremely well-researched book, evidenced by endorsement from the equally-respected Newcomen Society and Stephenson Locomotive Society. **NP**

Railway & Canal Historical Society, rchs.org.uk, 221 pages, hardback. £30

LOCO REVIEW VOLUMES 1 & 2

By Martin Buck

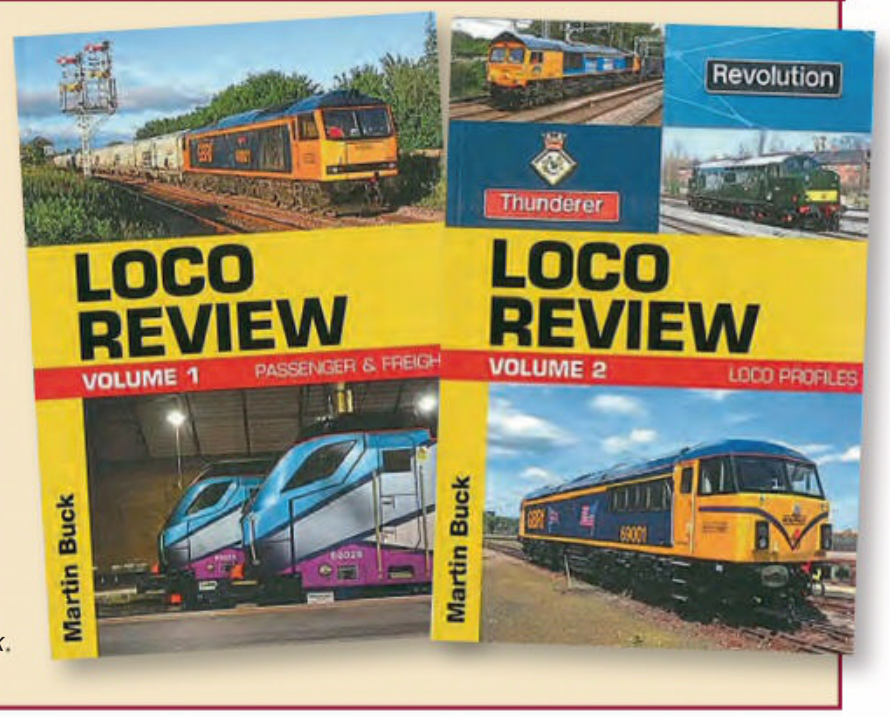
BACK after a break of five years is Freightmaster's annual guide to our railways, but this time it is split into two volumes covering 'passenger & freight' and 'loco profiles'. The books provide a round-up of railway highlights over the past year, along with supporting photographs and data.

They are great books to dip into, not necessarily in any order, with chapters in the 'passenger and freight' (volume 1) covering operations while 'loco profiles' (volume 2)concentrates on the operational classes.

Volume 1 includes chapters such as freight flows; drone photography; TPE 68s; GWR HSTs; and Class 37 workings. Volume 2 includes in-depth looks at GBRf liveries; DCR Class 60s; scrappers; 'Pacers'; the Midland Pullman; and Network Rail snowploughs.

There are some great photos to back up the texts, which together add up to a useful snapshot of the year for future reference. **PB**

Published by Freightmaster Publishing, freightmasterpublishing.uk, Both: 192 pages, softback. £19.50 (Vol.1), £19.95 (Vol.2)



NEW BOOKS FROM IRWELL PRESS

OUT DEC

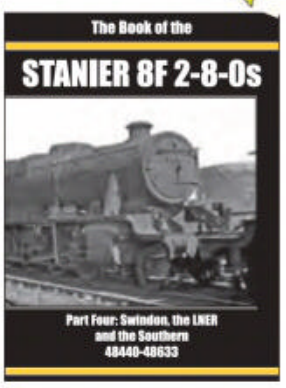
The LONDON MIDLAND and SCOTTISH WAY

LMS STEAM IN THE SIXTIES
ISBN 978-1-911262-43-5 Price £26.95
A4 Hardback 128 pages
Terence Dorrity

OUT NOW!

The Book of the STANIER 8F 2-8-0s

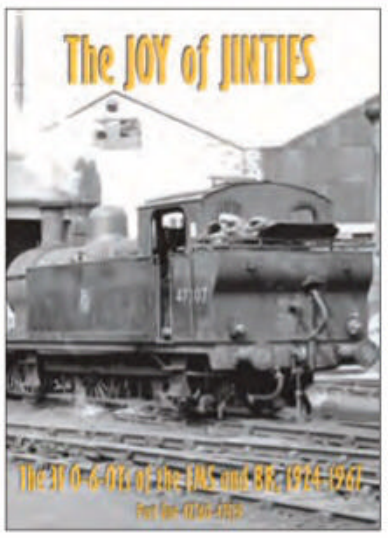
Part 4 - Swindon, the LNER and the Southern
48440 - 48633
Price: £30.95
A4 Hardback - Approx: 300pp
ISBN 978-1-911262-42-8

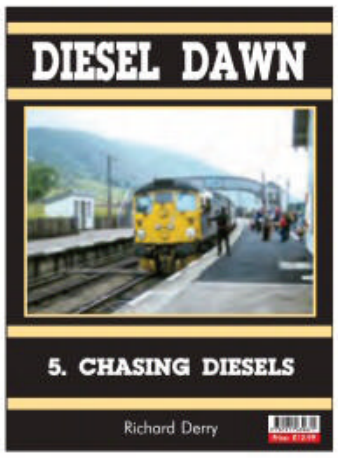


The Joy of JINTIES

The 3F 0-6-0Ts of the LMS and BR, 1924-1967
Part One 47260-47339
By Ian Sixsmith
Price: £19.95
A4 Hardback
Approx: 104pp
ISBN 978-1-911262-33-6

OUT NOW!





AVAILABLE FROM W.H.SMITH, TESCOS, SAINSBURY'S SHOPS OR DIRECT FROM THE PUBLISHER.

CHASING DIESELS

By Richard Derry
COLOUR THROUGHOUT
ISBN 978-1-911639-67-1
Price: £12.99 - 80 pages
card cover

OUT DEC

Produced in association with Mortons Books

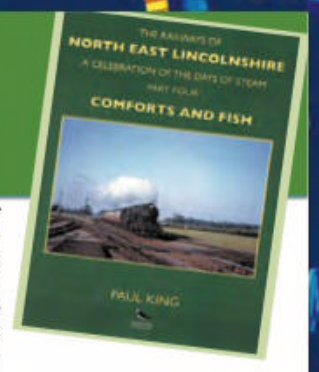
IRWELL PRESS Ltd.59A High Street, Clophill, Beds MK45 4BE, Tel: 01525 861888. Order now by sending your details to Irwell Press Limited and allow up to 14 days for delivery. During the COVID-19 crisis, UK customers can benefit from our POST FREE offer. Overseas customers should enquire as to postage rates. Alternatively order from our secure website www.irwellpress.com

NENE VALLEY RAILWAY
NVR
PETERBOROUGH. ENGLAND

- **NVR Gift Shop**
- Railwayana
- 92 Squadron Shop
- Driver Experience Days
- Fun for all the family
- Dining Trains - Afternoon Teas, Jolly Fisherman, Gin Trains & lots more
- NVR Vouchers - Can be redeemed against Standard Travel and Dining Trains

Tel: 01780 784444 • www.nvr.org.uk
Nene Valley Railway

THE RAILWAYS OF
NORTH EAST LINCOLNSHIRE
A CELEBRATION OF THE DAYS OF STEAM
PART THREE
COMFORTS AND FISH



The Railways of North East Lincolnshire, A Celebration Of Steam, Part Four-Comforts And Fish is a photographic review of the different types of train working through the area. Separate chapters cover passenger and freight workings, excursion traffic and day-to-day general duties such as shunting and light engine working. The final chapter looks at unusual or rare visitors. All chapters are supported by timetables, schedules and excursion listings. There is also an appendix showing a 24-hour view of the working timetable at Grimsby Town in 1958. 340 photographs make this a welcome addition to the series, which will conclude next year with Part Five-The World Beyond Wrawby.

Published by Pyewipe Publications on behalf of the author.
144 pages, 210mmx250mm, softback. £19.95 plus £3.25 p&p
To order please write to the author at 4 Mersey Way, Grimsby, DN37 9DY, tel. 01472 233627.
Email: goneegging@hotmail.co.uk.....Cheques, bank transfers & PayPal all accepted

Paintings by **James Green GRA**

Hand and signed & numbered limited edition prints by one of the UK's leading railway artists James Green.

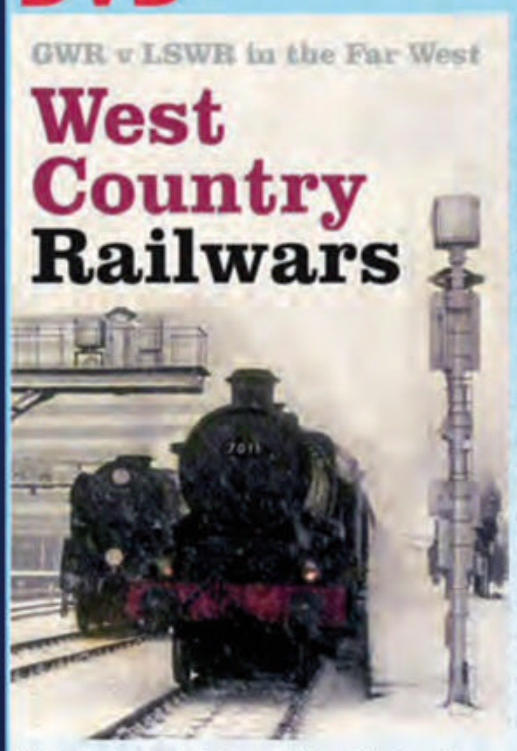
Perfect Gift Ideas
Mounted prices from **£40**
Framed prices from **£65**

Deltic Jigsaw Puzzle
£29.99

Drinks Coasters
£2.99 each
FREE P+P

Full range online **www.jamesgreenart.co.uk** *Orders or Enquiries call* **01733 203230**

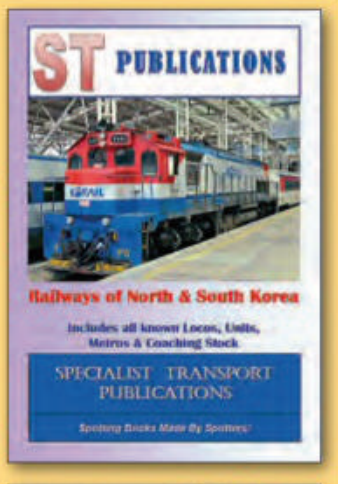
UNIQUE TRANSPORT DVD *The latest DVD from Unique recalling our transport heritage .....*



In Victorian times two railway companies battled one another in an ongoing fight for supremacy in Devon and Cornwall. The jewels in the West Country crown, over which the LSWR and the GWR fought fiercely, were the steam packet ports of Falmouth and Plymouth. This programme traces the epic struggles of the rival companies to secure access to these ports, which were pivotal in the other massive race of the era - the great ocean liners that crossed the Atlantic to America and the rest of the world. In the early Edwardian era the transatlantic boat train rivalry was at its height, culminating in a tragedy at Salisbury in which 28 people died. Using rare colour archive footage from the heyday of steam our programme tells the intriguing story of these two great railways at war. **58 minutes £16.99**

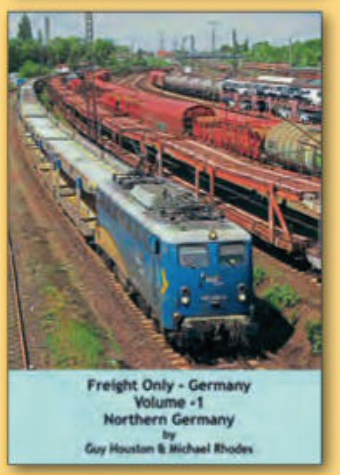
TO ORDER post free (UK only - overseas + £3.00 p&p) please go to www.uniquebooks.pub to make payment by credit or debit card, or by Paypal - or send a cheque to Unique Books to 3 Merton Court, Brighton Marina, Brighton, BN2 5XY

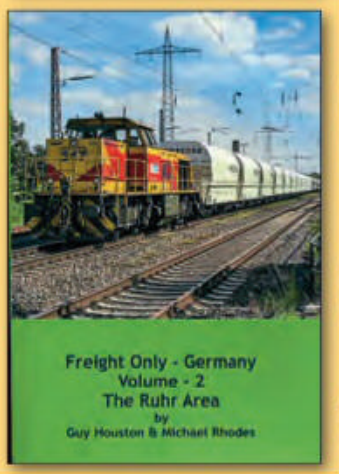
Spotting Books
Made By Spotters!



Now Available

UK COMBINED 2022 EDITION ALSO RAILWAYS OF NORTH & SOUTH KOREA NEW BOOKS COVERING THE GERMAN FREIGHT SCENE WITH DETAILS OF HOTSPOTS AND FREIGHT TIMETABLES





For the full range visit www.stpublications.co.uk or contact 07760 284494

Reviews

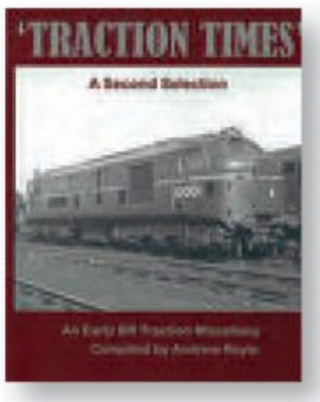
Books, videos and other items for possible review should be sent to: *The Railway Magazine*, Media Centre, Morton Way, Horncastle Lincs LN9 6JR

Traction Times A Second Selection

Complied by Andrew Royle

THE Transport Treasury is one of the best railway archives and after several decades of working on the railways, Andrew Royle has turned his railway knowledge to editing books from the Transport Treasury collection.

The author has researched in minute detail every picture, writing an extended caption which brings out the images' backstory on every page. This is what makes it different from many other publications looking at the successors to steam traction. Indeed the frontispiece describes the book as 'An early BR Traction Miscellany compilation', which sums up the book perfectly.



If you are interested in these changeover years, now-closed lines and long forgotten traction, then this book is a must for your collection. The reviewer spent hours considering the images and accompanying information, and like me, the reader will return to this book time and time again. **PM**

Published by Transport Treasury, ttpublishing.co.uk 114 pages, softback. £14.50

NEVER AGAIN – ENCORE

BACK in 2019 came the publication of a highly acclaimed four-volume set of books called Never Again – The Complete Works, a compilation of black and white images taken by members of the Master Neverers Association. This was a group of steam fanatics who travelled the country in search of the last workings of BR steam, often gaining permission of shedmasters to clean the loco before they photographed it down the line.

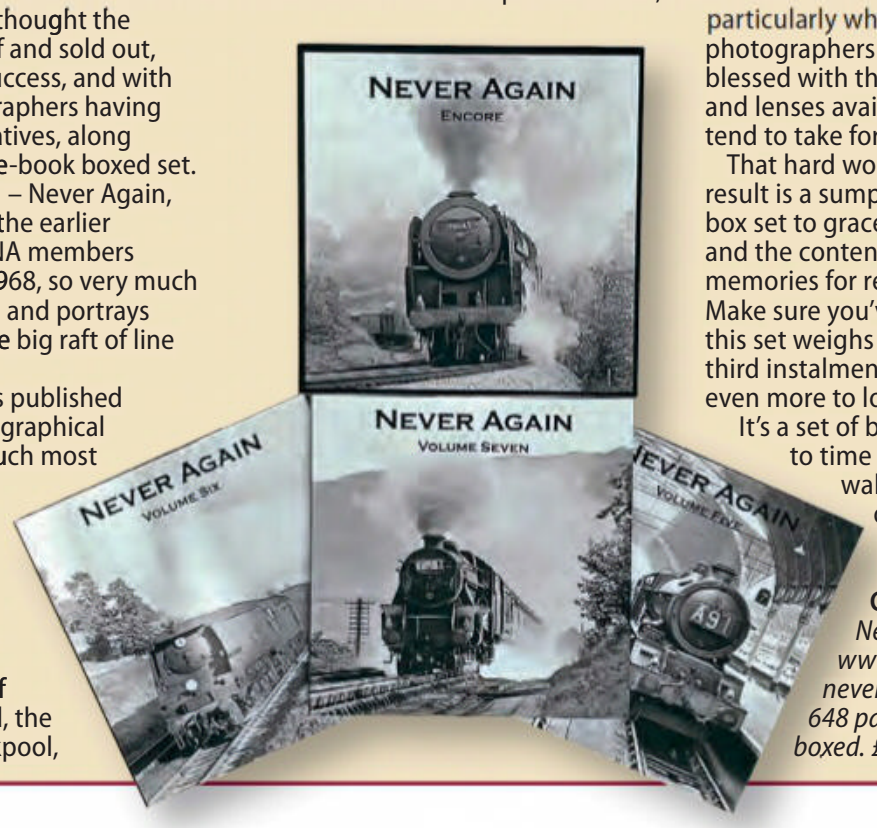
At the time, it was thought the box set was a one-off and sold out, but buoyed by the success, and with the group of photographers having around 100,000 negatives, along comes a second three-book boxed set.

This new collection – Never Again, Encore – delves into the earlier material taken by MNA members between 1950 and 1968, so very much the pre-Beeching era and portrays the railway before the big raft of line closures.

With many pictures published for the first time, geographical coverage is pretty much most of the country; the GWR routes through the Midlands, the Waverley Route, around Carlisle, Devon and Cornwall, East and West Coast Main Lines, the Isle of Wight, Hayling Island, the Medway Valley, Blackpool, the Killin branch, Glasgow-Aberdeen and lots more.

Nicely split into chapters grouping complementary images together, the books are mainly black and white, but there is some colour too. Pictures range from shed and station scenes to locos in full cry on the summits of Ais Gill, Shap, Beattock or Whitrope to beautiful scenic shots of steam in remote and desolate landscapes.

Because of the wide spread of lines, there will be something for everyone in this collection. It's hard to single out particular pictures but many taken on the Waverley Route, Shap and in Scotland are absolute classics. There are previews on the website to assess before ordering too.



The book itself is printed on quality art paper, and a lot of hard work has gone into the scanning and reproduction work to get the best from the negatives and slides, particularly when back in the day photographers were not always blessed with the quality of cameras and lenses available today which we tend to take for granted.

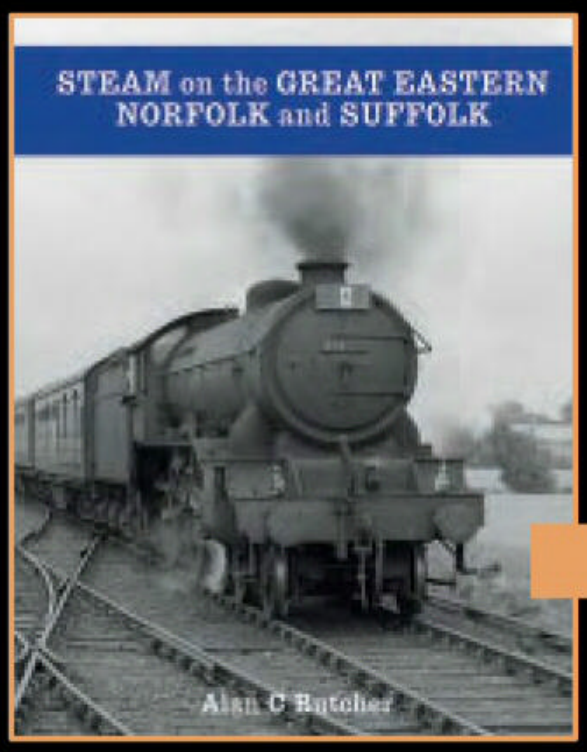
That hard work has paid off, and the result is a sumptuous well-produced box set to grace any bookshelf, and the contents will evoke many memories for readers of a certain age. Make sure you've secure bookshelves, this set weighs 5.5kg! There will be a third instalment planned for 2022, so even more to look forward to.

It's a set of books you will return to time and time again to wallow in steam nostalgia of the 1950s and 60s, each time spotting something different. **CM**

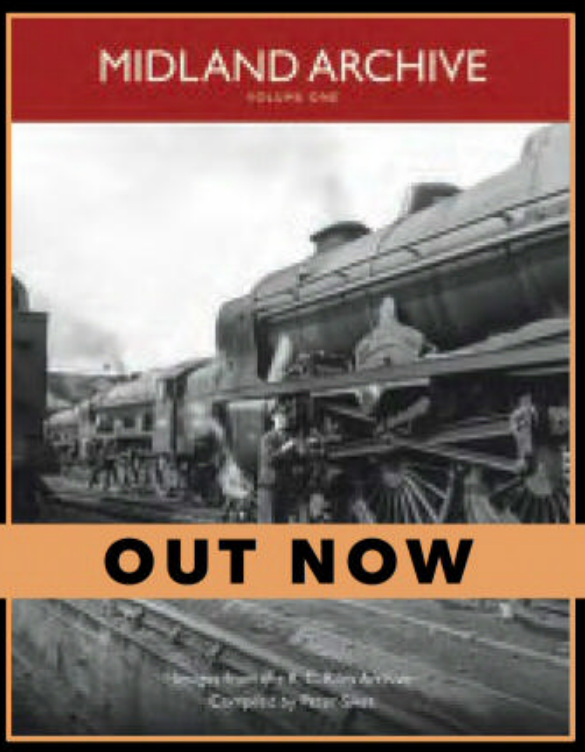
Never Again Publishing www.mnabooks.com/neveragainencore 648 pages over three volumes, boxed. £105+£15 p&p

The Transport Treasury

Transport Treasury Publishing

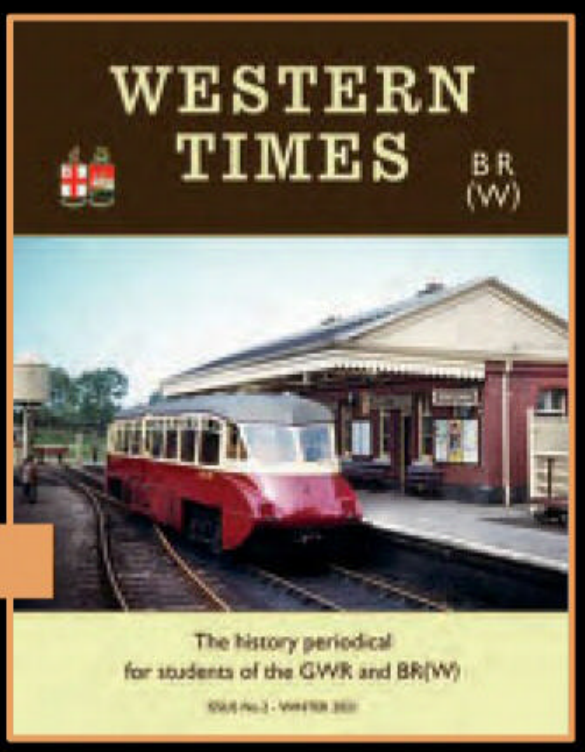


Steam on the Great Eastern Norfolk and Suffolk
Alan C Butcher
£14.50 Plus £1 P&P



Midland Archive: Volume One
Images from the R. C. Riley Archive
Compiled by Peter Sikes
£14.50 Plus £1 P&P

OUT NOW



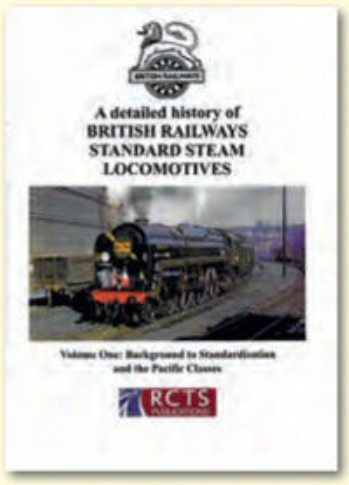
Western Times Issue No. 2
Winter 2021
£12.50 Plus £1 P&P

01494 708939 orders@ttpublishing.co.uk www.ttpublishing.co.uk

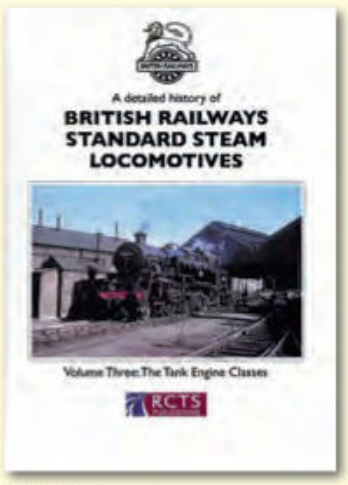
Find us on Facebook @TransportTreasuryPublishing

RCTS

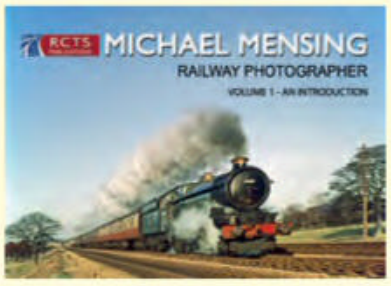
Our latest titles available now



Vol. 1 Background and the Pacifics:
This book presents the Standards' design history and for each of the Britannia, Duke and Clan classes their complete construction, modification, allocation and operating history.
214 x 276 mm, 184 pages, 151 illustrations.
£18.00
Plus £3.00p/p



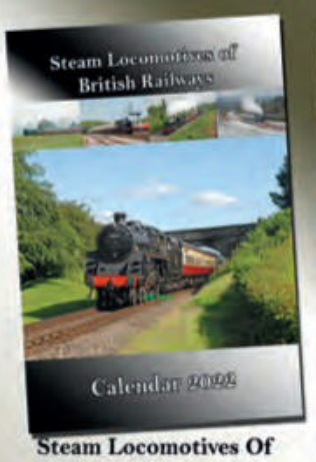
Vol. 3 The Tank Engine Classes:
This volume covers the construction at all six main workshops. With local livery variations and national use there is something for everyone in this book.
Diagrams of each design are included.
214 x 276 mm, 168 pages, 189 illustrations.
£18.00 Plus £3.00p/p



RAILWAY PHOTOGRAPHER
Volume 1 - An Introduction
The album depicts a cross-section of Michael's work mainly based on his home area of the West Midlands but including many areas of the UK. Each colour image is accompanied by an informative and comprehensive caption. All the photographs are presented one per page in a landscape format. The album (Vol 1) is soft bound in 116 pages with 112 photographs. Size 210mm x 297mm.
Price £17.50 plus £3.00 P/P.

Purchase via our website rcts.org.uk
or alternatively by post from
RCTS Sales, 16 Welby Close, Maidenhead SL6 3PY
Cheques to RAILWAY CORRESPONDENCE & TRAVEL SOCIETY

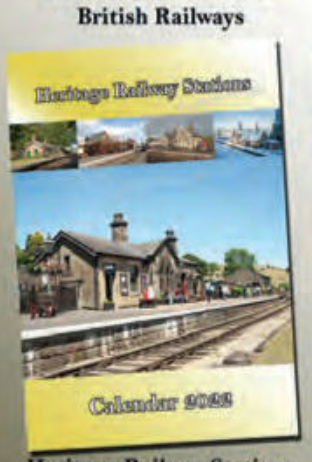
Railway Calendars 2022



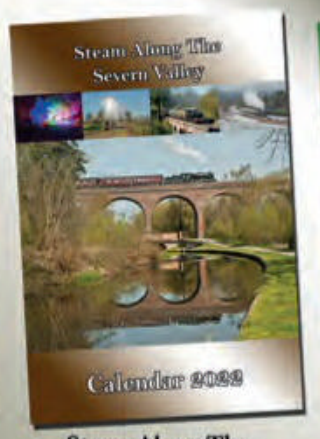
Steam Locomotives Of British Railways

Steaming Through Norfolk

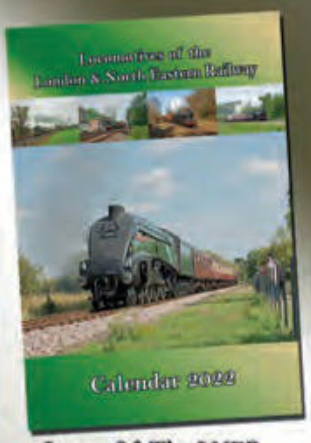
Classic Diesels



Heritage Railway Stations



Steam Along The Severn Valley



Locos Of The LNER

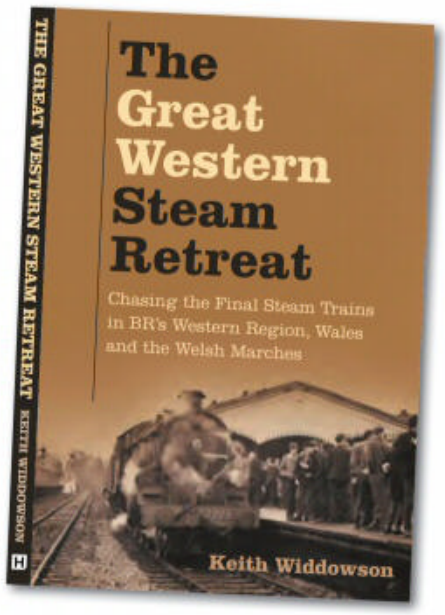
+ our vast gift range available via our website:
www.writtlephotographic.co.uk
or call 01746 767929 for a brochure

The Great Western Steam Retreat

Chasing the Final Steam Trains in BR's Western Region, Wales and the Welsh Marches

by Keith Widdowson

From the author of
'Scottish Steam's Final Fling: Extracts from a Teenage Notebook'



In mid-1964, Keith Widdowson got wind that the Western Region was hell-bent on being the first to eliminate the steam locomotive on its tracks by December 1965. Realising the significance of this decision, the 17-year-old hurriedly homed in on train services still in the hands of GWR steam power, aiming to catch runs with the last examples before their premature annihilation.

The Great Western Steam Retreat recalls Widdowson's teenage exploits, sound tracked by hits from the Beatles, the Kinks and the Rolling Stones, throughout the Western Region and former Great Western Railway lines. In his search for steam, he documents the extreme disorder that resulted from that decision, paying tribute to the train crews who managed to meet demanding timings in the face of declining cleanliness, the poor quality of coal and the major problem of recruiting both footplate and shed staff.

This illustrated book completes the author's steam chase series and provides a compelling snapshot into the comradery that characterised the final years of steam alongside the long-gone journeys that can never be recreated.

Released January 6, 2022 - available to pre-order from
Amazon, W.H. Smiths, Waterstones, Foyles and all good book sellers
ISBN: 978-0750998079

THE IVO PETERS COLLECTION ON DVD

Volume Ten

Private Railways

We start in the early 60s with the fledging Bluebell Railway, all trains top and tailed. We see Bluebell Halt and trains running up to Horsted Keynes when visiting locomotives are still able to access the line from BR (this ceased in 1967), Next on to Bath Gas Works and an Avonside, followed by the Port of Bristol Authority Railway with Avonsides and Pecketts, and then to a stone quarry at Buckminster, and the extensive system at Exton Park.

Narrow gauge is introduced by the Reverend Teddy Boston at the regulator of Pixie. The finale is a farewell to the Kettering Iron & Coal Company, a 3ft gauge line first seen in Volume 6 "The Ironstone Lines". Archaic little Black Hawthorns and Manning Wardles haul long trains of ironstone through the countryside in 1962, the year the line closed.

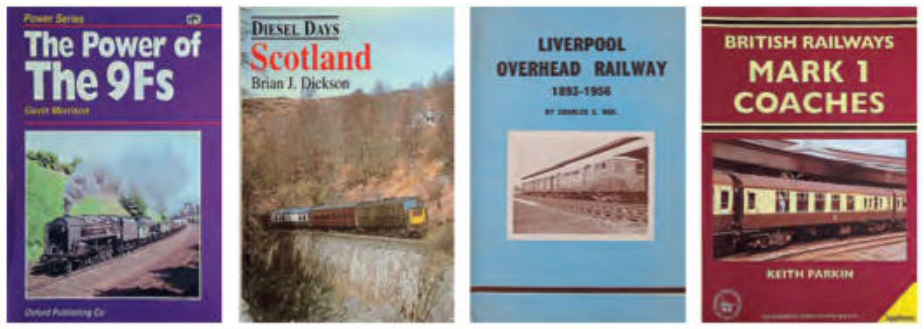
This DVD should be available from your usual stockist or you can obtain it directly from Julian Peters by sending £16.95 (cheque made payable to I J Peters) to:

The Ivo Peters Collection
2 Dark Lane, Steeple Ashton, Nr Trowbridge, Wiltshire BA14 6EY

CHRISTMAS GIFT GUIDE

TRANSPORT STORE

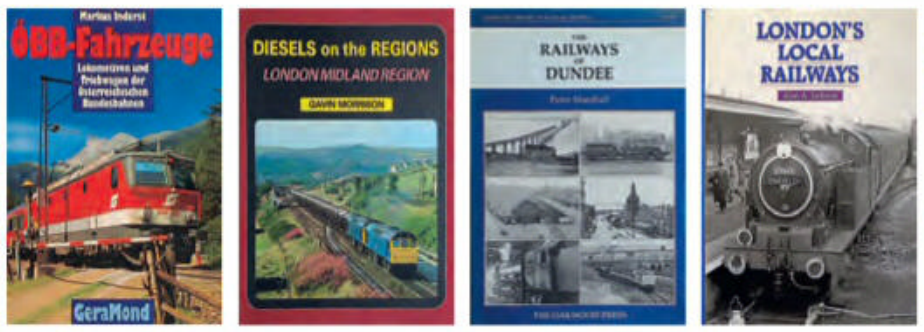
12B Nasmyth Court,
Livingston, EH54 5EG, UK
Tel: +44 (0) 1506 441023
sales@transportstore.com



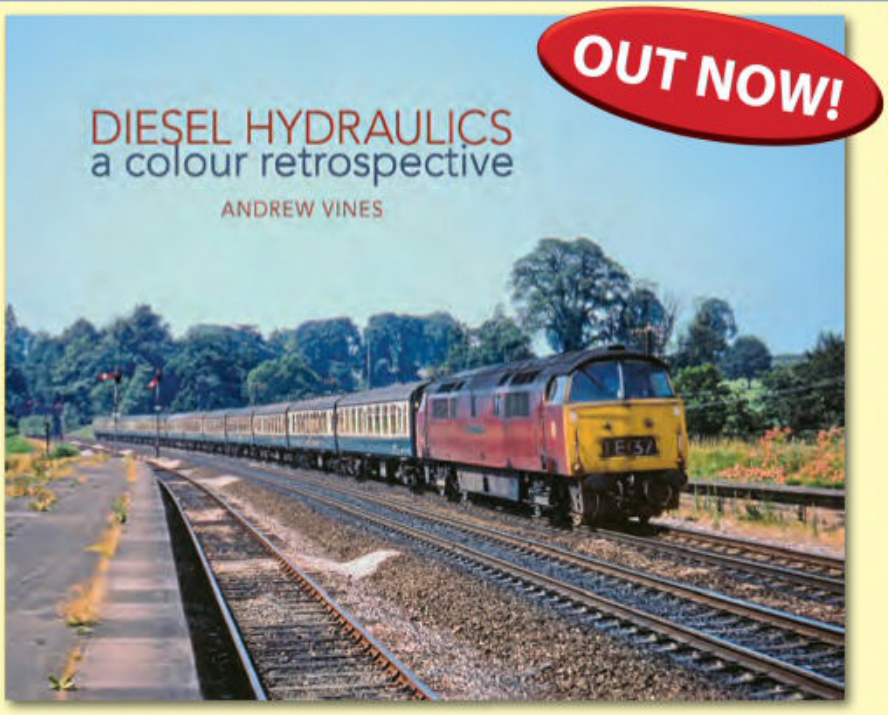
Railway books from the UK and world-wide

www.transportstore.com

The world's largest and most comprehensive online stock available for immediate purchase and despatch



Telephone enquiries and orders welcome
Collections purchased



Superb large format full colour record of W.R. hydraulics, nearly all images previously unpublished. Featuring all types and all livery variations on both passenger and freight locations.

"the best of the lot" Peter Bamber WLA Facebook page

"brilliant book, the author has a time machine" Adrian Griffith WLA Facebook page

"absolutely top draw, especially the spread of unseen locations" Brian Hewson RMweb

Diesel Hydraulics a colour retrospective ISBN 9781912038633, Hardback, 215mm x 275mm, 128 pages

Out Now. £23.95 plus £4.25 P&P from Wild Swan Books or available from all good quality bookshops and suppliers.

Wild Swan Books Ltd

Studio 4, Tollbridge Studios, Toll Bridge Road, Bath, BA1 7DE
Open every Thursday from 10.00am to 5.30pm
www.wildswanbooks.co.uk
Telephone 01225 462332

TRIANGLE PUBLISHING

A Lancashire Triangle Reviewed. By D.J.Sweeney

ISBN 978-09550030-73

Only £26.95 p&p per order @ £3.10

This updated version of the Lancashire Triangle books first published in 1996, brings together the Wigan-Tyldesley-Eccles route and the Tyldesley-Leigh-Pennington branch that were constructed under the L&NW 1861 Acts. Plus the "Black Harry " line from Patricroft to Clifton. Updated text with, but for a handful of exceptions, a complete new set of over 200 illustrations, many in colour, with notable contributions from the late Jim Carter and W.D.Cooper. 190pp, maps, many original L&NW, some in colour, plus TTs, Hardback.

As reviewed by the Railway Magazine

"The book traces the route radiating from Wigan and looks at each key destination in detail, making good use of descriptive introductions and high quality mapping. Where the book really scores for this reviewer is in the lavish use and quality of the photographs, both colour and monochrome that take the story from the glory days of Webb 0-6-0s through to 9 Fs, Black Fives and BR blue diesels. This book is a must for any enthusiast with connections to the North West and those with an interest in the coal industry"

The Great Central Railway in Lancashire:-

The Wigan Junction Railways

By D.J.Sweeney

Only £22.00 p&p per order @ £3.10

Triangle Sale Visit our website for offers on all our publications

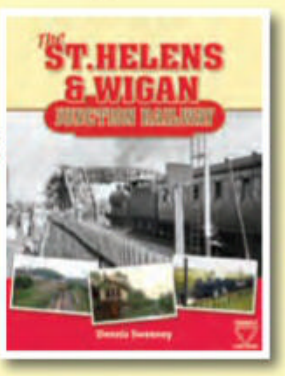
ISBN 9780955003059.

The Wigan Junction Railways

opened in part, in 1879 to Strangeways, by a line from the CLC at Glazebrook, finally reaching Wigan Central in 1892 after many trials and tribulations not the least of which were financial. 127pp, 139 illustrations, some in colour. Line maps T.Ts etc. Hardback, colour jacket.

As reviewed by the Railway and Canal Historical Society:-

The opening chapters of each book summarise the early history of the branches up to 1st January 1906, the date on which they were taken over by the Great Central Railway. Subsequent chapters describe and illustrate, in sequential order of route, the individual stations along the lines. In both books monochrome and colour photographs are of good quality and accompanying captions are well researched and informative. The photographic subjects include locomotives,railcars, DMUs, stations, structures, signal boxes, junctions, rolling stock, mining and other industries. Copious maps, diagrams and ariel views provide a useful aid to routes, station layouts and locations. Each book contains a bibliography. The books are well produced both in content and appearance and provide a useful contribution to the history of two branch lines about which little has been published previously.



The St.Helens and Wigan Junction Railway

By D.J.Sweeney

Only £22.00 p&p per order @ £3.10

ISBN 9780955003066.

The St. Helens & Wigan Junction Railway,

first mooted in 1877, would take 23 years before the branch from Lowton St. Marys to St. Helens Central was fully open and again the coal deposits east of St. Helens, in particular at Haydock and Golborne, and other St. Helens industries were the main attractions of this line. 120pp, 144 illustrations, some in colour Line maps T.Ts etc. Hardback, colour jacket.

As reviewed by Steam Days:-

It is the story of these locally promoted lines, operated by the MS&LR from inception and absorbed by the GCR in 1906 that these books explore. Both of these titles draw exclusively from original research and include a varied and interesting mix of black and white and colour images, track diagrams, maps and documentation including contractors drawings. Appendices in both books offer a selection of timetables which serve to inform that Wigan enjoyed a fairly generous service throughout the day to Manchester Central and that the St. Helens passenger service was pretty dismal. I enjoyed these two titles which offer fascinating and detailed accounts of a part of the network that will have no doubt, passed many by.

Visit our website: trianglepublishing.co.uk

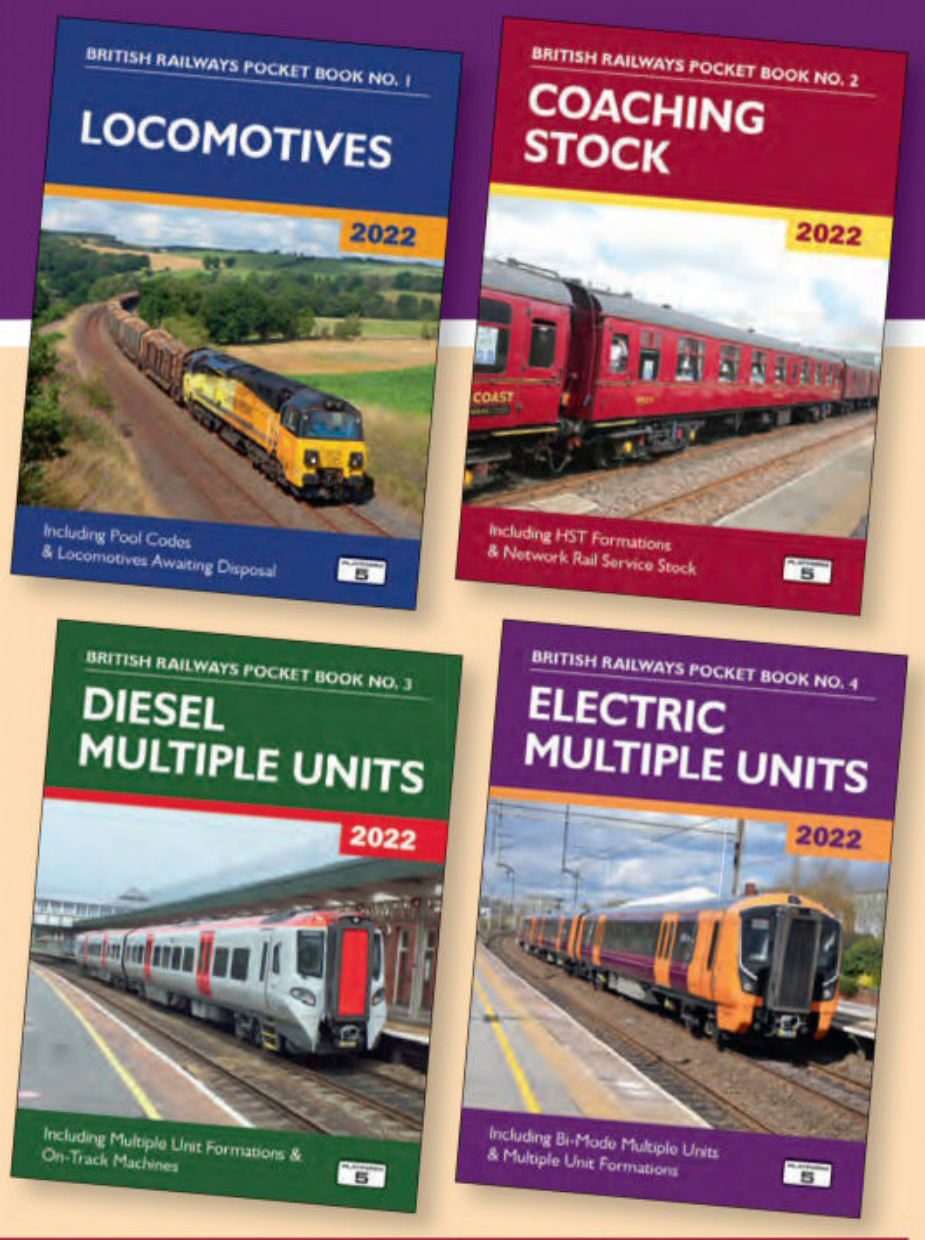
Triangle Publishing, 509 Wigan Road, Leigh, Lancashire. WN7 5HN. Tel: 01942 677919 Email: info@trianglepublishing.co.uk . Cheques p.o. accepted, made out to Triangle Publishing.
Prompt return service. For credit card payments see our website

PLATFORM 5 MAIL ORDER

www.platform5.com

24-hour Order Line: 0114 255 8000 Fax: 0114 255 2471

PLATFORM 5
POCKET BOOKS 2022



The 2022 Platform 5 Pocket Books contain a complete listing of all vehicles in service on Britain's main line railways. Including:

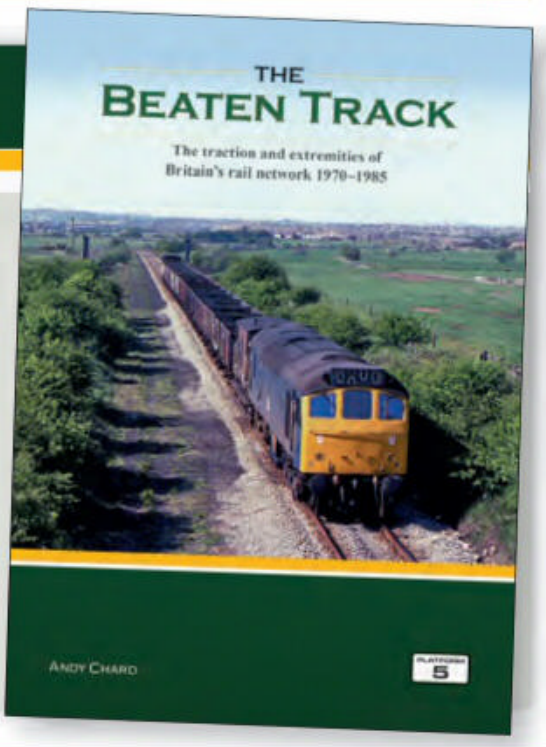
- **Overview of Britain's Railway System**
- **Depot Allocations and Locations**
- **Owner and Operator Information**
- **Named Vehicles**
- **Livery Details**
- **Technical Specifications**
- **Multiple Unit Formations**

The definitive guides to rolling stock on Britain's Railways. Widely used as a source of reference throughout the railway industry.

No. 1: Locomotives	**£5.75** plus P&P
No. 2: Coaching Stock	**£5.75** plus P&P
No. 3: DMUs & On-Track Machines	**£5.75** plus P&P
No. 4: Electric Multiple Units	**£5.95** plus P&P

MAIL ORDER OFFER: The prices above are for orders placed with our Mail Order Department only. Cover prices are £6.75/£6.95.

THE BEATEN TRACK



This new book is an exceptional combination of 260 outstanding colour images showing rarely seen locations taken during 1970–1985 - an often-neglected era of British railway history.

The Beaten Track illustrates a very different railway to that of today, when a multitude of railway locations, locomotive types and some longstanding practices were fast disappearing. It takes the reader to a variety of locations, many of which have now become long-lost extremities of the British railway network. The colour photographs all are accompanied by extensive captions, containing considerable historical and anecdotal information relating to the lines, stations and trains depicted.

176 pages. A4 size. Hardback. Cover Price £32.95 plus P&P. Mail Order Price £29.95 plus P&P.

Mail order prices shown are only available from www.platform5.com or the Platform 5 Mail Order Department.

ORDER BY POST, TELEPHONE OR AT www.platform5.com

POSTAGE & PACKING: Please add 10% UK (minimum £1.00, maximum £8.50); 20% Europe; 30% Rest of World. Telephone your order and credit/debit card details to our 24-hour sales orderline:

24-hour Order Line: 0114 255 8000 or Fax: 0114 255 2471

Or send your credit/debit card details, sterling cheque or British Postal order payable to Platform 5 Publishing Ltd. to:

Mail Order Department (RM), Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ, ENGLAND

Classified

AUCTIONS

Auction of Railway photographs, slides and negatives

Now consigning for 2022 Auctions
21st-27th February
23rd-29th May
22nd-28th August
21st-27th November
01509 890785
admin@
justaclickago.com

PADDINGTON TICKET AUCTIONS

GREAT CENTRAL RAILWAYANA LTD
14 SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS NN11 3RL
The market leaders in the auction of old railway tickets, bus and tram tickets, luggage labels and railway letter and parcel stamps
Due to Covid-19, Auctions will be held online.
Please refer to
www.paddingtonticketauctions.co.uk for further details
We are now accepting items in all categories for subsequent events. Contact us now for a speedy valuation and advice on how to enter your collection for auction.
A colour illustrated catalogue of at least 500 lots will be published on our website at www.paddingtonticketauctions.co.uk at least two weeks before the auction.
If you require a printed copy please send your name and address to enquiries@gcrauctions.co.uk or speak to us on
01327 263633 or 01327 262193

Martin Bott Bookdealers Limited

@Treasure Chest Books - Felixstowe

Railway & Transport Books

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

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

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

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

61 Cobbold Road, Felixstowe IP11 7BH
www.bottbooks.com
e: bottsbooks@btinternet.com t: 01394 270717

BOOKS

BILL HUDSON
TRANSPORT BOOKS

Family run business stocking new and second hand railway books
Relocated to new premises in Matlock, visitors are welcome - please call or email in advance before travelling
07921 833469
www.billhudsontransportbooks.co.uk

RAILWAY BOOKS

Rare and out of print 5,000+ to view at
www.nigelbirdbooks.co.uk
01974 821281

75D Railway Books

www.railroadtrading.co.uk
Tel: 01403 263026

NICK TOZER
RAILWAY BOOKS

RAILWAY BOOKS BOUGHT AND SOLD
Free Railway Booksearch Service
155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ
Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
web: www.railwaybook.com email: nick@railwaybook.com

BATTERDALE BOOKS

We buy and sell British & overseas railway books, and of course model railway books. Thousands of titles are always available on our website.
Field House, 9A School Lane
Heslington, York YO10 5EE
Web: www.batterdalebooks.co.uk
Tel: 01904 870 869

ROBERT HUMM & CO

TRANSPORT BOOKSELLERS
SPECIALISTS IN RARE AND OUT-OF-PRINT BOOKS ABOUT RAILWAYS
WIDE SELECTION OF IN-PRINT BOOKS
PHOTOGRAPHS ~ TIME TABLES
MAIL ORDER SERVICE WORLD-WIDE.
59 Scotgate, Stamford PE9 2YQ
Monday, Tuesday, Thursday, Friday, Saturday 9.30 - 1.00 and 2.15 - 5.00.
For the time being callers by appointment only
01780 766266
books@roberthumm.co.uk • www.roberthumm.co.uk
online sales

Middleton Press

EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA
Published 27 November 2021
BOLTON TO PRESTON
including Horwich Locomotive Works and the Ribble Steam Railway
RECENT
HULL TO SCARBOROUGH
ALNMOUTH ALNWICK COLDSTREAM BERWICK
Albums £18.95 FREE P&P (UK) MAIL ORDER
www.middletonpress.co.uk
126A Camelsdale Road, Camelsdale, Haslemere, Surrey GU27 3RJ
T: 01730 813169 E: sales@middletonpress.co.uk
Please visit our website or telephone for a brochure

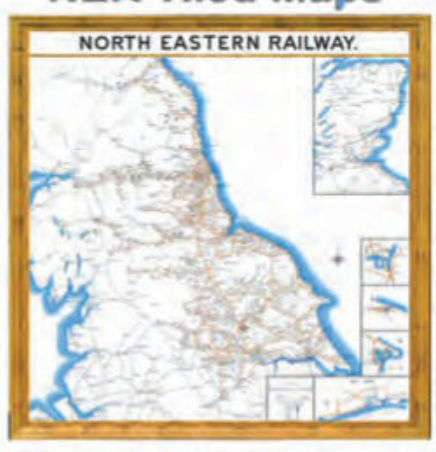
FOR SALE

PROCAST

MANUFACTURERS OF HIGH QUALITY
RAILWAY REPRODUCTIONS
IN BRASS AND ALUMINIUM
THE RANGE INCLUDES:-
Steam Locomotives
nameplates, train headboards, builders plates, shed plates, smoke box number plates and many more.
For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

www.railwaymagazine.co.uk

NER Tiled Maps



Handmade in full, three quarter and half size versions from £345
The North Eastern Tile Company
4 Foundry Cottages, Wrelton, Pickering, York YO18 8PF.
Tel. 01751 477216
www.northeasterntilecompany.co.uk

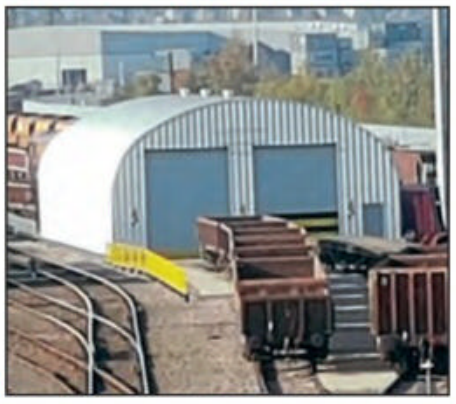
Classified

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- Extremely cost effective
- Workshops/Garaging/Storage
- Widths from 20ft to 70ft
- Unlimited Lengths
- Buildings to BS 5950
- Finance available



Tel: 01709 578333

BLUELINE BUILDINGS LIMITED

e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

DVDS

TRAIN DVDs

New: Along Chiltern Railway Lines
New: Along East Midlands Trains Lines
Along Great Northern Trains Lines
Along Arriva Trains Wales Lines
Along Thameslink Trains Lines
Railways of London 1 & 2
Railways on the Isle of Wight 1 & 2
Along Greater Anglia Trains Lines
Along South West Trains Lines 1, 2 & 3
Along First Great Western Lines 1 & 2
Along South Eastern Trains Lines
Along Southern Trains Lines
Along Northern Trains Lines
Trains and Trams of Belgium
The Mid Hants Railway 1, 2 & 3
The Swanage Railway 1, 2, & 3
The Bluebell Railway
The Epping Ongar Railway
The Avon Valley Railway

New: Along London Overground Lines — *All DVDs £14.95*

Post free from Colin Hall, Office 4, Endeavour House, Cherry Orchard Lane, Salisbury, Wilts SP2 7LD

or online at www.colin-hall-publishing.co.uk

WE ALSO COVER BUSES AND SHIPS

Great reads from £6.99!

132-page full colour, perfect bound bookazines

ORDER TODAY FROM CLASSIC MAGAZINES:

www.classicmagazines.co.uk/thebookshelf

CALL: 01507 529529

classic magazines

Also available at WHSmith

FOR SALE

www.phototransport.com

Quality Photographs of Railways, Ships and Aircraft

Please send £3.95 for our list/sample print
Please state which list you require
(cheques payable) to:- MR D SMITH
18 Shotley Close, Clacton-on-Sea
Essex CO16 7LJ

10% off orders over £50
(exc P&P)

DIGITAL DOWNLOADS NOW AVAILABLE

If you're looking for a good home for your treasured pictures then please email us mail@phototransport.com or write to us at the above address.

www.railwaymagazine.co.uk

RESTORATION

Supergears
part of Swallownest Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 6 • Nine Trees Trading Estate
Morthen Road • Thurcroft
Rotherham S66 9JG
Telephone 01709 702313
Fax 01709 701242
email info@swallownestgroup.com
www.swallownestgroup.com

RAILWAYANA

BARRY JONES

Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.

Model railway items always sought.

28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

WANTED

VINTAGE FIREWORK COLLECTOR

DO NOT LIGHT THE BLUE TOUCH PAPER AND BURN BRITISH HERITAGE

Private collector will pay cash and collect from anywhere

LICENSED EXPLOSIVE STORAGE

CALL TONY 07956 506 300

WANTED

RAILWAY TICKETS

The older the better

British & overseas, travel & platform
Established collector purchases interesting collections

Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL

Tel: 01494 762952

WANTED

TRANSPORT LITERATURE & PAPERWORK

We are always looking to buy rail, bus and tram items. Books, official publications, posters, timetables, maps, photographs, negatives, slides, badges, labels, tickets, small items of railwayana, models, etc.

Contact Brian on 01234 391545
email Brianmoakes@aol.com

WE WANT TO BUY YOUR COLLECTION OF SLIDES AND NEGATIVES.

UK AND OVERSEAS - 1990s AND EARLIER

WANTED

If your collection, **big or small**, is gathering dust we'd like to hear from you. We will scan the original images and return a copy to you for personal use free of charge.

Call: 01494 490544
Email: info@bbfimages.com

Rail stays

Track down your ideal railway break

Keen to visit a railway but not sure where to stay as it's off your normal beaten track? Let these pages help you find the ideal location near a great railway.

CUMBRIA

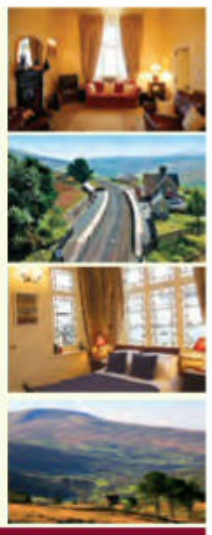
Stay at Dent Station

England's highest mainline station on the World famous Settle - Carlisle Line

Book now for 2022!
visit our website for details...

1,150 feet above sea level in the beautiful Yorkshire National Park

- first class self-catering accommodation
- stunning views
- sleeps six
- full weeks and short breaks
- open all year
- peace and quiet
- starry 'dark skies'
- and trains!



To book or check our rates call 0743 466 1249 or visit
www.dentstation.co.uk

THE RAILWAY HUB

The Railway Hub is a central point for all rail news past and present from *The Railway Magazine, Heritage Railway, Rail Express, Steam Days and Railways Illustrated*

Find news, authoritative features, great images, competitions, podcasts and reviews about the rail industry.

Includes a **FREE** easy to use app for on-the-go access

STEAM | DIESEL | ELECTRIC | MODELLING

www.therailwayhub.co.uk

The Railway · Heritage Railway · Express · Steam Days · Railways Illustrated

SCOTTISH BORDERS

SAUGHTREE RAILWAY STATION
BED & BREAKFAST
Saughtree, Newcastleton, Roxburgh TD9 0SP

Tel: 013873 76213
www.saughtreestationbb.co.uk

To advertise here please contact Craig on 01507 529537 or email camess@mortons.co.uk

Booking/Copy Deadline: Wednesday, 15th December

The RAILWAY Magazine

KENT AND EAST SUSSEX

RAILWAY RETREATS

www.railwayretreats.co.uk
Tel: 07494 520867 / 01797 253850 • Email: bookings@railwayretreats.co.uk

MK1 Plum & Custard Sleeps 6

- Two double bedrooms • Bunk bedroom
- Family bathroom
- En-suite bathroom
- Open plan lounge and dining area
- Full kitchen with everything you need

The carriage also offers you a great view of the station, surrounding countryside and golden sunsets from the elevated glass balcony.

ICI Salt Van Sleeps 3

- En-Suite Shower Room
- Double glazed • Fridge • BBQ
- Individual Private Garden and Outdoor seating overlooking the railway and surrounding Rother Valley.

GWR TOAD Brake Van Sleeps 2

- Fitted kitchen/dining area
- Double bedroom
- Free Sat TV
- En suite shower room/WC
- Double glazed

The full fitted kitchen and balcony providing panoramic views of the station platform and Rother Valley

Guns & Roses Ammunition Wagon
Sleeps 2+2

- Double bedroom • Sofa bed • Shower room/WC
- Microwave • Fridge
- Barbecue • Individual garden
- Double glazed with great views of the station platform.

Emerald Express
Sleeps 5

- Two bedrooms
- Family Shower Room
- Full Kitchen
- Open Plan Lounge and dining area
- Elevated Balcony giving a great view of the K&ESR

Reader Services

Any queries, phone us on 01507 529529

How to order a subscription

Have your *RM* sent direct to you each month!

Visit www.railwaymagazine.co.uk or turn to p48 in this issue

Full subscription rates (but see p48 for offer*): (12 months 12 issues, incl post & packing) – UK £54 (one year); £108 (two years); £162 (three years), Republic of Ireland £59 and overseas £59-£64. UK subscriptions are zero-rated for the purposes of Value Added Tax. ***Existing subscribers receive exclusive page content.**

Send cheques/postal orders and correspondence to:
Freepost RTKU-YJBY-HJCR, The Railway Magazine Subscriptions, Mortons Media Group Ltd, Horncastle, Lincs LN9 6JR. Tel: 01507 529529. Fax: 01507 371066. email: subscriptions@mortons.co.uk

Overseas subscription enquiries:
The Railway Magazine Subscriptions, PO Box 99, Morton Way, Horncastle, Lincs LN9 6LZ United Kingdom (please attach correct postage). Tel +44 (0)1507 529529. Fax: +44 (0)1507 371066.

Newsstand distribution by Worldwide Media Services Inc, 115 East 23rd Street, New York, NY 10010. USA Postmaster: Send address corrections to The Railway Magazine's US agent: Mercury International Ltd, 365 Blair Road, Avenel, NJ 07001, USA. Periodicals postage paid at Rahway, New Jersey.

Back issues

Limited numbers are available at £4.95 incl p&p (£6.40 for Europe, £7.10 for rest of the world). Phone 01507 529529 to check availability.

Binders

High-quality binders are just £11.99, including UK postage and packing (add £2.25 for Europe and £4.75 for rest of the world).

TO ORDER: Simply write to: The Railway Magazine Binder Offer, Mortons Media Group Ltd, Media Centre, Horncastle, Lincs LN9 6JR. Please state quantity required and enclose a cheque for the correct amount, made payable to Mortons Media Group Ltd. Readers overseas please note we can only accept either Sterling Bankers Draft or credit card payments.

Bound volumes

£54 per vol incl p&p (12 issues approx) or £44 if collected. For more information see website: www.walternewbury.co.uk; email: info@walternewbury.co.uk; or call 020 8472 0526. Send copies with your name and address plus remittance to: Walter Newbury Ltd, Dagenham Business Centre, Unit 19, 123 Rainham Road North, Dagenham, Essex RM10 7FD

Friends of *The Railway Magazine*

A link to *The RM* is included on the websites of several heritage railways and rail enthusiast organisations. Among the Friends of *The Railway Magazine* sites are:

ALN VALLEY RAILWAY
www.alnvalleyrailway.co.uk
BARROW HILL ROUNDHOUSE
www.barrowhill.org.uk
BODMIN & WENFORD RAILWAY
www.bodminrailway.co.uk
CONTINENTAL RAILWAY CIRCLE
www.continentalrailwaycircle.org.uk
CHASEWATER RAILWAY
www.chasewaterrailway.co.uk
CHURCHWARD COUNTY TRUST
www.churchwardcounty.org.uk
EAST ANGLIAN RAILWAY MUSEUM
www.earm.co.uk
ENGINE SHED SOCIETY
www.engineshedsociety.co.uk
FFESTINIOG RAILWAY
www.festrail.co.uk
GREAT CENTRAL RAILWAY
www.gcrailway.co.uk
GREAT WESTERN (SVR) ASSOCIATION
www.gw-svr-a.org.uk
KEITH & DUFFTOWN RAILWAY
www.keith-dufftown-railway.co.uk
LNER (SVR) COACH FUND
www.lnersvrcoachfund.org.uk
LINCOLNSHIRE WOLDS RAILWAY
www.lincolnshirewoldsrailway.co.uk
LOCOMOTIVE CLUB OF GREAT BRITAIN
www.lcgb.org.uk
MID-NORFOLK RAILWAY
www.mnr.org.uk
MID-SUFFOLK LIGHT RAILWAY
www.mslr.org.uk
NORTH NORFOLK RAILWAY
www.nnrailway.co.uk
RAIL CHARTER SERVICES
railcharterservices.info
RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY
www.rcts.org.uk
RAILWAY PERFORMANCE SOCIETY
www.railperf.org.uk
SOMERSET & DORSET RAILWAY TRUST LTD
www.sdrt.org
SOUTH DEVON RAILWAY
www.southdevonrailway.co.uk
STEPHENSON LOCOMOTIVE SOCIETY
www.stephensonloco.org.uk
SWANAGE RAILWAY
www.swanagerailway.co.uk
TALYLLYN RAILWAY
www.talyllyn.co.uk
TRAVELLING ART GALLERY
www.travellingartgallery.com
WEST SOMERSET RAILWAY
www.west-somerset-railway.co.uk

READ THESE ISSUES AND HUNDREDS MORE IN THE
The RAILWAY Magazine
DIGITAL ARCHIVE
classicmagazines.co.uk/rmarchive

The RAILWAY Magazine

A good way to ensure you receive every issue of *The Railway Magazine* is to place an order with your local newsagent. Once set up, your copy of *The Railway Magazine* will be held for you to collect, saving you the time and frustration of having to search the newsstands. Some newsagents may even offer a home delivery service, making it easier still for you to obtain your copy.

So simply complete the form below (you can photocopy it if you wish) and take it to your local newsagent today.

NEWSAGENT ORDER FORM

■ Please reserve/deliver* a copy of *The Railway Magazine* on a regular basis, starting with the ..... issue (*delete as appropriate)

Initials ..... Surname .....

Address .....

..... Postcode .....

Daytime Tel No .....

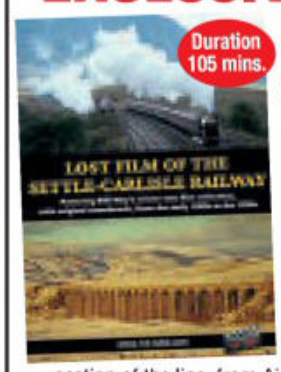
email .....

Just ask!

How to submit digital photos

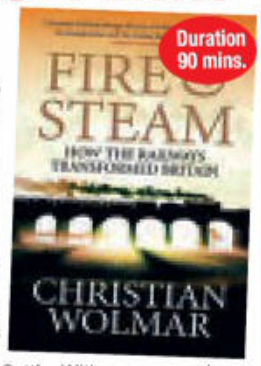
- For publication, take pictures at largest size, resolution and compression.
- Hi-res JPEGs or TIFFs should be resized to min 7x5in at 300dpi with no layers or sharpening (with TIFFs, select byte order as 'PC').
- Captions plus your name and contact details MUST be embedded in the 'File Info' section. A brief contents list must be written on CD sleeves and on the CD itself (but do not stick labels on CDs).
- Delete the camera's automatic file-naming codes and replace with ones incorporating your initials, train/loco number, location, date – e.g: NP_91104Retford070410.jpg
- If posting CDs, send thumbnails and captions. We cannot return CDs.
- If e-mailing shots, send only 72dpi initially at max size of 8x6in to rmpix@mortons.co.uk. Your co-operation is appreciated.

EXCLUSIVE DVD READER OFFER...



Lost Film of the Settle-Carlisle Railway

Featuring over 30 minutes of previously unreleased colour cine film – with original soundtrack - from the early 1980s to the 1990s, you can now relax and enjoy some memorable scenes of classic steam locomotives on what many people consider to be England's most scenic railway. The magnificent Settle-Carlisle Railway has a proud and defiant history, runs through remote, picturesque regions of the Yorkshire Dales and North Pennines, and boasts several notable viaducts, such as the imposing and beautiful structure at Ribblehead. Around the time when it was under threat of closure, Sheffield-based railway enthusiast and cameraman, Bill May, made numerous journeys there to capture precious film of the southern section of the line, from Ais Gill summit to the superbly restored station at Settle. With some superb historic images from the Settle & Carlisle Railway Trust, we also explain why the line was built – and reveal how it survived, against all odds.



Fire and Steam

A fascinating account of how the railways changed Britain forever. Presented by best-selling railway author and eminent transport commentator Christian Wolmar, this DVD includes location film from all over Britain, from the picturesque Settle-Carlisle line and the elegant Forth Bridge to the site of the world's first railway station and London's teeming commuter network. Enhanced by rare archive film and historic images.

To see the full 1st Take DVD range visit www.1st-take.com

£12.95 each + FREE P&P! (Normally £14.95 + £2.50 P&P - save £4.50!)

***** BUY BOTH VOLUMES FOR £19.90 (Save over £10!) *****

Offer available until 01/02/22

Order by post: complete below and send to 1st Take, PO Box 1840, Yate, Bristol BS37 4WB
Order online: www.1st-take.com Use code 'TLF1221' at checkout
Order by phone: call 01454 321614, quoting 'TLF1221'

DVD TITLE	PRICE	QTY	£ TOTAL
Lost Film of the Settle-Carlisle Railway (105 mins)	£12.95		
Fire and Steam (90 mins)	£12.95		
Claim Both DVDs	£19.90		
Postage and Packing (UK)*			FREE
GRAND TOTAL			

** If you are ordering from outside the UK, please call us on 01454 321614 or email us at sales@1st-take.com for our airmail postage costs*

YOUR NAME .....

DELIVERY ADDRESS .....

Post Code ..... Tel No .....

Please accept payment by cheque made payable to '1st Take Ltd' to the value of .....

Or payment by MASTERCARD / VISA / DEBIT / AMEX CARD No. (delete as applicable)

Expiry Date ..... / ..... SECURITY CODE..... (Last 3 digits on back of card)

To see the full 1st Take DVD range visit www.1st-take.com

TLF1221

Prize crossword

£100 worth of Nostalgia Collection books to be won

Sponsored by

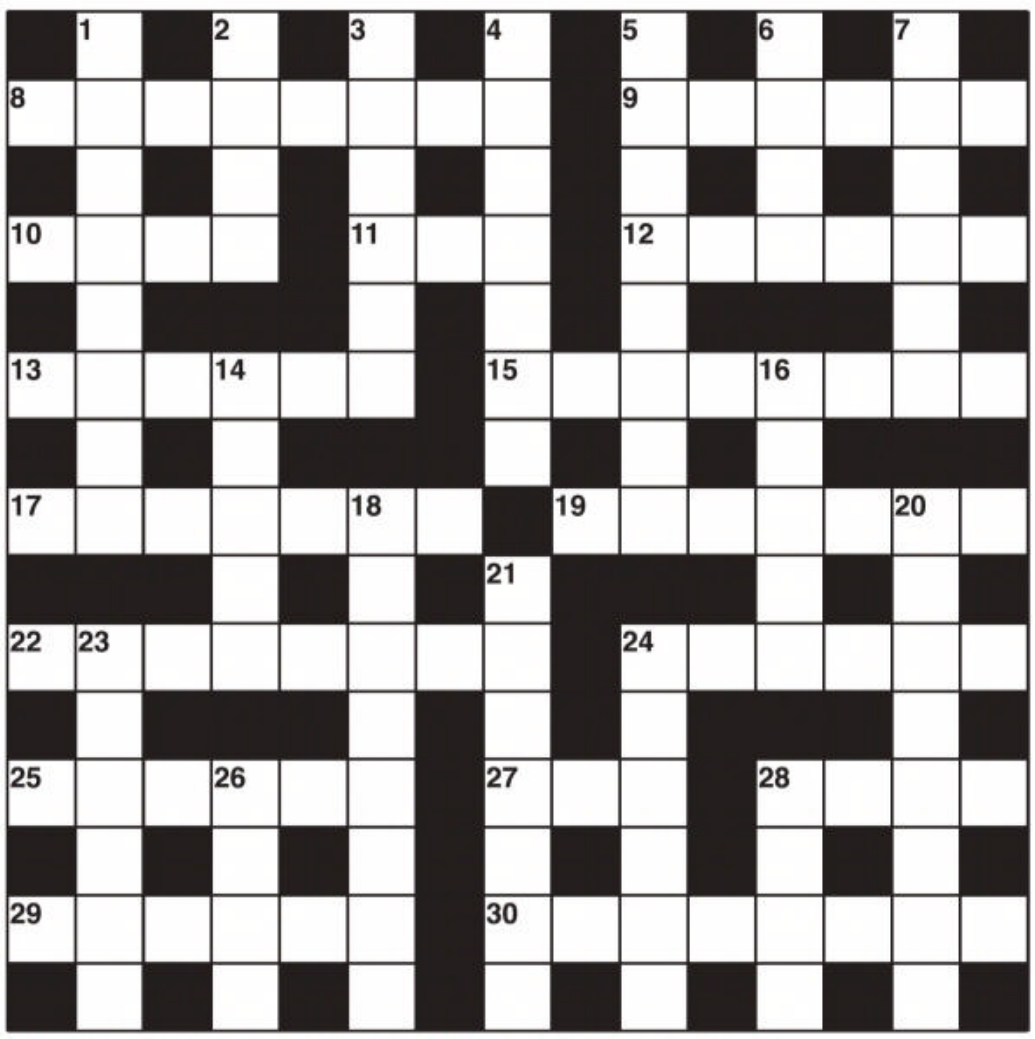
The NOSTALGIA Collection

Visit us at

www.nostalgiacollection.com

The crossword winner and two runners-up can choose books worth £50 and £25 respectively from the extensive Nostalgia Collection.

■ **Puzzle compiled by WILL ADAMS**



Across

8 City that had Barton and Barrs Court stations (8)
9 and 28 down Name to be carried by the Bluebell Railway's new-build LB&SCR 'Atlantic' No. 32424 (6,4)
10 Bell ___, former station between Skipton and Hellifield (4)
11 Evercreech ___, S&DJR station (3)
12 and 13 West End Underground station served by the Bakerloo, Central and Victoria Lines (6,6)
15 ___ 26 down, station before Cromer on the Sheringham branch (8)
17 ___ Railway, origin of preserved No. 3 *Coppernob* (7)
19 ___ Hill, station between Brixton and Peckham Rye (7)
22 Caledonian Railway works in Glasgow (2,6)
24 Type of platform with tracks on both sides (6)
25 Junction for the St Ives branch (2,4)
27 Gospel __, station providing the 'GO' of the 'GOBLIN' line in north London (3)
28 Class 50 No. 50023 (4)
29 Leave the tracks (6)
30 ___ *Castle*, No. 5020 (8)

Down

1 and 26 down Station between Southampton and Brockenhurst (8,4)
2 ___ & Manifold Valley Light Railway (4)
3 ___ Riverside, southern terminus of the South Devon Railway (6)
4 ___ 26 down, London station served by the Bakerloo, and Circle/District/Hammersmith & City Lines (7,4)
5 '___ block', signalling system allowing only one train in each block section at one time (8)
6 ___ Vale Railway (4)
7 Northernmost station on the National Network (6)
14 Terence ___, late railway artist (5)
16 ___ Hempstead, north of Watford Junction (5)
18 Station between Birmingham and Leamington Spa with a 24 across platform (8)
20 LSWR station on the former Southampton & Dorchester line (8)
21 ___ Junction, steam shed 72A (7)
23 Dore & ___, station south-west of Sheffield (6)
24 Terminus station of the Wharfedale Line (6)
26 See 1 down
28 See 9 across

December crossword entry form

Name .....

Address .....

.....

Postcode .....

Tel ..... Email .....

Send completed form (photocopies are accepted) to: December 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 February 2022 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 October issue.

Across: 9 Esk Valley 10 Lille 11 Edgware 12 Overton 13 Seer 14 Seven Kings 17 Ansdell 18 Colombo 20 Paddington 23 Urie 25 Glasgow 26 Parthia 28 Aynho 29 Iron horse
Down: 1 Bere 2 Skegness 3 Tamar 4 Bluebell 5 Mysore 6 Ulleskelf 7 Alston 8 Meon 13 Stamp 15 Stoke 16 Newington 18 Crompton 19 Morchard 21 Dearne 22 Gawain 24 Orchy 25 Gray 27 Alex
October winner: Robert Bunyar, Swanage, Dorset
Runners-up: Andrew Foster, Redhill, Surrey; Mr D Penfold, Burgess Hill, West Sussex
The closing date for this month's crossword is Friday, January 7, 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) was the mixed gauge loading dock at Welshpool, just north of the main line station. The photo was taken in 2017 but the photographer (Rev Richard Fothergill) says the scene has not changed since then. The mainline connection was behind the cattle fencing on the right.

For this month's photo (left), do you know the location of this DMU – the stone wagon being a big clue?

Next month The January issue will be on sale on January 5, 2021. Thank you for choosing *The Railway Magazine*

Hattons

MODEL MONEY

SELL YOUR PRE-OWNED LOCOS & ROLLING STOCK FOR CASH

- Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! -

GET A FREE VALUATION ON YOUR COLLECTION

We purchase a wide variety of brands, including:

HORNBY · BACHMANN EUROPE Plc · dapol · HELJAN · GAUGEMASTER · PECO · KATO PRECISION RAILROAD MODELS · Lima · GRAHAM FARISH by BACHMANN · MAINLINE RAILWAYS · OXFORD RAIL · ViTrains models

Take our 60 second quiz and immediately learn if we can make an offer on your collection!
www.HattonsModelMoney.com/quiz

Get cash for your items in just four easy steps...

1 List

Prepare & submit a list of your items online or send spreadsheets, documents or photographs to us via our website.

2 Offer

Our expert staff will review your list and create your bespoke valuation.

3 Send

Once the offer is accepted, send your items to us.

4 Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal**.

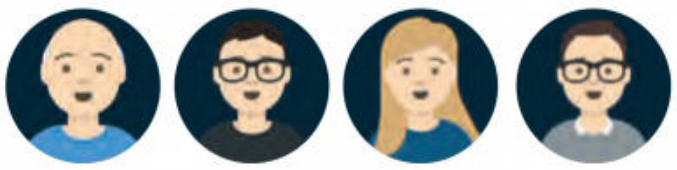
Call us on: 0151 305 1755

Phone opening times: Mon to Sun 9:30am - 5:30pm

Email us at: preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ

Get in touch with our friendly team...

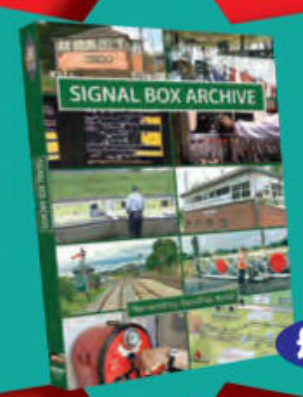


Find out more at **www.hattonsmodelmoney.com**

STOCKING FILLERS

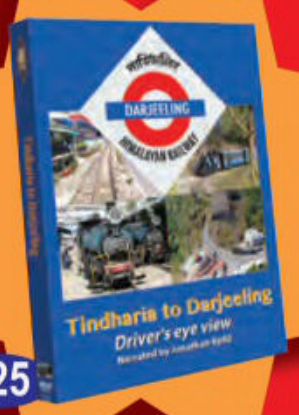
For the person who "has everything"

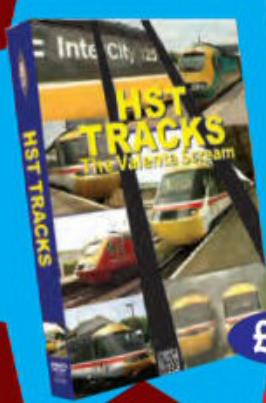
Steam Spectacular *
Filmed over a period of 4 years showing preserved and working steam trains in action in southern Africa.



Signal Box Archive *
For those interested in signalling, a unique look inside over 70 signal boxes throughout the UK and Ireland

Darjeeling Himalayan Railway *
A view of this iconic narrow gauge mountain railway from the front of a classic steam engine



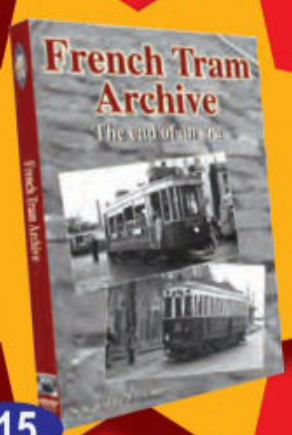


HST Tracks
The Valenta Scream, the evocative memorable sounds of the original High Speed Trains in stereo.

Chiltern Bubble Cars *
The very last-ever first generation diesel multiple units running in service on Network Rail

Lisbon Trams *
A joyous journey through the heart of Portugal's capital seen from the front of a tram

French Tram Archive
Unique cine film taken in the mid-20th century depicting a dozen French tram systems



Classic Railway Newsreels
As the title suggests, great cinema newsreels presented by the late John Huntley.

Milan Trams *
An equally fascinating trip for the whole family taken from a tram running through Milan

The perfect gifts.

Video trailers available to view on our website: video125.com

***Also available on Blu-ray.**

Money back guarantee

01344 628565

Video 125 Ltd Glade House High Street Sunninghill SL5 9NP

Post FREE UK. Please add £2.50 Europe, (£5.00 max for 2 or more) rest of world £5.00 (£9.00 max for 2 or more).

VIDEO 125

www.video125.com