



CP7 FUNDING ANNOUNCEMENT: What it means for the railways through to 2029

The RAILWAY Magazine

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January 2023

Magazine

Remembering the 1923 Grouping

...and how we coined the term 'The Big Four'



RYDE PIER PROJECT
Trains stopped as repair and upgrade work begins



CLASS 230 DOUBT
Future uncertain as Vivarail goes into administration



'CASTLE' RUNDOWN
GWR starts withdrawing its regional HST sets

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The next will be on sale on February 1, 2023.**



Happy New Year!

AS this is the first issue of 2023, I would like to start by wishing all readers of *The Railway Magazine* a very Happy New Year. Due to the changes in our production cycle through the holiday season, I write this just before Christmas knowing that we won't be published until early January.

So, what kind of a year can we look forward to?

At the time of writing, the series of strike dates across the rail industry – and beyond – were ramping up, with calls on both sides for talks and an early resolution. We can only hope this becomes the case soon, so that everyone involved in railways can refocus on the recovery from the pandemic, which is still not complete.

Perhaps the railways will never be exactly the same again and maybe, for example, the shift from commuting to leisure travel will become a permanent effect. But in any case there is real danger that the current or a future Government will eventually lose patience and, faced with high levels of national debt, might see reducing subsidy of the railways as an easy win towards balancing the books.

The knock-on effects could see new rail projects paused or cancelled, the much-touted 'levelling-up' of the North left undone, services cut, and in an extreme case maybe even some lesser-used lines closed or



TRAIN OF THOUGHT Editor's Comment



'bustituted'. Let us hope not.

On a more positive note, January marks 100 years since the 1923 Grouping became official – the 'Big Four' description being one we created in our February 1923 issue, and so this month we look back to some of our coverage at the time.

Then February will mark the 100th anniversary of *Flying Scotsman* entering service which, following on from our own special 125th birthday last year, is one of a series of major anniversaries this decade – each quite rightly one that deserves to be celebrated, and all being part of the rich railway heritage that we are so fortunate to enjoy.

Postal delays

IN MENTIONING the industrial disputes above, I should add that strikes by postal workers are affecting deliveries of our issues to subscribers.

I can only apologise if you experience any delay in the delivery of your favourite rail title. It is out of our hands unfortunately, and so we

can only hope for an early resolution for all involved.

However, subscribing remains the best value way to read *The Railway Magazine*, and for more details on our latest offers please turn to page 44.

PAUL BICKERDYKE, Editor

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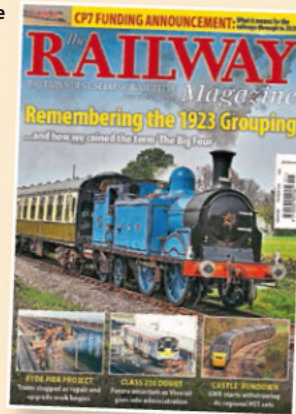


DB Class 60 No. 60011 hauls the Newbiggin-Tees Dock empty gypsum train on November 29. STEVE SIENKIEWICZ

GBRf donates Class 56 power units to heritage diesel projects; Rail gets CP7 funding boost; Trains halted after Vivarail goes into administration; Lorry driver banned after railway bridge collision; Obituary: Adrian Shooter; Open access award for Great Western Main Line.

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is the
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The Great Western Society's 'Saint' 4-6-0 No. 2999 *Lady of Legend* is seen at Alresford on the Mid-Hants Railway with the 18.20 Steam Illuminations service from Alton on December 10. The Didcot Railway Centre-based locomotive is due to remain at the Watercress Line until at least January 7 following the operation of the last of the Steam Illuminations services for the 2022 festive season. MATT BENTLEY

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Driver banned after bridge collision

A LORRY driver who wedged his vehicle under the Brighton Main Line, disrupting services for more than six hours, has been given a six-month ban from driving HGVs, writes *Chris Milner*.

The unnamed driver drove under the 15ft 3in bridge on the A237 Brighton Road near Coulsdon South station. With the vehicle stuck under the fast lines, they had to be closed, leaving just two tracks open for the whole Brighton Main Line.

The HGV was finally removed at 20.45, the impact on services being felt as far away as Bedford and Cambridge.

The driver appeared before the South East Traffic Commissioner in late November to receive a six-month HGV driving ban, following an earlier court appearance where he was fined a means-tested £715 and given six points on his licence for driving without due care and attention and contravening a traffic sign.

Network Rail said: "We seek to recover costs for incidents like this one and we work closely with the Office of the Traffic Commissioner and police to tackle drivers who damage our bridges. The fine and the ban won't make up for the costs of the disruption but they send a message to other drivers."

GBRf donates Class 56 engines to diesel projects

Preservation groups benefit from the Class 69 conversion programme.

By Peter Nicholson

BOTH the Ivatt Diesel Recreation Society (IDRS) and Class 40 Preservation Society (CFPS) have benefited from the donation of Class 56 power units from main line freight operator GB Railfreight.

These units have become available as they are being replaced by General Motors engines during the Class 56 to Class 69 conversion programme.

IDRS has taken delivery of a Ruston Paxman engine and alternator for use in the project to re-create LMS No. 10000. The society already owns an English Electric 16SVT power unit, which is intended to be the first-choice engine in the new loco, but this low-hours power unit is a backup, as will be a 16SVT promised to the project, which is still

situated on a military base.

GBRf's engineering strategy director Bob Tiller said: "I am pleased that GBRf has been able to donate the power unit and ex-Class 56 No. 56104 parts to the Ivatt Diesel Recreation Society, and to assist in the building of what was one of the first development diesel locomotives in the UK. GBRf believes history and the development of railway traction on British Railways is an important part of our heritage, therefore we very much wish you success with this exciting project."

Final development

IDRS secretary Andrew Hoseason said: "We are very grateful to GBRf and ProgressRail (at Longport, Staffordshire) for donating

this alternator and power unit together with many other parts and spares."

The Ruston 6RK3CT used in the Class 56 fleet was the final development of the 16SVT Mk.1 found in pioneer main line diesel locos Nos. 10000, 10001, 10201 and 10202, and so there is parts commonality between the first and last variants of this excellent design.

This power unit will provide the IDRS with static test facilities for the loco's systems in-house at the Ecclesbourne Valley Railway, prior to fitting to the former Class 58 No. 58022 frame and EM2 bogies. It will be retrofitted with VTR 200 turbos, Class 20 injectors and fuel pumps to effectively de-rate the power unit to 1800bhp at 750rpm up to a maximum of 2100bhp at 900rpm.

Class 40 benefits too

The Class 40 Preservation Society has also received a Class 56 power unit from GBRf to assist with the return to operation of No. 40135, which has an English Electric 16SVT engine.

This unit has come from Class 56 No. 56312 (56003), but in this case the engine will be dismantled to recover the crankshaft as a replacement of the cracked item in the Class 40's engine.

No. 40135 is based on the East Lancashire Railway and has recently been repainted in BR blue. It has not run for nearly five years.

In order to complete this work, further finance is required and for details of how to help visit the CFPS's website at www.cfps.co.uk.

HS2 BRIDGES IN PLACE: Two bridges that will carry railways over HS2 in Buckinghamshire have been moved into place. The one near Calvert (below), will carry East West Rail over HS2, with this view on December 15 looking north along the alignment of the high speed line. Another one west of Stoke Mandeville (pictured right), will carry the Aylesbury to Princes Risborough line over HS2. It is seen in place on November 23 prior to the HS2 route being dug out underneath it and the Risborough line slewed across to use it.

PHIL MARSH / HASSARD STACPOOLE



Innovators win a share of £5m

A TOTAL of 24 innovators and inventors have won a share of £5m in the Department for Transport's 'First of a Kind 2022' competition.

The winners of grants up to £400,000 for 2022 include Varamis Rail, which has been working with DHL and Fedex and reconfigured a Class 321 EMU for moving parcels between the West Midlands and Scotland.

Also a winner is Echion Technologies, which has developed batteries that will charge from overhead wires and use that charge to power trains on un electrified sections of track.

Thales Ground Transportation Systems has developed sensors that detect people on the tracks and their location, and give an alert to staff. Such technology could even be used in the event of protestors getting on the tracks and even act as suicide intervention.





1800 TRAINS FOR QUANTON: HS2's Quainton railhead is expected to receive around 1800 trains delivering materials for building the high speed route over the next three years. It is predicted that the facility, north of Aylesbury, will handle three million tonnes of goods, mainly aggregates. Most will be stockpiled before moving by road to locations where construction work is taking place. DBC's No. 66096 is pictured at the railhead, just south of Quainton Road station, on November 23, as its train is unloaded. An unidentified classmate was at the other end. HASSARD STACPOOLE

SIDELINES

Class 58 available for heritage railways

THE Class 58 Locomotive Group (C58LG), on behalf of the loco owner, is inviting expressions of interest for operational opportunities and gala invitations for Class 58 No. 58023. At present, this is the only loco of the class operational in the UK, with the C58LG's own example No. 58016 expected to be a further two years at least before it returns to service.

No. 58023 was built in 1984 and was withdrawn from main line service in July 1999. While many of the once 50-strong class were sent abroad for further use, this example remained stored at Toton depot until acquired for preservation. It is privately owned and is currently located at UK Rail Leasing's Leicester depot.

The 'Bone' has recently returned to use following restoration at UKRL and previously at the Battlefield Line. It represents a unique opportunity for gala appearances and the C58LG is excited to support this chance to see and enjoy an example of this now rare and historic type of heavy freight loco in operation once again.

Any expressions of interest in hiring this loco should be emailed to chairman@class58loco.group.

Wisbech funding

MEMBERS of the Cambridgeshire & Peterborough Combined Authority's transport and infrastructure committee voted on November 16 to spend £80,000 to develop an Options Assessment Report to help bring scheduled public services back to the March-Wisbech line.

Options to be looked at include light and heavy rail, and it would centre on a service initially operating between Wisbech and March but with an eye to creating an ultimate link into Cambridge.

An Options Assessment Report is quicker and cheaper to produce than a complete business case. The committee said the report allows the Wisbech rail project to progress, even in the face of the current uncertainty over track capacity at Ely.

EMUs feel the cold

AYRSHIRE services were badly disrupted on December 12 as overnight temperatures in Scotland dropped to -15.1C.

A number of issues involving Class 380 EMUs were reported during the morning peak, and a limited service was provided using Classes 318, 320, 385 EMUs while some were worked by Class 156 DMUs. Unconfirmed reports suggest the '380s' were suffering frozen brake valves.

Railway holidays

OUR winter guide to railway holidays is now available on line using the following link to our website: www.railwaymagazine.co.uk/category/advertisement-feature.

Trains halted after rolling stock owner Vivarail goes into administration

TfW and GWR Class 230 programmes on hold and Marston Vale services suspended amid uncertainty over future maintenance and technical support.

By Graeme Pickering

ONE fleet of Vivarail Class 230s has been temporarily withdrawn from service and the introduction of the class with two other operators is on hold, due to uncertainty over maintenance and technical support, after the manufacturer went into administration.

The company, which employed around 70 staff at six UK locations, including its headquarters at Southam in Warwickshire, announced that it had appointed administrators from Grant Thornton on December 1.

With effect from the following day, London Northwestern Railway (LNR) suspended operation of its three Class 230 two-car diesel sets, used on the 16-mile Marston Vale route between Bedford and Bletchley, and introduced a bus replacement service. Until it ceased trading, maintenance of the fleet had been undertaken by Vivarail technicians at Bletchley depot.

LNR's engineering director John Doughty said it had been left with "no alternative" but to halt services as it could "no longer guarantee the required level of maintenance for the trains on the route" would be available.

As December progressed, the operator told *The RM* that it was "continuing to work hard to find a solution" and that "all options" were being considered.

Vivarail's collapse has also presented a further setback to entry into service of the five Transport for Wales three-car



Vivarail unit No. 230008 parked at Birkenhead North depot on December 12, awaiting clarification of its future use. BOB CRAGG

diesel-battery hybrid Class 230s. Having already been disrupted by the Covid-19 pandemic and, more recently, the need to replace a component to avoid the risk of battery overheating incidents, TfW confirmed that crew training and testing had again been placed on hold. It still plans, however, to bring the fleet into use during 2023.

Net zero

The news has also led to the further postponement of the introduction of battery-electric Class 230 No. 230001 on Great Western Railway services between West Ealing and Greenford. Anticipated to run for at least a year, the 'real world' evaluation of the unit and Vivarail's pioneering 'Fast Charge' system (which uses a length of conductor rail to recharge the train in as little as 10 minutes), had been scheduled to start this month

after "unexpected challenges" prevented it beginning as planned last year.

A GWR spokesman said: "We remain committed to delivering this project with our partners on the Greenford branch line, a key step in helping us and the rail industry as a whole play our part in reaching net zero and reducing our carbon emissions." £2.15 million of Rail Network Enhancement Pipeline funding from the Department for Transport was secured for the trial and development of the technology had also been financially supported by Innovate UK.

The DfT said it was working with operators to mitigate any impact on services following Vivarail's insolvency and had asked them to explore options for ongoing projects, including the Greenford trial.

Prior to entering administration, Vivarail

continued to provide some technical support and parts for the five Class 434 third-rail electric multiple units it supplied to South Western Railway, used on Island Line services on the Isle of Wight. SWR told *The RM* it was confident it could still obtain the assistance needed to maintain the fleet in the future.

A project Vivarail had been working on with leasing firm Eversholt Rail and Kiepe Electric, to develop battery power for the 30-strong Class 321 'Renatus' fleet, is also expected to continue towards development.

Hoped for investment

As a business, Vivarail had been supported by a sole investment partner and agreed to operate without reliance on further funding early last year. Its directors approved a sale process and had been working to attract new investors.

A statement released by Grant Thornton said that an "increasingly difficult" operating environment and "delays to the anticipated upscaling of key net zero projects and pilots" had further contributed to the company's funding shortfall, which could not be resolved within the timescales available.

At the beginning of December, the administrators, who retained a core staff of around 30 employees, made an appeal for any last-minute expressions of interest in the business or its assets. They have begun the process of working with customers and stakeholders to address enhancing the return to Vivarail's creditors.

SIDELINES

Parliamentary service replaced by bus

THE Parliamentary train service operated by Chiltern between West Ealing and West Ruislip, comprising a single journey on Wednesdays, has become a rail replacement bus from December 14.

While the operator of the bus was unknown as this issue went to press, it is scheduled to run non-stop to West Ruislip, departing West Ealing at 11.17 and arriving at 11.42, six minutes later than the train managed at 11.36.

The last Chiltern train service for the foreseeable future on the route was operated by Class 165 No. 165037, which arrived at its destination 36 minutes late after a trespasser had to be removed by police on the railway at Denham.

Avanti developments

WEST Coast 'Pendolino' No. 390127 (Train Set 16) re-entered service in mid-December after its refurbishment at Alstom in Widnes, its place being taken by set No. 390129 (TS17).

Meanwhile dynamic testing of the Hitachi Class 805 fleet has begun at the Melton Rail Innovation & Development Centre (Old Dalby), where set No. 805001 has been joined by No. 805003. Both sets are due to move to Oxley dept (Wolverhampton) in February to start their main line testing.

The first all-electric set No. 807002 was about to start dynamic testing at Newton Aycliffe in December. The plan is for this unit to do its initial testing on the East Coast Main Line subject to a plan being agreed to get the set to and from the factory using the unelectrified Darlington-Bishop Auckland branch.

Call to ban car adverts on railway property

CLIMATE charity Possible, thinktank New Weather Institute, and activist network Adfree Cities have joined together as the 'Badvertising' coalition to ask Network Rail to end high-carbon advertising, such as cars, on its property.

The group says travel data links increased levels of household car ownership to decreased levels of public transport use. It claims average income drivers take 38% fewer train trips than non-drivers, and it is 69% fewer for households with two or more cars.

Badvertising's Emilie Tricarico said: "Network Rail relies on people making sustainable travel choices, so allowing car makers to sell directly to their passengers is an extraordinary act of self sabotage."

Fire closes busy line

A FIRE in a large warehouse next to the railway line, which at one point was at risk of collapsing onto the main Birmingham-Wolverhampton line, was started deliberately fire chiefs have said.

The fire at Lower Horseley Fields in Wolverhampton on December 5 was tackled by more than 100 firefighters and led to rail services being diverted for more than 24 hours.

Obituary: Adrian Shooter

The former boss of Chiltern Railways and founder of Vivarail, Adrian Shooter CBE, died on December 13 aged 74 after a battle with motor neurone disease.

By Pete Jordan and Phil Marsh

WHERE do you start when looking back at Adrian Shooter's railway career? He joined BR as a management trainee in 1970 aged 22, spending time in engineering roles at depots around the country, followed by a spell as area manager at London St Pancras, and being involved in setting up Red Star Parcels and Rail Express Systems.

After Privatisation in the mid-1990s, he became the first managing director of Chiltern Railways, then in 2012 founded Vivarail to rebuild redundant London Underground 'D78' Stock trains as DMUs and EMUs.

Away from the main line, he was elected to the Ffestiniog Railway Society's board in 1971; and at 23 he was the society's youngest director. In 1979, he became the FRS's managing director, a position he held until his resignation in 1981. Additionally, he was president of the UK-based Darjeeling Himalayan Railway Society.

Global reach

Twenty years ago Adrian created the Beeches Light Railway in the garden of his house near Aynho (Banbury), replicating the DHR with his Sharp Stewart 0-4-0ST, 1889-built B Class No. 3518. This was built at Glasgow Atlas Works for the DHR, and still had its original boiler. Operating this two 2ft-gauge garden railway from the station called Rinkingpong Road raised thousands of pounds for charities.

Adrian and Barbara took in a Ukrainian war refugee. Barbara often spent time abroad fundraising for charities, and has been in Ukraine a lot since the invasion. They also both took part in vintage car rallies using several of their highly collectable vehicles, crossing most continents. On one occasion Adrian changed a gearbox in just seven hours in the desert.



Adrian Shooter with his battery-powered EMU No. 230001 at Glasgow Central on October 29, 2021. PAUL BICKERDYKE

Just weeks before his death, he was in India advising the Indian Government on how to improve its mountain railways by conserving them and not to just cash in on them.

His last visit to the DHR was in March 2022, helping to negotiate the loan of another DHR locomotive in the Delhi museum to restore it to working order in England. He had the contacts and clout to make it happen.

Adrian and Barbara made numerous visits to India, acting as managers for Darjeeling Tours, and Adrian's professionalism as an engineer created a strong bond with the most senior people at Indian Railways, as well as on the railway itself.

Together with specialists from the DHRS, Adrian also visited the Darjeeling area offering advice on various engineering matters, and his influence at high levels of Indian Railways has ensured the team's advice was listened to. His last visit to India in this role was in November 2022.

Making things happen

The various books he authored detailing his career describe much of his professional expertise, but he did so much more behind the scenes for main line steam and heritage railways.

He led Vintage Trains when it became a licensed train operator; was chairman of consultancy SLC Rail, and became president of the Chinnor & Princes Risborough Railway (C&PRR) after the death of Sir William McAlpine, plus vice-president at the Buckinghamshire Rail Centre.

He was scathing about the last few governments and wrote in his 2021 book about Chiltern Railways: "Privatisation happened at all because of political dogma in part of the Conservative Party. As a lifelong member of that party, I have no hesitation in saying that, for the most part, those who advocated Privatisation had thought no further than 'public sector bad, private sector good'".

On July 3, 2010 the C&PRR

was connected to the national network for 48 hours to celebrate the centenary of the Chiltern line, with GWR 0-6-0PT No. 9600 running from Banbury to through to Chinnor. Adrian managed to pull more strings to get that connection installed than can ever be imagined.

He was instrumental in reinstating this connection in Autumn 2013 when, for three weekends that October, Chiltern Railways operated services to/from Aylesbury, Princes Risborough and Chinnor using a variety of stock.

Breaking the laws of physics

Adrian's constant challenging of authority later extended to the perceived laws of physics. Vivarail's former technical manager Julian Fletcher wrote: "Adrian would regularly challenge the engineering team to look into ideas that, on the face of it, appeared to be beyond the laws of physics."

"It was hard to tell if he was several steps ahead of us, or had become so used to his sheer force of ambition enabling the impossible to be achieved that it was a given.

"Either way, and perhaps due to his combination of drive, charm and absolute belief that the engineering team would deliver, we found ourselves coming up with solutions which worked.

"Adrian's most useful skill was his ability to analyse complex situations, prioritise the areas that needed attention, and suggest solutions. The wise listened and acted on his advice.

"And perhaps this is how we should remember Adrian, someone who challenged governments, succeeded in changing the railways and will be genuinely missed as a friend and colleague."



Adrian driving his B Class No. 3518 during a visit to the APPEVA Line (Froissy-Cappy-Dompierre) in France on June 2, 2011. CLIFF THOMAS

Rail Holidays of the World



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Rail gets CP7 funding boost

Funding for the five years from 2024-2029 has been announced and, while the Government continues to support rail, there is no commitment to further electrification.

By 'Industry Update'

THE Statement of Funds Available (SoFA) to Network Rail during Control Period 7 (CP7) – which covers the five-year period from April 1, 2024 to March 31, 2029 – was released by the Department for Transport on December 1.

It reveals that a budget of £44.06 billion has been agreed, of which £27.53 billion will be in the form of a grant. The balance will be funded from track access charges and other income that accrues to NR.

The funds are provided to support the delivery of the High Level Output Specification (HLOS), again provided by the DfT, during CP7. In a change from the previous five-year period, the SoFA does not include enhancement projects and provides for the operation, maintenance and renewal of the network in England and Wales, with Scotland having its own funding arrangements.

As part of the arrangements, NR is prohibited from taking loans or issuing bonds, as has happened in the past, to fund any financial shortfall that may occur in delivering the HLOS. There is some flexibility for additional money if this is

justified in detailed negotiations with the Office of Rail and Road, which has responsibility to determine the overall income NR requires from Government grant and commercial income.

Levelling up and improved connectivity

In the preamble introducing the HLOS, the Government confirms it strongly supports the recovery of the railway from the consequences of the pandemic, but expects modernisation and efficiency to bear down on the cost of providing the network.

It emphasises that the railway is a key part in securing economic growth, and must have a strategy for levelling up, connectivity and delivering environmental benefit. There is also a requirement to be aware of what matters to passengers and the potential impact of decisions on inclusion and accessibility, with a continuation of the 'access for all' programme providing step-free access to rail services. And there must be an asset management strategy that supports high earning routes, as well as maintaining an appropriate level of service where there is a need for subsidies.

The safe operation of the

railway must be a continued priority, which includes the prevention of trespass and suicide, with priorities established through risk assessment and safety learning identified by the Rail Accident Investigation Branch. Alternatives to level crossings must also be investigated with local authorities, although any projects have to be undertaken with budgeted funds.

Train planning and weather resilience

The remit for system operation includes an expectation there will be strength in train planning expertise, which includes an effective capability for executing changes without disruption to passengers. The capability to respond to incidents with effective signalling and control room management is also seen as an essential part of how the railway performs for its customers.

There is strong support for the development of rail freight. It is expected that NR will work closely with freight operators and forwarders to support growth, by meeting what is described as reasonable demand in the context of budgeted funds. There is a requirement for NR to be 'held to account' for achieving growth by ensuring sufficient capacity is provided.



NR is expected to plan for the effects of climate change and extreme weather to help avoid events such as this flooding at Culcheth, north-east of Warrington, due to Storm Christoph in January 2021. NR

The impact of climate change and extreme weather is identified as a priority for infrastructure resilience in respect of rainfall, high winds, sea level rise and heat, and it is expected that assessments will be made at a regional level of what needs to be done to improve network performance. While progress is expected in delivering low-emissions and pursuing de-carbonisation, there is no mention of a programme of electrification.

An expansion of digital signalling is to take place, but this is on the basis of renewal of life expired assets being replaced with the European Train Control System, which provides in-cab signalling, and plans should be made for retrospective cab fitment. It is emphasised that the purpose

of such conversion is to reduce costs and provide value for money for taxpayers.

The private sector supply chain is seen as critical to achieving the HLOS objectives of reducing costs by investment in skills and innovation that maintain safety standards and implement decarbonisation. A strong commercial contracting approach is required, which includes the award of a third of work to small and medium sized enterprises.

No funding for establishing a Great British Railways organisation is included, and the nature of the responsibilities that NR is expected to perform suggest a reduced need for any new organisation other than being centred on the award of future contracts in place of franchises.

"No funding for establishing a Great British Railways organisation is included"

Freight operators will welcome the HLOS requirement for NR to help grow freight use. At Ribbleshead on November 29, 2022, DBC 'Tug' No. 60011 heads south with the 6E97/10.44 Newbiggin-Tees Dock empty gypsum train. STEVE SIENKIEWICZ



Open access award for GWML

Grand Union Trains has won track access rights on the Great Western route from Carmarthen to Paddington from the end of 2024.

By 'Industry Update'

REGULATORY approval has been given to an application by Grand Union Trains to operate five daily services on the Great Western route between Carmarthen and Paddington.

After local station calls at Llanelli and Gowerton, stops from Cardiff Central will be at Newport, Severn Tunnel Junction and Bristol Parkway, from where services will run nonstop to Paddington.

New open access operators need to demonstrate that there is the necessary expertise to operate services and, as a result, it is proposed to enter a strategic partnership with the Spanish national rail operator RENFE with financial backing from Serena Industrial Partners.

Initially, the application for track access rights was not supported by Network Rail, in part because of concerns about financial backing and the rolling stock strategy. But it was accepted that paths were available and that a platforming exercise at principal stations confirmed this was not a constraint.



Open access operators such as Hull Trains have increased competition and passenger numbers on the East Coast Main Line. On August 30, 2022 its bi-mode set No. 802304 arrives at Doncaster with the 1A93/10.34 Hull to King's Cross. GEOFF GRIFFITHS

The proposal was backed by the Welsh Government, which wants greater use made of the South Wales Main Line, with Severn Tunnel Junction becoming a hub station serving future development of the area.

Revised proposal

The decision letter published by the ORR on December 1 reverses a decision made in 2020 to turn down an application to run open access services on the same route. This was to be on the basis of an early transfer of Class 91 and Mk.4 rolling stock to provide seven daily return services between Cardiff Central and Paddington, with the intention of the trains starting back from Carmarthen when suitable rolling stock was available.

The earlier application had high levels of revenue

"The Welsh Government wants greater use made of the South Wales Main Line, with Severn Tunnel Junction becoming a hub station serving future development"

abstraction without the benefit of the improved services to West Wales, and so was judged to have too great an impact on the franchised operator GWR. The revised submission cuts the number of trains from seven to five daily, and from the start of operations they will serve Carmarthen.

Bi-mode rolling stock is required and, as this is not immediately available, it means that the 10-year track access agreement will not start until December 2024.

In approving the application, the ORR says that in principle it is supportive of open access

as it reflects the duty it has to promote competition for the benefit of rail users. Over time, evidence to support this has come from statistics available from the presence of three open access operators on the East Coast Main Line, where there are services provided by Hull Trains, Grand Central on two routes, and the most recent entrant Lumo.

Positive effects of competition

Any doubters that remain will have to counter what must be regarded as irrefutable evidence from the last result for passenger rail usage, published for the three months ending September 30, 2022. Overall, 359 million journeys were made, which compares with the pre-pandemic figure in 2019 of 448 million, indicating that 80.3% of passengers have returned.

However, the figures for operators on the East Coast Main Line, where open access competition is firmly established, are dimensionally different. The comparative difference compared to 2019 is LNER 105.7% (i.e. 5.7% higher), Grand Central 7.9% up and Hull Trains 2% up. Added to that is the new operator Lumo, which carried 270,000 passengers in the period.

In total the three open access operators carried just short of one million passengers and, with LNER recording 5.86 million, this is a share of 17% of a market that has seen overall growth of 10.2%.

Lumo has resulted in an immediate contribution to this. The services were designed to offer a low-cost product to compete with the domestic airlines operating on the route, and the result has been a significant modal switch, with rail's market share rising from 35% to 57% on the basis of figures provided by the Civil Aviation Authority.

On comparable routes that have continued to have a franchised operator with a monopoly, only the East Midlands Railway has recaptured its original market presence, as it carried 99.9% of the previous passenger numbers. But Avanti West Coast recorded a dismal 64.5% with Great Western Railway not much better at 75.7%.

Prospects for more

Open access operation – and therefore competition – has been slow to develop in Britain as compared to a number of European countries. But new circumstances now apply as the ORR has pointed out that the advent of National Rail Contracts has removed the argument about the impact on franchise value.

NCR train operators are now paid by the DfT to run a specified timetable without any responsibility for revenue generation. It is apparent that open access operators will accept the revenue risk in promoting services that, by implication, will allow the specified level in Government contracts to be reduced.



The recovery of passenger numbers on the West Coast Main Line, where there is no open access operator, have been amongst the slowest to recover following the Covid-19 pandemic. Avanti West Coast 'Pendolinos' Nos. 390138 (left) and 390156 are seen at Carlisle on July 14, 2022. TONY WINWARD

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After breakfast, your tour ends. However before you leave, you might like to explore Harrogate further. You could visit one of the town's beautiful parks, such as the Valley Gardens, or step into Betty's Tea Room for some tea and a Fat Rascal.

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One down, one to go

As work gets underway on the second of the twin bores at Long Itchington Tunnel, the transport secretary makes a historic journey through the one already completed.

Below: HS2 chief Mark Thurston (left) and Transport Secretary Mark Harper in the completed bore at Long Itchington. HS2



Above: The tunnelling team prepare to begin driving the second bore with TBM Dorothy. HS2



TRANSPORT Secretary Mark Harper and HS2 chief executive Mark Thurston made a historic journey on December 1, driving from end-to-end through the completed bore of the mile-long tunnel at Long Itchington in Warwickshire.

"It was absolutely extraordinary to see first-hand the sheer scale and craftsmanship of this monumental project which will positively transform the lives of hundreds of thousands

of people across the North and Midlands," commented Mr Harper.

"As well as boosting connections, regenerating communities and creating tens of thousands of jobs, tunnels such as this have been designed to ensure Britain's biodiversity and countryside are preserved during construction and for many decades to come."

The tunnel, 33 metres (108 feet) below ground, was

constructed in order for the route to avoid cutting through ancient woodland above. It was created by 2000 tonne, 125-metre (410 feet)-long tunnel boring machine (TBM) *Dorothy*, which was launched at the north portal on December 2, 2021.

Named after Dorothy Hodgkin, the first British woman to win the Nobel Prize in Chemistry, the TBM broke through at the tunnel's southern end in July 2022. Its

10-metre diameter cutting head, tail skin and eight other large pieces from its front and middle shield were removed and returned to the site of the north portal by road in preparation for starting work on the second bore. The gantries, which weigh in excess of 1000 tonnes, were brought back through the tunnel.

Second bore

Reassembled in a three-month operation, *Dorothy's* second

one-mile drive got underway in late November. It is expected to break through in the summer.

Long Itchington will be the first twin tunnel of the HS2 project to be completed. The excavation of the bores involves the removal of around 500,000 tonnes of mudstone and soil, which is being processed on-site and separated before being moved by a 254-metre (278 yard) conveyor for use in building embankments for the route of the railway.

Ten sites now 'diesel-free'

DIESEL plant operation has been completely eliminated from 10 HS2 construction sites, according to the latest information from HS2 Ltd.

Seven sites in the Chilterns and Colne Valley, and three in London have stopped using diesel power for their operations.

The Canterbury Road Vent Shaft site became the first, in May last year. HS2 has a target of making all of its construction locations 'diesel-free' by 2029.

One of the latest developments is the trial of a hydrogen fuel cell to charge an electric telehandler at the Euston station site. It is also being used to charge lighting towers and a water pump.



COMMUNITY VIEWS: HS2 Ltd says it will give an update this spring on how local feedback will influence the final design of the high speed route's station at Euston. Updated plans for the station building and surrounding areas were revealed at public events during November and December. This image shows the proposed station building and new London Underground entrance from the south. HS2

Operator Skills Hub opens

A CENTRE purpose-built for giving training in operating construction machinery has been opened at HS2's Brackley Road compound near Westbury in Buckinghamshire.

The Operator Skills Hub includes a classroom, three indoor plant simulators and a four-acre outdoor space for practical training and

assessments. It is already training over 100 recruits.

Department for Education funding was secured by Flannery Plant Hire to deliver a range of training programmes, including a fortnight-long 'Skills Bootcamp' in plant operations. Apprenticeships with a 12 month duration will also be offered.

Spoil conveyor network starts rolling to Willesden

IT IS estimated that five million tonnes of material will be carried by a network of conveyors, established to transport spoil from excavation work for HS2 in West London.

The system, which totals 1.7 miles, was switched on during November by HS2 Minister Huw Merriman. It has spurs serving the construction sites for the HS2 station at Old Oak Common, the Victoria Road Crossover box, and Atlas Road

(where a logistics tunnel is being created). The system will ultimately be extended through this to remove material being excavated from the Euston tunnel.

HS2's Logistics Hub at Willesden Euroterminal is where the parts of the system converge, and the spoil will be transported from here by rail to Barrington in Cambridgeshire, Cliffe in Kent and Rugby, for use in redevelopment.



Five million tonnes of spoil from HS2 excavations in West London are expected to be moved by the conveyor system, with the spur (pictured) serving the Old Oak Common station site accounting for over a fifth of that. HS2

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Railways in Parliament

by
Jon Longman

GBR in transition

LORD Berkeley, the life peer and former columnist for *The Railway Magazine*, wanted to know what the official objectives are for the Great British Railways Transition Team; who directs its activities; how many staff it employs, including secondments; and how much funding it will receive in the current and 2023/24 financial years.

Baroness Vere of Norbiton, the Transport Minister in the House of Lords, replied: "GBRTT has been set up to design and mobilise the new guiding mind for the railway and create a simpler, better railway today through near-term improvements that benefit customers, communities and taxpayers.

"GBRTT's activity is directed by their board, chaired by Keith Williams CBE, tasked with overseeing delivery of priorities set by the Secretary of State for Transport."

Noting the recent financial statement in the House of Commons by Chancellor of the Exchequer Jeremy Hunt, Baroness Vere added: "The DfT's future spending plans are under review following the 2022 Autumn Fiscal Statement."

125 kinds of support

ILFORD South MP Sam Tarry wanted to know how much of the £3.5million First

of a Kind competition fund had been awarded.

Bexhill and Battle MP Huw Merriman, appointed to the Government post of Minister of State (Department of Transport) in November, replied: "The Department for Transport (DfT) and Innovate UK have run six First of a Kind competitions since 2017. So far, we have awarded more than £38m to 125 projects led by a range of organisations to support innovations that help to address priorities for the railway identified by both Government and industry. This includes projects funded under FOAK 2022, announced in November."

The Transport Minister added: "You have clarified that your question relates to the first FOAK competition, which was launched in October 2017 and offered £3.5m to bids focusing specifically on implementing innovative technology on railway vehicles, rather than rail infrastructure. Through a scoring process by independent experts, 10 winning projects were selected, to a total value of £3.375m."

The six 2022 FOAK winners will be receiving funding to help develop novel technology which improves rail freight services and lowers carbon emissions from trains. The 2022 competition, launched last April, aims to accelerate

innovation in the UK rail sector and enable technologies to be readily and efficiently integrated into the railway system.

TransPennine angst

STOCKPORT MP Navendu Mishra asked if the DfT has made an assessment of the potential impact of reduced First TransPennine Express services on the economy of the town.

Mr Merriman replied: "The DfT recognises the importance of a high performing railway in contributing to growth and local economies. Many communities have been impacted over the past few months by ongoing industrial relations challenges on the railway.

"The DfT looks to the trade unions to work with train operators and Network Rail as the employers to resolve these issues for the benefit of communities such as Stockport. A minister's role is to facilitate and support the ongoing discussions between the rail industry and Trade Unions regarding workforce reform and pay."

Strike guidance

A REQUEST for the DfT to issue guidance to train companies to run trains as long-form not short-form wherever possible

was made by the North-East Hampshire MP. Ranil Jayawardena wanted TOCs to follow such advice when operating strike day timetables.

Mr Merriman replied: "The DfT's contracts with train operators include obligations upon operators to plan services that provide sufficient capacity to meet the expected level of passenger demand within the constraints of the infrastructure and the available resources.

"Operators are also required to act with reasonable endeavours to mitigate the impact of any disruption to their planned services, including during strike action."

Railcard under review

THE Kingston-upon-Hull West and Hessle MP Emma Hardy asked for an assessment of the potential merits of extending the eligibility criteria for a Disabled Persons Railcard to include neurodiverse people who do not claim benefits.

The Transport Minister replied: "As per our Inclusive Transport Strategy commitment, the DfT, the Rail Delivery Group and the Disabled Persons Transport Advisory Committee are undertaking a review of the Disabled Persons Railcard. The review is considering the eligibility criteria and also the options to verify entitlement."

10 MINUTES 10 QUESTIONS

For the latest quick-fire interview, **Steven Knight** puts North Yorkshire Moors Railway CEO **Chris Price** into the hot seat.

CHRIS was brought up in Birmingham, joining the Royal Air Force when he was 18. After 10 years in the military, he left to follow his dream and work in the heritage railway movement joining the Talyllyn Railway.

As a trained RAF fitter, he was part of the workshop team before becoming workshop supervisor.

His first general manager role was at the Fairbourne Railway, and after a break to gain wider management skills, he became general manager of the Talyllyn Railway.

Just over two years later, he had the opportunity to manage the NYMR. He joined the Heritage Railway Association Board in 2018 and has since become its vice-chairman. He was recently elected as the Talyllyn Railway Preservation Society's president.

Chris lives in Pickering with his wife Alison, a Macmillan Nurse, and has two adult children. He enjoys volunteer driving on the Talyllyn, motorcycling, and watching his football team when he gets the time.

Q. What was your first job?

I had a paper round but got unfairly dismissed in my opinion, I didn't take it to tribunal!

My first full-time job was with Royal Air Force in 1984.

Q. Were you interested in trains before you joined the rail industry?

Yes, I was never a trainspotter, but my father's passing interest saw me volunteering at the Talyllyn when I was 16 on a family holiday in the area.

Q. What attracted you to your current role?

The opportunity to manage one of the big heritage railways was a massive draw. However, my own ambition to test myself at a higher level, and my personal family position at the time, were also factors.

Q. What has been your biggest achievement?

Sustaining a marriage for 34 years is certainly the biggest, alongside bringing up two children. My biggest work achievement was leading the NYMR executive team through the pandemic. We avoided job losses while also reviewing the whole business profile. The changes will help the railway sustain future challenges.

Q. ...and the low point of your railway career?

Stepping outside the industry for two years due to forces beyond my control. However, the managerial lessons I learnt during that time shaped who I am today, and I feel the situation turned into a positive.

Q. If you were Transport Secretary for a day, what would you do to support or change the industry?

I'd look at the business profile of the industry and realise investment in staff is key. I would make a strong business case to the Treasury for rail investment, and a positive change programme that overhauls the modus operandi. Not necessarily nationalisation, but certainly a more people-focused approach.

We need to start running the railways for the country, not hopelessly chasing a profit that we all know doesn't exist. Accept the railways are basically a service industry, and be prepared to pay for the overall benefit of the nation. We need a forward-looking public benefit rail industry, not a false profit-based business model. Let's hope Great British Railways emulates the above... maybe a tough challenge in a day though!

Q. How do you relax away from work?

I still volunteer as a driver at the Talyllyn Railway, but also love my home life. If I am honest, I am slightly consumed by the heritage railway industry, much to the displeasure of my wife.

Q. What is your view on the current state of the railway industry?

I think I have covered that in my earlier answer, but I fear the current model is crumbling. Why do I fear that we have a Government approaching union action like Thatcher approached the miners' strike? The amount of train operating companies in the hands of the operator of last resort is slightly scary and demonstrates that the current model is failing. I want the industry to rise from the ashes, not be consumed by the complacency fire. I hope history doesn't repeat itself.

Q. ...and where do you see the industry in 2050?

As we currently stand, I see an industry which is a shadow of what



Chris Price in front of '9F' No. 92134. NYMR

we currently have. What I hope for is a rail industry being the centre of our country's strategy in the fight against climate change.

Q. Finally, is there something about you that you can share with us that our readers are unlikely to know?

I was at Wembley when my football team beat Arsenal in the 2011 League Cup 2-1, yes a long-suffering Birmingham City fan. I can also ice skate and ski, which isn't bad for an overweight 57-year-old. I also have a motorcycle that I don't get out on enough.

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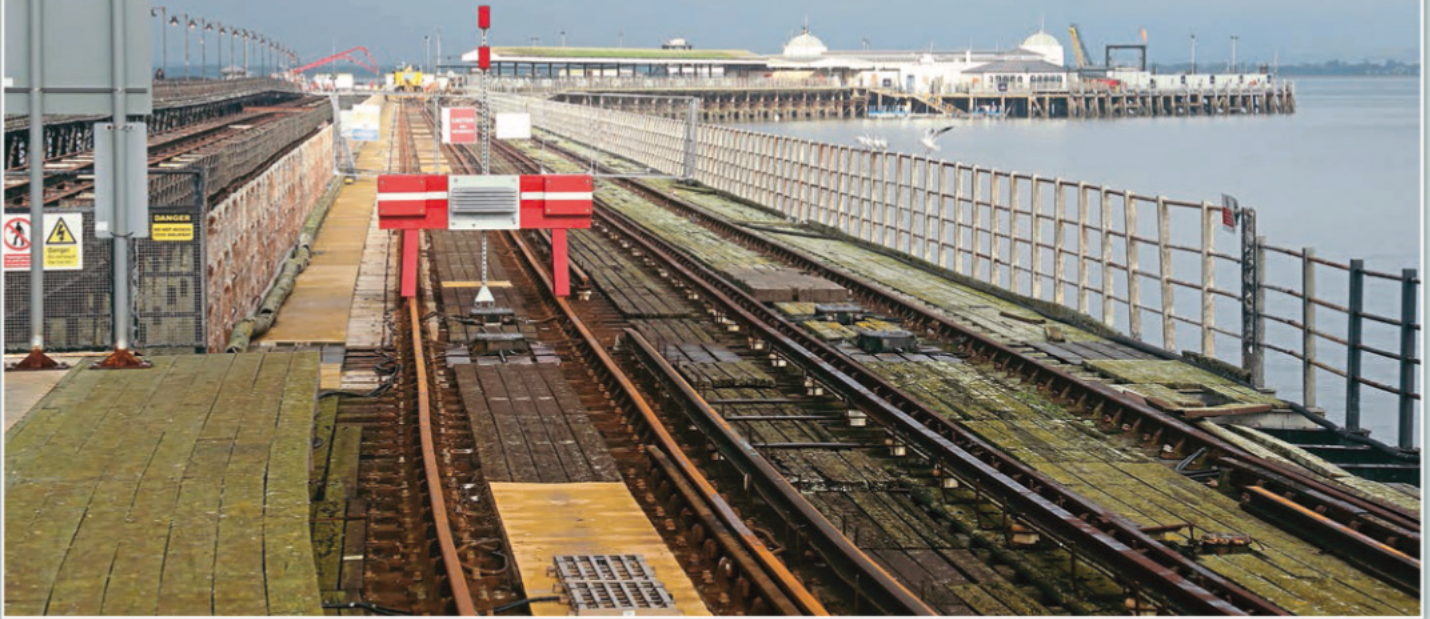
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PIER REVIEW

Work is underway to upgrade Ryde Pier to make the Victorian structure good for another 60 years.



Looking from Ryde Esplanade along the pier to Ryde Pier Head station in the distance on November 14. The road vehicle pier and former tramway pier are on the left.

NOVEMBER saw the start of work to upgrade Ryde Pier on the Isle of Wight, one of the main gateways to the island via the passenger ferries from Portsmouth.

There are actually three parts to the pier: The western side is for road vehicles and pedestrians; the centre section was formerly used by the tramway that ran between Esplanade and Pier Head stations until 1969,

and the eastern side carries the railway. The pier was Grade II listed in 1976.

Over the winter through to spring 2023, parts of the structure that have been damaged by years of exposure to the sea and weather will be repaired and refurbished, extending its life by an estimated 60 years. The former tramway section will also be converted to pedestrian use, leaving the western side for road traffic.

The railway section opened in 1880, but was strengthened in 1962 with new steelwork, and in 2012/13 underwent emergency repairs. A 2016 study recommended that it be upgraded to continue to support Island Line services.

During the work, Island Line trains will run between Shanklin and Ryde Esplanade with a shuttle bus connecting Ryde Esplanade to Ryde Pier Head. ■

A view of the work at Ryde Esplanade on November 14, where the Transport Interchange is being rebuilt along with a new access road to the pier (which is off to the right beyond the station). Island Line unit No. 484001 is in the temporary terminus, and note the remembrance poppy on cab front. ALL PHOTOS BY PHIL MARSH





Parts of the former tramway being dismantled and removed on December 1 as part of the renovation project.



A road-rail vehicle on the railway pier on November 14. Network Rail is using the closure of the pier to also upgrade the remaining single track running line.



Looking landwards from the end of the road pier on November 14 at the former tramway section and the railway pier. A gas-axe worker can be seen suspended over the sea in a cage attached to a crane.



The sea-end of the former tramway and Ryde Pier Head station on December 1, showing the pontoon that has been built as an engineering base.

A marine inspection of the pier gets underway on November 14.



THE 'BIG FOUR' BEGINS

It is now 100 years since Britain's railways were drawn together into the 'Big Four' and, in this extract from a new book entitled *Remembering The Big Four*, authors **Paul Hurley** and **Jeremy Suter** set the scene for this key moment in railway history.

IN 1804, Richard Trevithick pioneered steam traction that was mobile on metal rails. Wagonways had been used since the 1700s to feed mines and other industries using primitive, horse-drawn trucks on wooden rails, but Trevithick revolutionised this procedure with his steam-driven railway. Static steam boilers already existed to pump water, and drive mills and coal mines, but with wheels and the ability to pull loaded wagons, here was a different use for the steam engine. Trevithick first used this new power on the Penydarren Tramroad in South Wales, and it worked. Steam-driven railway traction was born.

Trevithick's idea was to open colliery railways in the North East, and designers such as Timothy Hackworth and John Blenkinsop designed the steam engines to haul the colliery wagons. They were, however, still primitive. But onto the scene came George Stephenson, who was to become known as 'the father of the railways'. Like the other engineers, he continued to work on locomotives for colliery use. He built the Stockton and Darlington Railway to link collieries near Shildon with Darlington and Stockton-on-Tees, and it officially opened on September 27, 1825.

However, Stephenson wanted this new power source to go further. If it could haul industrial products, why could it not carry paying passengers? He built the first inter-city line from Liverpool to Manchester, the Liverpool and Manchester Railway opening on September 15, 1830.

Railway Mania

Railway development moved quickly, from Trevithick in 1804 and his first high-pressure steam locomotive hauling a loaded train along

Grouping brought together numerous companies large and small, one of the latter being the Cleobury Mortimer and Ditton Priors Light Railway, which owned two saddle tank locos built by Manning Wardle for the line's opening in 1908. These became Nos. 28 and 29 under the GWR, and No. 29 is seen during 1931 after they had been rebuilt as a pannier tank.



a plateau in South Wales, to the Stephensons 30 years later with their locomotives capable of hauling trains from Liverpool to Manchester.

After this, Railway Mania started when vast profits could be made from investing in new railway companies. New lines spread like a spider's web across the country and abroad. Passenger trains that originally carried people in open trucks advanced through to comfortable and not-so-comfortable carriages that could be booked depending on the traveller's wealth.

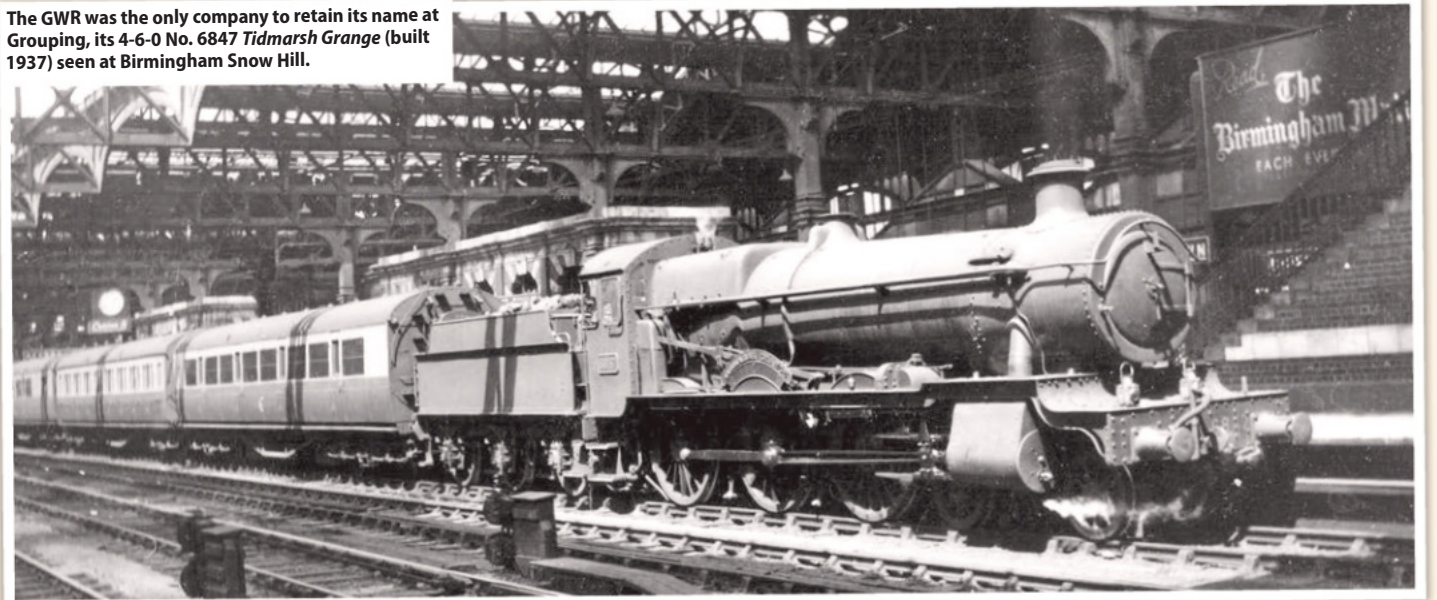
By 1846, 272 railway companies had received Government approval. This included those at an early stage when shares were being sold to recoup the proposed cost of laying the tracks. It was a 'feeding frenzy' where the lucky ones could get fabulously wealthy, but some simply lost money.

Between 1845 and 1847, Parliament authorised the building of 8000 miles of railway lines. Some worked, while some did not and were soon sucked into the larger companies, scrapped, or joined with others to form more successful business ventures. There was little in the way of organisation: some companies simply ran from town to town; some travelled the same route – but some larger companies emerged, such as the London & North Western Railway and the Great Western Railway.

Consolidation

When the First World War broke out in 1914, the railway consisted of 20,000 miles of track owned by 120 companies. Going into the war, they were all controlled by the Government and were worked hard. They came out battered

The GWR was the only company to retain its name at Grouping, its 4-6-0 No. 6847 *Tidmarsh Grange* (built 1937) seen at Birmingham Snow Hill.





The SR was the smallest of the 'Big Four' and was more of a passenger railway than the other three – especially for commuters into London. Its 'Q1' Class of 1942 was built with many labour-saving devices to suit the wartime austerity, but the last few survived with BR through to 1966. No. C31 is seen at Battersea in 1947.



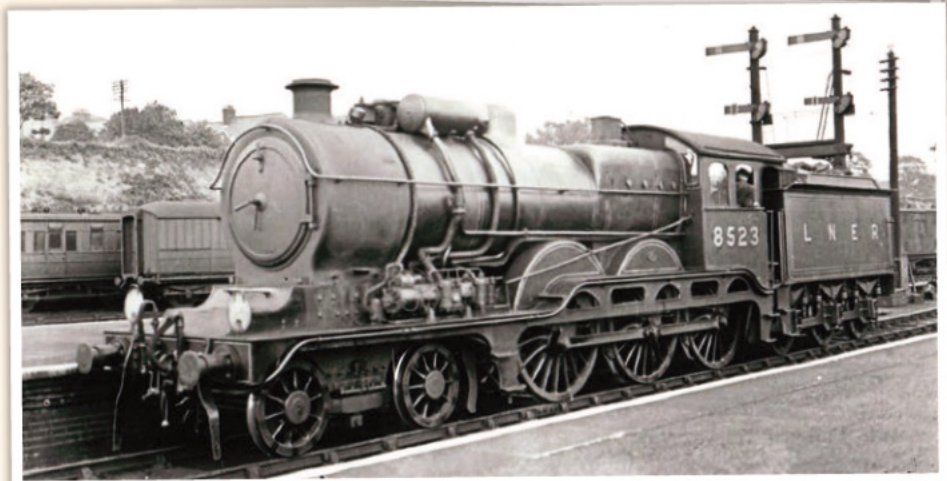
The LMS was the largest of the 'Big Four' companies and, after trialling a GWR 'Castle', abandoned its previous small engines policy with the introduction of the 4-6-0 'Royal Scot' Class in 1927. The first of the fleet was No. 6100 *Royal Scot*, seen here at Camden in 1928, but five years later this loco would swap identities with No. 6152 *The King's Dragoon Guardsman*, the new No. 6100 then going on a tour of North America.

and bruised, and soon it was decided that something had to be done. The country could not support so many diverse and, in some cases, overlapping companies. They would have to be brought together into a neat bundle of just four to cover various parts of England, Scotland, Wales and Northern Ireland.

The Railways Act 1921, also known as the Grouping Act, became law on January 1, 1923. After this, just four large companies, nicknamed the 'Big Four', came into being after incorporating all but a few of the small companies. This meant that 120 separate railways were combined to make just four.

The largest was the London, Midland and Scottish Railway (LMS), then the London and North Eastern Railway (LNER), the Great Western Railway (GWR, the only one to retain its pre-Grouping name), and the Southern Railway (SR, which catered more for passengers than freight).

Right: A perfect period photograph of a goods train passing families sitting with just a low railing between them and the line at Brighton in June 1932. The former SECR engine No. 557 (1557) was built at Ashford Works in February 1909, and lasted through Grouping into the BR era.



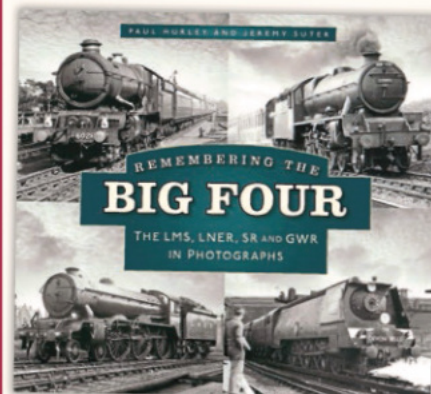
The LNER was the second largest of the 'Big Four', but its B12 No. 8523 was a former Great Eastern Railway loco of 1914 – seen here at Norwich Thorpe in May 1931. Many B12s were fitted with the rather ugly feedwater heaters on top of the boiler, looking something like the backpacks of a hitchhiker, thus giving them the nickname of 'Hikers'.

REMEMBERING THE BIG FOUR

The LMS, LNER, SR and GWR in Photographs

THE text and photographs on this page are an extract from a new book by Paul Hurley and Jeremy Suter that looks back at the 'Big Four' railway companies 100 years after they were drawn together. It includes contemporary images of the locomotives inherited and built by each company, making it a useful reference for enthusiasts and historians. Paul Hurley is a freelance writer who has written 28 books and numerous articles, while lifelong enthusiast Jeremy Suter has amassed an extensive archive of railway images covering the UK and Ireland.

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THE RM's 'BIG FOUR'

The Railway Magazine had been in existence for more than a quarter of a century by the time of the 1923 Grouping, and, as Britain's leading railway journal, it fell to us to coin the term 'The Big Four'. The following extracts show some of our coverage surrounding the launch day on January 1, 1923.

PRIOR to the First World War, Britain's railways had been built, maintained and operated by more than a hundred different companies. But during the war, the Government took control under the provisions of the Regulation of the Forces Act 1871. A railway executive committee, set up on behalf of the Government, then ran the railways until 1921.

Following the end of the war in 1918, the problem with having so many (often competing) companies became clear. There were debates in the House of Commons about the future of the railways, and whether nationalisation or re-Privatisation was best the option.

In 1920, Sir Eric Geddes – the UK's first minister of state for transport – published a white paper entitled 'Outline of Proposals as to the Future Organisation of Transport Undertakings in Great Britain and their Relation to the State'. This proposed creating a group of five companies to serve England and Wales and one for Scotland.

After some debate, a Railways Bill suggested four regional groups for England and two for Scotland, which was revised again to four groups covering England and Scotland after concern about separating Scottish railways. This became the Railways Act 1921 (sometimes known as the Grouping Act), which received royal assent on August 19, 1921 to take effect in 1923.

Part 1 of the Act dealt with the terms and procedure of the amalgamations of railway companies; Part 2 with powers and regulation

of the railway companies by the Railway and Canal Commission; Part 3 with railway rates, charges and conditions of carriage; and Part 4 with employee wages and conditions. Parts 5 and 6 dealt with light railways and general clauses respectively.

From *The RM* October 1921 The Railways Act 1921

A leading principle is that the railways are grouped as companies and that no sections are transferred from one to another, which is responsible for many anomalies, but avoids all the difficulties and complexities which adjustments would involve.

Royal Assent was given on August 19 [1921] and the railway companies are now busy in connection with the amalgamation procedure entailed thereby, and with the many incidental problems involved.

Amalgamation is to be an accomplished fact by July 1, 1923, but meanwhile the railways are carrying on with their ordinary business as separate concerns, except that in certain instances they are already working together to some extent, the full complexities of Railway Clearing House work are not being resumed, by arrangement between the parties, and in other ways there is a degree of anticipation of the terms of the Act.

There will only be four groups instead of the six as at first intended – Southern; Western; North Western, Midland and West Scottish; and North Eastern, Eastern and East Scottish.

The third of these will not only be the

largest joint stock corporation in the world, taking that title from the LNWR, but will probably be the biggest traffic concern in the world operating under a single ownership.

From *The RM* January 1923 The new companies

At the special railway meetings held in November [1922], the names of two of the four new companies were officially intimated.

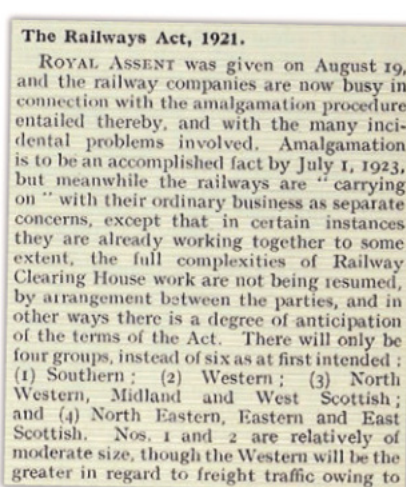
That of the London & North Eastern Railway Company, which was chosen by the railways comprising the North Eastern, Eastern and East Scottish Group, was mentioned last month, while the new title of the company which comprises the Southern group of railways is now known to be the Southern Railway Company – a terse and completely descriptive name.

Of the other two groups, the Western Group will continue to be known as the Great Western Railway Company, this name having been provided for in the Act, wherein it is laid down that "the amalgamation scheme [with respect to the Western Group] shall provide for constituting the Great Western Railway Company the amalgamated company."

With regard to the North Western, Midland and West Scottish Group, the name finally decided for the new company is the London, Midland & Scottish Railway Company. Thus from the 'appointed day', the main railway companies of Great Britain will be four, one the Great Western, bearing a name that already stands high among British railways, while the other three start

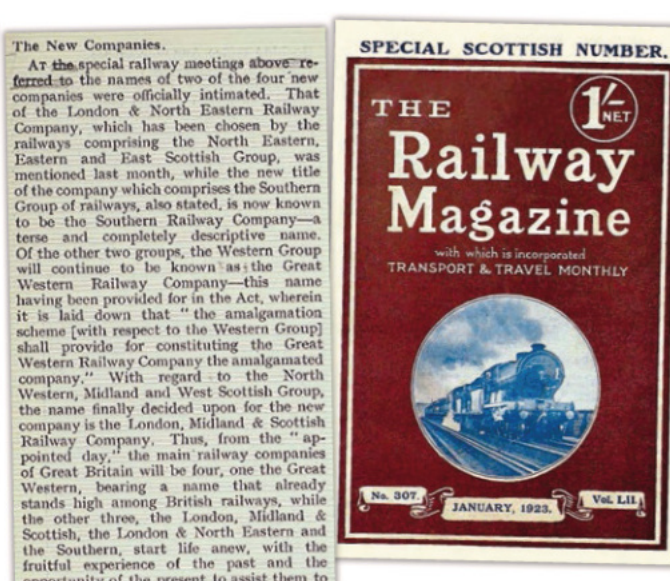


Above: The cover of *The RM* October 1921 issue, which contained details of the Railways Act 1921 that led to Grouping.



Above: Our story in the October 1921 issue about the Railways Act 1921 gaining Royal Assent.

Right: A clipping of our story in the January 1923 issue about the 'Big Four' names.



Above: *The RM* January 1923, which reported on the names of the new companies.



HEADQUARTERS OF THE LONDON AND NORTH EASTERN RAILWAY, MARYLEBONE STATION, LATE GREAT CENTRAL RAILWAY.

“The Big Four” of the New Railway Era

INAUGURATING THE NEW RAILWAY SITUATION IN GREAT BRITAIN.

AS from January 1, 1923, nearly all the railways which have for so long supplied the railway transportation needs of Great Britain, have come within the all-embracing scope of one or other of the four “great” companies ordained by the Railways Act of 1921. As a result, the entire railway situation is radically altered, many of the famous “frontier” stations have lost their importance altogether, or merely retain it in a very much reduced and almost incidental form, while railway directorates and officers are being set up, differing essentially from those of the immediate past, not a few well-known directors and officers passing into well-earned “retirement,” while others appear with new and greater responsibilities.

Speaking generally, it is substantially correct to say that, so far, only the combinations of the grouped companies, the formation of the new companies, and the

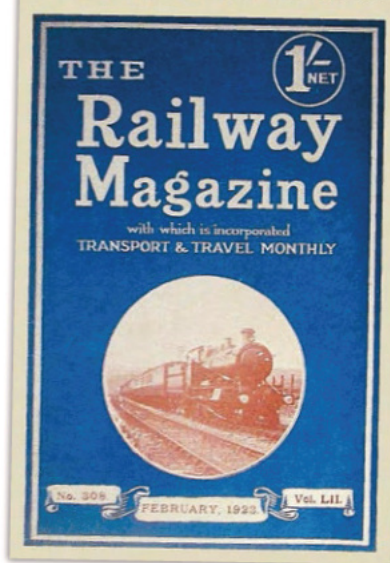
directorates and chief officials concerned with “company” aspects, have yet been completed as far as practicable. Even in this connection, certain amalgamations have yet to be dealt with, and the final schemes submitted for the approval of the Ministry of Transport. Matters are, however, sufficiently advanced to enable the component railways, both “constituent” and “subsidiary,” to operate on a combined basis as from January 1, 1923, while a number of both permanent and interim appointments have been made, indicating the prospective organisation. Associated, are a number of retirements of well-known chief officers, and in the aggregate so many developments associated with railway “personnel” have to be recorded, that it is thought best to cover the whole ground in this article, instead of dealing with them individually in the “Railway Portrait Gallery,” or “What the Railways are Doing.” A number of portraits are

FEBRUARY 1923.]

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[No. 308,

“THE BIG FOUR” OF THE NEW RAILWAY ERA.



Above: The cover of *The RM* February 1923, the first after the ‘Big Four’ started operating on January 1 that year.

Left: Our headline in the February 1923 issue, which coined the term ‘The Big Four’.

“...a Railways Bill suggested four regional groups for England and two for Scotland, which was revised again to four groups covering England and Scotland after concern about separating Scottish railways.”

Mr. Felix J. C. Pole on Grouping.

In proposing the toast of “The County Borough, Port and Trade of Swansea,” at the annual banquet of the Swansea Chamber of Commerce on Friday, November 24, Mr. Felix J. C. Pole, General Manager, Great Western Railway, pointed out that not only would some 200 companies be reduced to four, but all the companies except the Great Western were to be wound up, and early in the New Year all the old familiar names would have disappeared except that of the Great Western Railway. Whatever view might be held as to the policy of grouping, it was certain that the situation in which the railways found themselves after seven years of Government control called for drastic treatment. In 1913, the last complete year before Government control, the total expenditure was 75 millions. By the year 1918 it had risen to 131 millions, and in 1920 – the last complete year of control, to 228 millions. Moreover, at that time, costs were still rising. By far the largest part of that enormous increase of expenditure was due to wages concessions, and the introduction of the eight-hour day. The Government were forced to make railway receipts balance the expenditure, and his hearers were aware of the extent to which railway rates had been advanced at one bound in January, 1920. In his opinion, the Government lost a great opportunity of raising money when they failed to advance railway rates concurrently with the growth of expenditure during the years 1916-20. They might have secured many millions to the relief of taxation, and, incidentally, have demonstrated that the bargain with the railways was an exceedingly good one for the State.

Above: Felix Pole’s speech on Grouping in our January 1923 issue.

life anew, with the fruitful experience of the past and the opportunity of the present to assist them to make their names as well known as those of the constituent companies, now – unhappily for some – condemned to early extinction.

Speech on November 24, 1922

FELIX JC Pole, general manager of the GWR, pointed out that not only would some 200 companies be wound up, in the New Year all the old familiar names would have disappeared except that of the GWR. Whatever view might be held as to the situation in which the railways found themselves after seven years of Government control called for drastic treatment.

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incidentally, have demonstrated that the bargain with the railways was an exceedingly good one for the state.

From *The RM* February 1923 The ‘Big Four’ of the new era

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As a result, the entire railway situation is radically altered, many of the famous frontier stations have lost their importance altogether or merely retain it in a very much reduced and almost identical form, while railway directorates and officers are being set up, differing essentially from those of the immediate past, not a few well known directors and officers passing into well-earned retirement, while others appear with new and greater responsibilities.

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Matters are, however, sufficiently advanced to enable the component railways, both ‘constituent’ and ‘subsidiary’, to operate on a combined basis as from January 1, 1923, while a number of both permanent and interim appointments have been made, indicating the prospective organisation.

London Midland and Scottish

In this group, the London & North Western and Lancashire & Yorkshire Railways were amalgamated as from January 1, 1922 and, as we go to press, arrangements for the amalgamation of the North Staffordshire are in the process of completion, while in regard to the Caledonian Railway, final stages are also incomplete.

Arrangements are, however, sufficiently advanced for the companies concerned to be combined for operating substantially as one concern from January 1, 1923 and the organisation referred to below, though announced as of an interim character, is on that basis.

Constituent Companies: LNWR (including L&Y amalgamated from January 1, 1922) 2667½ miles; Midland 2170¾ miles; North Staffordshire 220¾ miles; Furness 158 miles; Caledonian 1114½ miles; Glasgow & South Western 493½ miles; Highland 506 miles. Irish Lines comprised the Dundalk, Newry & Greenore 26½ miles; Northern Counties Committee’s lines 265¼ miles; Joint Midland & Great Northern of Ireland 91 miles.

BIG FOUR CENTENARY

Principal statistics consequent upon the completion of grouping are: Route mileage 7790; Track mileage (including sidings) 20,100; Tender Locomotives 7000; Tank engines 3400; Coaching vehicles 27,000; Freight vehicles 315,000; Service vehicles 22,300; Electric rolling stock 550; Rail motor cars 32.

The new company has 67 turbine and screw steamers and a number of smaller vessels, lake steamers etc; docks, harbours, wharves etc at Barrow-in-Furness, Fleetwood, Garston, Grangemouth, Heysham, Holyhead, Morecambe, Ayr, Alloa, Bristol, Fairlie, Gourock, Largs, London and Tilbury, Renfrew, Troon, Wemyss Bay, Widness and other places; and 36 modern hotels, mostly of large size and ranking as principal hotels in the towns served.

The new directorate is: chairman, Hon C N Lawrence (LNWR); deputy chairmen, Sir Guy Granet (Midland Railway) and E B Fielden (LNWR). J H Follows, general superintendent of the Midland Railway, becomes chief general superintendent, whose department oversees the new divisions: Western (mainly LNWR and L&Y lines), Midland (former Midland Railway) and Northern (Scottish lines and Northern Counties system in Ireland).

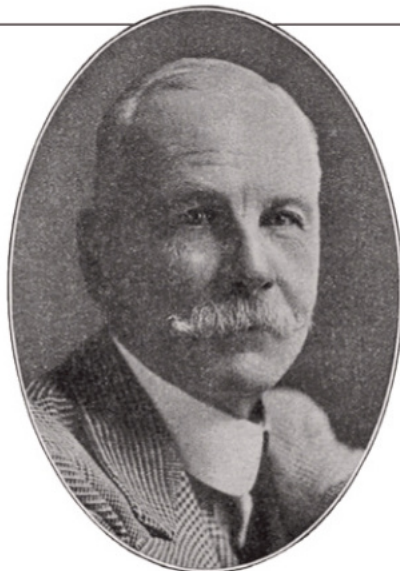
London and North Eastern

All except 'subsidiary' amalgamations and final procedures are virtually completed, and this railway has been operated as a single concern since January 1, 1923 except that the Hull & Barnsley was amalgamated with the North Eastern Railway from April 1, 1922.

Constituent companies: North Eastern 1757½ miles; Great Central 852½ miles; Great Eastern 1191¼ miles; Great Northern 1051¼ miles; Hull & Barnsley 106½ miles; North British 1378 miles; Great North of Scotland 334½ miles.

Principal statistics are: route mileage 6590; track mileage (including sidings) 17,500; tender locomotives 490; tank engines 2800; coaching vehicles 20,000; freight vehicles 297,000; service vehicles 16,500; electric rolling stock 140; electric locomotives 13; rail motor cars 10.

Also six turbine and 16 other large steamers, 36 other steamers and a number of



Hon Charles N Lawrence was the first chairman of the LMS, but he resigned after a year and was succeeded by deputy chairman Guy Granet.

river boats, lake steamers, motor boats etc; 295 miles of canal; docks, harbours etc at Alloa, Bo'ness, Charlestown, Connah's Quay, Grimsby, Harwich, Hull, Hartlepool and West Hartlepool, Immingham, London, Lowestoft, Methil, Middlesbrough, New Holland, Silloth, South Shields, Sunderland and Tayport; and wharves, staiths etc at Blyth, Boston, Chatteris, Gainsborough, Holme, Hull, Keadby, Lincoln, Misterton, Percy Main, Surfleet, Wakefield, Winteringham Haven and London (Limehouse, Marylebone etc); piers at Craigendorna, Malliag, North and South Queensferry, Tayport etc; and 23 modern hotels.

The new directorate is composed as: chairman, W Whitelaw (NBR); deputy chairman Rt Hon Lord Farringdon (GCR). Marylebone station has been selected as the headquarters, departments being located in the late chief office buildings.

R L Wedgwood (NER) is the chief general manager.

Great Western Railway

Except for certain steps, the formation of the new Great Western Railway – the only name from the past which is continued – is practically completed.

Constituent companies: Great Western, 3005 miles; Barry 68 miles; Cambrian 295¼ miles; Cardiff 11¾ miles; Rhymney 51 miles;



Former chairman of the North British Railway William Whitelaw became chairman of the LNER in 1923, a post he held until 1938.

Taff Vale 124½ miles; Alexandra (Newport & South Wales) Docks and Railway 10¼ miles.

Principal statistics consequent upon the grouping are: route mileage 3800; track mileage (including sidings) 8750; tender locomotives 1550; tank engines 2500; coaching vehicles 10,100; freight vehicles 90,000; service vehicles 9700; electric vehicles 60; rail motor cars 70.

The Great Western Railway also owns 213 miles of canals; 16 turbine and twin-screw steamers, besides several smaller vessels; docks, harbours etc at Barry, Cardiff, Fishguard, Newport, Penarth, Plymouth, Port Talbot and other places; and 10 modern hotels, mostly of large size.

The directorate consists of: chairman: Rt Hon Viscount Churchill GCVO (GWR); deputy chairman Sir S Ernest Palmer.

Southern Railway

This company takes over the railways of the Southern Group as follows.

Constituent companies: London & South Western 1020½ miles; London, Brighton & South Coast 457¼ miles; London, Chatham & Dover, South Eastern, South Eastern & Chatham Railways' Managing Committee 637¾ miles.

In addition, the Lynton & Barnstaple Railway, though not covered by the Railways Act 1921, has been absorbed by the LSWR and therefore forms part of the Southern Railway. Length is 19¼ miles.

Combined mileage and rolling stock of the new system is as follows: route mileage 2200; track mileage, including sidings 5400; tender locomotives 1240; tank engines 1150; coaching vehicles 10800; freight vehicles 37500; service vehicles 2280; electric vehicles 460; rail motor cars 14.

The new company owns 38 large turbine or other steamers, and a number of smaller vessels; 3½ miles of canals; docks, harbours etc at Southampton, Newhaven, Plymouth, Littlehampton, Folkestone, Dover, Whitsable, Strood, rye, Queenborough, Port Victoria etc; and 10 large and well known hotels.

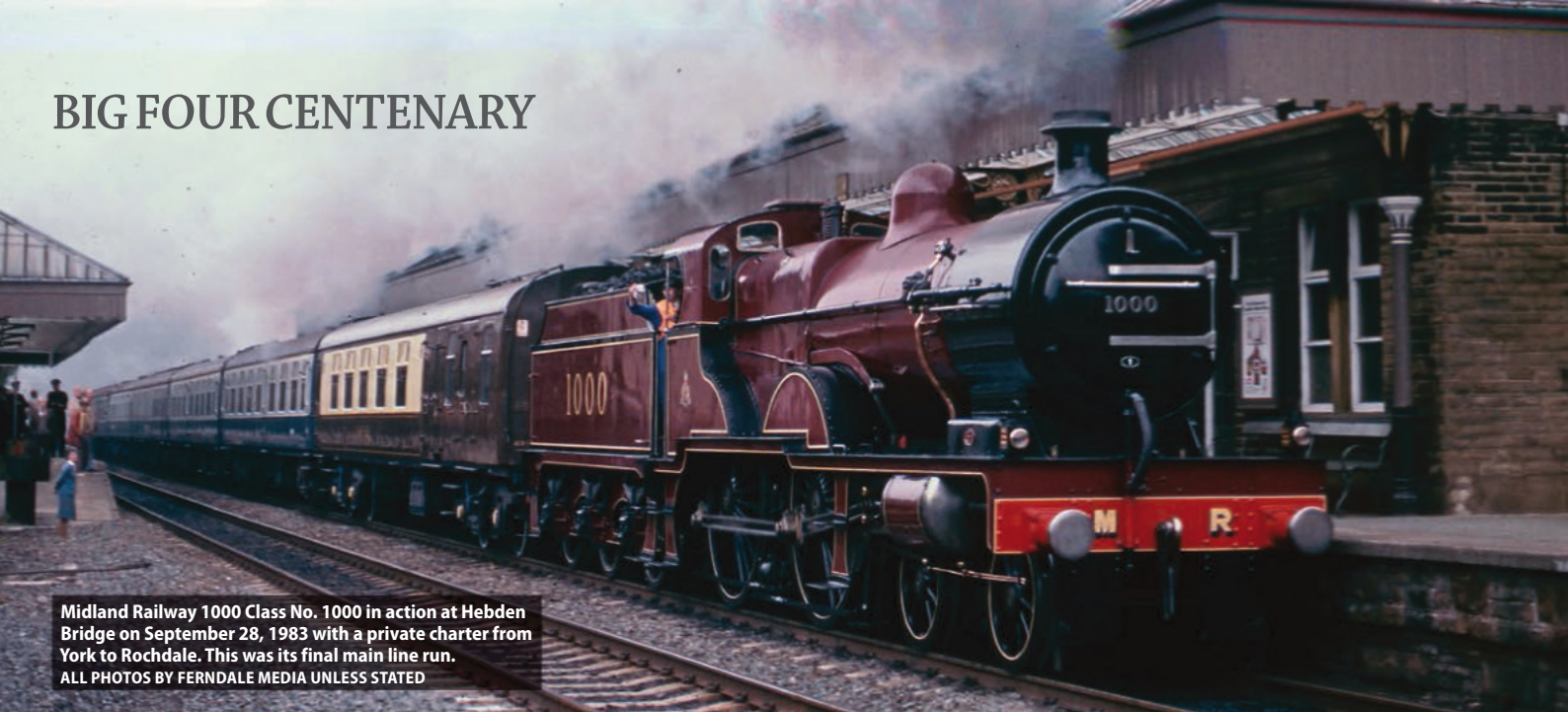
So far no announcement as to the chief officers of the new organisation have been made, and so for the time being the three chief component railways will continue to be managed as heretofore. ■



Rt Hon Viscount Churchill GCVO was chairman of the GWR before and after Grouping from 1908–34.



Although not appointed until later in 1923, the first chairman of the Southern Railway was Sir Hugh Drummond, who passed away in August 1924 and was followed by the Hon Everard Baring.



Midland Railway 1000 Class No. 1000 in action at Hebden Bridge on September 28, 1983 with a private charter from York to Rochdale. This was its final main line run.
ALL PHOTOS BY FERNDAL MEDIA UNLESS STATED

Pre-Grouping survivors

The 'Big Four' were responsible for some of our most iconic steam locomotives – think 'King', 'Coronation', 'A4' or 'Merchant Navy' classes – but we are also fortunate that a rich collection of pre-Grouping locos also made it into the preservation era.

Chris Milner surveys the surviving standard gauge engines.



Lancashire & Yorkshire Railway Class 25 No. 957 at Manchester's Science and Industry Museum on August 13, 2009. CHRIS MILNER



The two preserved Lancashire & Yorkshire Railway Class 21 'Pugs' Nos. 19 and 68, carrying their BR numbers Nos. 51231 and 51218, pictured together at Steamport, Southport on February 7, 1998 – the penultimate weekend before it closed.



London, Tilbury & Southend Railway Class 79 (3F) No. 80 *Thundersley* stands outside the shed at Bressingham on an unknown date.



Caledonian Railway 812 Class No. 828 at Boat of Garten, Strathspey Railway, with a mixed train photo charter on June 18, 1994.

PRESERVED PRE-LMS LOCOS

Pre-Grouping No.	Class	Built	Original company	Current Location
158	156	1866 (1)	Midland Railway	Barrow Hill Roundhouse
1418	1F	1880	Midland Railway	Barrow Hill Roundhouse
118	115	1897	Midland Railway	NRM, York
1000	4P	1902	Midland Railway	Barrow Hill Roundhouse
3924	4F	1920	Midland Railway	Keighley & Worth Valley Railway
80	3P	1909	London, Tilbury & Southend	Bressingham Steam Museum
76	75	1880	North London Railway	Bluebell Railway
1054	Coal Tank	1888	London & North Western	Ingrow, Keighley & Worth Valley
485	Super D	1921	London & North Western	Locomotion Shildon
752	23	1881	Lancashire & Yorkshire	East Lancashire Railway
957	25	1887	Lancashire & Yorkshire	Keighley & Worth Valley
1008	5	1889	Lancashire & Yorkshire	NRM, York
1300	27	1895	Lancashire & Yorkshire	East Lancashire Railway
68	Pug	1901	Lancashire & Yorkshire	Keighley & Worth Valley
19	Pug	1910	Lancashire & Yorkshire	East Lancashire Railway
9	322	1917	Glasgow & South Western	Glasgow Riverside Museum
103	Jones Goods	1894	Highland Railway	Glasgow Riverside Museum
123	1P	1886	Caledonian Railway	Glasgow Riverside Museum
828	812	1899	Caledonian Railway	Strathspey Railway
419	439	1907	Caledonian Railway	Bo'ness & Kinneil Railway

Notes: 1. Rebuilt 1892

BIG FOUR CENTENARY



The only electric loco in this survey is North Eastern Railway ES1 Class No. 1, pictured at Locomotion in Shildon on September 13, 2004. CHRIS MILNER



Posing on the turntable at the NRM in York on January 18, 2012, is North Eastern Railway X1 Class No. 66 Aerolite. CHRIS MILNER



Great Central D11 Class No. 506 Butler-Henderson (carrying BR number No. 62660) heads south from Loughborough Central, Great Central Railway, on February 21, 1992.



Above: Great Northern N2 Class No. 1744 (as BR No. 69523) at Shackerstone in the summer of 1996.

Below: Another loco on a turntable, this time at Barrow Hill Roundhouse, GNR C1 Class 'Large Atlantic' No. 251 is seen on April 12, 2012. CHRIS MILNER



PRESERVED PRE-LNER LOCOS

Pre-Grouping No.	Class	Built	Original company	Current Location
990	C2	1898	Great Northern Railway	NRM York
1247	J52	1899	Great Northern Railway	Locomotion Shildon
251	C1	1902	Great Northern Railway	Danum Gallery, Doncaster
1744	N2	1921	Great Northern Railway	North Norfolk Railway
490	E4	1895	Great Eastern Railway	Bressingham Steam Museum
87	J69	1904	Great Eastern Railway	Bressingham Steam Museum
1217	F48	1905	Great Eastern Railway	Barrow Hill Roundhouse
564	Y14	1912	Great Eastern Railway	North Norfolk Railway
102	O4	1912	Great Central Railway	Great Central Railway, Loughborough
506	D11	1919	Great Central Railway	Barrow Hill Roundhouse
66	X1	1869 (1)	North Eastern Railway	NRM York
910	E6	1875	North Eastern Railway	Stainmore Railway, Kirkby Stephen
1463	E5	1885	North Eastern Railway	Head of Steam, Darlington
876	J21	1889	North Eastern Railway	Stainmore Railway, Kirkby Stephen
1310	Y7	1891	North Eastern Railway	Middleton Railway
1621	D17	1893	North Eastern Railway	Locomotion Shildon
ES1	ES1	1903	North Eastern Railway	Locomotion Shildon
2238	Q6	1918	North Eastern Railway	North Yorkshire Moors Railway
901	Q7	1919	North Eastern Railway	Head of Steam, Darlington
42	Y9	1887	North British Railway	Bo'ness & Kinneil Railway
673	J36	1891	North British Railway	Bo'ness & Kinneil Railway
256	D34	1913	North British Railway	Glasgow Riverside Museum
49	D40	1920	Great North of Scotland	Bo'ness & Kinneil Railway

Notes: 1. Rebuilt 1892, 1902

GER Y14 Class No. 564 (as BR No. 65462) passes Sheringham golf course (NNR) on September 2, 2007. CHRIS MILNER





PRESERVED PRE-GROUPING GWR LOCOS

Pre-Grouping No.	Class	Built	Original company	Current Location
28	O1	1897	Taff Vale Railway	Gwili Railway
85	O2	1899	Taff Vale Railway	Keighley & Worth Valley Railway
26	813	1901	Port Talbot Railway	Severn Valley Railway
6		1906	Powlesland & Mason	Mountsorrel Railway Museum
5		1898	Cardiff Railway	Didcot Railway Centre
1340		1897	Alexandra Dock Railway	Didcot Railway Centre
1378		1878	N Pembroke & Fishguard Rly	Scolton Manor Museum
2516	2301	1897	GWR	STEAM Swindon Museum
3717	3700	1903	GWR	STEAM Swindon Museum
2807	2800	1905	GWR	Gloucestershire Warwickshire Railway
2818	2800	1905	GWR	STEAM Swindon Museum
4003	4000	1907	GWR	NRM York
1363	1366	1910	GWR	Didcot Railway Centre
4247	4200	1916	GWR	East Somerset Railway
4248	4200	1916	GWR	STEAM Swindon Museum, partially dismantled
4253	4200	1917	GWR	Kent & East Sussex Railway
8322	4300	1917	GWR	Didcot Railway Centre
2857	2800	1918	GWR	Severn Valley Railway
2859	2800	1918	GWR	Private site – Congleton
2861	2800	1918	GWR	Became a parts donor for other projects
2874	2800	1918	GWR	Gloucestershire Warwickshire Railway
2873	2800	1919	GWR	Parts are at Dartmouth Steam Railway
4270	4200	1919	GWR	Gloucestershire Warwickshire Railway
4277	4200	1920	GWR	Dartmouth Steam Railway

Above: One of the Great Western's most famous pre-Grouping locos is No. 3717 *City of Truro*, seen leaving Winchcombe, Gloucestershire-Warwickshire Railway, on October 13, 1990.

Below: 2800 Class No. 2857 hauls a demonstration goods train north through Arley, Severn Valley Railway, on an unknown date.



Below: GWR Heavy Goods 2800 Class No. 2857 pauses at Alexandra Dock Junction, Newport, on September 10, 1985 prior hauling a demonstration freight train to Severn Tunnel Junction as part of the GWR 150 celebrations.





London and South Western Railway 0298 Class Beattie Well Tank No. 298 (as BR No. 30587) is pictured with a mixed train during a visit to the Chasewater Railway on may 16, 2004. CHRIS MILNER



LB&SCR A1X Class 'Terrier' No. 62 (as No. 662) inside Barrow Hill Roundhouse on August 21, 2008. CHRIS MILNER



LB&SCR A1X Class 'Terrier' No. 46 *Freshwater* (as Southern No. 8) at Smallbrook Junction, Isle of Wight Steam Railway, on July 22, 1995.

PRESERVED PRE-SR LOCOS

Pre-Grouping No.	Class	Built	Original company	Current Location
314	0298	1874 (1)	London & South Western	Buckinghamshire Railway Centre
298	0298	1874 (1)	London & South Western	Sildon
488	0415	1885	London & South Western	Bluebell Railway
209	W24	1891	London & South Western	Isle of Wight Steam Railway
96	B4	1893	London & South Western	Bluebell Railway
102	B4	1893	London & South Western	Bressingham
563	T3	1893	London & South Western	NRM York
245	M7	1897	London & South Western	NRM York
120	T9	1899	London & South Western	Swanage Railway
53	0415	1905	London & South Western	Swange Railway
499	S15	1920	London & South Western	Mid-Hants Railway
506	S15	1920	London & South Western	Mid-Hants Railway
65	O1	1896	South East & Chatham Railway	Bluebell Railway
737	D	1901	South East & Chatham Railway	NRM York
592	C	1902	South East & Chatham Railway	Bluebell Railway
263	H	1905	South East & Chatham Railway	Bluebell Railway
753	P	1909	South East & Chatham Railway	Kent & East Sussex Railway
27	P	1910	South East & Chatham Railway	Bluebell Railway
178	P1	1910	South East & Chatham Railway	Bluebell Railway
323	P	1910	South East & Chatham Railway	Bluebell Railway
72	A1X	1872	London, Brighton & South Coast	Bluebell Railway
70	A1X	1872	London, Brighton & South Coast	Kent & East Sussex Railway
78	A1X	1872	London, Brighton & South Coast	Kent & East Sussex Railway
54	A1X	1875	London, Brighton & South Coast	Exporail, Quebec, Canada
55	A1X	1875	London, Brighton & South Coast	Bluebell Railway
62	A1X	1875	London, Brighton & South Coast	Bressingham Steam Museum
46	A1X	1876	London, Brighton & South Coast	Isle of Wight Steam Railway
50	A1X	1876	London, Brighton & South Coast	Spa Valley Railway
110	E1	1877	London, Brighton & South Coast	Isle of Wight Steam Railway
40	A1X	1878	London, Brighton & South Coast	Isle of Wight Steam Railway
214	B1	1882	London, Brighton & South Coast	NRM York
473	E4	1898	London, Brighton & South Coast	Bluebell Railway

Notes: 1. Rebuilt in 1921 at Eastleigh Works



LWSR B4 Class No. 96 *Normandy* on the dockside at Southampton on June 4, 1994 during celebrations to mark 50 years since D-Day. The ship is the *USS Guam*.



LB&SCR A1X 'Terrier' No. 78 (as BR No. 32678) hauls a photo charter working on the Kent & East Sussex Railway on December 16, 1993.



SE&CR O1 Class No. 85 and C Class No. 592 head north from Horsted Keynes, Bluebell Railway, on August 8, 1999. This was the O1's debut back in traffic.



Above: GNR Stirling Single No. 1 works away from Quorn & Woodhouse, Great Central Railway, on May 9, 1992.

Below: Furness Railway 0-4-0 No. 20 at the NRM Railfest event on May 28, 2004. CHRIS MILNER



Right: LNWR Improved Precedent No. 790 *Hardwicke* pilots Midland Compound 4-4-0 No. 1000 out of the south portal of Bramhope Tunnel, north of Leeds, hauling the Gainsborough Model Railway Society's London & North Western & Midland Railways Joint Tour on April 24, 1976.



London & North Western No. 3020 *Cornwall* is pictured at Locomotion in Shildon on June 3, 2011. JAMES E PETTS (CC BY-SA 3.0)

PRESERVED PRE-GROUPING LOCOS NOT TAKEN INTO THE 'BIG FOUR' (1)

Pre-Grouping No.	Class	Built	Original company	Current Location
49		1845	Grand Junction Railway	Science Museum, London
3020		1847	London & North Western	Buckinghamshire Railway Centre
3	A2	1846	Furness Railway	NRM York
20		1863	Furness Railway	Ribble Steam Railway
25		1863	Furness Railway	In storage, Carnforth
1	Stirling Single	1870	Great Northern Railway	NRM York
790	Improved Precedent	1873	London & North Western	Locomotion Shildon
1275	1001	1874	North Eastern Railway	NRM York
82	A1	1880	London, Brighton & South Coast	NRM, York
<i>Dunrobin</i> (2)		1895	Highland Railway	Beamish Museum
2		1900	Burry Port and Gwendraeth Valley	Private storage, Barry
1		1911	Shropshire & Montgomery	NRM York

Note:

1. Some very early/first generation locos are not included in this list.

2. Loco originally built for Duke of Sutherland for use on Highland Railway, the rights ceasing in 1949. xxxxxx

News from the LNWR George V Steam Locomotive Trust

More metal... at long last!

AT LONG last we have received the second cab side panel to enable us to build up the cab. It has taken longer than expected, but things should move more quickly now.

In our picture, the panel is lying on its side, inside face up. It is being trial fitted to the cab rail, and fortunately the corner radius of the panel, as bent by T H E Section Bending of Sheffield, is a good match for the radius of the rail, manufactured by GGS Engineering. The lower view shows the inside face of the bend. The marks on the bend show the stages of T H E's bending operation.

The panel will next get grit-blasted and painted with primer. A series of 'rivet' holes will be drilled round the perimeter of the panel, and those at the top drilled through into the rail. Why the inverted commas? Because the 'rivets' will be button head screws, looking just like rivets on the outside but allowing the cab top to be readily removed for transport to shows and for maintenance.

Keyte-Smith will now be working on the cab assembly, and early in 2023

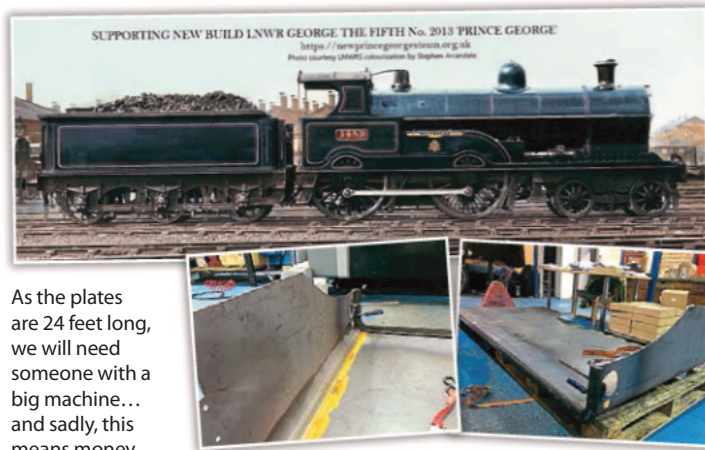
we will host a viewing for supporters who have contributed £50 or more towards the cab. Please join us – we would love to see you there and, yes, we do need your donation!

Less tangible work has been progressing on the main frame assembly. Having identified the purpose of all the frame holes on the LNWR drawings, we have been able to produce a drawing for our strengthened main frame plates.

Changes are required to avoid a few features that are not acceptable today and to allow larger horn gaps to accommodate roller axlebox bearings.

Of course, to do this we have had to design the motion plate, frame stretcher, driving and trailing hornblocks and dragbox. The last of these needs detailed design; the rest are fully detailed. As you may imagine, it has been a substantial piece of work.

Our next steps are to produce a justification for our design and submit it to Ricardo for review. In parallel, we will be going to tender for the main frame plate drilling and machining.



As the plates are 24 feet long, we will need someone with a big machine... and sadly, this means money.

On the subject of money, we are pleased to report that we have won some new contributors, and one supporter has made a very generous donation to our cause. Just the same, we will need more, and anything you can do to assist will be gratefully received.

Another helpful step is that we are now members of the New Build Steam Group. Through our membership, we hope to play our part in sharing knowledge rather than each group reinventing the wheel.

All our immediate efforts are focused on our planned display at Crewe Heritage Centre this coming summer. We hope to meet up with Gordon Heddon, chairman of the CHC, and the council's heritage

officer in the near future, and we will announce the plans in the new year.

We stand ready to welcome volunteers into our ranks – engineers, quality managers, IT specialists (particularly for Sharepoint), fundraisers, volunteers to attend publicity events, and a painter who can paint our display when it is ready.

As ever, we owe thanks to our friends and helpers: Ken Wood; Gordon Heddon, of Crewe Heritage Centre; Jamie Keyte, of Keyte-Smith Ltd; and last but not least, you, our supporters and donors, without whom nothing could be accomplished.

We at the trust wish you all a merry Christmas and look forward to an exciting new year.

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TO HODNET

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TUNNEL VISION



Following on from his account of Switzerland's record-breaking 100-car passenger train last issue, this month **John Heaton FCILT** samples some of the country's classic Alpine runs.

GENEVA Airport station is an undistinguished affair and, much like its Manchester counterpart, was built with too few platforms. Geneva is also underground and darker, but its trains do offer more exotic locations: Lausanne not Leeds, Neuchâtel not Newcastle. Regardless of these surroundings, however, my next four days are going to be an antidote to the depression associated with the ailing railway systems of the UK, lately France and, increasingly, Germany.

Which train to take first? The obvious choices were the 06.49 to Lucerne or the 07.05 to Zurich. Research the night before had indicated the former might be a Class 460 'Lok 2000' loco on nine 'Eurofima' aircon coaches, the First Class of which looked particularly inviting. On the other hand, it seemed the Zurich train would be a modern double-decker Bombardier Class 502 EMU.

Early-morning reality presented a push-pull seven-coach double-decker set for the 06.49, which did not really fit with my concept

of a 135min InterCity journey, but at least there was a Class 460 on the front end. In my experience, no one seems to have mastered how to create a spacious and comfortable environment in the narrow confines of a train's top-deck. Then again, has any able-bodied person ever chosen to go downstairs on one if there was space upstairs? The upstairs accommodation felt cramped – similar to a UK tilting train profile, but even worse.

A poor start

A grimy exterior and a written apology for dirty windows, stuck on the glasswork right in a passenger's eye-line, were poor starts. In the UK, this situation is often the result of cold weather freezing the flails of automatic washplants, but the recent spring-like October weather should have been well within the compass of Swiss equipment. The end vehicles were worse than the middle ones, indicating a possible design problem or the train moving too quickly through the apparatus.

Departure time approached. Hmmmm,

½min late start – not one where the famous Swiss railway clock second hand pauses momentarily exactly at the departure time and the train glides effortlessly away. But, 4½min after leaving, it did glide effortlessly to a stand. Following a couple of false starts, and immediate abrupt halts, we had the dreaded announcement of 'technical difficulties' – instantly recognisable to seasoned train travellers, in each of the languages used.

The 07.05 slid past on the adjacent line, but that seemed to give our No. 460096 *Furttal* fresh impetus to keep its place in the queue so, after having stood for 15min, it furtively crept into Geneva's main station and hurried on its way ahead of the 07.05. Apparently all was now well with the 8180hp electric loco, which was soon running at the 140kph line limit after its Nyon and Morges stops. In the UK, I would have expected the train to have terminated at Geneva, but perhaps now at Lausanne? It is said mainland European system drivers have much deeper technical training than their British



'Lok 2000' Class 460 No. 460095 *Bachtel* at Brig on October 27, with the 16.02 from Zurich. ALL PHOTOS TAKEN BY JOHN HEATON



counterparts. Perhaps so; or perhaps something had simply tripped and been reset.

Leaving Lausanne 9min late, by now with a full passenger complement, the train manager was optimistic about time being regained and my 17min Lucerne connection to Bellinzona suddenly looked feasible. The prospect was then snatched away as No. 460096 once again ground to a halt 10min after having left Fribourg. Then the air-con died and that special silence associated with loco failure enveloped the stricken train. This time it looked as though the driver went straight to the necessary medication, as we were underway after 8min.

Arrival at Bern, a murky subterranean station (think ‘Berningham New Street’), was 2½min late, with 2min regained on a generous 4½min dwell time. My Lucerne connection was only 110km/68miles away in 61min, say 56+5min transfer, requiring a 118kph (73mph) average... but with two intermediate stops? However, the next stretch was the 52km/32mile ‘Neubaustrecke’, authorised for 200kph (124mph) running since 2007. It would be interesting to see how the defective loco would fare. The results are shown in Table 1, where the 37.44km/23.3mile stretch from leaving Grauholz Tunnel to entering Murgenthal Tunnel averaged 193.7kph (120.3mph). Nothing had been regained, in fact the signal-checked exit from Bern had actually cost 2min to Zofingen.

Missed connection

Arrival at Lucerne was 22½min late. Carefully interwoven regular interval timetable ‘Taktfahrplan’ or not – the connection was long-gone.

The hourly repeating plan saw me aboard one of the gold-liveried (officially ‘copper’) Gotthard Line double four-car single ended Class 526 EMUs, 5364hp and weighing 359tonnes. Some of their companions on this route are known as ‘Girunos’ (Buzzards), perhaps this glistening Stadler ‘Flirt’ class could be named ‘Evla’ (Golden Eagle, although my command of Romansh is a little rusty).

My first Gotthard run had been in school uniform back in 1966, but I had not visited

this part of Switzerland since the Gotthard Base Tunnel had opened in 2016, so my aim was to compare the options. The routes split near Altdorf and meet again just before Biasca, which is 19km/12miles from Bellinzona. The EMU completed the 141km/88mile section in 123½min at an average speed of 68½kph/42½mph –including 12 intermediate stops, the famous spirals, and passing the emblematic church at Wassen three times at different elevations. See Table 2, which also shows a typically solid run with Re 6/6 Class prototype No. 11604 *Faido* hauling a Dortmund-Milan express in 1995. This ran the mountain route nonstop, beating the Stadler set by just 21min, or 105sec for each of the Flirt’s station calls.

Above: A partial map of Swiss railways. Geneva is bottom left; Bern is middle centre-left; Zurich is top centre; Lucerne is middle centre; and Bellinzona is bottom centre-right. ACP RAIL (A TICKET AND PASS RETAILER)

For most of this tightly curved route, with its ruling 1-in-38 gradient, the maximum permissible speed is a mere 80kph (50mph), but who wants to zip past scenery like this? Well, many of those on my return journey I presume. Having eschewed a trip through the Ceneri base tunnel to Lugano (south of Bellinzona), my northbound express EMU No. 501125 took just 52½min from leaving Bellinzona to arriving at Arth-Goldau, taking a straighter route, as the ‘corv’ flies perhaps, of 112.3km/69.8miles averaging 129kph (80mph). The 53.01km/33miles western line base tunnel (as opposed to the 53.1km east line), took 17m15s at an average speed of 184.4kph (114.6mph). See Table 3.

It is strange how perceptions of geography ▶

TABLE 1: BERN-LUCERNE

		Loco		460096		
		Vehicles/tare/gross tonnes		6+DSO/329/350		
		Train		06.49 Geneva Airport-Lucerne		
		Date		October 27, 2022		
		Recorder / Position		J Heaton / 5th of 8		
Km	Miles	Timing Point	Sch	M S	km/h	MPH
0.00	0.00	BERN d	0	00	21½L -sigs	
3.10	1.93	Bern W		530	32	20
11.79	7.33	Grauholz TNP		952	166/201	103/125
20.92	13.00	Emmequerung TNP		1250	191/203	119/126
31.11	19.33	Hersiwil TNP		1555	197/202	122/126
37.44	23.26	Gishubl TNP		1750	196/182	122/113
43.99	27.33	Langenthal TNP		1953	195/201	121/125
49.23	30.59	Murgenthal TSP		2128	196	122
56.30	34.98	ROTHRIST		2410	106/sigs	66
62.52	38.85	ZOFINGEN a	28	29 40		
0.00	0.00	d	29	30 43		
3.13	1.94	Brittnau Wikon		216	141/151	88/94
5.46	3.39	Reiden		313	148/95	92/59
8.30	5.16	Dagmersellen		451	107/123	66/76
11.26	7.00	Nebikon		624	101/125	63/78
15.07	9.36	Wauwil		830	124/137	77/85
19.34	12.02	St Erhard Knutwil		1028	123	76
21.59	13.42	SURSEE a	12	12 15		
0.00	0.00	d	13	13 17		
4.72	2.93	Nottwil		246	157/160	98/99
9.93	6.17	Sembach Neuenkirch		456	112	70
17.94	11.15	Rothenburg Dorf		959	90	56
21.09	13.10	Emmenbrücke		1207	83	52
25.88	16.08	LUCERNE a	19	1733		

“Then the air-con died and that special silence associated with loco failure enveloped the stricken train”

TABLE 2: ARTH-GOLDAU TO BELLINZONA (MOUNTAIN ROUTE)

Unit/Loco			526124/224				11604			
Load			8/359/375				10/-/-			
Train			11.18 Lucerne-Locarno				06.40 Dortmund-Milan C			
Date			October 27, 2022				April 26, 1995			
Recorder / Position			J Heaton / 7th of 7				J Heaton			
Km	Miles	Location	Sch	M S	Ave Km/H	Ave M P H	Sch	M S	Ave Km/H	Ave M P H
0.00	0.00	ARTH-GOLDAU d	0	0 00	1L	43.5	0	0 00	½L	
8.11	5.04	Schwyz a	7	6 57	70.0	43.5				
8.11	5.04	d	8	7 45						
11.63	7.23	Brunnen a	11	10 38	73.2	45.5				
11.63	7.23	d	12	12 14			8 58	77.8	48.3	
17.42	10.82	Sisikon		15 25	109.1	67.8				sigs
22.85	14.20	Fluelen a	20	19 12	86.1	53.5				
22.85	14.20	d	21	20 12			18 10	73.2	45.5	
25.79	16.03	Altdorf a	23	22 19	83.3	51.8				
25.79	16.03	d	24	23 13			20 06	91.2	56.7	
32.18	20.00	Erstfeld a	30	27 33	88.5	55.0				
32.18	20.00	d	31	30 32			24 15	92.4	57.4	
53.30	33.12	Wassen		47 25	75.1	46.7	40 34	77.7	48.3	
61.07	37.95	GOSCHENEN a	56	55 05	60.8	37.8				
61.07	37.95	d	57	56 17			46 50	74.4	46.2	
61.34	38.11	Gotthard TNP		56 55	25.6	15.9	47 09	51.2	31.8	
76.34	47.44	Gotthard TSP		66 01	98.9	61.5	55 54	102.9	63.9	
76.78	47.71	AIROLO a	67	66 36	45.3	28.1				
76.78	47.71	d	68	67 13			56 16	72.0	44.7	
83.60	51.95	Ambri Piotta a		73 06	69.6	43.2				
83.60	51.95	d	75	74 17			62 10	69.4	43.1	
96.60	60.02	FAIDO a	86	84 50	73.9	45.9				
96.60	60.02	d	87	86 14			72 23	76.3	47.4	
103.13	64.08	Lavorgo a		92 25	63.4	39.4				
103.13	64.08	d	93	93 07			77 28	77.1	47.9	
112.19	69.71	Giornico		100 28	74.0	46.0	84 33	76.7	47.7	
116.02	72.09	Bodio a		103 41	71.4	44.4				
116.02	72.09	d	105	104 08			87 31	77.5	48.2	
119.38	74.18	Pollegio		109 51	66.2	41.1	89 36	96.8	60.1	
122.33	76.01	Biasca a		110 15			91 27	95.7	59.5	
122.33	76.01	d	110	110 15			94 36	117.0	72.7	
128.47	79.83	Osogna-Cresciano		113 30	113.4	70.5				
137.97	85.73	Castione-Arbedo a		119 06	101.8	63.3				
137.97	85.73	d	121	120 14						
141.43	87.88	BELLINZONA a	126	123 26	64.9	40.3	102 15	94.3	58.6	

can change in an individual's lifetime. In the 1960s, children were taught that the Swiss were superb engineers, taming their terrifying topography with mountain railways and designing highly technical products that need minimal raw materials. Modern engineers now burrow under those mountains and manufacture 400tonne trains.

Brig via Bern

My overnight accommodation was in Brig, at the north end of the Simplon tunnel, and my intention was to reach there via the scenic Lötschberg mountain route. But the Lucerne lost hour meant either using the base tunnel or travelling the scenic route in self-defeating darkness.

Changing at Arth-Goldau onto an 'Evla' Gotthard unit, I found myself with the already tight Zurich 7min connection curtailed to 4min. I did not want to drop more time on my schedule, so I foolishly – but successfully – attempted the transfer from platform No. 7 to No. 31, via two escalators, just managing to catch another Class 460+double deck set.

The preparation of a GPS-hostile inbound train and an underground departure platform seemed to discourage my GPS from trying any further, so my run back over the high speed stretch was reliant on average speeds.

After negotiating the rail enthusiast honeypot that is the series of junctions through Olten – arguably the best spot in Switzerland to spend some time linesiding – we duly accelerated up to 200kph (124mph). Nevertheless, the 117.05km/72.7mile journey between the prime Swiss financial hub and de facto capital (Bern) took 57min at an average speed of 122.8kph (76.4mph). A similar length of journey in the UK between Watford Junction and Coventry, neither of which (it can fairly be said) have similar status, is scheduled in 45min.

TABLE 3: BELLINZONA TO ARTH-GOLDAU

Loco			501025			
Vehicles/tare/gross tonnes			11/380/410			
Train			14.02 Lugano-Basel			
Date			October 27, 2022			
Recorder / Position			J Heaton / 3rd of 10			
Km	Miles	Timing Point	Sch	M S	Ave Km/h	Ave M P H
0.00	0.00	BELLINZONA d	0	0 00	½L	
14.43	8.97	Osogna		7 49	110.8	68.8
24.32	15.11	Gotthard East line Base TSP		11 50	147.7	91.8
40.71	25.30	Faido facing crossover		16 40	203.5	126.4
59.59	37.03	Sedrun facing xover		22 20	199.9	124.2
81.33	50.54	Gotthard East line Base TNP		29 05	193.2	120.0
85.94	53.40	Altdorf		31 10	132.8	82.5
88.88	55.23	Fluelen		33 17	83.3	51.8
94.84	58.93	Sisikon		37 43	80.7	50.1
100.67	62.55	Brunnen		42 06	79.8	49.6
104.19	64.74	Schwyz		44 45	79.7/tsr	50/tsr
112.30	69.78	ARTH-GOLDAU a	53	52 26	63.3	39.3

Note: Times inside the tunnel are approximate

“The exodus of passengers in business attire served to emphasise what a potential change the Lötschberg base tunnel is making to travel patterns”



RhB 'Capricorn' EMU No. 3120 at Davos Platz on October 28 with the 17.31 to Filisur.



RhB 'nostalgic train' was booked for two round trips from Davos Platz to Filisur on October 28. 'Crocodile' Ge 6/6i No. 414, built in 1929, heads a train that includes two entirely open 'panoramic' cars and a 1903-built corridor First compartment coach. Inset: Builder's plate of 'Crocodile' No. 414.

After leaving Spiez, the mountain and base tunnel lines diverge at Frutigen. No. 460095 *Bachtel* entered the 34.6km/21.5mile base tunnel at only 71kph (44mph), taking 11m6s to reach the south end at an average of 187kph (116mph). The results are even more startling than the Gotthard equivalent, as we arrived in the Rhône Valley city of Visp only 3min after emerging from the tunnel and just 25½min after leaving Spiez. The exodus of passengers in business attire served to emphasise what a potential change the tunnel is making to travel patterns now the Lötschberg base tunnel has brought Visp within 54min of Bern. It is then just a 6min hop to Brig.

Departing from time order for a moment, I caught up with a Lötschberg mountain route train three days later, when I used three Bern-Lötschberg-Simplon (BLS) Class 535 four-car 1340hp, 105tonne Stadler units on the 13.39 Bern-Domodossola. I am afraid this journey is no longer the preserve of distinctive muddy-brown BLS Re4/4 Class electric locos, although I did see one on a car train tunnel shuttle at Goppenstein. See Table 4 for both Lötschberg logs.

Multiple-unit operation will undoubtedly save costs, arguably at the expense of comfort, and the authorities also claim greater flexibility, convincingly in the case of this departure. It is advertised as shedding a set at Spiez for Zweisimmen and another at Brig, leaving only four cars to consume the juice through the Simplon tunnel into Italy. However, this leaves passengers needing even more marshalling than the trains, especially at intermediate stops.

These Class 535s enjoy one of the most impressive routes in Europe, in particular the 12.54km/7.79mile-long ramp cascading 313m/1027ft down the valley side at a 1-in-40 average gradient from Ausserberg, reaching Brig 67½min after leaving Spiez and 101min from Bern.

On the rack

My original plans for the following day had included a long-promised visit to Zermatt, but I decided not to negotiate a round trip involving replacement buses. I started on the route of the 'Glacier Express', which I had done only once before, in the opposite direction. The named train through-service does not run in

the off-peak season between summer tourism and winter sports, but the different legs that make up the route are well coordinated at the connectional stations.

It was frustrating, although not entirely surprising, to find that there was a replacement bus on part of this itinerary too, but I had to use it in only one direction, so I gritted my teeth. When is a better time for major repairs to be undertaken though?

The Matterhorn Gotthard Bahn (MGB) initial section starts from tram-type low platforms outside Brig station and immediately under my bedroom balcony in the Victoria Hotel. The electric unit was a modern metre-gauge Stadler three-car KOMET fitted with Abt rack equipment – immaculate inside and

out, with an attentive train manager who was at pains to ensure I knew what was to happen with the transfer to bus at Fiesch, after 30min spent clinging to Alpine hillsides and balancing on spindly viaducts over deep gorges.

The rail/road interchange was scheduled to take only 1min and actually took only slightly longer. As the bus closely follows the railway, it did not seem too much like having discarded the train, and it was comforting to see many large-scale rail engineering projects in action.

Arrival in Oberwald station car park marked the transfer point back to rail, where we were directed to our waiting train, with railway staff steering stragglers to ensure a prompt departure without having lost any stray sheep, or indeed goats. Our visit to Oberwald ▶

TABLE 4: SPIEZ TO BRIG VIA LÖTSCHBERG

Unit/Loco		535113/535104		460095						
Vehicles/tare/gross tonnes		8/210/230		DSO+6/379/405 (Double-deck)						
Train		13.39 Bern-Domodossola		16.02 Zurich Hbf-Brig						
Date		October 30, 2022		October 27, 2022						
Recorder / Position		J Heaton / 7th of 8		J Heaton / 5th of 8						
Km	Miles	Timing Point	Sch	M S	Km/h	M P H	Sch	M S	Km/h	M P H
0.00	0.00	SPIEZ d	0	0 00	T -/95	-/57	0	0 00	3½L	
6.84	4.25	Mulenen a		5 41						
0.00	0.00	d/p	5	6 04	-/86	-/53		5 46	89	55
1.46	0.91	Reichenbach im K a		1 40						
0.00	0.00	d/p	2	2 08	-/90	-/56		6 44	93	58
6.38	3.96	Lötschberg Base TNP						11 19	54	34
40.92	25.43	Lötschberg Base TSP						22 25	Av 186.8	Av 116.1
45.18	28.07	VISP a					26	25 27		
0.00	0.00	d					27	27 25	-/143	-/89
8.89	5.52	BRIG a					8	5 58		
5.19	3.22	Frutigen a	5	4 21						
0.00	0.00	d	6	5 14	-/81	-/50				
8.82	5.48	Blausee-Mitzholz		7 01	75/80	47/50				
13.57	8.43	Felsenburg		10 39	79	50				
18.01	11.19	Kandersteg a	15	14 12						
0.00	0.00	d	16	15 32						
2.05	1.27	Lötschberg TNP		1 50	88	55.0				
16.66	10.35	Lötschberg TSP		12 30	-					
16.92	10.51	Goppenstein a	13	12 57						
0.00	0.00	d	14	14 01	-/79	-/49				
5.78	3.59	Hohtenn		5 10	77/81	48/50				
12.81	7.96	Ausserberg a		10 44						
0.00	0.00	d	11	11 22	-/79	-/50				
3.66	2.27	Eggenberg a		4 15						
0.00	0.00	d	4	4 46	-/80	-/50				
2.29	1.42	Lalden		2 00	79/81	49/50				
8.94	5.56	BRIG a	11	8 14						



Not part of this article, but in connection with the record-breaking 100-car EMU run on October 29 featured last month, Ge4/4iii No. 644 Savognin heads the 09.20 Chur-Preda VIP/media dining special.



Vintage SBB express loco Re 4/4 No. 11115, renumbered 420 115 by new owner SBB-Car, on a postal service at Chur on October 29.



Stadler electric shunters Nos. 922012 and 922016 seem to be competing for work at Brig on October 27.

occupied only 3½min before the next Stadler three-car unit made its punctual start heading past a car transporter train and immediately entering yet another base tunnel. This one was the Furka-Oberalp, built to provide an all-weather through route rather than suffer long and unpredictable winter-snow line-closures that also involved expensive precautions, such as taking down the overhead electric supply equipment.

The Furka-Oberalp tunnel is 15.442km/9.6miles long and was opened in 1982. Our passage took 18m5s at an average speed of 51kph (32mph), although this included a slowing to cross an oncoming train. It was possible to indulge in the ancient art of rail joint counting while in the tunnel, the calculation reaching the highly probable maximum speed of 100kph (62mph).

Descending to Andermatt from the mountains, in either direction, represents one of the many joys of Swiss rail travel, negotiating steep gradients where conventional adhesion changes to 'rack' only when the implausible becomes impossible. And when passengers reach Andermatt, it is still a further 100m/328ft drop to the Gotthard mountain route at Goschenen station.

It might be thought that a further change of train would prove tedious – but not on the MGB, where the 10.28 to Disentis/Mustér had HGe 4/4ii Class loco No. 1 *Matterhorn* waiting at the head of four bogies heading up to 2033m/6670ft at Oberalp Pass by using rack sections. The rear coach offered fine views through coach-end windows and a chance to study the passing loco-hauled 11.14 from Disentis through-runner in our 7min loop stop.

The MGB maintains and operates a truly audacious railway line which can be recommended to everyone, but it then hands its passengers to the equally remarkable Rhaetian/Rhätische Bahn (RhB). Our arrival in Disentis was slightly late, with only 2min to cross the platform before heading off on a real narrow gauge express, the 11.44 to Scuol-

Tarasg via Reichenau (change for St Moritz), Chur, Landquart, Klosters (change for Davos) and the new Varcina tunnel to the terminus.

Our loco was one of the RhB Re4/4iii Class locos, but I regret I cannot say which. There was obviously insufficient time at Disentis to reach the loco, and my Reichenau-Tamins alighting point took less than 1min, despite the station being a busy interchange.

The amount of surviving railfreight on the RhB was a welcome relief, such as at the Valsar water-bottling plant, where vans were being loaded and a train of empties approached.

A 'Crocodile'!

I was less familiar with the Thusis route from Chur to Filisur (also change for Davos) than the Landquart one, so I had elected to use the former, now worthy of World Heritage status, that includes the famous Landwasser Viaduct. Following tradition, I failed to take a satisfactory photo through glass of the train on the viaduct before it enters the sheer rockface tunnel. Our locomotive was No. 648 *Susch*, running slightly late as a result of engineering work outside Chur.

One of the RhB's 'Capricorn' units was waiting at Filisur. Their visage does have something of hircine proportions and, appropriately, the 'Festina Lente' (Make Haste Slowly/More Haste Less Speed) RhB coat of arms features the heads of two goats.

My first visit to Davos had been in 1969, two days after I qualified for British Rail free 'European Administrations' tickets. I remember my amazement at the Rhaetian, its infrastructure, traffic, and motive power - most prized of which was the fleet of brown 'Crocodile' Ge 6/6i Class locos Nos. 401-415 introduced from 1921. Pulling in to Davos 101 years later, there one stood at the head of a local to Filisur! It was not a time-warp. The RhB was operating two round trips a day hauled by No. 414 until the end of the month, generously at normal fares and honouring tourist passes.

The 'Crocodile' headed a train

“As with everywhere else in the world, Switzerland and its railways had changed”



Matterhorn Gotthard Bahn loco No. 1 *Matterhorn* at Andermatt on October 28, with the 10.28 to Disentis/Münster.

**TABLE 5
DAVOS PLATZ-FILISUR-DAVOS PLATZ**

Loco Re 6/6i 414
 Vehicles/tare/gross tonnes 6/63/68 'Nostalgic train'
 Train 15.18 Davos Platz-Filisur/16.06 return
 Date October 28, 2022
 Recorder / Position J Heaton / 5th of 7, 7th of 7 return

Km	Miles	Timing	Point	Sch	M S	Km/h	M P H
0.00	0.00	DAVOS PLATZ	d	0	0 00	T -/51	-/32
3.31	2.06	Davos Frauenkirch	a		5 23		
0.00	0.00		d	5	7 50	-/53	-/33
3.03	1.88	Davos Glaris	a		4 27		
0.00	0.00		d	6	5 51	-/50	-/31
3.82	2.37	Davos Monstein	a		5 29		
0.00	0.00		d		5 55	-/53	-/33
4.50	2.80	Davos Wiesen	a	8	7 40		
0.00	0.00		d	9	8 20	-/58	-/36
4.64	2.88	FILISUR	a	7	7 53		
0.00	0.00		d	0	0 00	1L -/49	-/30
4.64	2.88	Davos Wiesen	a		7 59		
0.00	0.00		d	7	8 49	-/48	-/30
4.50	2.80	Davos Monstein	a		7 58		
0.00	0.00		d	10	9 08	-/48	-/30
3.82	2.37	Davos Glaris	a	6	6 15		
0.00	0.00		d	16	14 25	-/51	-/32
3.03	1.88	Davos Frauenkirch	a	4	4 36		
0.00	0.00		d	5	5 03	-/54	-/34
3.31	2.06	DAVOS PLATZ	a	6	5 20		

comprising a four-wheeled van, four-wheeled and bogie Second-Class open coaches, a 1903-vintage (according to the RhB rolling stock website, some publicity says 1899) side-corridor First with four compartments and a 'cabinet', plus two completely open-sided and open-roofed four-wheelers, the six vehicles weighing 63tonnes tare and the giant reptile 66tonnes.

I had expected the venerable carnivore to be given a gentle jog down to Filisur and back, over the spectacular viaducts and through the 14 tunnels that total 4.21km/2.62miles, a third of the 12.96km/8.01mile section from Glaris to Filisur. It was refreshing not to be lectured on keeping all protuberances within the vehicle, and not to stand or move about. As a result, everyone had a really good time and no passengers were injured in the making of this journey.

The vintage loco's two sets of coupling rods added to the sense of endeavour, as the train flew along close to its designed 55kph/34mph, which felt to be twice that speed in the rushing air, frequently plunging into pitch darkness with a piercing shriek of its whistle. See Table 5.

I made my way to the Preda Kulm Hotel and prepared for my invitation to the world's longest passenger train formed of 25x4-car 'Capricorns' as described in last month's RM.

Via two tunnels

My final day was devoted to reaching Geneva for a flight home the following morning. I set off through the 5.865km/3.64miles Albula tunnel, which dates from 1903, to enter the Engadine behind a Ge 4/4iii. A new parallel bore is being driven as a replacement that meets modern standards for matters such as evacuation. The decision to 'build new and abandon old' meant earlier completion and no disruption to railway operations.

After changing at Sagliains into a 'Capricorn' set, I took my ride through the Vercina Tunnel (19.042km/11.83miles), opened in 1999 to create a shorter and 'all-weather' cut-off from the Scuol-Tarasp area to Chur, and the rest of Switzerland, via good Landquart connections. The tunnel transit took 12m5s at an average speed of 96.4kph (59.9mph). As normal, car transporter trains

TABLE 6: BRIG TO MONTREUX

Loco/Unit		460063					
Vehicles/tare/gross tonnes		9/405/440 at Montreux					
Train		15.26 Brig-Geneva Airport					
Date		October 30, 2022					
Recorder / Position		J Heaton / 7th of 10					
Km	Miles	Timing Point	Sch	M S	Km/h	MPH	
0.00	0.00	BRIG d	0	0 00	½L -/140	-/87	
8.87	5.51	VISP a	6	6 44			
0.00	0.00	d	9	9 21			
6.61	4.11	Raron		4 14	158	98	
10.81	6.72	Gospel-Steg		5 49	160/162	99/101	
18.97	11.79	Leuk		8 52	154		
24.31	15.11	Salgesch		11 24	121	75	
28.50	17.71	SIERRE a	14	13 59			
0.00	0.00	d	15	15 21	-/150	-/93	
9.97	6.20	St Leonard		4 42	147	91	
15.71	9.76	SION a	10	8 03			
0.00	0.00	d	11	10 20	-/159	-/99	
10.30	6.40	Chamoson		4 46	157/161	98/100	
17.15	10.66	Saxon		7 26	145	99	
21.56	13.40	Charat-Fully		9 22	131	81	
25.93	16.11	MARTIGNY a	13	12 22			
0.00	0.00	d	15	13 33	-/140	-/87	
4.95	3.08	Vernayaz		2 54	137	85	
8.64	5.37	Evionnaz		4 35	124	77	
14.97	9.30	ST MAURICE a	10	8 45			
0.00	0.00	d	11	12 31	-/108	-/67	
3.96	2.46	Bex		2 49	100/136	62/85	
7.92	4.92	St Triphon		4 47	133	83	
12.17	7.56	AIGLE a	9	7 08			
0.00	0.00	d	10	10 02			
5.50	3.42	Roche		3 01	141	88	
10.01	6.22	Villeneuve		5 11	98	61	
12.26	7.62	Veytaux-Chillon		6 34	95	59	
14.80	9.20	MONTREUX a	10	8 32			

■ Thanks are due to Railway Performance Society line-chart editor Ian Umpleby for his work in establishing the distances used, also the highly-recommended *Bahnen in der Schweiz* website of Olivier Tanner.

■ John used an Interrail Senior 3days-in-a-month First Class pass, which cost £145 at September 2022 exchange rates. His hotels averaged £100 per night (low season) for en-suite, usually twin, rooms with breakfast. Evening meals of a main course and drink cost around £28. A sandwich and litre soft drink for lunch from a supermarket cost £4. No seat reservations were required on his itinerary.

were running and the double-line construction prevented delay from other trains.

That is not the end of proposed new projects. The canton aspires to a more direct link from Davos to Chur by tunnel to the Arosa branchline, but plans are presently paused pending improved financial circumstances.

From Landquart to Zurich, the stock was a German ICE on its way from Chur to Hamburg. It is a while since I have travelled in an ICE, but this one looked careworn and the seats were more spartan than I remember. Next, a modern Class 502 double-decker EMU was taken from Zurich to Bern, where we joined the previously described Class 535 BLS

sets to Brig. Our Zurich express was diverted away from the high-speed line on this Sunday afternoon.

A final highlight

The final journey was one which I had been keenly anticipating, a Sunday evening express from Brig to Geneva Airport using nine comfortable 'Eurofima' coaches weighing 405 tons tare, some 440tons gross by the time we reached Lausanne.

Starting away from the six intermediate stops before Montreux provided an interesting comparison of acceleration. The fastest getaway was from Sion reaching 160kph (99mph) in just 57.53sec. See Table 6. The mists of time clung to the waters of Lac Léman as they lapped against the defences of Château de Chillon, which I first visited in 1974 when the local trains were still in the hands of Ae 3/6 Class locos of 1920s construction rather than modern multiple-units. Journey's end came as No. 460063 *Brunegg* pulled into Geneva Airport 1min late.

Overall punctuality for 26 trains (the world's longest passenger train excluded) had been only 38% absolutely right time, but 85% within 5min and 92% 'within 10'. My latest corresponding UK figures for the same number of trains, from an industry in crisis, were 35/81/88%. As with everywhere else in the world, Switzerland and its railways had changed. The trains were no longer all precisely on time, the motive power variety had given way to generic internationally marketed products, and graffiti despoiled seemingly every railway structure. Nevertheless, the impressive civil engineering feats, and the daily battle between trains and their landscape, remain to be enjoyed.



Four-car Stadler 'Flirt' unit No. 535104 at Brig on October 27 with the 13.39 Bern-Domodossola. The train has shed No. 535113 at Spiez for Zweisimmen and will detach No. 535104 here leaving the front set, No. 535122, to continue through the Simplon tunnel to Domodossola.

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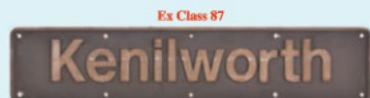
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5
DAYS

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6
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5
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7
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8
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8
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5
DAYS

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TRYING SOMETHING DIFFERENT

As part of his prize for the Railway Photographic Society Special Award in the 2022 Young Railway Photographer of the Year competition, Gwion Clark enjoyed a day's tuition from one of the country's leading professional photographers, Jack Boskett, at Didcot Railway Centre. Words and photographs by Gareth Evans.

IT'S early on Saturday, October 29 and it's cold as I travel by train to Didcot. Upon arrival at the entrance gate to Didcot Railway Centre, I am met with the familiar warm welcome by the Great Western Society's (GWS) staff and volunteers.

I am here to represent *The RM* and report on a day's tutorial by award-winning photographer Jack Boskett for Gwion Clark who won the Railway Photographic Society Special Award in the Young Railway Photographer of the Year (which I'd helped judge). Gwion's prize was sponsored by *The RM* publisher Mortons Media Group, as well as by Jack, a top photographer with a stunning and growing portfolio of images.

In the weeks running up to the day at Didcot, Gwion and I had been in communication, and I had established that he was a fellow Welsh speaker – so when we finally met in person at Didcot, we naturally greeted each other in our first language, Welsh.

A down to earth sort, Gwion was quietly enthusiastic about the day ahead – and his eyes lit up when I mentioned I had arranged a footplate pass and a behind the scenes tour as a little surprise.

We were chaperoned by GWS press officer Frank Dumbleton – an accomplished photographer in his own right.

Background

Asked what inspired him to enter the competition, Gwion, who is now in his second year studying Mechanical Engineering at Newcastle University, replied: "I thought I would give it a go. It was a great opportunity – and being railway themed made me even more keen to enter it.

"I have had a lifelong interest in railways and photography. I used to sit down with my dad and go through his colour slides. I received my first camera as a gift when I was aged six. Dad has been an inspiration to me. I got ideas

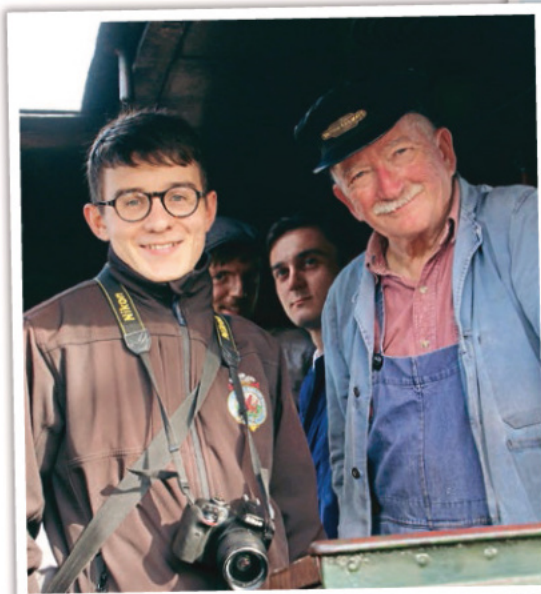
and advice from him. He has been a member of Conwy Camera Club for many years – he looks after the archive. Mum is also into photography.

"I started entering internal competitions in the Conwy Camera Club, which spurred me on. I was aware of what would make a good scene."

Gwion also attributes his railway interest to his paternal grandfather. "My grandfather grew up in Swindon – he would recall his experiences, including visits to Swindon Works and elsewhere in the West of England," added Gwion.

Gwion's interests include volunteering on the Ffestiniog & Welsh Highland Railways (FfWHR) – and a side-on image of Hunslet 2-4-0STT *Blanche* on Gwyndy Bank was among those he submitted for the Young Railway Photographer of the Year competition.

"The FfWHR is another key part of my life," he enthused. "Being from Conwy, the Ffestiniog Railway is just a short trip along the Conwy Valley.



Above: Gwion enjoyed footplate rides on both locos in traffic on the day. Pictured in the cab of GWR 2-6-2T No. 4144 (from left) are: Gwion Clark and driver Grahame Dryden – with Andrew Vaughan and Timothy Jenkins behind.



Right: Jack Boskett and Gwion Clark review their images on the bench on Eynsham station platform.



Gwion Clark and Jack Boskett with Geoff Hinks and Simon Grego, the footplate crew of Hunslet 0-6-0T King George (2409/1942).



Gwion Clark captures detail on the tender chassis of GWR 2-8-0 No. 3822 inside the engine shed.

“I remember when I was younger being fascinated by Boston Lodge Works on an organised visit with the Conwy Camera Club. It was inspirational – it made its mark. That is when the ‘FR magic’ struck me. I joined the FfWHR as a volunteer aged 14, although I was a junior member of the Ffestiniog Railway Society for a number of years prior to that.”

Gwion’s first foray into volunteering on the FfWHR came when he took part in the annual Young Volunteers Training Week. In due course he joined as a regular volunteer, principally at Boston Lodge, the railway’s mechanical engineering hub. He is also a trainee fireman.

“I have helped on a number of projects – such as the overhaul of Alco 2-6-2T *Mountaineer* and the Chinese C2 loco. Anything that needs doing or I am asked to do, I have a go. The FfWHR is a great railway to volunteer at – there are plenty of opportunities.”

The awards ceremony for the Young Railway Photographer of the Year was held at the National Railway Museum, York on February 24.

“It was exciting to be shortlisted,” recalled Gwion. “It was surreal walking in and seeing my photographs as part of the display in such a prominent part of the NRM – the middle of the Great Hall.

Experience

“Then my name was called out – I was in shock. It was a real surprise. I am not used to being the centre of attention. I was bombarded with questions and people wanting to chat with me. They included people I had heard of but not met – yet they seemed to know me. Everyone was very welcoming and friendly. It was a great evening.”

Gwion met Jack briefly at the awards ceremony. However, the experience day did not take place until October 29 as Gwion had his end of year exams and then he was working on the FfWHR over the summer as both a paid staff member and as a volunteer. The rail industry industrial unrest resulted in further delays – and getting diaries for busy people to match is rarely easy.

“I had visited Didcot a couple of times before, so I was reasonably familiar with the layout and contents of the site,” said Gwion. “However, I did not expect to have a behind-the-scenes tour and footplate rides on two steam locomotives.

“It was my first time taking photos on

a moving footplate – a challenge I enjoyed. The light was harsh – including shadows and outside bright light – and a confined space. Being on the move and keeping my camera steady added to the excitement. I found the loco crews very friendly, as were all those we met over the course of the day.”

When it came to capturing an image of No. 6023 *King Edward II* from the pit, Gwion tried using a small tripod. However, he said: “The best of batch was one I took hand-held. Most of my photos are freehand.

“Composing that photograph was challenging – there was so much potential detail and so many things I could do. I decided the reflection in the pit was the more interesting feature to capture. The water in the pit was Jack’s suggestion. That is not something I would have thought about previously. Sometimes things are obvious – like a lake for reflection – but not a puddle.”

Another set of images Gwion captured that he would not normally take included the disposal of the loco and getting the crew to pose. “They turned out to be some of the best photos from the day as they were very different to what I’ve done previously,” he said.

Gwion added: “As someone who has got an interest in engineering, I was fascinated by what I saw and learned during the workshop

tour. Didcot is a time capsule – it’s a gem in the heritage railway world. The images I took inside there were reminiscent of old photographs of locos under construction on a small scale.”

Gwion said lessons from the day included trying out more of the features on his camera, such as the manual settings. “Trying something different was the main piece of advice I took from Jack after the day at Didcot,” he added.

Conclusion

“Jack is friendly and easy to get along with, which helped make the day more enjoyable. A big part of learning photography is seeing what others do – give it a shot, if you like. Jack pointed out compositions, but I tried to take my own angle on it – obviously while taking into account Jack’s helpful tips. I have always been uneasy about copying what others do. I like to do my own things, slightly different.”

Gwion concluded: “I would like to thank *The RM*, Jack Boskett and Didcot Railway Centre for providing me with such a great opportunity. I am grateful for my time with one of the UK’s top railway photographers – it was good to learn from the best and a real privilege to learn with him.”

■ *A selection of Gwion’s images from the day is showcased overleaf.*

THE PROFESSIONAL’S PERSPECTIVE: JACK BOSKETT

WE DECIDED on Didcot Railway Centre for several reasons – mainly because it is a controlled site – but also because it offers a vast number of vantage points to capture some timeless scenes. On the day, it was obvious Gwion has some experience – he just needed to build his confidence. I worked with him to go through the settings on his camera – and to move away from auto and onto manual. I taught him skills and what to look for.

We then looked for various compositions around the shed to capture. The first shot I saw involved the pit and a puddle of water – I noticed No. 6023 *King Edward II* was at the rear of the road and reflected in the pit puddle.

I suggested to Gwion to get down into the pit safely with permission. Gwion could immediately see the front image I was referring to. It took several attempts to capture the desired result. He picked it up quickly and

was busy suggesting compositions.

During cab rides, I travelled with Gwion once. We discussed how to capture the footplate crew with a black and white image in mind. That will create a period feel. He successfully managed that whilst enjoying it.

I gave him a challenge to put it into practice on his own. Later in the day, we set up some photographs of the crew doing the loco disposal and posing. GWS volunteer Grahame Dryden is an experienced participant in photo charters, so I took the opportunity to get him involved. We had posed Grahame in front of the locos and emptying pits.

Gwion came up with his own ideas and set up his own photos – I was witnessing a youngster at work!

It was great that everyone at Didcot was so friendly and accommodating – as they always are in my experience.



A snapshot of DIDCOT

Gwion Clark, winner of the Railway Photographic Society Special Award at the 2022 Young Railway Photographer of the Year competition showcases a selection of images he captured at Didcot Railway Centre on October 29, while receiving tuition from award-winning professional photographer Jack Boskett.



↑ ON THE MOVE: Grahame Dryden drives GWR 'Large Prairie' No. 4144 bunker-first along the main demonstration line towards Oxford Road station.



↑ **HARD WORK:** Volunteer Grahame Dryden poses for the camera as he takes a breather from shovelling in the four foot alongside the coal stage.

← **ON SHED:** A timeless scene captured from inside the engine shed looking out towards the yard. The recently restored coal stage dominates the background as 'Large Prairie' No. 6106 waits outside and driver Grahame Dryden walks towards his locomotive. The low-down angle and light pick out some of the motion detail on No. 4079 *Pendennis Castle*, while the wheels and cylinder of 0-4-0ST No. 1340 *Trojan* are just visible in front.



↑ **PIT STOP:** GWR 'King' 4-6-0 No. 6023 *King Edward II* is reflected in a puddle on the floor of the pit inside the engine shed. Note the 'Not to be moved' sign on the buffer beam and the detail of the roof and walls.



↑ **IN THE WORKS:** No. 2999 *Lady of Legend* receives winter maintenance inside the lifting shop.

IN THE FRAME

The winner of the RPS photographic competition in the under-19s category was **Sean Mattocks**, whose prize included the opportunity to have a selection of shots published in *The RM* this month.



'Jubilee' No. 45699 *Galatea*, in the guise of scrapped classmate No. 45562 *Alberta*, climbs to the summit of the Copy Pit Line (between Todmorden and Burnley) with the 'Cotton Mill Express' on February 29, 2020.



LMS-built 4-6-0 No. 46100 *Royal Scot* finds a patch of late afternoon sun as it crosses Gauxholme Viaduct No. 1, just south of Todmorden in West Yorkshire, as it heads the 'Yorkshire Coast Express' back from Scarborough to Liverpool Lime Street on May 11, 2022. Type 4 No. D1944 (47501) was at the rear.



The sole surviving member of the Lancashire & Yorkshire Railway's Class 27 is 1895-built No. 52322, which is seen in action on the East Lancashire Railway on October 15, 2022 as it passes the former station at Ewood Bridge and Edenfield with a service for Rawtenstall.

The famous abbey in the background gives away the location as Whitby, as BR Standard '4MT' No. 76079 departs the town with a North Yorkshire Moors service to Grosmont and Pickering on October 28, 2021.



Class 28 Co-Bo No. D5705 is partway through an extensive overhaul that should eventually see the unique loco back in service. For now, however, it is confined to static appearances at occasional galas, such as on July 2, 2022 when it was on display at Bury Bolton Street station with Class 03 No. D2062 during the East Lancashire Railway's diesel gala.

COPIES of the Young Railway Photographer of the Year 2022 book are still available featuring some of the best entries to the competition, compiled by John Hillier and Peter Townsend with a forward by Network Rail chairman Sir Peter Hendy CBE.

It features excellent reproduction on high quality paper accompanied, in some cases, by the entrants' thoughts on his or her approach to railway photography, together with explanations of their techniques and influences.

What is clear throughout,

however, is that their enthusiasm for the hobby shines through.

■ The book is available from:
Silver Link Books
www.mortonsbooks.co.uk/silverlink
288 pages, hardback. £45



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'WD' 2-10-0 No. 90775 in the headshunt at Sheringham NNR station on April 18, with the National Rail station in the background beyond the signalbox and level crossing. PAUL BICKERDYKE



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Flying Scotsman, the alternative view

YOU asked for people's thoughts on No. 4472 *Flying Scotsman*. I first expressed the following thoughts in July 2011, and my thoughts have not changed since then.

"Yet once more *Flying Scotsman* needs expensive repairs. Is it not time that the locomotive was retired from 'active' service and put on permanent static display somewhere obscure that needs the money having such a 'famous' icon as a resident might generate? It could then at least provide a useful service. It might even become feasible to move it around the country to needy obscure locations.

"I dread to think how much has been spent on keeping an average 'A1'/'A3' Pacific locomotive in the public eye. Perhaps some expert on such matters could provide a balance sheet – always provided that true costs could be obtained. It has certainly bankrupted more than one Samaritan.

"The fact that it spent almost eight years in relative obscurity at Leicester Central shed makes the point that, apart from its unfortunate naming, here we had a not very successful railway engine. Certainly its career in preservation would confirm this."

Merry Christmas
By email

Last code

THE telegraphic code as given note in John Heaton's article (December issue) certainly covered most exigencies that those of us in railway employ would encounter. The codes are varied and, in some cases, quite broadly descriptive – none more so than VANCO, which in simple terms was 'Van containing a corpse'.

I came upon this in my operating days in Glasgow in the early 1960s when it would appear a large proportion of Glasgow policemen and its environs had, mainly in the inter-war years, been from the west coast of Scotland and its adjacent islands and, having lived out their retirement lives, were

✓ PUTTING THE RECORD STRAIGHT

■ EVEN though my wife is native of Reading, and it was the location for our marriage 54 years ago, it ain't a city (p10, December)!

Vic Smith, by email

■ IT IS somewhat misleading to state that HS2's interchange station is to be built "in the town" of Solihull (p13, December). Although the interchange is within the Metropolitan Borough of Solihull, it is located to the north of Birmingham Airport and the NEC [alongside the M42], and lies a considerable distance away from Solihull itself.

Geoffrey Biggs, Solihull

■ STALYBRIDGE is not wired and nowhere near it (p82, December). Near the station are piles but no steelwork as yet, and at the station only a few piles. Perhaps your informant thinks steel upright connecting earthing wires are contact wires, but even these are not east of Ashton-under-Lyne yet.

Alan Munday, by email

EDITOR'S NOTE

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

★ STAR LETTER

Railway bears

OUR bear community was very interested to read Steve Knight's interview with Hunslet the Bear (December issue). They were sad to read of him being abandoned, but glad he survived the high voltage and is now in the care of the staff at Soho depot.

He may be interested to know that Douglas, our British Rail representative (right), records all West Coast Main Line traffic through Wolverton, the data being published on Bear Time Trains. Not for us humans of course, but Hunslet will be able to access this via the 'Bear-net'.

Alison Randall
Milton Keynes

✉ Besides Hunslet and Douglas, do readers know of any other railway teddy bears or similar? Ed.



now leaving this mortal coil.

Many had professed a wish that their remains be taken back to their ancestral homelands, and a preferred service to convey them was the early morning Glasgow Queen Street-Fort William/Mallaig, whereby the coffin would be placed in the brake end of a passenger coach. Not too many passengers at that hour to witness such being so placed!

I have no doubt this procedure was enacted in varying degrees in other parts of the railway system throughout the years.

John Macnab
Falkirk

✉ John Heaton replies: I steered clear of VANCO in case I upset anyone. I met up with real VANCOs just a few times at work. There was a tendency to use it if railway staff had died away from home, say on holiday, and especially if on duty and from natural causes.

I did have one attached to my Newcastle-Liverpool train home from York to Huddersfield once in the early 1970s, the only time the train was made up to 12 coaches (exceeding its timing load operators would claim). It did feel a bit eerie. All part of railway life's rich tapestry some might say!

Heritage lines must change

HERITAGE railways may be in for a difficult year or two, but is it the time to re-evaluate the product?

The idea may be over that all you have to do is shove people onto an old carriage, steam engine on the front with little opportunity to see or photograph it, and people will be happy. It may suit the photographer standing at the trackside, but it won't pay the bills.

Having recently spent about an hour on a train in October with no heat and no usable buffet, and numerous stops with no chance to get out even at the run round, I can tell you it's not money well spent and certainly doesn't persuade the wives to go next time.

'Polar' and 'light' trains are big business, so it can be done. With the high cost of running large steam locos, and many railways having acquired cheap 'Pacer' trains it may be time to look at a different approach. 'Pacer' units don't fill enthusiasts with great excitement, but look at the wider public and it could make a different experience. Clear out all the cheap commuter seats, carpet, go to the scrap yard and get some more comfortable coach seats (Mk.2 or Mk.3, First or Standard Class, or even the later 'Pacer' seats) and some tables and make

them a better experience. Maybe a bar for parties, fish and chip specials, beer festivals etc. If you want to go the whole hog, a modern toilet. It costs money and staff and volunteer time, which is difficult, so maybe get sponsors from local businesses.

Another idea on quieter days would be a 'Pacer' along the whole line and a small steam engine at one of the stations giving brake van rides and photo opportunities. I remember travelling on a short railway in the West Country that had a diesel shunter hauling a brake van, which was a totally different experience (in summer).

It is a different approach, but we have to think differently in these times of high costs and the dwindling band of volunteers.

Ray King
Diss

Make use of strike days

FOR many years I have been staggered by the amount of redundant steel rail lying by tracks all unloved and unclaimed – many poking out from blackberry and other bushes for many years. It's not a pretty sight, especially for tourists arriving here. First impressions and all that, count!

The problem has doubtless been finding an opportunity to access tracks to recover this scrap in the past? Now, with even more rail strikes promised, is this not a golden opportunity for some good-hearted railway people to attack this problem?

I'm sure industry bosses would make available the equipment necessary to make it happen on strike days, then find a friendly scrap dealer and make a huge donation to Children in Need or a similar charity. The industry badly needs some good news to report as we all continue to head to the nearest coach company for our business and leisure travel.

I look forward to seeing much improved trackside and the smile on some deserving kids faces after the clear-up. Surely this could be the only good news to come out of these current difficulties. I fear another Dr Beeching will be appointed soon, and a much smaller railway network and considerable loss of jobs will follow.

Mike Critchley
Gosport

Back of the net!

A GENUINE Footex ran on Saturday, October 22, in conjunction with Sheffield Wednesday playing at Lincoln City. Running under headcode 2G01, units Nos. 150211 and 150210 did the run in 58 minutes, beating the best time in the RPS archive of 64 minutes set in 1986.

James Speed
By email



HYTHE PIER SHUNTERS: On November 30, I was waiting for a friend at the Hythe Pier Railway station in Hythe when I saw the railway's sole fuel tanker being pushed from the only siding by two employees onto the main line in preparation for it being propelled by the train to the end of the pier. The fuel is needed for the ferry.

Ian Jack
Kinross

WEDNESDAY JANUARY 4 – WEDNESDAY, FEBRUARY 8

Railway Correspondence & Travel Society (RCTS) (Furness, Lakes & Lune branch). Station Hotel, Carnforth. 19.30. '24 Hours a Day on the Railways': David Bousfield.

WEDNESDAY, JANUARY 4

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill St, Gravesend DA12 1BB. 19.30. Modelling evening.
Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. Annual meeting followed by a slide show. Further details on website www.penninerailwaysociety.com.

THURSDAY, JANUARY 5

Bath Railway Society. The Museum of Bath at Work, Julian Road, Bath BA1 2RH. 19.30. 'Branch Line Byeways and Rail Tours 1950/60s': Mike Dodd.
Great Central Railway Society (Sheffield branch). Farm Road Sports & Social Club, Farm Rd, Sheffield S2 2TP. 19.30. 'Visiting More Heritage Railways': Ken Grainger.
Lutterworth Railway Society. Lutterworth Bowls Club, off Coventry Rd, Lutterworth LE15 4RB. 19.30. TBA.
Norfolk Railway Society. United Reformed Church Hall, 40-42 Ipswich Rd, Norwich NR4 6QR. 19.30. 'The Watford to St Albans Branch – Past, Present and Future': David Horton, Chairman of Bricket Wood Station Heritage Trust.

FRIDAY, JANUARY 6

Kettering & District Locomotive Society. Cornmarket Hall, London Road, Kettering NN15 7QA. 19.45. 'The Midland Railway takes the scenic route to Swansea – part one': Chris Jones.
RCTS (Bristol group). St Teresa's Church Hall, 71 Gloucester Road, North Filton BS34 7PL. 19.30. 'To Scotland for Steam': Branch chairman Brian Arman.
SWRS. The Manor, Slough station. 19.30. Zoom meeting: 'New Year's Fun Quiz': Chris Zaremba.

MONDAY, JANUARY 9

Plymouth Railway Circle. St Edward's church hall, Home Park Ave, Peverell, Plymouth PL3 4PG. 19.30. 'Steam through the Canadian Rocky Mountain Canyons': Barry Stirman.
RCTS. Greenfinch Church Hall, Greenfinch Ave, Ipswich IP2 0SQ. 19.15. 'Roaming around London with a camera': Geoff Brockett.
Southern Electric Group (Sussex branch). On Zoom. 'The Cardiff Valley Railways': Peter Jones.
Stephenson Locomotive Society (SLS). Lauriston Hotel, 15 South Crescent Rd, Ardrossan KA22 8EA. 19.30. 'A selection of cine films': David Coddington.

TUESDAY, JANUARY 10

Great Western Society (Bristol group). Room 4, BAWA, 589 Southmead Rd, Filton, Bristol BS34 7RF. 19.30. 'The Vale of Berkeley Railway': Howard Parker.
Pewsey Vale Railway Society. Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL. 14.45. TBA.
RCTS (Cambridge branch). The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. 'Western Canada Wanderings': Branch secretary Tony Field.

Contact: rctscambridge@gmail.com
RCTS (Croydon & South London). Small Hall, East Croydon United Reformed Church, Addiscombe Grove, Croydon CR0 5LP. 19.30. 'Railways at the Dawn of Nationalisation': Robin Mathams.

RCTS (East Midlands branch). Nottingham Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ. 19.30. Zoom meeting. 'Webb Compounds': Peter Davis. Contact: branch secretary David Coxon 0115 941 7353.

SLS. The Scout and Guide Headquarters, Godalming, Surrey GU7 1HR. 14.30. '1950s and 1960s photographs from the Bluebell Railway archive': Roger Merry Price.
The 8E Railway Association (Northwich branch). The Gladstone Club, Station Rd, Northwich CW9 5RB. 19.45. www.8erailwayassociation.org.uk

WEDNESDAY, JANUARY 11

Bradford Railway Circle. Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 19.30. TBA.
Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill St, Gravesend DA12 1BB. 19.30. Zoom meeting. 'East Anglian Scene': Dr Iain Scotchman.
LCGB (Dorking branch). Friends Meeting House, Butter Hill, South Street, Dorking. RH4 2LE. 19.30. TBA.
North Yorkshire Moors Railway (York area group). St Lawrence's Church Hall, Lawrence St, York YO10 3WP. 12.00. 'Transport of the Isle of Man' by Ian McInnes.

RCTS (Sheffield branch). Sheffield Scouts and Guides, 60-68 Trippet Lane, Sheffield S1 4EL. 19.30. 'Out and about post the pandemic': Robert Pritchard.
SLS. Abbott Hall Social Centre, Dowker Lane, Kendal LA9 4DN. 19.15. The Kendal & Windermere Railway – a history': Dick Smith.

THURSDAY, JANUARY 12

Continental Railway Society. St Paul's Church Centre, Rossmore Rd, Marylebone, London NW1 6NJ. 19.15. 'German railways in transition both DB & D': Peter Robins.
Locomotive Club of Great Britain (LCGB) (St Albans branch). St Bartholomew's Church, 47 Vesta Ave, St Albans, Herts AL1 2PE. 19.30. 'BR Freight Past and Present': Brian Ringer.
Shropshire Railway Society. Gateway Education and Arts Centre, Chester St, Shrewsbury SY1 1NB. 19.00. '40 Years of SLR Photography': Steve Davies.

FRIDAY, JANUARY 13

SLS. Conference Room, 1st floor, (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG. 19.00. 'Too Many Cooks – An overview of the history of the GER locomotive design': George Faulkner.
SWRS. The Manor, Slough station. 19.30. Zoom meeting: 'Marlow Railway and River 1831-1891': Adam Baxter.

SATURDAY, JANUARY 14

SLS. Kidderminster Railway Museum, SVR station, Kidderminster DY10 1QX. TBA.

MONDAY, JANUARY 16

Leicester Railway Society. Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP. 19.30. 'Monday meeting': TBA.

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'TBA': Glenn Williamson.

Further details on website www.penninerailwaysociety.com.
RCTS (Merseyside, Chester and North Wales branch). 19.30. Branch annual meeting followed by 'Thomas Brassey: Railway Builder': Peter Bolt. Contact: Alan Turton 01606 854227 or Merseyside@rcts.org.uk
RCTS. Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8BL. 19.30. TBC.

TUESDAY, JANUARY 17

RCTS (Humber side branch). The Black Beauty, Keddington Rd, off Messingham Rd, Scunthorpe DN17 2QH. 13.30. Branch annual meeting and John Foreman and Carey Vessler's quiz.
RCTS. Didcot Civic Hall, Britwell Rd, Didcot OX11 7JN. 19.00. 'A look at the history of the Wallingford and Watlington Railway': Tony Stead.
SLS. Langdon Square Community Centre, Coulby Newham TS8 0TF. 14.00. 'Hetton Colliery Railway 200': John Cook.

WEDNESDAY, JANUARY 18

Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'The South Yorkshire Joint Railway': Bob Gellatly.

THURSDAY, JANUARY 19

Aln Valley Railway. Barter Books, The Old Station, Alnwick NE66 2NP. 19.30. 'One man's view of the ECML in 1962 – Part 1': Malcolm Paul.
Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill St, Gravesend DA12 1BB. 19.30. 'Electrification of Kent': Bob Poole.

Lutterworth Railway Society. Lutterworth Bowls Club, off Coventry Rd, Lutterworth LE15 4RB. 19.30. TBA.
Marlow & District Railway Society. Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX. Also on Zoom. 19.30. 'Steam in India – Metre Gauge Memories': Geoff Warren. Visit www.mdrs.org.uk.

Norfolk Railway Society. United Reformed Church Hall, 40-42 Ipswich Rd, Norwich NR4 6QR. 19.30. Members' evening on Zoom.

RCTS (Cheltenham branch). Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 19.00. 'The Collett Years': Revd Canon Brian Arman.

RCTS (North East branch). Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 1SG. 19.00. 'The photography of Ken Cockerill'.

RCTS. Saitaire Methodist Chapel, Saitaire Rd, Shipley BD18 3HJ. 19.30. 'Steam Day Memories – Past and Present': Vic Drake.

RCTS (Surrey branch). Woking United Reformed Church, White Rose Lane, Woking GU22 7HA. 19.15. 'Network Rail': Tim Shoveller, Regional Managing Director, Network Rail.

FRIDAY, JANUARY 20

SWRS. The Manor, Slough station. 19.30. Zoom meeting: 'Transport Mix': Rob Holder.

SATURDAY, JANUARY 21

SLS. Friends' Meeting House, Mount St, Manchester M2 5NS. 14.00. 'Bahamas – the story of a locomotive': Pete Skellon.

MONDAY, JANUARY 23

RCTS (Northampton branch). Weston Favell Parish Hall, Booth Lane South, Northampton. 14.00. 'More from the Peter Bland Collection (Part 5)': Bryan Cross.

TUESDAY, JANUARY 24

RCTS (East Midlands branch). Nottingham Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ. 19.30. 'The Ilkeston Tramway 1903-1931 System': Stephen Flinders. Contact: branch secretary David Coxon 0115 941 7353.

WEDNESDAY, JANUARY 25

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill St, Gravesend DA12 1BB. 19.30. Modelling evening.
Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'The South Yorkshire Joint Railway': Bob Gellatly.
RCTS (Chichester branch). Bassil Shippam Centre, Tozer Way, St Pancras, Chichester, West Sussex PO19 7LG. 19.15. Zoom meeting. 'Through the Lens, Through the Years – Cornwall': Nigel Tregoning.

THURSDAY, JANUARY 26

Shropshire Railway Society. Gateway Education and Arts Centre, Chester St, Shrewsbury SY1 1NB. 19.00. 'Railway Allsorts': Jason Cross.
South East Essex Railway Society. Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, SS9 1NB. 19.30. 'The Conifers Garden Railway and its trains': SEERS member Cliff Moore on his garden line over the years followed by a mystery item.

FRIDAY, JANUARY 27

SWRS. The Manor, Slough station. 19.30. Zoom meeting: 'Coming back from Covid': Jim Ballantyne.

WEDNESDAY, FEBRUARY 1

RCTS (Furness, Lakes & Lune branch). Station Hotel, Carnforth. 19.30. '35mm Gricing at Home and Abroad': Mike Robinson.
RCTS (Merseyside, Chester and North Wales branch). 10.00. 'Railway Depots around Liverpool': Paul Wright. Contact: Alan Turton 01606 854227 or Merseyside@rcts.org.uk

THURSDAY, FEBRUARY 2

Bath Railway Society, The Museum of Bath at Work, Julian Rd. Bath BA1 2RH. 19.30. '842 Useful Engines: A sample of Black 5s at work on BR and LMS Jubilee 4-6-0s': Dave Peel.
Great Central Railway Society (Sheffield branch). The Farm Road Sports & Social Club, Farm Rd, Sheffield S2 2TP. 19.30. 'China's Railways Then & Now': Pete Hackney.
Lutterworth Railway Society. Lutterworth Bowls Club, off Coventry Rd, Lutterworth LE15 4RB. 19.30.
Norfolk Railway Society. United Reformed Church Hall, 40-42 Ipswich Rd, Norwich NR4 6QR. 19.30. Zoom meeting: 'The Transformation of the Western Region': Paul Stanford.

FRIDAY, FEBRUARY 3

SLS. Newport Community Hub, Union Street, Middlesbrough TS1 5NQ. 19.00. 'Rails across the North Riding – part 1': Richard Barber.
SWRS. The Manor, Slough station. 19.30. TBA.

South Africa

25NC & 15F



Photo: Günter Oczko

The 25NC was the „Cadillac“ of the South African State Railways, fast, strong and so beautiful to look at and to photograph. With roller bearings and stokers, these machines could be found handling trains, from the heaviest freights to the fastest expresses. Besides two 25NC, we want to revive a 15F to use on an authentic line with an authentic train.

This trip will not be cheap, but it is a once in a lifetime event, as I doubt if we will be able to use the 25NC's after their certificates expire in autumn 2023. It is simply far too expensive, and the risk of renewed travel restrictions too great, for me to invest another six-figure sum without the certainty that the tour runs!

So take your chance NOW! Magnificent locos in the midst of magnificent scenery, perhaps never to return!

Due to the Covid disaster, the boiler certificates of the two 25NC's, brought lovingly back to life in Kimberley, expired before we were able to use them. After months of negotiations, we have been granted an extension, giving us the chance to run a trip in 2023.

- | | |
|---|---|
| Romania: Forestry lines in Winter: Vişeu & Moldovița | Feb 4 th – Feb 9 th |
| Germany: Saxon Narrow Gauge Steam Gala | Feb 10 th – Feb 19 th |
| Isle of Man: Steam Charters und Manx Electric | Apr 23 rd – Apr 29 th |
| South Africa: Two 25NC in mainline service & a 15F | Jun 23 rd – Jul 4 th |
| Argentina: Broad gauge Steam & La Trochita | Aug 26 th – Sep 8 th |
| Bosnia-Herz.: ‚Kriegsloks‘ in Mine & Line Service | Oct 21 st – Oct 28 th |
| UK: Welsh Narrow Gauge Explorer | Nov 1 st – Nov 13 th |
| Pakistan: Broad Gauge Steam and Semaphores | Nov 24 th – Dec 5 th |
| Pakistan: Diesel at the Bolan Pass | Dec 4 th – Dec 8 th |



Photo: Oscar Sabatini



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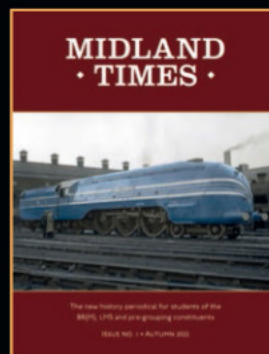
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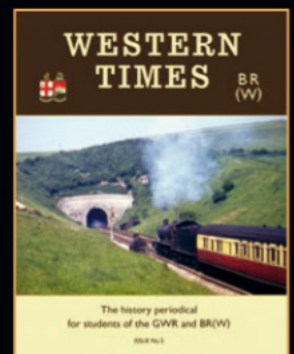
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Panorama

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GOLD AT THE END OF THE RAINBOW: Under an amazing sky, Vale of Rheidol No. 7 passes beneath a rainbow at Faengrach on November 11, while taking part in a photo charter organised by Bob Branch and David Williams.
ANDREW JEFFERY

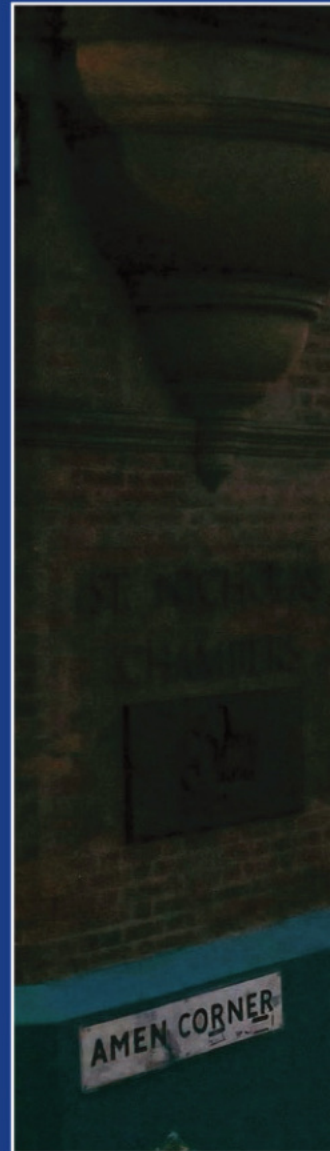


HAVING A BLAST: In its final weeks in steam, 'West Country' No. 34092 City of Wells powers out of Ramsbottom on December 11, with an East Lancs Railway 'Santa Special' from Bury to Rawtenstall. Just visible in the background is ex-L&Y 0-6-0 No. 52044 at the rear of a Bury-bound 'Santa'.
BRIAN DOBBS

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Panorama



STEAM APLENTY: The steam heating is in plentiful supply, even if most of it seems to be escaping, in this atmospheric shot at Oxenhope, Keighley & Worth Valley Railway, on December 11. MIKE HEATH

CUT LOOSE: You can almost hear the thrash resonating off the walls of the famous cutting at Belper (Derbyshire) on December 3, as EE Type 4 No. D345 (40145) powers the Burton-upon-Trent to Newcastle leg of Pathfinder's 'North Eastern Christmas Markets' tour from Swindon. ROBERT FALCONER



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A 'SCOT' TO SCOTLAND:
At just before 08.00 on December 12, 'Royal Scot' No. 46115 *Scots Guardsman* breaks the silence around Amen Corner as it departs Newcastle with the RTC's 'Edinburgh Christmas Market' tour from York to the Scottish capital.
SAM YEELES

A DAGGER BEFORE ME:
The daggerboards of the footbridge at Chippenham station frame Freightliner's No. 66541 as it heads east with a stone train bound for Hayes and Harlington on November 10.
JACK BOSKETT

FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
JANUARY 1923

King's Cross upgrades

MESSRS. SYMINGTON Son & Co of Glasgow have secured a contract with the Great Northern Railway for extensions and improvements at King's Cross station.

The work involved includes the clearing of an area on the down side, at the south end of Gas Works Tunnel, on ground adjacent to the disused gas works premises, where it is intended to provide new engine sidings, including a turntable capable of taking the large 4-6-2 locomotives now in service. The area alongside the main station, at present given over to the locomotive department, is also to be cleared, and two additional platforms for suburban traffic provided.

Symington's is concerned principally with the work of clearing and that involved in preparing the respective sites for their new purposes.

50 YEARS AGO
JANUARY 1973

Mk.2s to replace 'Blue Pullmans'

BRISTOL and South Wales diesel 'Blue Pullmans', now nearly 13 years old, are to be replaced in May by air-conditioned locomotive-hauled Mk.2e coaches. Schedules from May will be close to the present Pullman timings,



20 YEARS AGO: 'Pendolino' No. 390014 waits at Euston on December 16, 2002, with a press run to Manchester Piccadilly. It was the first set to carry passengers. Despite a planned non-stop run being thwarted by a p-way halt at Bletchley, the journey time of 2hrs 9min 56 sec set a new record for the route. The return journey was achieved in 2hrs 4min 51 secs, again creating a new record. On the left is No. 87014 waiting to depart. Withdrawals of the Class 87s began early in 2003. CHRIS MILNER

and a high standard of on-train catering will be provided.

Motorail plans for 1973

THE longest Motorail journey in Britain under British Railways proposals for 1973 services will be 567 miles between London and Inverness, which will operate once a week – northbound on Mondays and southbound on Tuesdays.

Another new service, starting in January, will be nightly from Paddington to Carmarthen, supplemented in the summer by a day service. These will replace the present

Paddington-Swansea service.

Weekend services from Kensington Olympia to St Austell, discontinued last year because of a shortage of rolling stock, will be reinstated from May 26, and will operate until September 15.

Crewe is to be developed as the Motorail centre for north-west England, replacing Newton-le-Willows and Sutton Coldfield, with services to Scotland and the West Country. In the West Country, there will be a 'beat the jams' service between Bristol and St Austell with a Second Class single

fare for car and driver of £10 and discounts for return bookings.

20 YEARS AGO
JANUARY 2003

First public 'Pendolino' run

THE first Virgin 'Pendolino' to carry fare-paying passengers will be the 06.58 Manchester-Euston and 16.20 return on January 27. From March, a second diagram will be switched to 'Pendolinos', with Wolverhampton seeing four trips a day from April.

Further diagrams to Manchester, Wolverhampton and Liverpool will follow in April and May, followed later in the year by the north-west of England and Scotland.

Out-of-gauge crane demolishes rail bridge on Whitby line

THE Esk Valley Line became the focus of a second serious incident in less than a year on November 12 when the jib of a rail-mounted crane operated by GrantRail smashed into a footbridge to the east of Grosmont station.

The bridge came down inches from a valuable LNER Gresley buffet coach owned by the neighbouring North Yorkshire Moors Railway, trapping it and other carriages in a siding.

In a classic touch of irony, the NYMR was playing host to a training day for 12 staff from the Railway Inspectorate, who found themselves with a live incident to handle.



The RCTS: Then and now

IT WAS AN important day in Devon on November 20, 2021 when the long awaited reopening of the former London & South Western Railway route from Yeoford to Okehampton finally took place. A two-hourly interval service between the town and Exeter St David's saw the town rejoin the national network after a gap of almost half a century. This, however, represents only the first stage of the many route miles that passed through sparsely populated areas of west Devon and north Cornwall, known as the Withered Arm.

The LSWR main line from Exeter to Plymouth Friary had opened in 1876, but in 1895 a branch was opened from a remote spot high on Dartmoor west of Okehampton, known as Meldon Junction, running across Maddaford Moor to a station at Halwill Junction. Halwill is one of those fascinating railway locations, practically non-existent previously but becoming of major importance in the network, eventually fostering a community in its own right.

From here the line divided, with one branch running north-west into Cornwall and the seaside resort of Bude. The other headed due west over the county boundary through

Camelford towards the important settlement of Wadebridge and on to the Atlantic Ocean resort of Padstow.

Remarkably, Wadebridge had been host to a railway line since 1834 in the shape of the Bodmin and Wadebridge company – a locally-inspired, somewhat ramshackle, outfit that soldiered on unconnected to the rest of the country until 1895, even though it had been acquired by the LSWR in 1847, a purchase of dubious legality.

The Great Western reached Bodmin in 1887, its branch from Bodmin Road (now Parkway) terminating at Bodmin General. When the LSWR finally opened from Halwill Junction, the B&W terminus became Bodmin North, the end of a branch from Wadebridge, and regular interchange services became the order of the day.

A group of lines so far from Waterloo (and its intensive suburban network) inevitably became home to superannuated stock, with 'Black Motor' Class 700 0-6-0s and 'Greyhound' Class T9 4-4-0 locos surviving well into BR days. Most remarkable of all were the last three Class 0298 Beattie well tanks, which hauled short china clay trains along



GWR Class 150 DMU No. 150263 at Exeter St David's about to work the 16.37 to Okehampton on August 26, 2022. JIM TUCKER/RCTS

the freight-only Wenford Bridge branch until the early 1960s. For many years, the bulk of passenger traffic was handled by Maunsell Moguls, mainly of N Class.

The publicity-conscious Southern Railway introduced the 'Atlantic Coast Express', serving a host of destinations and ultimately Bude and Padstow, bringing Bulleid Light Pacifics to the area after the Second World War.

Summer Saturdays in the 1950s saw a host of additional trains for holidaymakers, but after all lines west of Salisbury were transferred to the Western Region of BR in 1963, through trains were soon phased out.

As the pages of the *Railway Observer* recorded, decline quickly set in and closure west of Meldon Junction came in 1966, Okehampton following in 1972 until its recent revival.



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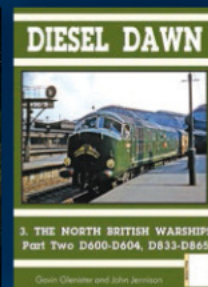
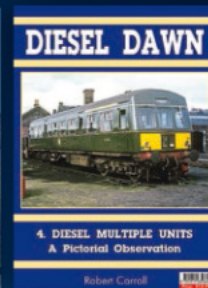
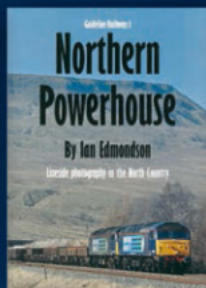
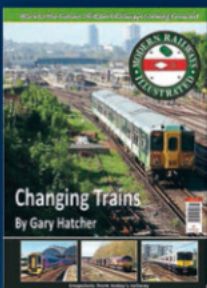
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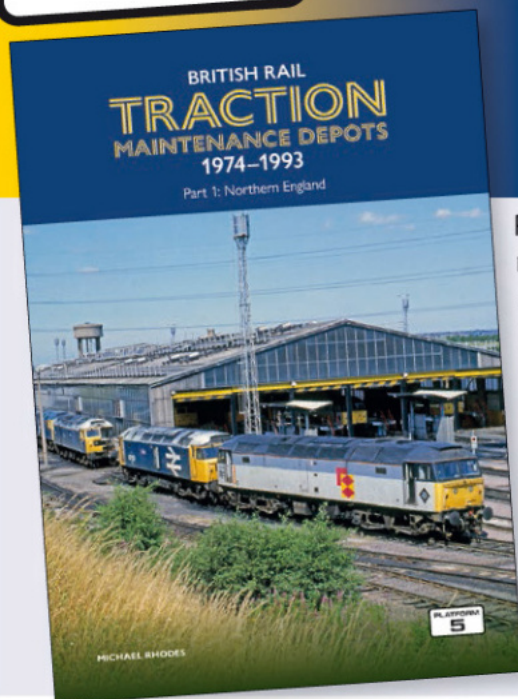
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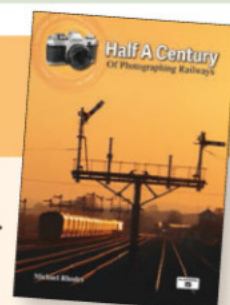
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TRACKRECORD

The Railway Magazine news digest



ScotRail-liveried Type 4 No. 47765 (a livery it never carried in BR Days) heads an East Lancs 'Santa Special' from Rawtenstall to Bury at Little Burrs on December 3. KEVIN WHITEHURST



P66 NARROW GAUGE
New look for Funkey diesel



P70 CLASSIC TRACTION
Tarka Valley gets a 'Pacer'



P78 TRACTION & STOCK
End in sight for 'Castle' sets

ALSO INSIDE:

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

Record-breaking Santa special trains

East Lancashire Railway festive services prove popular – and loco line-up features two members of the fleet in the final weeks of their boiler tickets.

DIARY

- Jan 4-8 Bluebell Railway: SteamLights
- Jan 6-8, 13-15 Epping Ongar Light Fantastic
- Jan 7 Helston Railway: Winter Steam Up
- Jan 7/8 Spa Valley Railway: Winter Steam Up
- Jan 27-29 Great Central Railway: Winter Steam Gala
- Feb 11/12, 14-16, 18/19 Spa Valley Railway: Heritage Trains
- Feb 21-23 Great Central Railway: Paw Patrol
- Mar 2-4 East Anglian Railway Museum: Winter Beer Festival
- Mar 4 Mid-Norfolk Railway: Model Railway Exhibition (Dereham)
- Mar 9-12 Keighley & Worth Valley Railway: Steam Gala
- Mar 11/12, 17-19 East Lancashire Railway: Ride behind the Flying Scotsman
- Mar 12 Lincolnshire Wolds Railway: Volunteers' Day
- Mar 18/19 East Somerset Railway: Steam Gala
- Mar 18/19 Spa Valley Railway: Heritage Trains
- Mar 19 Isle of Wight Steam Railway: Mother's Day Specials
- Mar 19 Lincolnshire Wolds Railway: Mother's Day Specials

IN mid-December, the East Lancashire Railway was on course to carry a record number of passengers on its traditional Santa specials – reaching the 43,000 mark for the first time.

Passengers on the line's Santa specials started and finished their journeys at Bury Bolton Street station after enjoying a return trip to Rawtenstall – the diagrams being top-and-tailed. With limited parking at Bury but no shortage of free parking space at Heywood, a Santa diesel shuttle service ran between the two stations using Class 144 'Pacer' No. 144009.

The Santa specials featured two steam locomotives which were due to be withdrawn for overhaul as 2022 drew to a close.

Following the expiry of its boiler certificate on January 3, SR Bulleid Pacific No. 34092 *City of Wells* was due to receive an inspection of its firebox, including a Non-Destructive Test (NDT) to establish whether there are any cracks in the steel firebox. If the NDT finds nothing of concern, the small tubes and two flue tubes will be removed. Small tubes will all be replaced during the overhaul, while the flue tubes will be sent

for examination and testing to ensure they are still fit for further use. New bogie tyres have been ordered and are due in the country shortly.

In early November, a two-month extension was secured for the boiler certificate of Furness Railway Trust-owned GWR '56XX' 0-6-2T No. 5643, enabling the loco to assist with the Santa operations. No. 5643 is due to return to the Ribble Steam Railway at Preston, where the loco's owning group is based, for overhaul after Christmas.

Roster

LNWR 'Coal Tank' No. 1054 worked its last Santa train on the ELR on December 4, before returning 'home' for the winter across the Pennines to the Keighley & Worth Valley Railway (KWVR) overnight on December 14.

Another KWVR-based loco rostered for the ELR Santa services was LYR 'Ironclad' 0-6-0 No. 52044. The loco is due to remain at the ELR until February.

In late October, Bury Standard 4 Group (BS4G) announced that its '4MT' 2-6-4T No. 80097 had failed with a blown large boiler tube. This followed the

replacement of all the 157 small boiler tubes, which had to be renewed after failures in May 2022. No. 80097 is not expected to return to traffic until the spring.

In mid-December, BS4G said £7000 had been raised by donations from supporters to pay for the batch of 157 small tubes.

However, funds are now required to pay for the 21 large flue tubes which failed in the autumn. Donations can be made online at burystandard4group.org.uk via the shop page.

Work continues on the restoration from Barry Scraypard condition of BS4G's BR Ivatt '2MT' 2-6-0 No. 46428. The two main steel plates of the new dragbox are being prepared for the assembly to be welded together.

A jig has been built and the new cab is being assembled ready for fixing together. The reverser mounting bracket has been refurbished and bolted in place on the main frame.

LMS 'Jinty' 0-6-0T No. 47298 has been out of traffic since August due to persistent issues with the right-hand big end bearing. Following the removal of the connecting rod, an

investigation has found that the problem appears to be an alignment issue.

Overhaul

Work on the boiler of the line's second resident 'Jinty', No. 47324, has restarted. Patch screws are being installed into new plate work on the firebox outer wrapper and a new front tube plate has been cut and drilled. On the frames, machining of the axle boxes is progressing and it was expected that the loco could be rewheelbed before Christmas. Frame reassembly will be progressed during the first and second quarter of the coming year.

Meanwhile, John Cameron's LNER A4 Pacific No. 60009 *Union of South Africa* is expected to depart Bury Transport Museum before the end of January. As reported last issue, the 4-6-2 is to join 'K4' 2-6-0 No. 61994 *The Great Marquess* to be displayed statically on plinths at Balbuthie Open Farm near Kilconquhar, Fife.

Bury Transport Museum has enjoyed a record year in terms of visitor numbers. Work is currently underway on a refresh. Plans are also afoot to seek accreditation for the museum.

Caley to remain 'down south'

CALEDONIAN Railway No. 828 is to continue to reside at the Spa Valley Railway on hire until the end of October 2023.

The 0-6-0 was withdrawn from use late last summer after a rear driving axle box was found to be running hot in service.

Since then, No. 828 has been kept undercover at Tunbridge Wells West (75F). It was decided the best option was for repairs to be carried out at 75F.

With a number of special events in the latter half of the year, the availability of the line's lifting jacks from September to January was challenging. Therefore, the repairs will be undertaken with the support from the Strathspey Railway this January and February, with a planned return to service in the first part of the year to enable No. 828 to operate regular Spa Valley Railway services alongside Hunslet 'Austerity' 0-6-0 No. 2890 *Douglas* and Battle of Britain 4-6-2 No. 34072 *257 Squadron* throughout 2023.



In glorious side light, LNWR 'Coal Tank' No. 1054 approaches Little Burrs with the 14.30 Santa Special from Bury Bolton Street on Saturday, December 3. The 0-6-2T returned to its Keighley & Worth Valley Railway base overnight on December 14. KEVIN WHITEHURST

Railway volunteers help make Christmas special

CHRISTMAS is a crucial commercial time of year for Britain's heritage railways and volunteer input is considerable to make it all work.

The Bodmin & Wenford Railway's traditional Santa trains ran up until Christmas Eve. The experience included a trip to Bodmin Parkway before a visit to Santa in his grotto on Platform 2 – the line's resident Victorian GWR Special Saloon especially and elegantly fitted out for the occasion.

Santa Specials for primary

schools also ran on two days per week in term time, and Friday evening saw Christmas Murder Mystery trains.

All of this required Bagnall 0-4-0ST *Judy* (2572/1937) to steam heat the static train, and a diesel/steam loco in top and tail mode on the service set. Steam loco duties were shared by 'Austerity' 0-6-0ST No. 75178 and GWR 0-6-0PT No. L92 in London Transport livery, and on hire from the South Devon Railway. Diesel duties were operated by Class 47 No. 47306 and 'Gronk' No. 08359.



Pictured with steam locos *Judy* and No. L92 at the buffer stops at Bodmin General on Saturday, December 3 are the loco crews, from left to right: Matt Burden, Adam Cox, Will Dingle, Jason Ellway and Alan Tregaskes. MEL PENBERTHY/BWR

BOILER MOVE: The boiler for BR '4MT' 2-6-4T No. 80135 was hauled by Class 08 No. 08850 from the North Yorkshire Moors Railway's motive power depot at Grosmont to Newbridge Yard on December 2. Doing so will allow the boiler to be transported by road with ease to a contractor, meaning it will not be held at Grosmont while winter track work is carried out. As reported, No. 80135 requires a replacement inner firebox using materials already in NYMR stock, as well as a complete boiler overhaul. LUKE TAYLOR



Another Great Central reunification stage complete

THE latest phase of the Great Central Railway's project to reunify the surviving Leicestershire and Nottinghamshire sections saw a new bridge lowered into place over the A60 Nottingham Road on November 19/20. The structure replaces a previous bridge built in the late 1890s which was beyond economic repair.

With comparatively low headroom by modern standards, the old bridge was sometimes hit by careless drivers in vehicles too tall to fit underneath. An innovative design means the new bridge has an extra three inches of headroom without lowering the road or raising the

railway (neither of which was a practical option).

During the lifting operation two crash protection beams were put in place. Each weighs 20 tons and is filled with concrete and will protect the bridge from being struck in future.

Reunification involves seven phases of work. The replacement of the A60 bridge joins another new built bridge over the national rail network, and a refurbished canal bridge, on the list of elements 'ticked off'. Meanwhile more than a million pounds has already been raised for two future phases.

Visit www.gcrailway.co.uk/ unify for details of how you can help.



The new bridge over the A60 road at Loughborough was installed on November 19/20. GCR



The front tubeplate for NER 'K' No. 559 was fitted in early December. NBES

Beamish progresses Dunrobin and new-build 'K'

WORK on the overhaul of Beamish Museum's Sharp Stewart 0-4-4T *Dunrobin* (4085/1895) has restarted at the Severn Valley Railway's Bridgnorth Works. The project was paused in March 2020 as a result of the Covid-19 pandemic.

A new plan is in place to complete the project and continue some of the processes that were underway – namely the installation of the new cylinder block, completion of the machining work for the axleboxes and then setting the loco back onto its wheels. The overhauled bogie is to be prepared shortly for final

painting in deep bronze green with lining.

Meanwhile, the new-build NER K class 0-4-0 No. 559 which is under construction for Beamish by North Bay Engineering Services, Darlington, continues to take shape. In early December, the front tubeplate was being fitted and the firebox tubeplate was also being installed. Together with the outer wrapper, the long seam has been x-rayed and tubes were due arrive before Christmas.

It is hoped to finish the boiler by mid-January. After painting, it will be displayed at Beamish while the rest of the project catches up with it.

SIDELINES

'Greyhound' to remain at Swanage

LSWR 4-4-0 No. 120 is to remain at the Swanage Railway for the foreseeable future – the National Railway Museum has told *The RM*. A museum spokesman said: "The Swanage Railway will remain custodians of the 'T9' loco under the existing operational/overhaul agreement and the loco will remain based at the Swanage Railway. The overhaul plans will be reviewed following the completion of work to bring 'T3' 4-4-0 No. 563 into steam which is expected to be complete by summer 2023." No. 120 is currently stored inside Swanage engine shed.

Sharphorn to be displayed

MANNING Wardle 0-6-0ST *Sharphorn* (641/1877) is to be moved from Horsted Keynes to SteamWorks! to sit alongside the North London Railway 0-6-0T No. 27505 and 'Terrier' 0-6-0T *Stepney* as an exhibit to show the history of the Bluebell Railway. While *Sharphorn* was the contractor's engine that helped build the original line, the North London tank is the loco that helped take up the railway. Alongside *Stepney* as the Bluebell's first preserved loco, they should make an ideal combined exhibit.

GCR appoints GM

MALCOLM Holmes has been appointed general manager of the Great Central Railway (GCR) and is due to take up the post in March. Mr Holmes has been associated with GCR in a number of volunteer roles for 28 years. His professional life has largely been in the public transport sector, particularly rail operations, most recently as executive director at West Midlands Rail Executive (WMRE), which is jointly owned by a partnership of 16 local authorities. WMRE is not to be confused with Transport for West Midlands (TfWM), the authority responsible for transport in the smaller West Midlands County.

Tender journals

THE tender wheelsets for 'T3' 4-4-0 No. 563 were sent away to have their journals polished by a contractor in early December. Before the wheelsets could be sent away, volunteers and staff at the Swanage Railway's Herston Works removed old paint from the wheels and axles before derusting and applying paint. The filling and finishing with top coat will continue when the wheels return. In the meantime, attention will turn now to the axle boxes so the tender frames can be rewheelled later in the new year.

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SIDELINES

Carriage shed land

THE Dean Forest Railway can progress its plans to construct a carriage shed at Lydney Junction after a crucial piece of land was acquired from Network Rail.

Negotiations had been underway since October 2019 for the purchase of approximately a third of an acre (1350 square metres) at the lower end of the site.

Securing the land will mean that each of the three roads in the carriage shed will be able to accommodate five rather than four coaches – and that the size of the three-road workshop is doubled.

Design work is now underway, prior to securing the necessary permissions. Provision is to be made for a possible future extension to Severn Bridge – although there are currently no official plans to rebuild that section of line.

'4MT' moves from Bluebell to Southall

BR '4MT' 2-6-0 No. 76017 was hauled by West Coast Class 33 No. 33025 from the Bluebell Railway to Southall on November 29 – and according to the Real Time Trains website, the consist departed East Grinstead sidings at 14.02 and arrived at Southall WCR at 16.07 that day.

On October 13, the same 'Crompton' took the 'Standard' from the Watercress Line – where No. 76017 had been resident since 1978 – to the Bluebell Railway to take part in that line's Giants of Steam gala.

Royal visit

HIS Royal Highness The Duke of Kent visited STEAM – Museum of the Great Western Railway, Swindon on December 7. The Duke of Kent met STEAM volunteers and the Friends of Swindon Railway Museum to discuss their work and contributions made to support the attraction.

Tour Guide and former GWR locomotive fireman, Geoff Davies, described the voyage of No. 6000 *King George V* of over 3,500 miles as it travelled to America to take part in the centenary celebrations for the Baltimore and Ohio Railroad in 1927.

The tour concluded with The Duke of Kent stepping inside Queen Victoria's Royal Saloon and seeing two groups of schoolchildren on a visit to the museum.

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Erlestoke Manor returns to Severn Valley metals

Running-in gets underway for popular 'Manor' Class locomotive.

WR 4-6-0 No. 7812 *Erlestoke Manor* has started running in on the Severn Valley Railway following overhaul at Tyseley Locomotive Works (TLW).

No. 7812 was unloaded back onto SVR rails on the morning of December 2. Tender No. 2334 followed shortly after.

Following No. 7812's first steaming on November 9, a second steaming took place a week later for the boiler insurance inspection, at which the inspector pronounced that he was happy.

An issue was identified with the bogie that would lead to the axleboxes soon running hot in service. A great team effort involving EMF volunteers and Tyseley staff saw the bogie removed, stripped down, rectified and reassembled over a couple of long days, to enable the SVR Engineering acceptance inspection to successfully take place on November 22.

Testing

Light engine testing commenced on December 7 between Kidderminster and Highley. The 'Manor' accumulated just over 60 miles of running over the next two



No. 7812 *Erlestoke Manor* is seen at Highley on its first light engine test run on December 7. JOHN TITLOW

days. No. 7812 finished its second day at Bridgnorth for undercover storage, pending sorting out a couple of axle bearings which were running warmer than expected at the end of the first day's running. Although these were running cooler on the second day, it has been decided to investigate now to ensure trouble-free service.

Aside from the two bearings, No. 7812 performed well on test and steams freely.

Meanwhile, work continues at TLW to return No. 7802 *Bradley Manor* to traffic. On the chassis, the new racking plate which will sit underneath the new cylinder blocks has been trial fitted. Preparation is underway inside the frames for repainting.

Boiler

Non-destructive and thickness testing has been undertaken on the boiler – no unpleasant surprises have been discovered. No. 7802 is expected to require

another 12 months of work before it returns to traffic.

Fundraising to overhaul the *Erlestoke Manor* Fund's GWR 'Large Prairie' No. 5164 continues. The 2-6-2T is currently displayed at Barrow Hill Roundhouse.

Further planning and component purchases have been undertaken, including material for the axle box crowns. Options are being investigated for the bunker, which subject to confirmation, is expected to require replacement.

Cab returns to the Duke

THE overhaul for main line operation of No. 71000 *Duke of Gloucester* by the BR Class 8 Steam Locomotive Trust continues to progress at Tyseley Locomotive Works.

An open day held for members on November 19, attended by 65 people, included a tour of the works to see the latest on the loco, followed by a chat between Trevor Tuckley, the trust's chairman and driver

Ray Churchill for 45 minutes about his life on the railway. In excess of £1200 was raised on the trust's sales stand on the day.

In recent weeks, the cab and connecting rods have been put back on the loco, and it is now expected to be ready by the middle of the year.

Meanwhile, the fitting of a controlled emission toilet to the trust's Mk1 support coach No. 17015 is complete.



The cab is in place.

Overhaul progress on 'Standard' at Tyseley

AN additional £20,000 of expenditure is required on the boiler of Southern Locomotives Ltd (SLL) overhauled at Tyseley Locomotive Works. No. 80104, which is being overhauled at Tyseley Locomotive Works.

While the front tubeplate has had to be renewed, it was thought that the rear one was in satisfactory condition. However, on removal of the tubes it was discovered that most of the firebox tubeplate holes had been expanded to an unacceptable size.

Repair

The larger holes mean there is less material between them which can compromise the integrity of the tubeplate.

While TLW staff have advised that the current plate can be repaired, saving the astronomical cost of a new copper repair, the additional repair is expected

to cost around £20,000.

SLL's Tyseley volunteer team have been working on the rest of the loco preparing it for extensive work to be undertaken at Herston on its return. Many parts, including the brake gear, have already been transferred to Herston. The copper lubrication pipework has been found to be beyond repair by the normal annealing process.

Dismantling

Following storage at Corfe Castle station for a couple of months, SR Bulleid Pacific No. 34053 *Sir Keith Park* was transferred to Herston Works on November 2 via Norden on the same lowloader which had brought No. 34070 *Manston* back to the railway. Dismantling of No. 34053 is underway to prepare it for transfer to Weybourne on the North Norfolk Railway.



TOWARDS THE TUNNEL: In a perhaps unusual but interesting view, BR 4MT' 2-6-4T No. 80151 approaches Sharpthorn tunnel on the Bluebell Railway on December 16 with a Santa special. Returning towards Horsted Keynes, the train is passing the site of West Hoathly station. The concrete sleepers are stacked ready for relaying. SECR '01' 0-6-0 No. 65 was hauling the other train that day. DAVE BOWLES

Tornado boiler back

The boiler for 'A1' No. 60163 *Tornado* arrived back at Darlington Locomotive Works on December 12 on an Alleleys lorry following a nine-month overhaul at DB Meiningen, Germany. The overhauled lubricator and air pump also returned.

The refurbishment of the boiler has included new flue tubes, new smoke tubes and new foundation ring corners. The boiler has also had some limited repairs to plate work and an increased number of flexible stays fitted.

Progress

In the coming weeks, the boiler will undergo various preparations, including dropping the fire grate into position, enabling a steam test to be conducted under the supervision of the boiler inspector. Once this test has been passed, the cladding will then be affixed, and the boiler will move to Locomotive Maintenance Services (LMS), Loughborough, to be reunited with the frames.

A busy period of finishing the reassembly of the locomotive will follow, ready for operations in the spring. By mid-December, *Tornado's* tender and driving wheels were lined ready for varnishing at LMS.

HERITAGE WAGONS TRACK RECORD

Compiled by Gareth Evans

Recreating Preston's past

Demonstration freight train becomes the latest attraction at the Ribble Steam Railway.

A TEAM of five volunteers at the Ribble Steam Railway has transformed a number of wagons from derelict eyesores into vehicles which help to serve as a reminder of the region's past.

Formed in 2015, the line's wagon group operates under the name of The Waggoners.

Working sessions normally take place on Wednesdays – and there is an active social scene.

The Waggoners reached a milestone in Autumn 2022 when the first demonstration

freight train was operated showcasing some of the wagons restored by the group. The train was hauled on both of the gala days – October 1 and 2 – by L&Y 'Pug' No. 19. With no shortage of positive comments from members of the public, it is hoped to repeat the attraction at future galas.

Vehicles restored by The Waggoners to date include a quintet of planked open wagons and two boxvans (a Palvan and a Banana van) – in addition to three brake vans. The latter comprises a Shark, a

BR 20T van and an SR Queen Mary.

"In general, we try to restore them to their last operating livery," explained Chris Rycroft, who leads the team. "The Queen Mary is displayed inside our museum in EWS colours – its last main line livery."

The open wagons carry different liveries on each side. One side has PC – Preston Corporation – the other side has branding for local suppliers, such as Pilkington Brothers Ltd of St Helens, Wigan Coal & Iron Co. and Birkacre Colliery.

The current project is a three-plank open wagon which is of LNER origin. It requires extensive metal work, having been butchered at some point in its life, the modifications including the removal of the vertical uprights.

"It is going to be the most extensive of the plank wagon projects we have tackled so far. That is why we have not



Vehicles restored to date by the team of Waggoners include a BR 20T brake van and a quartet of open wagons. RSR

worked on it until now," said Mr Rycroft.

"The main thing which helps us to get on with our work is that we are fortunate to have

a spot undercover in the shed, for which we are grateful."

As for the future, it is hoped to obtain a sixth open wagon to complete the rake.

TTA TANK WAGON APPEAL

The National Wagon Preservation Group (NWPG) has launched an appeal to rescue up to 10 TTA tanks from scrap.

In mid-December, the wagons were located at Gascoigne Wood Yard and the scrap merchant had agreed to allow the NWPG some time to

raise monies to save the wagons. In partnership with the Dean Forest Railway, the NWPG is looking for an ambitious £35,000 (£3,500 per wagon) to preserve these wagons with a home, maintenance and repair plan and intended plans for use at the DFR.



On one side the restored open wagons carry branding for PC – Preston Corporation. RSR



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Boiler lifted

THE boiler was removed from Hunslet 0-6-OST *Ring Haw* (1982/1940) at the North Norfolk Railway's Weybourne works on November 26 and it will enter the boiler shop in due course for the work to be carried out.

Owned by the Midland and Great Northern Joint Railway Society, it is planned that the loco's chassis will be sent away to a contractor for refurbishment. Quotations are currently being obtained.

It is hoped *Ring Haw* will return to action in 2024.

Sir Berkeley steams again!

Manning Wardle contractors locomotive set for action on Leeds heritage line.

VINTAGE Carriages Trust-owned Manning Wardle 0-6-OST *Sir Berkeley* (1210/1891) was successfully steamed at the Middleton Railway's Moor Road headquarters on November 12.

As with all first trial steamings, a few things were found to be needing attention and further steamings on December 6 and 11 showed a distinct improvement, the locomotive being able to move under its own power for the first time since overhaul.

The engine requires a few minor issues to be sorted, along with replacement of the left-hand steam supply to the clack valve, which will take place before it is launched into service in April.

Sir Berkeley last ran five years ago. The overhaul got underway two years later, but work has been delayed due to Covid-19.

This loco is one of only two Manning Wardle class L 0-6-OSTs in the UK – the other being *Matthew Murray* (1601/1903),

also at Moor Road on static display. However, *Sir Berkeley* exhibits design features from the early years of locomotive building, its design being based upon those of the firm of E. B. Wilson & Company, from which Manning Wardle was descended. Double-boss wheels and safety valve trumpet are clearly features from that early age, as is the design of the weather board and cab bunker.

As the only working contractor's locomotive at present, *Sir Berkeley* has been repainted in the original Logan & Hemingway livery sported at build, but retains the nameplates acquired in the 1930s. The engine is intended to be a memorial to the many navvies who toiled to build the railways we enjoy today.

Elsewhere at Moor Road, Hunslet 0-6-OST *Brookes* No 1 (2387/1941) was the regular locomotive for Santa trains with Hawthorn *Leslie* 0-4-OST



Sir Berkeley under steam test at Moor Road on December 12. IAN SMITH

Swanscombe No.6 (3860/1935) as the spare. NER 0-4-OT No. 1310 has been winterised but will be used until its boiler ticket expires in June 2023. Hudswell Clarke 0-6-OST *Slough Estates* No 3

(1544/1924) is stripped down for overhaul in the workshops and it is hoped to have this locomotive ready for its centenary providing nothing seriously untoward is found during the overhaul.



BACK IN ACTION: Andrew Barclay 0-4-OST No. 22 (2320/1952) re-entered service at the Emsay & Bolton Abbey Steam Railway in October. A long term resident at the North Yorkshire heritage line, the locomotive – while powerful – is not entirely suitable for passenger traffic due to its riding qualities and lack of coal capacity. A change of ownership has seen it completely rebuilt, including a new firebox and it has been outshopped in its original guise as NCB No. 54 which it carried for the first 11 years of its existence. EABSR

Albert handles Marsh Mills festive trains

RECENTLY overhauled Andrew Barclay 0-4-OST *Albert* (2248/1948) was used for Santa trains at the Plym Valley Railway.

The privately-owned locomotive arrived at Marsh Mills in 2004 and went to Portland for repairs, returning in 2007 to be the mainstay of Plym Valley services. The engine was then withdrawn and overhauled on site, returning to service earlier this year. It is on long term lease to Plym Valley and is likely to be the only operational steam engine in service for 2023.

Meanwhile, Barclay 0-4-OST No. 705 (2047/1937) is being given a heavy overhaul and is likely to return to service in 2024.

Polish class TKH 0-6-OT *Vanguard*, built by Fablok (5374/1959), is also being overhauled at Marsh Mills.



Albert departs Marsh Mills with the 1230 Santa Special to Plym Bridge on December 4, top and tailed with Class 08 0-6-ODE No. 13002. BERNARD MILLS

Overhaul progress at Preston docks

WORK to return several locomotives to traffic is underway at the Ribble Steam Railway at Preston docks.

Andrew Barclay 0-6-OST *Niddrie* (1883/1923) is having a new firebox throatplate fitted, which was expected to be completed by late December.

New side plates will then be welded in, followed by riveting and staying, to be done in-house. The loco has already benefitted from a new two-piece boiler barrel and new front tube plate. Work will then be concentrated on the chassis before the boiler is finally given a hydraulic test and the loco returned to service.

Hunslet 'Austerity' 0-6-OST *Walkden* (3155/1944) has had boiler repairs completed and is on course for a hydraulic test in January 2023. Work is ongoing on the front axle to eliminate some side play and the loco should return to service during the coming season.

Following the completion of boiler repairs, Peckett 0-4-OST *Hornet* (1935/1937) is also due for hydraulic testing in January 2023. Work is currently being concentrated on replacing the missing copper pipework for injectors and clacks, along with the pipework runs for vacuum and steam heat fitting.

Hudswell Clarke 0-6-OST

Dorothy (1450/1922), which has previously been used as a 'Thomas' replica, is to be retained as an 0-6-OT, but with the tanks modified to look less like the famous locomotive. The chassis has been de-rusted and undercoating is almost complete. *Dorothy* awaits a boiler inspection to ascertain whether any more remedial work is required.

Hunslet 'Austerity' 0-6-OST *Respite* (3696/1950) is progressing well, with the wheelsets sent away recently for tyre re-profiling. This loco was originally donated to the National railway Museum where parts were removed to



Bagnall 0-6-OST *Courageous* works a Santa special at the Ribble Steam Railway on December 4. GARY SEVERN

help construct the *Iron Duke* broad gauge replica. It was later reassembled and sold to a private owner who relocated it to the Ribble Steam Railway.

Meanwhile, the regular loco for the 2022 Santa trains was Bagnall 0-6-OST *Courageous*

(2680/1942). Three other locos are also in working order – namely Hawthorn *Leslie* 0-6-OST *Linda* (3931/1938); 1894 built Grant *Richie* 0-4-OST No. 272 and Furness Railway 0-4-0 No. 20, built in 1863 by Sharp Stewart & Co.

Steam Portfolio Track Record



PEAK DISTRICT STEAM:
GWR '4575' No. 5553 is seen at Darley Dale, Peak Rail on December 10, hauling a Santa special. ALAN WEAVER



MANOR IN DISGUISE:
Temporarily fitted with a cowcatcher and renumbered No. 1225 for its role in the South Devon Railway's 'Polar Express' operation, WR 4-6-0 No. 7820 *Dinmore Manor* passes Bishop's Bridge on December 1, with the 14.20 Totnes-Buckfastleigh service. Normally resident at the Gloucestershire Warwickshire Steam Railway, the 'Manor' was on hire for the festive period. BERNARD MILLS

Steam Portfolio Track Record

STEAMING THROUGH SOLIHULL: WR 4-6-0 No. 7029 *Clun Castle* approaches Widney Manor, a suburb of Solihull on December 10, with the return leg from Dorridge to Birmingham Moor Street of the 'Polar Express' operated by Vintage Trains. JOHN TITLOW

HORSEPOWER: A father and son walk their pony through a field near Burn, North Yorkshire, as LMS Pacific No. 6233 *Duchess of Sutherland* passes with The Railway Touring Company's 'York Yuletide Express' in a lucky patch of sunshine. The excursion ran between Ealing Broadway and York on November 26 – WCR Class 37 No. 37668 being on the rear. The overbridge in the background carries a farm access road over the East Coast Main Line. ANDREW JEFFERY





SUNSET DEPARTURE: Andrew Barclay 0-6-0ST *Horden* (1015/1904) departs East Tanfield on the Tanfield Railway with a Santa special to Andrew's House on December 11. SAM YEELES

WINTER WARMER: In seasonally appropriate conditions, Keighley & Worth Valley Railway-based Lancashire & Yorkshire Railway 'Ironclad' 0-6-0 No. 52044 heads the second Santa Special of the day through the East Lancashire Railway's Irwell Vale station on December 11. STEPHEN WILLETTS



Steam Portfolio Track Record



STEAM, SNOW & SANTAS: Following a successful season of 'Jacobite' trains in the West Highlands of Scotland, main line-registered 'Black Five' No. 45212 returned to the Keighley & Worth Valley Railway to take part in the line's 'Santa Specials'. In a suitably festive setting on December 11, the loco approaches the end of the line at Oxenhope with the 'Elf Explorer'. Note the driver is wearing a Santa hat! MIKE HEATH





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SINGLE LINES

■ **HAYLING** Light Railway was unable to operate passenger trains on November 25-27 due to significant flooding. Parts of the Heatherslaw Light Railway's track was under water on November 18 following several days of heavy rain, but the railway had closed following its main season and moved all rolling stock away from the danger zone in anticipation of flooding. Christmas trains were not expected to be affected.

■ **DONATION** of safety glass for the drop lights by local company Piper Windows has boosted Lincolnshire Coast Light Railway's (LCLR) restoration of its ex-Ashover Railway carriage No. 1. The carriage, bought in 1961, ran at LCLR's original Humberston line which closed in 1985 but has been out of service for 37 years, never having run at LCLR's Skegness Water Leisure Park line. Extensive other work is required to return the carriage to traffic.

■ **IN MID-November** the Welsh Highland Heritage Railway commenced repainting its 'Gladstone Car' into overall red, as the carriage was when the Welsh Highland Railway opened in 1923. Latterly it has been cream above the waist line, red below. Before the repainting started a new roof covering was fitted.

■ **ON November 11** Steeple Grange Light Railway (SGLR) completed relaying and ballasting the 185m length of main line damaged by a nearby burst water main in early 2022. This six-week project was a significant undertaking for the volunteer team at the 18in gauge line.

■ **THE first two panels** of (2ft 3ins gauge) track were laid at Chirk station by the Glyn Valley Tramway Trust on November 4 as the first step towards revival of the railway which closed in 1935.

■ **THE boiler** of West Lancashire Light Railway's Kerr Stuart 'Joffre' 0-6-0T+WT *Joffre* (2405/1915), withdrawn in August 2021 on expiry of its boiler ticket, has been sent to Johnson's of Banks for refurbishment.

■ **THE boiler** of Richmond Light Railway's Hunslet 0-4-0ST *Sybil* was lifted in early November as the ex-Pen-yr-Orsedd loco was stripped down for a 10-year overhaul.

■ **LAPPA Valley** (which centres on a 15in gauge railway) was named Large Visitor Attraction of the Year at the Cornwall Tourism Awards on November 17.

Big diesels – new loco and new look for Welsh lines

Taiwanese diesel on its way to Welshpool & Llanfair, while Ffestiniog & Welsh Highland Funkey returns to action.

ALISHAN Forest Railway's Mitsubishi diesel locomotive DL-34 is on its way to the Welshpool & Llanfair Light Railway (WLLR).

The 1972-built 25-ton 520hp loco was displayed at a depot in Chiayi City, Taiwan, for a hand-over ceremony on November 23 then departed for shipping.

The loan of the loco for three years was announced in mid-2022 (*RM*, July 2022), although at that time shipping still had to be arranged. The loco is likely to arrive in Britain early in the new year. Following a period of commissioning and modifications to its coupling and braking systems to make it compatible with WLLR rolling stock, it is expected to enter passenger traffic early in the 2023 operating season.

While strengthening the educational links between the 762mm gauge WLLR and the Alishan Forest Railway, which

have been affiliated since 2017, DL-34 will allow 1949 built Baguley-Drewry No. 7 *Chattenden* and former Taiwan Sugar Corporation Diema No. 175 to be released from traffic in turn for major works.

Meanwhile, the Ffestiniog & Welsh Highland Railways' C H Funkey-built Bo-Bo diesel *Castell Caernarfon* returned to operation in mid-November after an absence of some five years.

The loco has undergone a major overhaul, which amounted to rebuilding. The work included replacement of the braking system with the addition of a new type of vacuum exhauster taken from a BR Class 47 diesel, manufacturing a new cab and complete rewiring of the controls. It has been finished in a new green livery, replacing the previous maroon.



Following the official hand over in Chiayi City, Taiwan, Alishan Forest Railway DL-34 departs on the start of its journey to the Welshpool & Llanfair Light Railway. MICHAEL REILLY/WLLR



C H Funkey-built Bo-Bo diesel *Castell Caernarfon* pictured in its new livery hauls a train of the Welsh Highland Railway's ex-South African wagons on November 18 following its return to service after a major overhaul. CHRIS PARRY/FF&WHR

Unrestored Hibberd locos leave Steeple Grange collection

TWO privately owned F C Hibberd locomotives have left the Steeple Grange Light Railway (SGLR) collection.

SGLR No. 8 (3424/1949) has been bought by Colin Copcutt for his private Silverleaf Poplar Railway at Old Leake, near Boston. SGLR

No. 7 (1881/1934) has gone to the Crowle Peatland Railway Society to join the collection at its developing line on the moors near Scunthorpe.

Both were originally built to 1ft 8in gauge (for separate operations) and converted to 2ft gauge when part of

the Gloddfa Ganol collection at Blaenau Ffestiniog. When that collection was sold off, they were bought by John Poyser and taken to SGLR in 1998. In 2016 they were sold to Rob Wheeldon, but neither were restored to operation.

A third F C Hibberd loco,

No. 9 named *ULLR*, remains at the SGLR, a DY class loco with a Lister 9hp diesel engine also once in the Gloddfa Ganol collection. This loco was built in 1963 to 2ft gauge and was converted to 18in gauge following arrival at the SGLR.



POWERING UP THE VALLEY: The Vale of Rheidol Railway's ex-South African Railways Hanomag-built 2-6-2+2-6-2 Garratt NG/G13 (10551/1927) No. 60 *Drakensberg* hauls a short rake of ex-South African wagons near Glascrug on November 8 during a David Williams photo charter. TOM NOBLE

Tallyllyn Railway enhances its heritage credentials

HAVING reconstructed the Tallyllyn Railway's (TR) original watering location at Ty Dwr, the next TR heritage project centres on the location of the winding house for the old incline down to Abergynolwyn village.

The structure was demolished when the TR extended passenger operations to Nant Gwernol, but the remains of the winding drum were left on the ground nearby to be seen from TR trains.

Members of the TR's heritage team have been digging out the foundations of the north side pillars of the original structure with the idea of building two small slate pillars on which the drum can be mounted and repaired. Although the old winding house cannot be reconstructed in its original form (the running line passes through the centre of its footprint), the group is looking at what

may be possible in terms of a reconstruction. Meanwhile, some rails have been added at the bottom of the Nant Gwernol incline trackbed just beyond the station as part of what will become an incline display.

TR's original carriage No. 4 (long ago nicknamed 'Limping Lulu') has gone to Vale of Rheidol Railway (VoR) for a broken spring to be dealt with and attention to the spring links. The chassis of Fletcher, Jennings 0-4-0WT No. 1 *Dolgoch* has returned to Tywyn after going to VoR's Aberystwyth works for a bent axle to be dealt with, a modification made to the position of the eccentrics on the leading axle and attention given to the wheels and crankpins. The standard gauge wagon acquired to form a transhipment display at Tywyn Wharf is at Stanegate Restorations where it has been stripped for restoration.



STEAM-HAULED TUBS: Graham Fairhurst's ex-Minas de Utrillas O&K 0-4-0WT 2378/1907 *Utrillas* pictured on November 20 hauling, very appropriately, mine tubs on the 2ft gauge line at the Lancashire Mining Museum, Astley Green. Organised by 3P20 (Richard Newton) this was the first photo charter to be held at the museum. ROBIN STEWART-SMITH

Duplicate loco from Rheidol museum collection sold

THE Braxted Bakery has bought 600mm (1ft 11 5/8in) gauge Henschel & Sohn 0-4-0T Hulleras de Sabero No. 103 16045/1918.

When restored, the locomotive will bring steam to the 2ft gauge line built in a field behind The Braxted Bakery in Witham, Essex, which ran public trains for the first time in early 2022 (RM, April 2022).

The loco, one of the Vale of Rheidol Railway's (VoR) museum collection locomotives, was offered for sale along with some other items in November. All

were located at the collection's base in Surrey and are neither located at, nor part of, the operational railway.

VoR's museum collection included three similar Henschel & Sohn locos, two being 0-4-0Ts (No. 102 16043/1918 and No. 103) and 0-4-2T No. 101 16073/1918. They were built for the Madrid Military Railway and subsequently sold to the Hulleras de Sabero y Anexas, Spain, where they hauled coal trains from the mines to the washery plant.

No. 103, which was imported to Britain in 1969, was thus effectively a duplicate and a long way down the list for restoration. VoR therefore believed it was better to offer someone else the opportunity to restore and use it.

Other items offered for sale were: an unrestored engine unit and boiler from an 80hp Sentinel narrow gauge steam locomotive; a 1944 built (but apparently never used – maker and origin unknown) vertical steam boiler; components from a GWR type 3 signalling lever frame; and a lever

frame made by Stevens & Sons, possibly for the London & South Western Railway.

The locomotives in the VoR's museum collection, often collectively known as 'Collection X', were saved by the late Peter Rampton. The majority of the total collection has always been in the ownership of the Vale of Rheidol Railway itself, but some 20 were personally owned by Peter Rampton. Following his death in July 2019 these locomotives have also now been transferred into VoR ownership.

Whippit Quick returns to Fairbourne

PETROL-engined 15in gauge 0-4-4 *Whippit Quick* has returned to the Fairbourne Railway on loan as part of the line's heritage collection following its purchase by a Fairbourne supporter.

Built in 1935 as a conventional Lister Rail Truck, becoming the Fairbourne Railway's first internal combustion locomotive, it was rebuilt in the 1950s with an extended frame, a four-wheel bogie and a body giving it the appearance of a small railcar.

It was sold to Rich Morris in 1975 and displayed at Gloddfa Ganol until 1997. After that collection's dispersal, it was acquired by Austin Moss and became part of the collection at the Windmill Farm Railway.

Whippit Quick arrived at Fairbourne on November 2 and will be displayed in the museum, but available to run on the 15in/12.25in dual gauge section of the railway on special occasions.



SPIRAL SCENERY: During the last few days before its boiler tick expired, the Ffestiniog Railway's England 0-4-0STT *Palmerston* featured in a David Williams/Bob Branch charter. It is pictured working round the spiral at Dduallt on November 3. ROBERT FALCONER

SINGLE LINES

■ THE boiler of ex-South African Railways Société Anglo-Franco-Belge (works No. 2684) NG15 'Kalahari' 2-8-2 No. 134, which has been receiving extensive attention at Locomotive Maintenance Services in Loughborough, was steam tested in mid-November. The Ffestiniog & Welsh Highland Railway locomotive is being restored under the auspices of Cymdeithas Rheilffordd Eryri/Welsh Highland Railway Society.

■ JOHN Uphill's 2ft gauge 0-4-2T *Faith* was back at the Gartell Light Railway in September. Having appeared at the Gartell line (where it was originally built) on August 22 after relocation from Lynton & Barnstaple Railway, it was taken to a September 17 auction (RM, October) at the Berwick St John Country Show and Steam Rally but did not reach its reserve price.

■ ROMNEY, Hythe & Dymchurch Railway's Krauss 0-4-0TT *The Bug* returned to the line in November in time to participate in Santa Special operations following a summer visit to Cleethorpes Coast Light Railway.

■ A FIRE was lit in the newly made boiler for Sybil Locomotive Trust's Bagnall 0-4-0ST 1760/1906 *Sybil* at West Lancashire Light Railway for the first time on December 1. Pressure was not raised, the purpose being to warm the boiler plates to help them seal.

■ IN mid-November John Bennett was appointed Southwold Railway Trust president. He was involved in formation of the trust, at that time a society, in 1994 and latterly has served as trust chairman. The new chairman is Nick Evans, in addition to his current role of treasurer.

■ LINCOLNSHIRE Coast Light Railway's (LCLR) ex-Nocton Estates Railway coach hitherto nicknamed 'Queen Mary' (originally by Nocton Estate workers) which entered service in June 2022 following restoration, is now officially named after fitting of a nameplate prepared by a traditional signwriter.

DIARY

April
29-30 Bala Lake Railway (BLR) Holy War and Alice event

May
20-21 Westonzoyland PS Steam on the levels

June
23-25 Ffestiniog & Welsh Highland Railways (Ff&WHR) WHR centenary event

July
1 Isle of Man Steam Railway 150th anniversary
23-30 Isle of Man Transport Festival

August
26-28 BLR steam gala
28 Westonzoyland PS railway gala

September
10 Manx Electric Railway 130th anniversary



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Cefn Mably – the all-year miniature railway

Unusually for a miniature railway, the Cefn Mably Railway in South Wales runs daily when the farm park is open.

THE 12¼in gauge Cefn Mably Railway (CMR) opened on April 24, 2021 and has been in continual operation ever since.

The railway was built and equipped, including loco and stock, by Track Systems UK Ltd. This company also installed the new railway at Poole Park (RM Nov p76), but has since gone into liquidation.

The CMR runs for 640 yards around

animal paddocks, trains departing Farm Parkway station every half-hour for a 12-minute journey. No. 2910 *Beefy* is a battery-electric 2-4-2 steam-outline tank engine.

Cefn Mably Farm Park is about six miles north of Cardiff on Began Road, Michaelston-y-Fedw, CF3 6XL. Visit www.cefnmablyfarmpark.com for opening times and admission prices.



Track Systems UK loco No. 2910 *Beefy* hauls four coaches, *Rhys*, *Alyona*, *Dasha* and *Tatiana*, on well-ballasted track at the Cefn Mably Railway. STUART CHAPMAN

'Patriot' No. 45517 *Roland George* heads a lengthy rake of 'Windcutter' mineral wagons as it negotiates the 90-degree curve between Oakhill and Willow End stations. One of several built by Carland Engineering in the late 1940s as No. 6100 *Royal Scot*, this loco later underwent an identity change and received a name. PHIL BARNES



School railway becomes more accessible

INGFIELD Light Railway is a private 10¼in gauge railway in the grounds of Ingfield Manor School near Billingshurst, West Sussex. The school is for children with cerebral palsy and the railway has traditionally held a couple of open days each year to raise funds. These are in mid-June and the Christmas Fayre in November.

More opportunities to attend running days are now available by

becoming an associate member. Invitations are sent out to members on a number of occasions during the year. Email Treasurer@ingfieldlightrailway.co.uk for details.

The railway comprises about ¾-mile of running lines in an end-to-end 'Y' layout with both single and double track sections. There is an impressive roster of mainly main line-type scale model steam locos.

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Base sought for Brighton 53

Operational home needed for south coast city's last passenger tram.

A SEARCH is underway for a suitable local home for the sole surviving passenger car from the Brighton Corporation Tramways system.

The Brighton Tram 53 Society is restoring its namesake to working order but has so far been unsuccessful in finding a site which would be suitable, both in terms of location and arrangements for storing and operating the vehicle.

"We want access to public transport," Society founder Guy Hall explained to *The RM*. "The first thing is to make it easy for people to get there. If it's part of an existing project, that's great, but what we're looking for is someone to say 'here's a patch of land with public access'. Then we can build a shed, finish the tram on-site and then start thinking about putting rails down."

Plan

Mr Hall added that the organisation already had a phased plan which had been drawn-up in connection with previous discussions.

"You have to be realistic about just a nice, short tram ride and a decent shed," he continued. "The other thing we would like to do is to have a

museum on the side because there's no transport museum for Brighton.

"We have got some of the original tram documents, there are bits of trolleybus and all sorts of things. If there are no trams operating, you'll still get footfall if you've got a museum – that's our thinking."

Restoration

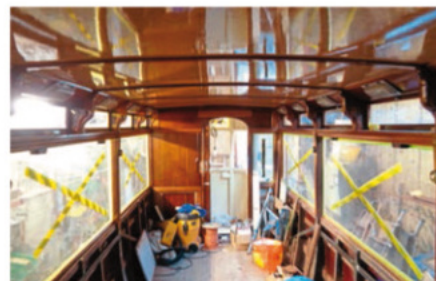
Currently being worked on near Steyning in West Sussex, 3ft 6in gauge No. 53, an F-Class tram, was built in 1937. One of the last cars constructed by Brighton Corporation, it operated for just two years before the system closed and was preserved by the Society in 2010 after spending decades at a farm.

As electrical and air supply work on the tram continued, four Westinghouse brake valves were purchased. The body should be completed within the next two years, but Mr Hall predicts the refurbishment and regauging of the truck, which came from the National Tramway Museum will require around £80,000 of work.

Anyone who would like to offer a potential home to No. 53 or help the Society can make contact by email at: tram53project@yahoo.com



Brighton No. 53, which is undergoing restoration in West Sussex. GUY HALL



The saloon interior and staircases of No. 53 have been a recent focus of hard work by the restoration team. GUY HALL

SIDELINES

New home for Fylde cars

BLACKPOOL Brush car No. 625 and 'Balloon' No. 726 have been donated to the East Anglia Transport Museum (EATM) by the Fylde Transport Trust (FTT). Both trams had been purchased by the FTT from a private owner, but it was subsequently decided to explore other options for them. Along with No. 627, which was also acquired by EATM last year, the trams will augment the museum's fleet of Blackpool vehicles. Before that, however, all three require significant work. Nos. 625 and 726 arrived during November after leaving storage at Blackpool Tramtown.

'Coronation' equipment ordered

ORDERS have been placed for equipment which will be used in an emergency braking system for Blackpool 'Coronation' tram No. 304. Owner the Fylde Transport Trust says that such a system is required for the tram to return to regular operation as part of the Blackpool heritage tram fleet. It adds that the process of finalising a solution got off to a positive start, but there is "still some way to go" before No. 304 is ready to carry passengers.

Repairs after accident damage

LONDON County Council No. 106 was reunited with its truck in mid-November, following work at Crich Tramway Village to assess and repair damage sustained during a shunt at the depot there. No. 106 was expected to be declared fit for traffic and ready to operate services for the 2023 season.

Tram line uncovered

CONTRACTORS have uncovered rails which were once part of Leicester's tram network, 73 years after the last services ran in the city. They were revealed when the road surface on Braunstone Gate was lifted during work to create a pedestrian zone.



ADIOS, BUT NOT GOODBYE: November 19 saw a last chance to ride on 'Balloon' No. 715 before its withdrawal from the Blackpool heritage fleet, ahead of a major overhaul after more than seven years of regular use on tram tours. Organised by the tram's owners Fylde Transport Trust, the special trip incorporated some unusual movements, including passing through the depot site at Starr Gate. No. 715 is seen at Thornton Gate on the Hopton Road-Fleetwood Ferry leg of its 'farewell'. GARY MITCHELL

Celebrity tram to stay in Blackpool

PLANS have been revealed for the tram which hit and killed Coronation Street character Alan Bradley to become part of a permanent exhibition at Blackpool Tramtown.

In December 1989, millions of television viewers saw the soap villain, played by Mark Eden, meet his fate having run into the path of 'Balloon' No. 710 while chasing Rita Fairclough.

No. 710 had been earmarked for movement to the Trolleybus Museum at Sandtoft, where it is understood it would have been utilised as a children's play area. Towards the end of last year, however, a fundraising campaign was launched with the aim of preserving it as a static exhibit at Tramtown (the name now used for the home of the heritage tram collection at Rigby Road).

Built by English Electric in Preston in 1934, No. 710 was originally one of the open-top Luxury Dreadnoughts, but, along with the 12 other examples, had its upper deck enclosed during the Second World War.

Cosmetic restoration of No. 710, which is currently in 'Metro Coastlines' magenta and yellow livery, is proposed.



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A Class 315 EMU is saved



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DIARY

2023

March

25/26 Spa Valley Railway diesel gala

April

14-16 Ecclesbourne Valley Railway diesel gala

14-16 Peak Rail diesel gala

22/23 GCR diesel gala

May

12-14 Swanage Railway diesel gala

18-21 Severn Valley Railway spring diesel festival

June

8-10 WSR diesel gala

10/11 Middleton Railway diesel gala

9-11 North Norfolk Railway mixed traction gala

17/18 GCR 50th anniversary mixed traction gala

23-25 Isle of Wight Steam Railway (IWSR) spring gala

23-25 KWVR diesel gala

July

7-9 GWSR diesel gala

August

4-6 Caledonian Railway diesel gala

4-6 Spa Valley Railway diesel gala

10000 project launches its own beer

THE Ivatt Diesel Recreation Society (IDRS) has commissioned a special beer from the Drone Valley Brewery (DVB). Pioneer Porter is a traditional real ale porter and is available in 500ml bottles. All profits going to the IDRS.

It is available through DVB's website dronevalleybrewery.com/shop/ as the society is not licensed. Arrangements can be made to collect orders from IDRS Centenary Works at Wirksworth on the Ecclesbourne Valley Railway. Email pioneerporter@gmail.com for further details.

London electric multiple unit to be preserved in South Wales.

AC electric multiple unit set No. 315856 has been donated by the Eversholt Rail leasing company to the Class 315 Preservation Society, which will be based at the Llanelli & Mynydd Mawr Railway, Carmarthenshire.

The Class 315 Preservation Society, a member of the Heritage Railway Association, was formed

by a group of BR crew members four years ago to preserve and restore one of the 1972-design, PEP EMUs. The set acquired is No. 315856, one of 61 Class 315s built by BREL York in 1980/81, and comprises DMS No. 64571, TS No. 71336, PTS No. 71444 and DMS6 No. 64572. It was originally planned to preserve set No. 315820 (*RM* Nov 2020).

No. 315856 is in Transport for London (TfL) livery of white with blue doors and lower bodyside stripe. It will be based a long way from its former operating area of suburban lines from London, Liverpool Street to Shenfield, and later the Lea Valley with London Overground from its depot at Ilford, Greater London.

The unit is due to travel by rail to the Dean Forest Railway, Gloucestershire and from there to Cynheidre by road. There, it is

planned for the set to be made available for use as hauled stock and not returned to main line electric operation.

The aim is to restore the whole train back to its original condition and finished in BR blue and grey. There is now the need to raise funds for the costs including movement, storage and restoration. Visit class315preservationsociety.com for further information on how to help with the project and for available merchandise.

Tarka Valley Railway secures the last 'Pacer' from a TOC

THE Tarka Valley Railway (TVR) at Torrington, North Devon, received 'Pacer' No. 143617 on November 15. This was notable for being the last remaining 'Pacer' in the care of a Train Operating Company (TOC).

Class 143 Alexander/Barclay-built two-car DMU from the mid-1980s, set No. 143617 (DMS No. 55644 + DMSL No. 55683), was the last 'Pacer' awaiting movement to a new home. It has been in store at GWR's St Philip's Marsh depot, Bristol as one of the last three which survived with a TOC after all others had been disposed of. The 144 'Pacers' (96 Class 142s, 25 Class 143s and 23 Class 144s) have all gone for further passenger use on heritage railways static use at non-railway locations, or have been broken up.

The other two GWR-owned Class 143s departed earlier this year, No. 143619 to the Tanat Valley Light Railway and No. 143618 to the Plym Valley Railway.

The TVR set remained in Bristol while many hours of work by volunteers over several months have gone into preparing the site for the arrival



Newly arrived 'Pacer' set No. 143617 sits in the platform at Torrington station on November 18. It is fully operational, but some minor works will be carried out by Tarka Valley Railway volunteers. Subject to training and certification, it is hoped it will be in operation by spring 2023. JON NETTING

of the unit at this embryonic heritage line. It was delivered to Great Torrington late on November 15 with off-loading taking place the following morning. It now stands in the

platform at Torrington station, the first passenger train to occupy this station for more than 40 years.

Prior to withdrawal from service with GWR, this unit

operated regularly on the Exeter to Barnstaple line – but for the fact the line from Barnstaple to Torrington was lifted in the early 1980s, this DMU would have visited Torrington.



POWERING FESTIVE SERVICES: Having received attention, followed by a repaint and cleaning earlier in 2022, Bury Valiant Group-owned Class 50 No. 50015 Valiant was back in action during November and December on Santa trains at the East Lancashire Railway. It is seen working on one of the first of these trains on November 27, the 14.30 Rawtenstall to Bury, as it approaches Bury on November 27. Other diesels used on ELR festive specials were Nos. 33109, 47765 and 45108 with Class 144 'Pacer' No. 144009 and a Class 104 DMU on the Heywood to Bury shuttles. TOM MCATEE

Llangollen to hire a 'Gronk'

THE Llangollen Railway has made an assessment of its diesel shunter requirements and the availability of its locos and has decided there is a need to hire one in for the early part of this year. Resident Class 08 No. 13265 (D3265/08195) is operational but in need of overhaul, while 0-4-0DE *Pilkington* (Yorkshire

2782 of 1960) is withdrawn for attention, including the fitting of a replacement water pump.

It has been arranged for RSS to supply an 08 for the short-term which will be used on essential shunting in the MPD and carriage works. Restoration of Class 03 No. 03162 (D2162) continues (*RM* May p70).

The 125 Group looks to the main line

THE trial fitting of a toilet retention tank to Mk.3 HST trailer car No. 42111 has been undertaken by the 125 Group. It is hoped this will be a prelude to fleet-wide fitment, thus opening up opportunities to take an HST set out on to the

main line with passengers.

Although it was good to be able to have some running days at the Midland Railway-Butterley in 2022, the chance for a main-line passenger-carrying trip in 2023 would be an exciting possibility.

BACK IN ACTION: National Collection Class 33 No. D6535 (33116) has returned to operation on the Great Central Railway following attention. It was pressed into service at the Last Hurrah gala on November 19/20, in place of the advertised 'Peak' Class 45 No. D123 (45125). The Class 33 heads away from a speed restriction north of Quorn & Woodhouse station with a return dining service from Rothley to Loughborough on the Saturday. The 'Crompton' was the only diesel loco in use at the annual event, together with Derby Lightweight railcar M79900 *Iris* due back soon at its home railway, the Ecclesbourne Valley Railway. The 'Crompton' passed into the National Collection in June 2003 and has been on loan to the GCR since April 2005 in the care of the 5305 Locomotive Association. MARTYN TATTAM



SIDELINES

Two Class 02s for sale

HARRY Needle Railroad Co has 21 locos for sale, including two Class 02 0-4-0DHs, No.s D2853 (02003) at Barrow Hill and D2867 at the Battlefield Line. The other locos are five Class 08s, nine Class 20s and five Class 47s.

2-HAP EMU moves to Scotland

CLASS 414 2-HAP EMU, formerly at the Electric Railway Museum, Coventry, and acquired by Andrew Briddon of Darley Dale, had a buyer (*RM* April p68), but the deal fell through. It has since been sold and DMBSO No. 61287 and DTCL No. 75407 have joined Class 14 No. D9500 at Port Elphinstone trading estate near Inverurie (*RM* February p71).

Dundee electric loco restoration progresses

A FOUR-wheel overhead wire electric loco, built by British Thomson Houston (BTH) in 1908 for Dundee Corporation's Carolina Power station in Dundee, is under restoration at the Ribble Steam Railway. Work has been underway for some years in Dundee, but it was moved south during 2022 for completion. On return to Scotland, it will enter the new Dundee Museum of Transport, due to open in 2024 in the Grade B listed Maryfield Tram Depot building in Dundee.

Class 40 committed to the Severn Valley

THE Class 40 Preservation Society has signed a contract with the Severn Valley Railway which will ensure Class 40 No. 40106 *Atlantic Conveyor* will be based on the Severn Valley Railway until September 2025. It arrived at the SVR on loan in 2018.

Picture credit correction

APOLOGIES are due to Mark Thomas, who should have been credited for the photo of No. 73130 in *The RM's* December issue on page 76.

Rail Trolley Trust takes on more track machines

The Rail Trolley Trust (RTT) has secured another two track machines for its rapidly expanding collection of small rail vehicles (*RM* Sept p79). Both have come from heritage railways which have no further use for them.

The first had been known to be surplus since early 2019 at the Rother Valley Railway. Following discussions and delays due to Covid-19, Permaquip Panex clip extractor No. 205 of 1980, running No. 54/187 (54187), has been donated to the trust and delivered to the Tanat Valley Light Railway at Nantmawr, near Oswestry, joining the RTT's Shropshire Collection.

Also moved to this site in October was four-wheel diesel-

hydraulic railcar, Permaquip Material Handling Tug No. T003 of 1988, BR CEPS No. DX68097, later Amey fleet No. 105099. This had become surplus to requirements at the Cholsey & Wallingford Railway (CWR) and a deal was struck during the summer for its transfer to the Trust. Neither the CWR nor the RTT have any technical or operating documentation relating to this vehicle, so if anyone can assist by locating or providing such, the Trust will be pleased to hear.

The RTT has a public fundraising appeal to raise at least £10,000 to add more vehicles to its collection, provide storage facilities at the Tanat Valley and Chasewater railways, and progress restoration projects.



Former BR Permaquip Material Handling Tug No. T003 of 1988, has been acquired by the Rail Trolley Trust from the Cholsey & Wallingford Railway and is now at the Tanat Valley Light Railway. MARK HIGNETT/TVLR

Donations can be made to The Rail Trolley Trust, sort code 30-98-90, account No. 17492768;

Give account www.givey.com/trtt, or PayPal account TheRailTrolleyTrust@gmail.com.

'Thumper' DEMU and 'ED' to join Bluebell Railway fleet

THE Bluebell Railway has confirmed acceptance of former Oxted line 'Thumper' DEMU No. 1305 (207202) comprising DMBSO No. 60130 and DTSO No. 60904, as well as Class 73 Electro-Diesel (ED) No. 73133 (E6041), one-time named *The Bluebell Railway*.

The two-car Class 207 DEMU, offered free of charge to the Bluebell Railway, is in working order. The proposal is for a separate organisation known

as the 1305 Oxted Thumper Gang to undertake completion of restoration so as not to take resources away from the carriage & wagon department.

The DEMU is among the stock being disposed of by COVES (Coulson Old Vehicle & Engineering Society) following closure of its Bicester site.

The unit was acquired by COVES in poor condition in 2021 following long-term storage on the East Lancashire Railway. It

was moved to the COVES site at MoD Graven Hill, Bicester, where it was restored to operational condition.

Bodywork attention is required before it can enter passenger service at the Bluebell.

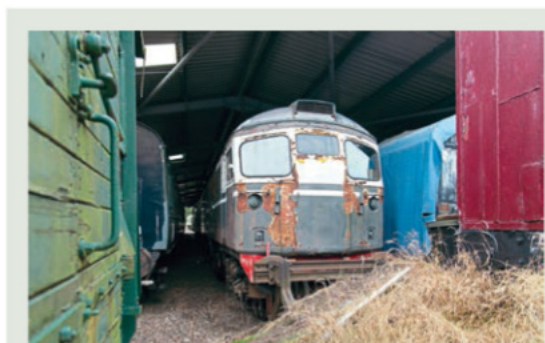
It is appropriate geographically for the Bluebell as it was used on the final DEMU working from Uckfield to Oxted in 2004.

The unit was moved in late November to Cockshute Sidings, Stoke-on-Trent where

it temporarily joined ex-COVES Class 416/2 2-EPB sandite de-icing set DMBSOs Nos. 65379 (977925) and 65382 (977924).

The Class 73 has been acquired by a benefactor from Transmark Trains and has been with Arlington Fleet Services at Eastleigh.

In mid-December the timeframe for the movement of the additional diesel rolling stock to the Bluebell Railway remained to be confirmed.



'FORGOTTEN' TYPE 2S: Birmingham Sulzer Class 26s Nos. 26002 (D5302) with 26025 (D5325) behind, are seen stored at Boat of Garten on the Strathspey Railway. Hopefully, a return to traffic for these potentially very useful locos will come soon. ANDREW JEFFERY

Llangollen Railway's DMU season operating statistics

THE last day of DMU operations on the Llangollen Railway in 2022 was October 28.

The following statistics have been released: there were 144 diagrams of which 57 were four-car, equating to a total of 201 unit operations on 136 operating days. More than 42,000 single passenger journeys were made, but figures for a few days were missed. The most in one day was 701. More than 10,000 litres of diesel fuel were consumed to cover 9378 miles.

Class 104 car No. 50454 has

now completed 50,000 miles in preservation, which is a lot of round trips. Its partner, No. 50528, is a little less as it was stopped for bodywork at one time.

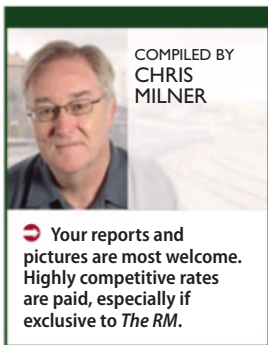
Not all trips ran as planned though, and one had to turn back at Berwyn due to a faulty fuel pump, but these vehicles are now more than 60 years old.

Although public running has ceased until the new season, the DMU team is now working through the winter maintenance plan on the vehicles at Pntrefelin depot.

'Badger' moves towards a main line return

THE sole Class 89 25kV electric loco, built at BREL Crewe in 1987, No. 89001 *Avocet* was moved by road from Barrow Hill to UK Rail Leasing, Loughborough on November 24, as the workshops at the roundhouse are at full capacity. This is for the installation of main line equipment.

Owned by Electric Traction Ltd, it is being prepared for main line operation with LSL which is funding the work. Static testing will take place at Loughborough before transfer to Crewe for movement testing in readiness for main line operations due to begin in the middle of this year.



EE traction destined for London termini

Branch Line Society charity special 'Wolf Hall Thunderer' set to bring rare heritage diesel traction to capital city's St Pancras and Waterloo stations.

Push-pull Class 47/7 to be back on home turf

LOCOMOTIVE Services Group (LSG) is preparing for the return of a Class 47/7 and push-pull set to Scotland for the first time in nearly 30 years.

LSG's InterCity brand plans to take a six-coach Mk2 set with a DBSO and No. 477712 *Lady Diana Spencer* painted in the original Scotrail livery under BR, back to its former haunts on a three-day tour between February 24-26.

In the past few months, LSG has completed the restoration of DBSO No. 9707 which it bought from DRS to complete the train's formation.

The debut tour for the push-pull set is on February 24 starting at Crewe (circa 10.00) and then calling at Warrington Bank Quay, Wigan North Western, Preston and Carlisle before an approximate arrival at Edinburgh Waverley at around 16.00 for an overnight break. Passengers will need to make their own overnight accommodation arrangements before the next leg of the tour the following day.

High route

On Saturday 25th, the push-pull set and 47 will depart from Waverley at around 09.00 for a fast run to Glasgow Queen Street via the Falkirk High route where these trains were usually found during their working life.

From Glasgow, the train heads north to Stirling and then continues over the Highland Main Line to Inverness for the second overnight stop, passengers again arrange their own accommodation.

The final day, February 26, will be another 09.00 start, heading from Inverness to Glasgow Queen Street via Elgin, Aberdeen, Dundee, Perth and Stirling. At Queen Street, the push-pull set will reverse for another run across to Edinburgh, before continuing down the East Coast Main Line to set down at Newcastle (18:00), York (19:30), Manchester Victoria (21:00), Warrington Bank Quay (21:45), and Crewe (22:15).

Fares are £139 standard class and £239 first class, and there will be a buffet bar onboard.

Expected to be popular, booking can be undertaken online at inter-city.co.uk or by calling 0800 038 5364.

THE first of two railtours being promoted by the Branch Line Society on February 11 will have – as one of several highlights – two English Electric locomotives visiting London St Pancras, a rare occurrence for a station more familiar with multiple units.

The 'Wolf Hall Thunderer' will be hauled by SRPS Diesel Group Class 37 No. 37403 *Isle of Mull* in top and tail formation with Class 50 No. 50008 *Thunderer*, with Rail Adventure as the train operating company.

Operational restrictions limit the train to six carriages, and the society says Martin House Hospice will be the beneficiary of an on-board charity raffle.

Planned as a very full day tour, the special will start at Derby at approx. 05.30 calling to pick up at Leicester, Kettering, Bedford and London St Pancras, with the inclusion of some seldom used track for passenger services on the way.

From St Pancras, the train

runs north to Cricklewood before taking the Dudding Hill route around west London via Strawberry Hill and Hounslow to Shepperton where a photo stop will be taken. After reversing direction, there's a further photo stop at Kempton Park before running to Wimbledon. Here, another reversal will allow the special to access the Chessington branch, which will be followed by a visit to the Hampton Court branch, again with a Wimbledon reversal.

Itinerary

The next destination for the 'Wolf Hall Thunderer' is the former Waterloo International terminus where a break will be taken, the train running via Epsom, Leatherhead, Guildford (reverse and photo stop).

After Waterloo, the train works back around west London via Acton Wells Junction and then north up the Midland Main Line to set down at the non-

London pick up points, with an estimated arrival back in Derby at 2350.

The fares are £224 first class non-dining, at a guaranteed table for two; first class non-dining £199; with standard class seats at £139. Accompanied under 18s fare is reduced by £69.50 on all classes. There is no surcharge for not being a Branch Line Society member.

The following day, February 12, the same locos and rolling stock are out again on the 'Technical Cobra' tour which begins at Derby (circa 08.45), picking up only at Chesterfield before visiting the Cobra siding at Wakefield and the nearby Europort terminal, running via another selection of loops and sidings en route.

After Europort, there will be a break at Pontefract Monkhill followed by a visit to the Gascoigne Wood Down Loop. Here the Class 50 comes off the train and the Class 37 runs solo

west to pass through Leeds on the through road before beginning a series of set down stops – as part of the train's return to Scotland – at Apperley Bridge (circa 17.15), Skipton, Carlisle, Motherwell and finally Falkirk Grahamston (circa 21.54).

Bookings

Fares are £164 non-dining at a guaranteed table for two, £139 first class non-dining and standard class £99. Accompanied under 18s benefit from a £49.50 reduction in all fares. The society points out this train is only for members. Proceeds from the tour will be donated to the Martin House Hospice.

On both tour days, a buffet car will be provided by the SRPS, serving a range of drinks, snacks and light refreshments. A number of hand-pulled real ales and ciders will be available.

Bookings for either tour can be made online at www.branchline.uk/current-fixtures.php



FINAL TOUR OF THE YEAR: Operating its last main line trip in its temporary wartime black livery and its last excursion in 2022, LNER 'A4' Pacific No. 4498 *Sir Nigel Gresley* powers alongside the Kennet and Avon Canal near Bedwyn with a London Victoria to Bath Steam Dreams excursion on December 5. The 4-6-2 is due to be repainted into BR Express Blue ahead of the main 2023 season. JACK BOSKETT



ENGLISH ELECTRIC POWER: Class 40 Preservation Society loco No. D345 (40145) passes Kilnhurst with 1Z40 the 06.25 Swindon to Newcastle Pathfinder Christmas markets charter on December 3, 2022. GEOFF GRIFFITHS

Class 315 farewell set saved

HAVING run a farewell tour to mark the final days for the TfL Class 315s, it has been confirmed one of the two sets used on the railtour is to be preserved.

The sell-out tour on November 26 was organised by the Branch Line Society in conjunction with train operator MTR Elizabeth line, and featured two of the 40 year old commuter EMUs, Nos. 315847 and 315856. Proceeds from the tour were donated to the Railway Children charity.

The units, based on BR's PEP design dating from the early 1970s, ran two round trips between Shenfield and London

Liverpool Street, over some of the less common track for the class such as the Up passenger avoiding line at Ilford, down Passenger avoiding line at Manor Park.

After the tour, No. 315856 was donated by leasing company Eversholt Rail to the Class 315 Preservation Society, and will be based in South Wales at the Llanelli & Mynydd Mawr Railway – more on this on Classic Traction on page 70.

• The last day of operation for the Class 315s was December 9, with the TfL services now handled by Class 345 or 710 'Aventura' units.



Class 315 EMU No. 315847 pauses at Liverpool Street station, London, with classmate No. 315856 on November 26, 2022, during the operation of a farewell special organised by the Branch Line Society and train operator MTR. PAUL BIGLAND

JANUARY: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
21	Winter Cumbrian Mountain	Carnforth-Carlisle-Preston	WCRC Pool	RTC
28	Winter Cumbrian Mountain	Carnforth-Carlisle-Preston	WCRC Pool	RTC

Notes:

WCRC Pool: Locos from 45690/45699/46115/35018/34067

■ Industrial action may lead to the cancellation of tours – check with tour promoter.

JANUARY: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
14	Holly & Hoover	Burton OT-Marylebone-Stratford	50008 and 31128 (TnT)	BLS
14	Class 56 Farewell	Wembley C-Barrow Hill-Hull area	GBRF Class 56	UKR
28	S&C Circular	Uttoxeter-Derby-Sheffield-Carlisle	LSL Class 47	STAT
28	Midland Meander	Peterborough-Finsbury Pk-Birm Int	DB Cargo Class 67	UKR

NOTES

■ Please note that advertised traction, routes, times and even tour dates can, and often do, change from the advertised details. Check with your tour promoter before travelling. *The Railway Magazine* cannot accept any responsibility for changes to any advertised trains. ■ Note: Tours may start and finish elsewhere.

BOOKING CONTACTS

BLS – Branch Line Society
www.branchline.org.uk
 RTC – Railway Touring Company
 01553 661500
 STAT? – ???
 ????
 UKR – UK Railtours
 01438 715050

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SIDELINES

Coupler strength research

STUDIES by the Rail Safety & Standards Board have shown that existing freight wagon couplers can safely be used to connect heavier loads than those currently permitted.

The findings, from the first of a series of projects funded by the Department for Transport, indicate that the number of vehicles in a train can be increased without the need for upgrading work or detailed engineering assessments, potentially leading to more efficient journeys.

The RSSB says a coupler rated at 34.5 tonnes could be rated at 40 tonnes, and some with 56 tonne ratings updated to 63 tonnes.

As a result, more than 12,000 wagons (over 50% of the total UK fleet) are to receive an increase in traction rating, and routes with scope to handle longer trains are being identified.

The research suggests that the resulting longer trains could reduce carbon dioxide emissions by over two tonnes on a typical Anglo-Scottish journey.

New RFG chairman appointed

CHRIS Swan, Tarmac's head of rail, has been elected to chair the Rail Freight Group over the coming year.

Mr Swan said that he looked forward to promoting the many benefits of carrying freight by rail to industry and the country at large.

"We must work together to advocate for the shift to rail and highlight the pivotal role that rail freight can play at the forefront of sustainable transport delivery," he added.

Geoff Lippitt, chief commercial officer for PD Ports, who joined the RFG board in 2020, has been appointed vice-chairman.

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The new wagons will each offer a 30% increase in capacity compared to their predecessors, two of which are pictured, also built by WH Davis. DRAX

New biomass fleet means greater capacity

Latest wagon design should lead to more efficient train operations between the Port of Tyne and North Yorkshire's Drax power station.

ENERGY generation company Drax has placed an order with WH Davis for 30 new wagons to convey biomass fuel pellets to its power station in North Yorkshire.

Drax is supplied by an average of 17 trains per day, six days a week and already operates a fleet of 225 wagons from the same manufacturer, but the new vehicles will each be able to carry 30% more than their predecessors, equating to a

total payload per wagon of 71.6 tonnes.

Completion

The first examples of the new fleet are expected to be completed early this year. They will enter service on trains to Drax from the Port of Tyne. Along with Immingham, Hull and Liverpool, it receives ships of pellets which, between them, meet the bulk of the power station's biomass needs.

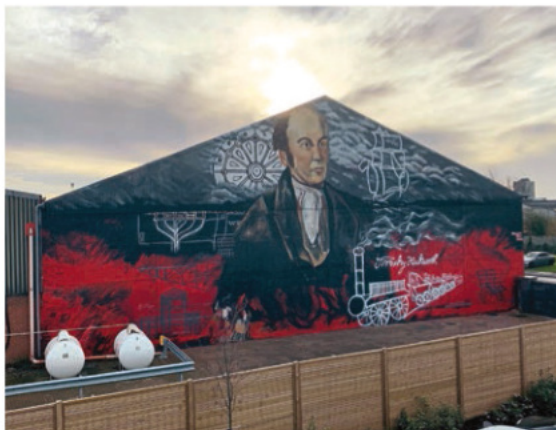
The company predicts that the greater capacity of the wagons will lead to more efficient rail operations, equating to a reduction in emissions of over 25%.

Supply chain

Bruce Heppenstall, Drax plant director said: "Our biomass trains deliver up to 30,000 tonnes of biomass to the power station each day, enabling Drax to power millions of homes and

businesses across the UK with reliable, renewable electricity and support energy security.

"It is therefore vital that we have a robust supply chain and investing in these new wagons will further increase our resilience and cut carbon emissions on our Tyne to Drax rail route by more than a quarter, whilst continuing to support thousands of jobs across the North, including at WH Davis and Davis Wagon Services' facilities."



EARLY FREIGHT ORIGINS: A 200 square metre mural created using spray paints has been unveiled at the Port of Middlesbrough, as a reminder of the area's historical connection with the early carriage of coal by rail. It features Timothy Hackworth, who, as superintendent engineer for the Stockton & Darlington Railway, was responsible for the design and construction of Middlesbrough coal staitths. Port owner AV Dawson increased its rail capacity last year with the acquisition of the adjacent Cobra Middlesbrough site. AV DAWSON

Depot brings jobs and safety enhancements

THE construction of a £4.7 million maintenance depot for GB Railfreight in Peterborough is expected to create 60 jobs and lead to 20 permanent roles once it is completed this summer.

GBRF says it will be a "major milestone" in helping to improve the safety and reliability of its wagon fleet by using smart sensor technology to provide quick and accurate analysis of wheel wear and bearing conditions, as well as identifying braking system issues.

A wagon braking defect was identified during the investigation into the cause of

the fuel tanker train derailment and fire at Llangennech in Carmarthenshire in August 2020, and the Rail Accident Investigation Branch subsequently recommended improvements to maintenance processes and management.

GBRF says the new equipment will be able to detect problems much earlier. From the summer, it intends to carry out 'pitstop-style' assessments to wagons on the East Coast Main Line, which should allow a faster return to service.

The company plans to increase its number of intermodal services to 75 a day by 2025.



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Revamp reaches 'vitaly important stage'

New Glasgow Subway fleet likely to enter service in second half of 2023 as intensive trials continue.

THE Stadler Hitachi Joint Venture, which is in charge of the £288 million contract to deliver new trains and a new signalling and communication system for the Glasgow Subway, is confident that the project remains on course for the trains to enter service later this year.

Strathclyde Partnership for Transport, which owns and operates the Subway, told *The RM* that the first of the 17 new trains being built by Stadler for the system are likely to be introduced during the second half of 2023. They are expected to operate in unattended mode from 2025, once platform edge safety screens have been installed at stations.

Seven of them have arrived in Glasgow and have reached various stages in the intensive testing programme, which must be completed before they are able to enter public service.

Testing

"We are very pleased with the way testing has been going," said SPT director of Subway Antony Smith. "However, delivering



Three of the new Glasgow Subway trains are pictured at the system's Broomloan depot. SPT

the scale of this project while remaining operational is a massive challenge."

"We are at a vitally important stage now with both train testing and signalling. We have recently had the first of a number of Sunday shutdowns

to enable new signalling and communications equipment to begin to be installed in the tunnels for the new trains," he added.

Originally set to enter traffic by late 2020, the project suffered setbacks because of the Covid-19

pandemic, but Mr Smith assured passengers that the new trains are "worth the wait".

The first three have been undergoing night-time testing on the system and have completed their first full-circle tests at full speed.

SIDELINES

West Midlands pay breakthrough

WEST Midlands Metro staff who are members of the Unite union have accepted a new pay deal, ending the threat of all-out industrial action.

Services had been affected between mid-October and mid-November as a result of the dispute, but an improved offer will see wages for existing tram crew with 12 months or more service increase by 20.1% from April, with 15% of the increase backdated to June 2022.

New tram crew will get a 13.7% rise, with other grades getting a 10.25% increase.

New homes close to Hounslow Tube

COUNCIL approval has been given for the construction of 348 new homes close to Hounslow West Tube station, all of which are designed to be affordable for lower income buyers and tenants.

The properties will be spread across four buildings and be available through shared ownership or rental below open market price through the London Affordable Rent, which is set by the Mayor of London.

The new homes will be built on the site of the station car park, alongside the station building and a customer passageway to the platforms will be created as part of the development. The Grade II listed ticket hall will be preserved.

Prolonged disruption after T&W flood

WEEKS of disruption have been caused to Tyne & Wear Metro services on Wearside after an electrical substation was severely damaged by flooding.

Trains between Park Lane and South Hylton were suspended from November 17, into the new year, as Network Rail worked on rebuilding the substation at Pallion.



METRO MOVES IN: Staff began to move into the Tyne & Wear Metro's new £70 million depot at Gosforth in Newcastle in late November. Metrocar No. 4062 is pictured having entered the maintenance shed for the first time. The facilities, created in readiness for the system's new fleet of 46 Stadler trains, also include a separate wheel lathe building and train washing plant. They have been built alongside the old depot, which is being demolished. NEXUS

Report published after fatal collision on Blackpool tram network

A REPORT has recommended that Blackpool Transport and Blackpool Council review their processes for identifying and assessing risks, after a 69-year-old man died following a night-time collision on a tramway crossing in November 2021.

The pedestrian was using an uncontrolled crossing over both tracks of the Blackpool system close to Anchorholme Park at Cleveleys when he was hit by a tram. He died the following day in hospital.

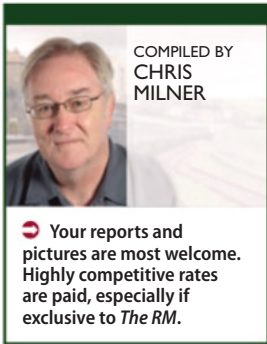
The Rail Accident Investigation Branch (RAIB)

report states that the tram driver was unaware of the presence of the pedestrian on the crossing and that it would have been difficult to see him as he walked onto it.

The RAIB believes the pedestrian may have misjudged the speed of the

tram and could also have believed he was more visible to the tram driver than was in fact the case. Its report added that the angle of the crossing could also have deterred him from checking to his left (the direction from which the tram was approaching).

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250,000 journeys on Dartmoor in first year

Minister visits to see benefits from rejuvenated facilities in South West.

JUST a year after reopening to regular services, the number of passengers on the Dartmoor line has passed the 250,000 mark. The actual number is 258,479.

On November 28, newly appointed Rail Minister Huw Merriman visited the line to officially open the renovated station building which features The Bulleid Buffet café, Dartmoor National Park information centre, shop, toilets, heritage-style waiting room and museum.

The line, which runs between Okehampton and Exeter, had previously seen seasonal service and was upgraded with 11 miles of new track in just nine months – with the bonus of being delivered £10m under

budget. It is the first line to fully reopen under the Government's £500m Restoring Your Railway programme.

Initially starting with a two-hourly service, from May 2022, GWR increased the frequency to hourly and now more than 500 passengers travel out from Okehampton daily, with a further 300 travelling into the town from across the rail network.

To encourage further use of the line, Devon County Council and local bus operators have worked with GWR to provide improved bus links to Tavistock, seven days a week direct from Okehampton station. Buses also run direct to Launceston and Bude.



Pictured (from left) at Okehampton station on November 28 are: Sue Baxter, Dartmoor Railway Association; Rail Minister Huw Merriman MP; Stuart Calvert, Network Rail capital delivery director; Mark Hopwood, GWR managing director. NETWORK RAIL

SIDELINES

Electrifying progress

WIRING of the five route miles from Colton Junction to Church Fenton station has been completed as part of the multi-billion pound Trans Pennine Route Upgrade. Work is also progressing from the Manchester end of the route, with wires now at Stalybridge. It takes the electrified sections of the route to 30 miles.

More repairs for Border Bridge

THE scheme to repair the Royal Border Bridge over the River Tweed at Berwick is to be extended beyond the original scope of when work began last summer. The additional work will mean scaffolding on parts of the iconic structure until spring 2023. A combination of industrial action and delays in getting the listed building consent have also contributed to the project's extension.

Reedham 'box moves

THE former signalbox at Reedham Junction has been lifted and transported to the North Norfolk Railway, where it will be installed at Holt and used as a visitor attraction of a hands-on railway signalling simulator. The 60-lever structure was built by the Great Eastern Railway in 1907.

Royston investment

A MULTI-MILLION pound investment to make Royston station more accessible has begun. Over the coming months, Network Rail will build a new footbridge, with connecting lifts to provide passengers with step-free access to platforms.

New waiting rooms

TWO new waiting rooms have been opened by LNER at Durham station as part of an £800,000 investment in station waiting rooms across its 11 managed stations. The modern glass waiting areas are located at the north end of each of the station's two platforms and provide seating for up to 40 people. USB and plug socket charging points for phones and laptops have been built into leather seating.

Warwick upgrade

PRELIMINARY works at Warwick station to create step free access was due to begin in January. The work means the temporary closure of the connecting subway and a detour between platforms. The project is due for completion by the end of the year.

£120m spent on rail upgrades over Christmas period

OVER the Christmas and New Year period, more than £120million was due to be spent by Network Rail on upgrade and renewal work at a time when the network had a reduced number of passengers.

During the holiday period there were around 560 individual projects, with one of the biggest being at Carstairs Junction. Here teams have installed new structures for signals, removed redundant masts and equipment and prepared new overhead wiring. There has been additional work on drainage. The work is part

of a phased programme of investment at a vital junction on the West Coast Main Line in which the track layout will be simplified in order to clear an existing bottleneck, separating non-stop passenger and freight trains from those calling at the station.

Schemes

Elsewhere in Scotland, track, drainage and signalling improvements have been carried out at Glasgow, Edinburgh, Lanarkshire and Dundee.

At London Liverpool Street, engineering teams took a total

possession from Christmas Eve until January 3 to implement a new power supply system covering overhead lines between Bow and Shenfield. Also in the same possession, a bridge was replaced at Bethnal Green, multiple sets of points outside Liverpool Street station were refurbished and the Bishopsgate Tunnel was strengthened.

In north London, worn track around Hampstead Heath was replaced, points near Gospel Oak station refurbished and vegetation management was undertaken at Stoke Newington.

South of the capital,

resignalling and track work to improve safety and reliability will take place at Clapham Junction and Balham, there were extensive signal and track renewals near Lewisham station, and in Birmingham, the final phase of the £700m digital signalling programme was implemented over December 25/26.

Impact

Elsewhere there are lots of smaller projects taking place, however, strikes proposed by RMT staff between December 24-27 were expected to have some impact on planned seasonal projects.

Greater Manchester station closes for £7.3m upgrade

SALFORD Central station is to get a major facelift valued at £7.3million.

The busy station in the Greater Manchester area will see alterations to platform heights, work on the station canopies, track and signalling due to begin in January. However, the type of work means through trains will not call at the station for six months. There will be a peak time rail replacement shuttle service between Salford Crescent, Salford Central and Manchester Victoria.

One of the key issues is the train/platform interface where there is a big step down – the gap makes it unsafe to use ramps for wheelchairs or buggies. Raising the height of the platform will allow the station to be accessible for disabled people, and those with buggies and pushchairs, using a ramp for the first time.

No reopening date has been provided by Network Rail yet, other than sometime in the summer.



Salford Central is to get platform height alterations, and is where No. 319367 is seen departing on May 10, 2021. PHIL WALLIS

New proposal for Brentford branch passenger service

THE Campaign for Better Transport (CBT) has identified the Southall to Brentford branch as a 'number one priority' for reopening.

The CBT says the freight-only line could be used to provide a shuttle train service from Southall to a new station which could be built near the A4 Great West Road and would support expansion and growth of the immediate area and which is close to a raft of local businesses and retail outlets.

Reinstatement would provide a connection to the Elizabeth Line at Southall, proposed services using battery powered trains.

Deputy leader of Hounslow Council, Kathrine Dunne, said: "The council is delighted that the CBT report has recognised that

the reopening of railway lines for passenger use can have many benefits.

"Re-opening the line to passengers is one of the key components in our Transport Strategy and would provide a direct and convenient connection from Brentford to the Elizabeth Line. This would support the provision of new jobs and housing, which is identified as a major growth area in the London Plan. The council is actively working with partners to develop the scheme and ensure a viable scheme can be delivered to complement the proposed new development."

Passenger services on the line ceased in May 1942. Singled in 1956, the branch currently serves an aggregates facility.

Digital screen trial underway at Doncaster

LNER is trialling new display screens at Doncaster station which advise passengers of train layouts and where they should wait on the platform to board the correct coach.

The technology will be piloted on two platforms for three months and it is hoped the signs will make boarding simpler and help to enhance punctuality. The screens will also highlight the locations of the onboard Café Bar, bicycle spaces and priority seats. If successful, the screens could be rolled out across LNER's other stations.

LNER has also embarked on an 'Edgecasting' trial, enabling passengers to



One of the new screens at the north end of Doncaster station. LNER

stream shows from the ITV Hub on board three Azuma trains. Partnering with Netskrt, the technology allows content to be stored in equipment on board the trains, allowing passengers to watch the content without it draining their personal data allowance or degrading the train's on-board bandwidth.

Rapid repairs for Barnes Bridge

THE discovery by engineers of defects to four of the 86 steel pins underneath the Victorian bowstring Barnes Bridge led to an emergency closure of part of the Hounslow loop on November 22.

The bridge spans the River Thames between Barnes Bridge and Chiswick stations.

The pins hold the structural girders of the Grade II listed

bridge in place, and because access is from underneath the structure, the repairs were complex. Engineers have used a combination of scaffolding, abseilers and a cherry picker on a boat to make the repairs. The work had to be coordinated with the Port of London Authority to minimise the impact on boats.

Full services were reinstated on the morning of December 3.



Network Rail engineers replaced a number of the securing pins in the girders of Barnes Bridge using a combination of scaffolding, abseiling and a hydraulic 'cherry picker' lift on a boat on the River Thames. NETWORK RAIL



Further banks of the same style of screens are due to be erected on the piazza outside the station in early 2023. NETWORK RAIL

Euston gets new displays

TWO new double-sided high definition passenger information screens were installed at London Euston station in mid-November ahead of real-time testing.

Costing £1.5m, positioning of the full colour screens follows computer modelling to analyse how shifting passengers' focus from the front to the centre of the concourse can improve people flow at the busy terminus.

The new screens are clearer to read, fast to change at times of disruption and will work on a

traffic light system to give more information about when trains are ready to board, are delayed or cancelled.

Additionally, the displays show which carriages are the busiest as well as the next fastest train to a selection of destinations. The screen will eventually replace the outdated LED boards which will be removed. Similar screens have already been installed at Manchester Piccadilly and London Victoria stations, where they have been welcomed by passengers.



An aerial view of the new footbridge being lifted into place at the end of November. NETWORK RAIL

Second platform reconstruction progresses at Castleford station

THE project to return platform 2 at Castleford station to operation reached its latest milestone over the weekend of Friday to Sunday November 28-30 when the footbridge was lifted into place.

Rebuilding the disused platform at the West Yorkshire station will improve capacity and reliability.

Since January 1970 when services from York to Wakefield were withdrawn, all trains have used platform 1, leaving platform 2 seldom used. New station buildings costing £2.8m were completed in 2020, and now a new footbridge with lifts

has been installed to make it fully accessible.

Due to open later this year, the second platform and new signalling system will provide more flexibility, increasing the option of running more trains to run through Castleford. A new crossover has also been installed at Cutsyke to the west of the station to allow trains to use either platform in the future.

Bringing the platform back into use is a component of the TransPennine Route Upgrade and will permit diversions while other sections of the main route between Huddersfield, Leeds and York are upgraded.

SIDELINES

Rebuilt Morley station on target for summer

WORK to modernise Morley station on the Leeds-Manchester TransPennine route is making good progress towards its summer 2023 opening target date.

The new station, which will be fully accessible and able to accommodate longer trains, is 75 metres from the existing LNWR station which dates from 1848. The move opens up opportunities to transform the platforms and track layout and that the current station can largely remain open for passengers whilst the new one is built. The new layout will be more suitable for the overhead masts needed for the electrification of the route.

The town has seen growth in commuter traffic and has only one accessible platform along with limited parking, so the ability for longer trains to call will go some way to alleviate morning peak overcrowding towards Leeds.

The line is due to be closed on February 4-12 while work to realign the track and install a new platform takes place.

Bridge hit again, just a week after repairs

ONLY a week after extensive repairs were completed on a badly damaged Fosters bridge near Ketton on the Leicester-Peterborough line (RM December p82), the structure was hit again by an HGV on November 30, this time with minimal damage.

In the original bridge strike on November 5, the impact of a skip lorry on the 13ft high bridge bent the external beam and decking so badly, Network Rail had to replace it with a spare bridge deck. This deck had to be fully refurbished prior to installation. The line fully reopened on November 23, once the collision protection beam was reinstalled.

Network Rail is also looking at what other mitigation measures can be introduced to reduce the risk of a recurrence.

Salisbury's green travel upgrade

AS PART of sustainable onward travel options from Salisbury station, a new cycle hub capable of storing 74 bicycles and an e-bike docking station has been opened. The £360,000 project is a collaboration between train operator SWR, the DfT, Wiltshire Council and Co Bikes, and has been part-funded through SWR's Customer and Communities Improvement Fund.

Barrow Haven gets £1.3m facelift

BARROW Haven station, which serves a small hamlet on the Barton-on-Humber branch, has received a new 60 metre platform with tactile paving, a new waiting shelter, cycle racks, new station signage, a new access ramp, new railings as well as a solar-powered help point as part of a £1.3m investment. The station closed in May 2022 for the work to begin.



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Beginning of the end for GWR 'Castle Class' HSTs

Phased withdrawal will see all sets removed from service during 2023, just five years after the first were formed.

ALL of Great Western Railway's 'Castle Class' High Speed Trains are due to be taken out of service by the end of the year, as a programme of

withdrawals gathers pace. Ten are due to remain in traffic (with a total of eight in service at any one time) until May, when the number will

decrease to seven. The final three, which GWR intends to retain from September, are due to be removed from service in December. It will cover their

duties by redeploying some of its existing Hitachi Intercity Express Trains (IETs) and diesel multiple units.

GWR says withdrawing the 'Castle' sets will reduce costs and carbon emissions. In a written briefing to staff, it states: "Whilst it was always unlikely the fleet would have stayed in traffic indefinitely, the plan detailed is more rapid than had originally been anticipated."

Career

The first of the 2+4 formation trains, designated Class 255, entered service on March 29, 2018.

Refurbished by Wabtec in Doncaster prior to commissioning (the work including accessibility modifications and the fitting of power-operated sliding exterior doors), a total of 14 sets were ultimately formed for semi-fast regional diagrams.

Although the power cars had previously been re-engined and the Mk.3 coaches upgraded a number of times in the past, even the newest examples are now over 40 years old and worked intensively on intercity services for well over three decades until being displaced by Hitachi IETs (Class 800 and Class 802 bi-mode units).

GWR says it has already begun increasing work at Plymouth Laira depot undertaken through other commercial arrangements and does not anticipate redundancies there as a result of the withdrawals.

SIDELINES

More 'Eurosheds' for GBRf

ELEVEN more European-specification EMD-built locomotives are to be leased by GB Railfreight.

The freight operator confirmed to *The RM* that it has signed an agreement with French rolling stock leasing company Akiem. This covers conversion work to make the locomotives compliant with the UK network and long-term lease to GBRf.

Seven of the machines are ex-EuroCargo Rail and will require removal of their roof-mounted air conditioning units to bring them within UK loading gauge parameters. Currently Class 77s, their fleet numbers are CC77501-7.

Also being imported are four Class 66s which at the moment carry the numbers CB1000, CB1001, 266107 and 29003.

It is expected that all 11 locomotives will be reclassified as Class 66/3s and renumbered into the series 66306-316 after conversion by EMD in Doncaster.

Formula 1 technology for rail monitoring

DEVELOPED originally for Formula 1 motor racing, 5G connection technology patented by McLaren Applied will be adapted for use by Network Rail on infrastructure monitoring trains.

Under the contract with Network Rail, McLaren will use its Fleet Connect software and first-of-a-kind hardware known as Active Antenna.

By splitting data and reducing blackspots, it is designed to provide consistent connectivity with a moving vehicle in any environment.

Class 165 pilots data capture

ANGEL Trains-owned Class 165 diesel multiple unit No. 165104, operated by Great Western Railway, has been equipped with LiDAR (light detection and ranging) and image capture technology to provide data on the condition of infrastructure for Network Rail.

It aims to provide information to help with preventative maintenance and reduce the need for physical inspections.

Similar equipment was fitted last autumn to Northern Class 150, No. 150136.



A 'Castle Class' set, with power car Nos. 43097 (leading) and 43189 (trailing) is seen at Par with a Cardiff Central-Penzance service on November 29. The days of both the train and semaphore signals pictured here are numbered. CRAIG MUNDAY

Colchester depot upgrade nears completion

THE installation of two 40,000 litre storage tanks for fuel, a 14 tonne sanding tower and new toilet servicing facilities form part of a major upgrade at Greater Anglia's Colchester depot.

Due for completion by March, the work has been carried out so that Stadler three-car Class 755/3 bi-mode units used on Marks Tey-Sudbury services can be prepared for service closer to the line on which they operate.

Refuelling currently requires a journey to Ipswich, and refilling of sanders means a trip to Norwich Crown Point.

The Norwich depot, which celebrated its 40th anniversary in December, has also been the subject of modernisation work to allow it to deal with Greater Anglia's new fleet. An



The new fuel storage tanks at Colchester depot. GREATER ANGLIA

£8.7 million bogie drop, improved train washing and fuelling facilities, and the addition of new offices, were

included in the project, the completion of which was marked with the unveiling of new branding at the site.

Hitachi signs Class 373 contract

THE eight Class 373 trains retained by Eurostar will be fitted with Hitachi Bi-Standard in-cab signalling.

Technology used in the refit will combine Transmission Voie-Machine or TVM (which trains already use on the Channel Tunnel route and on high-speed lines in France) with ERTMS (European Rail Traffic Management System) to allow them to operate on other cross-border high-speed routes. The newer, Siemens-built Class 374 Eurostar e320 trains already have ERTMS.

In a separate deal, Hitachi is developing a new version of the Bi-Standard for SNCF trains running into Italy and Switzerland.



TANGERINE 'TRACTORS': Now owned by Harry Needle Railroad Company, former Direct Rail Services Class 37s Nos. 37607 and 37405, repainted late last year into orange with 'HNRail' branding, pass Slitting Mill on November 30, 'topping and tailing' fellow former DRS classmate No. 37409, now owned by Locomotive Services Group, which was being transferred from Worksop to Barrow Hill. The HNRC locomotives have gone on hire to Colas Rail. STEVEN DONALD

WAGON REPORT

by Steven Fredrick Lappage

ASTRA Rail Industries (ARI) of Arad, Romania, has delivered two new batches of bogie box opens to UK customers. For VTG Rail UK are JNA-T (Ealnos) Nos. 81 70 5932 551-1 to 610-5 and for Porterbrook Leasing /GB Railfreight are JNA-X (Ealnos) Nos. 81 70 5932 757-4 to 806-9. They are largely identical with a the JNA-W variant built a year ago for Wascosa/Network Rail.

Other arrivals from Romania have been more MLA-W (Ealnos) low-sided gondola opens, also for Wascosa/Network Rail, Nos. 81 70 5932 340-9 to 370-6.

Greenbrier Europe's other factory at Wagony-Swidnica in Poland has also been sending further batches of FEA-W (Sgnss) module-carrying flats through the Channel Tunnel for onwards movement from

Dollands Moor to Eastleigh. A total of 260 wagons and associated modules are being supplied, Nos. 81 70 4524 001-4 to 260a-6.

■ New JNA-U (Ealnos) bogie box-opens have also been leaving the Langwith Junction workshops of WH Davis. Fifty wagons are being built, Nos. 81 70 3891 697-2 to 726-9, for use by Land Recovery on services to the ballast reclamation site at Longport, Staffs.

A contract now completed is that for GB Railfreight/VTG Rail UK of FWA 'Ecofret2' triple set container flats. In services are Nos. 83 70 4520 360-6 to 365-5 outers and Nos. 83 70 4521 116-1 to 118-7 inners.

■ One of the last major wagon upgrading programmes undertaken by British Rail was the rebuilding of 'Borail' flats at BREL Shildon works in 1981-

82 to design code BR006A, Lot 4012, Nos. 967500-649. Originally vacuum piped or braked, they received new Y25C disc braked bogies and revised bodywork.

Initially used for the transportation of new rail from the British Steel site at Workington, they were quickly transferred to the engineers' fleet, gaining DC number prefixes. A further change saw the fleet sub-divided into types YLA 'Mullet' or YQA 'Parr' depending on whether they were for carrying rail or concrete sleepers.

Now owned by DB Cargo, 28 remain in stock. Of these, five – Nos. DC 967560/608/615/638/642 – are designated as 'Super Tench' and are fitted with steel mesh-sided open cage modules for the conveyance of general materials.

■ The Downpatrick and County Down Railway (D&CDR) has offered for sale former Northern Ireland Railways (NIR) bogie ballast hopper No. C 496. This was originally a Southern Railway 'Walrus' vehicle No. DS 62028, one of 25 hoppers (Nos. 62005-029) built in 1928-29 by the Metropolitan Carriage Wagon and Finance Company of Saltley, Birmingham to diagram 1772. Other than



FOA container flat No. 8170 4908 094-5 at Bescot Stadium on October 2, 2022. S F LAPPAGE

NIR, buyers of redundant 'Walrus' hoppers from British Railways included trackwork maintainers Balfour Beatty, Grant Lyon Eagle, Tyne & Wear Metro, plus collieries and steelworks.

■ Rare sightings in Bescot's GB Railfreight-operated engineers' sidings during November were Touax IGA (Sfnps) bogie railwagons Nos. 33 80 4736 024-7/026-2. They are from a batch of 50 flats built in 1986 by Waggon Union of Siegen, West Germany for original owner Cargowaggon to design code IGE 670.

With a length of 71 feet 2 inches, eight collapsible stanchions each side and low

profile turnover bolsters they are useful for the movement of imported welded rail, switch and crossing components and engineering materials.

■ DB Cargo UK continues to dispose of redundant stock to the European Metals Recycling scrapyards at Sheffield Attercliffe. Originally a British Railways goods yard, the site was later operated by Marple & Gillott Ltd. Recent arrivals for cutting have been MFA open No. 391222, MHA/MPA* 'Coalfish' opens Nos. 394244/2 48*/281/347/601/619/836/875/973*, MTA spoil/ballast opens Nos. 395053/352, YLA 'Mullet' railflats Nos. 967504/506/525/5 88/597/598/619/628.



YQA 'Super Tench' No. 967642 at Bescot Yard on October 2, 2022. S F LAPPAGE

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RHTT

The RHTT season on the MML continued through November with the 3J95/05.27 Kentish Town-Bardon Hill, 3J98/09.34 Leicester-West Hampstead Thameslink and 3J01/13.48 West Hampstead Thameslink-Toton TMD being operated by regular locos Class 66 Nos. 66084+66100 Armistice 100 when seen on November 2. No. 66084 had been replaced by No. 66186 when observed on November 4, 7 and 11. No. 66084 was back again with No. 66100 on November 14, 21, 25, 26 and 28.

Operations in East Anglia found Class 66 Nos. 66426 and 66126 at Harwich International on November 10 on the 3S60 Stowmarket-Stowmarket run via Harwich International, Shenfield, Southend and Clacton, while Nos. 66108 and 66428 Carlisle Eden Mind were noted at Ipswich on the same run the following day.

A correspondent's venture to Stowmarket on November 11 noted Class 57 No. 57002 *Rail Express* outside the Stowmarket DRS temporary RHTT depot, with Class 66 No. 66424 *Driver Paul Scrivens 1969-2021* parked in one siding with ROG's Class 37/6 No. 37608 *Andromeda* heading the next siding behind Nos. 66126 and 66426 either end of an RHTT unit. Movement of the RHTT unit and the Class 66s around 12.30 saw the Class 37 extracted and attached to No. 66424 before powering through Stowmarket station at 13.43 on 0Z23 to Whitemoor to pick up another RHTT set and convey it to the Stowmarket compound.

Class 57s are also in evidence on the RHTT diagrams out of Stowmarket and on November 16 Nos. 57307 *Lady Penelope* and 57312 – believed to be the first time a pair of Class 57s have worked the 3S60 diagram on the southern GEML branches – stopped at Mistley on the Harwich branch for about an hour before finally getting underway again to resume the route.

Class 57 Nos. 57307 *Lady Penelope* and 57312 have also been visitors to the site but the former and No. 66108 left under 0Z07 on December 2 back to Crewe Gresty Bridge via an overnight stop at Willesden Brent DRS and were replaced the following day by Nos. 66432, 57306, 68001 *Evolution* and 88007 *Electra*. Nos. 66432+57306 appeared straight away on December 5 when noted at



Harwich International on the daily 3S60 RHTT diagram incorporating the Harwich, Southend and Clacton branch lines.

The pairing of Nos. 68001+88007 was working together on the 3S30 overnight RHTT diagram but made their first daylight appearance on December 7 when they were noted on 3S60 in Harwich Parkeston Quay yard, sadly not making Harwich International station for the reversal up the Harwich branch, much to the annoyance of a waiting correspondent!

Observed at Wivenhoe,

on the Clacton branch on December 8, the 3S60/09.00 Stowmarket to Stowmarket was observed on the up line towards Colchester running 26 minutes early at 15.36 headed by Class 37 No. 37401 *Mary Queen of Scots*, with Class 68 No. 68001 on the rear, returning from Clacton to Colchester, producing two named locos, both first in class or sub-class, and two different classes, rather than the usual pairing of same class locos.

Seen at London Victoria, just arrived in Platform 1, on Friday, November 11 was Class 69 No.

69001 *Mayflower* and Class 73 No. 73119 *Borough of Eastleigh*, the presence of the Class being unusual.

In the early evening of Monday, November 14, the 3S14 from Grimsby Town to York Thrall Europa was seen leaving Sheffield station headed by No. 66849 with No. 66848 at the rear.

The heavens opened, soaking the photographers, on Tuesday, November 15 as the 3J51 from York Thrall Europa to York Thrall Europa, via Scarborough and Hull, came to a stand at Bridlington

station. The train was hauled by Class 37 No. 37425 in Regional Railways livery, with No. 37419 at the rear carrying a coat of RHTT grime under which the InterCity livery could just be discerned.



New Class 805 No. 805001 was moved away from Merchant Park to Old Dalby by Class 66 No. 66755 on November 12, travelling via Peterborough. It was followed on November

Snow hit London in mid-December. This view over Clapham Junction towards the city on December 12 shows two Southern 'Electrostars' heading south as a SWR DMU arrives bound for Waterloo. HASSARD STACPOOLE



23 by No. 805003, also to Old Dalby, hauled by No. 66795.

A points failure on the morning of Thursday, December 8 at Carnforth delayed some AWC services. The 1536/05.39 London Euston to Glasgow worked by Class 390 No. 390002 was held in Preston station for 58 minutes and later departed at 09.06 for Glasgow Central.

Southbound from Glasgow the 1M06/06.30 initially bound for Euston and worked by No. 390152, was held at Carlisle before departing 100 minutes late at 09.26 for Preston where

the service was terminated. No. 390152 later formed 9M50 for Euston which started from Preston (dep 10.47) rather than Blackpool North as normally scheduled.



On Friday, November 18 the ECML was closed by flooding at Granthouse.

The usual diversion route via the Tyne valley was still blocked by the derailment near Carlisle

so no services ran north of Newcastle.

Services between Dundee and Aberdeen and Aberdeen and Inverness were also suspended due to flooding at several locations.



Class 379s remain in three sidings in Harwich PQ yard with Nos. 379001, 379014 and 379009 at the head of each line and, after the removal of NR wagons from an adjacent siding, the now visible units can

be confirmed as Nos. 379015, 379011, 379013, 379017 and 379022.



Class 37 No. 37884 *Cepheus* ran light on November 30 as 0508/08.21 from Derby to Kilmarnock.

The following day it took Class 318 No. 318265 to Yoker before taking No. 318252 through to Kilmarnock. The following day it returned to Derby from Kilmarnock as 0M57/07.57 again running light.



Former Eurostar generator car No. 96371 was moved by road to Inverness on November 30 for Caledonian Sleeper duties within the depot.



The 18.27 Manchester Piccadilly to Southampton service formed of Nos. 220016+221119 on

Operations Track Record

November 20 was diverted from Reading via Guildford and Fareham, being noted at Havant.

The 1V85/08.35 Newcastle to Banbury service formed of Voyager No. 220016 was brought to a stand between Hatton and Warwick Parkway stations on November 29 due to a Network Rail unit No. 153385 failing at Warwick Parkway. After some delay its continuation south was cancelled and the unit reversed to Hatton and crossed over to the Down Main to return to Birmingham New Street. This action allowed the unit to take up its return path on the 1E40/12.28 Banbury-Newcastle, with departure from Birmingham New Street being three minutes late.



On Sunday, November 12 the 1U97/13.49 Northern service from Barrow to Manchester Airport was worked by Class 195s Nos. 195012+195129, being observed through Lancaster

at 15.01. Normally Northern services on this route are worked by a single Class 195 unit.

Northern has been the subject of considerable criticism, but observations by a correspondent over a week starting on Monday, November 14 suggest this may not be justified. While trains did not run exactly according to the timetable, the issues were no more than minor irritations and were largely not caused by the train operator.

On Tuesday, November 15 a journey was made from Wombwell to Sheffield on the 2B07/08.10 from Huddersfield to Sheffield, which was formed of Class 150 No. 150218 and arrived at Wombwell five minutes late. The following day, the same journey was made on Class 150 No. 150268, which arrived at Wombwell six minutes late. On both occasions the customer information screens gave the reason for the delay as slippery rails. The line through Penistone sees a Rail Head Treatment Train, but very early in the morning. Returning from Sheffield to Wombwell on November 15, the

18.02 from Sheffield to Leeds, formed of No. 150222, left six minutes late having waited for a driver.

On Saturday, November 19 a journey was made as far as Wombwell on the 2L75/17.32 from Leeds to Sheffield formed of Class 158 No. 158908. The train ran on time until approaching Barnsley where it was held at a signal for 15 minutes. Eventually it was allowed to continue, using the cross over to take the down line into platform 2 at Barnsley station. Two passengers joined the train at Barnsley mistakenly believing that as it was at platform 2 it must be heading north. Having left Barnsley, the crossover was used to take the up line and continue towards Sheffield.

The reason the train had to use platform 2 at Barnsley station was Class 195 No. 195020, forming the 17.38 from Leeds to Lincoln Central, was occupying platform 1. Having arrived at Barnsley on time it was held there for 50 minutes before going forward and was then terminated at Sheffield, the

reason being unclear.

With the Tyne Valley route being closed due to the accident at Petteril Bridge, three Class 156 units, Nos. 156491+156451+156465, ran from Heaton 5N30/08.00 to Preston ECS on Wednesday, November 23 travelling via Berwick-upon-Tweed, Edinburgh Waverley, Carstairs and the WCML. The following day Nos. 156480+156443 ran in the opposite direction from Carlisle to Heaton.

Class 323 No. 323239 ran south from Allerton to Wolverton Works on November 29.



Observations in mid November found many of the criticisms of this operator to be valid. On Tuesday, November 15 a plan to travel from Hull to Leeds on the 1K28/17.04 from Hull to Manchester Piccadilly was thwarted when the train was cancelled. According to the Realtime Trains website, this was a result of the inbound working being cancelled between Leeds and Hull due to a problem with the infrastructure. During that afternoon, several trains from Hull were cancelled or delayed and it may not be appropriate to blame the problem on the train operator.

A journey from Manchester Piccadilly to Huddersfield on Wednesday, November 16 was largely free of problems. The 1P85/17.40 from Manchester Airport to Redcar Central, was formed of Class 185 Nos. 185143+185114.

On Thursday, November 17 a plan to travel from York to Huddersfield on the 1F72/15.34 from Scarborough to Manchester Victoria was thwarted when that train was cancelled. According to the customer information screens at York station, this was due to a 'Short notice change to the timetable'. In the absence of the Scarborough to Manchester Victoria train, the journey to Huddersfield was made on the 1P78/15.07 from Redcar Central to Manchester Airport, formed of Class 185 Nos. 185120+185132. From Leeds the train became uncomfortably full.

The following day, a plan to travel from Leeds to York on the 1P19/08.54 Liverpool Lime Street to Newcastle, was also thwarted when that train was cancelled. On the same day, the 1F72/15.34 from Scarborough to Manchester Victoria, was also cancelled.

A further correspondent also encountered difficulties on November 23 when the 11.35 from Manchester Piccadilly to Hull, formed of Class 185 No. 185106 was declared a failure in the station due to smoke coming out of one of the engines. Classmate No. 185101 came in on another train and was then allocated to the 11.35 to Hull. The train was only eight

minutes late. A return journey from Leeds was on a TPE set hauled by Class 68 No. 68030.

Booked stops after Leeds were at Huddersfield and Stalybridge. However, it was noted that the on-train display after leaving Leeds suddenly deleted the Stalybridge stop and an on-train announcement then said due to a power cut at Stalybridge station the service would now not be stopping there. Many disgruntled passengers got off the train at Huddersfield. However, when passing through Stalybridge, it was noted the power had been restored to the station, but the train still passed through without stopping. The guard did announce the power was back on and apologised for the train not stopping – somewhat pointless really as it had already passed through Stalybridge station!

TP02 top-and-tailed by Nos. 12814 and Class 68 No. 68020 was seen passing through Heaton Chapel on November 29 with the 5B73 Cleethorpes to Manchester Piccadilly empty Mk.5 loco hauled stock for TPE drivers to train for the Cleethorpes services.



Movements of Class 197s reported included No. 197017 being hauled from Wolverton to Crewe on November 10 by Class 66 No. 66592. In the opposite direction, No. 197014 was moved by No. 66531 on November 29.

The first of the 77-strong fleet of Class 197 DMUs entered service on Monday, November 14. Without any pre-announcement or ceremony, unit No. 197004 carried its first passengers on the 2D10/05.30 Llandudno Junction to Blaenau Ffestiniog. It has been suggested the selection of the Blaenau Ffestiniog route for the fleet debut is understood to reflect a political desire for the first service to operate entirely in Wales.

Problems on TfW network on November 30 saw several short-formed or cancelled services. The 09.31 Manchester Piccadilly to Carmarthen terminated at Cardiff Central, so no longer called at Bridgend, Pyle, Port Talbot Parkway, Baglan, Briton Ferry, Neath, Skewen, Llansamlet, Swansea, Gowerton, Llanelli, Pembrey & Burry Port, Kidwelly, Ferryside and Carmarthen. This was due to delays at Church Stretton and a fault on the train. In addition, it was only formed with a single Class 153 unit instead of the booked three cars.

The unit on the 15.01 Carmarthen to Manchester Piccadilly was also a Class 153 in place of the booked three cars, as was the 20.31 Manchester Piccadilly to Cardiff Central.

Reported at Llanbadach on November 30 were three Class 769 units, No. 769006 on the 2D32/11.49 Penarth to Bargoed; No. 769445 on the 2D34/12.18 Penarth to Bargoed; and No.



Now working for EMR, but still carrying the colours of its former operator Southern, 'Turbostar' No. 170923 approaches Workshop on November 25 with the 2W11/11.25 from Nottingham. ALEX AYRE



Three generations meet at Swansea on December 6 with (from left) turn of the century DMU No. 175003, 1960s-built Type 4 No. 47812, and Hitachi bi-mode No. 800315. PHIL MARSH

769007 on the 2P51/12.39
Ystrad Mynach to Penarth.



A visit by a correspondent to the Marston Vale line on Saturday, November 12 found a good service operating with all trains formed of Vivarail Class 230 DMUs. A journey from Ridgmont to Bletchley was made on the 2S10/10.04 from Bedford to Bletchley formed of No. 230005. The return journey, on the 2S13/11.01 from Bletchley to Bedford, was also with No. 230005. At Ridgmont, No. 230004 was seen arriving on the 2S12/11.14 from Bedford to Bletchley. The third Vivarail Class 230, No. 230003, was noted in Bletchley Carriage Sidings.

The Vivarail Class 230 DMUs had a hesitant start on the Marston Vale services but now seem to have settled down. However, following the news on November 25 that Vivarail is to appoint administrators, the Class 230s were withdrawn from the Marston Vale line and a bus service implemented.

Movements reported of Class 730 units included No. 730013 being hauled from Old Dalby to Oxley by Class 37 No. 37510 on November 12. On November 22, the same Class 37 moved No. 730103 from Old Dalby to Crewe. It was in use again on November 29 to move No. 730015 from Brush, Loughborough to Oxley and on December 2 to take No. 730006 from Old Dalby to Oxley. A change on December 5 found Class 37 No. 37800 take No. 730017 from Derby to Oxley.



On November 8, the IH35/11.15 Birmingham Moor Street-London Marylebone service was unusually formed by Class 165 No. 165005 and Class 168 No. 168219. Departing from Moor Street eight minutes late, a further two minutes were lost on the way to Leamington Spa, possibly caused by the Class 165's lower top speed of 75mph. Station dwell time was exceeded by one minute, with eventual arrival into London Marylebone being 19 minutes late.

In the new timetable starting in December, the Chiltern once a week parliamentary train from West Ealing to West Ruislip is expected to be permanently a bus substitute. An attempt to ride the 2M27/11.17 from West Ealing to West Ruislip, on Wednesday, November 30 was thwarted when the train was cancelled. According to the Realtime Trains website, this was 'due to a points failure'.

Whilst the parliamentary train often runs near empty, on this occasion, the large number of enthusiasts who had turned up for the ride would have ensured the two car train was almost full. Consequently, the cancellation will have resulted in widespread disappointment.

Services were disrupted on the afternoon of November 29 due to Network Rail unit No. 153385 failing at Warwick Parkway blocking the up main line. Class 165 No. 165010 working the 2L40/11.34 Birmingham Moor Street-Leamington Spa service was terminated at Hatton and

then moved to platform 3 to take up its return service, the 2R26/12.32 Leamington Spa-Birmingham Moor Street at its scheduled time.

All services between Leamington Spa and Stratford-upon-Avon were suspended for the duration of the blockage, with one other casualty being the 5H41/11.55 Birmingham Moor Street-Leamington Spa empty stock working, which was terminated at Dorridge.



Observed on November 24, Class 170 No. 170418 worked the 10.51 Liverpool Lime Street to Norwich service. While it may be an improvement on the usual Class 158 or 156 units, it was only a three-car train and not the usual four, resulting in overcrowding.

A visit to Barrow Hill roundhouse on Sunday, November 20 found several EMR units stabled in the yard, including Class 156 Nos. 156470+156473+156497, and Class 170 Nos. 170271, 170508 and 170509.



Two driver refresher trips arrived at Littlehampton from Three Bridges, with Class 700 No. 700112 on December 5 and No. 700119 the following day.



Bond Street Elizabeth Line station finally opened on

Monday, October 24. An opportunity was taken by a correspondent to explore the new station on Tuesday, November 1 before making the short hop from Bond Street to Tottenham Court Road on the 9U20/15.18 from London Paddington to Abbey Wood, formed of No. 345041.

On Sunday, November 6, Elizabeth Line passenger services began running through onto existing Network Rail routes east and west of central London. A personal first opportunity was taken by a correspondent to use the connection at the western end of the tunnel on Monday, November 7, when travelling from Canary Wharf to Ealing Broadway on the 9T52/20.47 from Abbey Wood to Heathrow Airport Terminal 4, formed of No. 345057.

The newly opened connections at both the eastern and western ends of the Elizabeth Line tunnel were more thoroughly explored on Wednesday, November 30.

To use the western end of the tunnel, travelling in the eastbound direction, a journey was made from Ealing Broadway to Farringdon on the 9U33/10.57 from Maidenhead to Abbey Wood, formed of No. 345067.

This train, and many others, is booked to stand alongside Westbourne Park carriage sidings, just before entering the tunnel, for pathing. A first journey into the eastern end of the tunnel was also made on the same day when travelling between Stratford and Bond Street on the 9Y33/19.33 from Shenfield to London

Paddington, formed of No. 345006. This journey was then continued westbound from Bond Street to Ealing Broadway, emerging from the western end of the tunnel on the 9R38/20.09 from Abbey Wood to Reading formed of No. 345023.

Despite through running on the Elizabeth Line having started on Sunday, November 6 a small number of rush hour services have continued to terminate and depart from Liverpool Street – high level. As at the end of November, one of these continued to be worked by the veteran Class 315s.

Visiting Liverpool Street station during the evening of Wednesday, November 30, Class 345 No. 345007 was found at platform 16 working the 2C62/17.35 from Gidea Park. It is understood that this train has until recently been worked by a pair of Class 315s. At platform 17, Class 315 Nos. 315838 and 315856 were seen stabled. A journey was then made to Gidea Park on the 2C76/18.04 from London Liverpool Street formed of Class 315 Nos. 315853 and 315857.



Movements of the new Class 720 units reported included No. 720610 being towed by Class 37 No. 37510 from Derby to Wembley on November 10, the Class 37 then returning No. 720602 from Wembley to Derby. On November 28, No. 720603 was top-and-tailed from Wembley to Derby by Class 37 No. 37800 and 37510.



Lumo Class 803 No. 803005 waits at Newcastle on December 5 with the 1E84/11.19 Edinburgh to King's Cross, which was later cancelled from York due to signalling cable theft. PAUL BIGGS

Operations Track Record



Class 377/3 No. 377303 was used as a replacement on the Brighton to London Bridge services during the afternoon and evening of November 20 after the original 377s were pulled from service due to train faults. No. 377303 was well used and overcrowding occurred.

Total disruption to services to/from Littlehampton occurred on November 30 when no signaller for the early shift was available. The 07.12 service to London was the last service to depart formed of Nos. 377403+377147+377161. A bus shuttle operated between Littlehampton and Barnham until the afternoon as the 13.55 and 14.55 services to Portsmouth were starting from Bognor Regis. The 13.43 service to London formed of Nos. 377111+377452+377415 was the first to depart but was delayed at Littlehampton due to a new form of transport trespassing on the line.

A calf escaped from a field near Arundel Junction and walked into Littlehampton, later resting by the signal box. The calf subsequently started roaming the tracks as the mobile operations manager and the owners were trying to capture it. After a long delay, the train finally departed but under caution between the station and Arundel Junction.

Class 313 No. 313212 was taken out of service again with faults on November 30, being replaced by Class 377 No. 377461 on the Brighton-Seaford-Brighton services.

Unit No. 313212 was taken out of service on December 1 prior to working a Brighton to Seaford service and was again replaced by Class 377 No. 377461. Later, No 313209 was released from the depot to work the 10.11 service to Seaford and replaced No. 377461. Due

to shortages of Class 313s, also on December 1, Class 377 No. 377314 was used on the Littlehampton, Portsmouth and Bognor Regis services after a stock swap over with No. 313201 which was used on the Brighton-Portsmouth-Brighton services all day.

A pair of Class 313s were used for a test run between Brighton Depot and Worthing on December 1 when Nos. 313211+313213 were noted on arrival at Worthing.

The 06.16 service to London on December 5 was formed of nine coaches: Nos 377326+377321+377303 instead of the normal 12.

While working a London Bridge to Uckfield service, Class 171 DMU No. 171806 was terminated at Oxted on December 5 due to faulty doors. The unit was taken back to Selhurst Depot after delaying following services.

'Celebrity' Class 313 No. 313201 was in trouble at Southbourne while working the 08.57 service to Littlehampton on December 6 with a serious undisclosed fault. To avoid cancelling the 10.09 service to Bognor Regis, Class 377 No 377151 was detached from No. 377413 after working in the 07.44 service from London. Meanwhile, Class 313 No. 313206 came from Brighton Depot to form the 11.55 Littlehampton service to Portsmouth and remained on that diagram for the rest of the day. No. 377151 was reunited with No. 377413 later to form the 13.43 service to London. Class 313 No. 313201 was later taken to Brighton Depot for repairs.

South Western Railway

Noted at Guildford on Saturday, November 12, the Guildford via Cobham service was reduced to hourly for unknown reasons, with xx.33 departures not running. There was no reference to cancellations on station, no PA or mention on electronic



Test runs continue for TfW's loco-hauled services from South Wales to the North West, a 3B09 Swansea to Cardiff Canton working on December 6 seen passing through Skewen (near Neath) formed of No. 67022, Mk.4 set HD04 and DVT No. 82201. JOHN HEADON



Type 3 No. 37425, top-and-tail with No. 37401, departs Scarborough on November 28 with the 3J51 York to York RHTT via the Yorkshire Coast. ANDREW JEFFREY

platform indicators, staff at Guildford and Clapham Junction unaware and no reference to cancellations/disruption on the SWR website. However, the Realtime Trains website showed the missing services as "planned cancellations." In response to an email query, SWR Customer Services stated: "Please expect a reply from us within four weeks.

I'm sorry it'll take so long to reply. We're currently receiving lots of emails due to disruption and strike action on our network."

Engineers carrying out planned inspections found a small number of defects underneath Barnes Bridge on the Friday, November 18. Initially, a speed restriction and block to some traffic were applied, but from Tuesday, November 22 the need for urgent repairs to Barnes Bridge resulted in all lines being blocked and Chiswick and Barnes Bridge stations not being served. National Rail Enquiries suggested the disruption was expected until the end of the day on Sunday, December 4.

In addition, on Sunday, November 27 planned engineering work took place between Clapham Junction and Richmond/Kew Bridge, closing various lines. Buses ran in place of trains between Clapham Junction and Kew Bridge/Twickenham.

Two journeys made on Sunday, November 27 served to see how the train services were running. First, a trip was made from Kew Bridge to Feltham on the 13.14 from Kew Bridge to Woking, formed of Nos. 450093+450105. The train started from platform 1 at Kew Bridge, which is normally used for up trains and switched to the down line using the crossover at Old Kew Junction.

From Feltham the trip continued to Kingston on the 2C38/12.51 from Reading to London Waterloo, formed of Nos. 450067+450094. At Twickenham station the train ran to platform 4 as normal for an up train, but then reversed and used the crossover just west of the station to get on to the down line before running on to the Kingston Loop.

The urgent repairs to Barnes Bridge resulted in diversions away from their normal routes for several freight trains, with a consequent knock-on effect to the running of SWR passenger services. On Tuesday, November 29 a journey was made from Richmond to Staines on the 2U23/09.58 from London Waterloo to Windsor & Eton Riverside, formed of Nos. 450021+450024. According to Realtime Trains, the service left Waterloo on-time, but arrival at Richmond was eleven minutes late as a result of the passenger train getting stuck behind Class 66 No. 66103 on the 6M62 from Angerstein Wharf to Churchyard Sidings Tarmac, which was routed through Richmond and Hounslow.

Charter Trains

Class 40 No. D345 (40145) and Class 57 No. 57010 passed through Newton-le-Willows working the return leg of West Coast Railway's 1Z40 Burton-on-



0-6-0 workhorse No. 08899 shunts a lengthy rake of wagons at Whitemoor Yard (near March, Cambridgeshire) on November 28. PETER FOSTER



The Chiltern loco-hauled 12.20 Marylebone to Birmingham Moor Street passes Small Heath on December 9 powered by No. 68013. JACK BOSKETT

Trent to Newcastle railtour on November 12.

The Midland Pullman HST, in Blue Pullman livery, worked home through Market Harborough on November 20 with Class 43s Nos. 43046 Geoff Drury + 43047 working the 5Z45/14.09 Cricklewood-Crewe HS ECS after working a St Albans-Whitby charter the day before.

The Railway Touring Company's 'York Yuletide Express' charter on November 26 brought steam to the southern section of the Midland Main Line, with LMS 'Coronation' Class No. 6233 *Duchess of Sutherland* making a fine sight storming through Market Harborough. The outward 1Z10/06.35 Ealing Broadway-York was diesel-hauled by WCR Class 37 No. 37688 as far as Leicester with the Pacific tucked inside and in steam, the steamer taking over at Leicester. The return 1Z14/16.30 York-Ealing Broadway was steam-hauled throughout, with Class 37 No. 37516 Loch Laidon on the rear.

LSL's Nos. 43046+43055 together with Midland Pullman branded coaching stock ran from Watford Junction on a 1Z45/06.20 to Edinburgh and back on Thursday December 8.

DB Cargo

On Tuesday, November 29 the 4M25/07.24 Mossend to

Daventry fully loaded container train was pulled by original liveried DB Class 66 No. 66095. This is normally a double-headed DB Class 90 working. The same service was again worked by No. 66095 on Friday, December 2 and on Tuesday, December 6.



FL Class 66 No. 66553 pulled, on Monday, November 14, a train of 60ft lengths of track and sleepers on the 6K05/12.46 from Carlisle to Crewe.

Class 90 Nos. 90029+90039 paused at platform 5 in Crewe on November 18 while working a southbound freightliner service. Both locos were working.

Class 59 No. 59202 *Pride of Ferrybridge*, looking smart in orange livery, was seen pausing by platform 13 at Reading station on Tuesday, November 29, while working the 7Z60 from Brentford Town Days to Merehead Quarry. Later on the same day, Class 66 No. 66951 was seen pausing by platform 15 for a crew change while working the 6A83 from Avonmouth Bennets Siding to West Drayton Hanson Aggregates.



Class 68s are now a relative rarity on the South Leicestershire Line but on November 2 No. 68014 appeared with the 6U76/08.59 Crewe Basford Hall-Mountsorrel working.

In mid-November many DRS container services were worked by double-headed diesels rather than a single Class 88 electric loco. On Tuesday, November 15 the 4M27/06.19 Mossend to Daventry was pulled by Class 68 Nos. 68005 *Defiant*+68007 *Valiant* and in the opposite direction the 4S43/06.30 Daventry to Mossend was pulled by Class 66 Nos. 66421+66422. On the following day, the same two Class 66s again worked 4S43 to Mossend.

DRS Class 68 No. 68017 *Hornet* pulled a train of short lengths of track and concrete sleepers from Carlisle to Crewe on Tuesday, November 22. Two days later this service ran again with DRS Class 66 No. 66433 pulling a train of track and sleepers.

DRS Class 68 Nos. 68002+68006 ran as a light engine duo on Wednesday, November 23 from Crewe to Carlisle.

Class 57 No. 57308 was also seen while passing through

Heaton Chapel on November 29 with 0Z40 Crewe-Crewe Gresty Bridge DRS light loco route learner for upcoming DRS diversions.

Class 57 No. 57304 was observed passing Thankerton on Wednesday, November 30 while working the 0Z58/11.10 Edinburgh Waverley to Carlisle.

Interestingly, the daily engineers' train from Carlisle to Crewe on December 1 was worked by Class 68 No. 68012 in unbranded Chiltern livery.

On Friday, December 2 a 6K05/12.25 Carlisle to Crewe train of low-sided, short wheel based, mineral wagons was pulled by Class 68 No. 68012.

The first revenue earning service left Blackford FT to Mossend on December 4 hauled by Class 66 No. 66434.

Class 68 No. 68008 *Avenger* pulled on Monday, December 5 a train of 60ft lengths of rail and concrete sleepers on a 6K05/12.47 from Carlisle to Crewe.

Silver liveried but unbranded Class 68 No. 68012 ran light on Tuesday, December 6 from Carlisle to Crewe. On the following day, No. 68012 along with FL Class 66 No. 66555 returned to Carlisle. Although this duo arrived in Preston two minutes early at 05.25, they were held there and were later seen passing through Lancaster 155 minutes behind schedule at 08.46.

GB Railfreight

Class 47 No. 47749 *City of Truro* formed a 0F92/15.27 Wembley Intercity Depot-Leicester LIP light engine move on November 2. The same loco was out working again on November 11 when it formed the 0M10/19.29 Cricklewood-Leicester LIP.

With the RMT union calling off the proposed strikes on November 5 and 9, on Friday, November 4 it still saw a stopover-less weekend in Harwich Parkeston Quay yard. On November 9, Class 66 No. 66714 *Cromer Lifeboat* arrived at the Harwich Refinery under its normal 0P41 on that day and took the empty condensate tanks through to North Walsham under 6P41 at its normal departure time. It returned the following day as 6A32.

The weekend of November 12 saw No. 66745 (now de-named) arrive very early, around 08.00, on 4L42 (from Doncaster) into Harwich PQ yard – the Harwich branch being closed for the rest of daylight hours for scheduled engineering work – while No. 66710 *Phil Packer BRIT* worked 4A03 round from Felixstowe in the evening which then became an early pre-dawn starter under 4E53 to Tinsley on November 14 while No. 66745 left on the 4R43/09.30 to Felixstowe.

On November 16 No. 66754

Operations Track Record

Northampton Saints handled the Harwich Refinery-North Walsham diagram. Despite leaving on time, the train was held up at Mistley for about 45 mins after the pair of Class 57s on the daily 3S60 RHTT diagram – 57307 and 57312 – appeared to have problems at that location, blocking the Up Main for about an hour.

Lateness also beleaguered No. 66754 on the return from North Walsham on November 17 after it left its overnight Ipswich GBRf Reception berth some three hours later than scheduled at 13.20, completing the light engine run to North Walsham and loaded consist back to Harwich some 90 minutes late.

Having been cancelled for more than a week towards the

end of October, the running of the 4Y19 from Mountfield Sidings to Southampton Western Docks was back to normal during November when it was seen passing Barnes station behind Class 69 No. 69006 on November 4.

Class 66 No. 66301 was noted, from a passing train on Saturday, November 12 near to Bletchley, at the head of the 4F04 from Bletchley Cemex to Wellingborough Up Terminal Complex. 66301 is one of the locomotives recently transferred to GBRf from DRS. It retains the dark blue livery, but all logos and plates have been removed.

MoD traffic reported included on November 13 Class 66 No. 66741 on a Marchwood-Bicester-Donnington diagram. The MoD

Donnington (Shropshire) to Carlisle 'runs-as-required' service (6Z78) is not often needed but did run on Monday, November 14 when GBRf No. 66741 pulled a train of just two containers with one marked 'Lovat Spring'. On the following day, the same loco pulled a 3F02/11.09 Glen Douglas to Kineton train made up of just three curved top containers.

A change on November 22 had No. 66709 on a Marchwood-Kineton move before No. 66741 returned on November 28 on a Kineton-Carlisle diagram. The following day it worked six round topped containers on a 6G04/10.34 from Carlisle to Kineton. A further move followed on December 8 when No. 66745 also pulled a train of

six curved top containers from Longtown to Kineton.

BR Blue-liveried Class 56 No. 56081 formed a 0Z56/10.55 Leicester LIP-Tonbridge West Yard light engine move on November 19.

It is reported 6M74/18.55 Irvine Caledonian Paper Mill to Wembley on Thursday, November 17 was stopped at Thornhill loop due to severe wheel flats on one of the wagons.

Class 69 No. 69007 (ex-56037) was sighted passing through Heaton Chapel Station on November 29 while working 0Z69 Longport F D to Trafford Park Euro Terminal in order to get it down to Eastleigh Arlington on 4O46 overnight on the GBRf Intermodal to Southampton.

The week commencing November 21 drew a blank as regards the Harwich Refinery to North Walsham condensate tanks run and it was not until November 30 that a grime-splattered No. 66798 – previously employed on the Cambridge RHTT diagram – turned up on 0P41 and hauled the normal 6P41/10.48 to the Norfolk location. It was then back to Ipswich GBRf Reception Sidings overnight before returning to North Walsham to bring the loaded tanks back as 6A32 before returning cross-country to Peterborough MPD later the same evening.

Of the last influx of European Class 66s to the GBRf fold, it leaves just Nos. 66796 *Green Progressor* and 66734 *Platinum Jubilee* to be allocated to the diagram. No. 66747 *Made in Sheffield* was a weekend stopover sighting on November 19, 26 and December 3 on 4L03 from Tinsley while the other regular Doncaster (4L28) stopover in Harwich Parkeston Quay yard on the same weekends were in the hands of Nos. 66728 *Institution of Railway Operators*, 66726 *Sheffield Wednesday* and 66304 respectively.



Due to the derailment at Petheril Junction (Carlisle) on October 19 which caused the closure of the section of line to Appleby, the Carlisle to Chirk log train was, in November, still operating via Shap and Chester.

On Friday, November 11 this fully loaded train (6Z37) was 87 minutes late through Lancaster but on the following day, pulled by Colas Rail Class 70 No. 70809 this service was passing Lancaster 101 minutes early.

On the afternoon of Sunday, November 13, the same loco returned the empty wagons (6C37) to Carlisle running via Stafford, Crewe and Shap.

Class 56 No. 56094 ran light on Saturday, November 12 on a 0Z56/06.27 from Bescot to Carlisle, being observed through Lancaster at 08.28.

Three days later it was No. 56078 that was observed running light from Carlisle to Shrewsbury. It was held in Platform 5 at Lancaster so that the 1M95/10.12 from Edinburgh to Manchester Airport worked by TransPennine Class 397 No. 397012 could call at Platform 4 (12.32) and then take the main line southwards ahead of the Class 56.

The Chirk to Carlisle empty log wagon train normally runs overnight on the WCML via Shap but on Saturday, December 3 this service, pulled by Class 70 No. 70809 was seen passing through Lancaster in daylight at 11.38.

Colas Rail's Tamper No. DR73909 *Saturn* was moved on Monday, December 5 from Carlisle (dep 10.58) to Guide Bridge.

Colas Class 37 No. 37421 ran



The first loaded train to leave the Highland Spring Sidings at Blackford was on December 4. DRS Class 66 No. 66434 is pictured heading the 4Z51 to Mossend. DAVID HALL



Work-stained from RHTT duties, Network Rail Type 3s Nos. 97304+97302 head the 6C70/08.20 Machynlleth to Bescot continuous welded rail train at Uffington, east of Shrewsbury on December 11. ED WEAVER



A different view of the much-photographed Ribbleshead Viaduct on December 12 as No. 66773 hauls the 6M37/11.25 Arcow Quarry to Pendleton (Manchester) loaded stone hoppers. SANDY BIGGS

light engine from Crewe Basford Hall on to Preston Docks on December 8.



WCR maroon liveried Class 37s Nos. 37668+37676 ran as 0242/09.16, a light engine duo from Crewe to Carnforth on Saturday November 12.

Class 47 No.47812+Class 57 No. 57314 top-and-tailed an ECS rake of Northern Belle coaches on Tuesday November 15 on a 5Z90/13.03 from Carnforth to Pengram Sidings, Cardiff.

WCR-based Bulleid Pacific No. 34067 *Tangmere* was moved, along with two support coaches, on Thursday, November 17 from Carnforth (dep 12.55) to Southall.

Class 47 No. 47832+Class 57 No. 57313 top-and-tailed a rake of Northern Belle coaches ECS on a 5Z10/13.11 from Carnforth to Burton Wetmore Sidings on Tuesday, November 22.

Newly painted West Coast Class 57 No. 57012 made an unusual appearance at Market Harborough on November 28 when it formed a 0Z29/10.05 Burton-on-Trent Wetmore-Bedford Sidings light engine move.

Locomotive Services Ltd

On Wednesday, November 23 LSL's large logo Class 47 No. 47593 *Galloway Princess* brought a rake of Pullman coaches into Lancaster 59 mins late at 09.58 on its way from Stafford via Manchester to Edinburgh. Earlier, this service (1Z44) was delayed in

Preston for 57 minutes but due to a generous schedule was, at 12.50, only two minutes late on arrival in Edinburgh Waverley. Three days later, No.47593 along with Class 47 No. D1935 (47805) on the rear, again headed for Edinburgh with 1Z63 from Hereford (dep 05.59). This train, along with an earlier WCR excursion 1Z77 top-and tailed by Class 47 No. 47823+Class 57 No. 57313 from Manchester Victoria (dep 07.10), were the only daytime northbound passenger services over the WCML via Shap on Saturday, November 26.

LSL's Class 47s Nos. 47593+47614 double-headed, with both locos operating, a rake of Statesman Rail, Pullman liveried, coaches from Chester on a 1Z70/08.29 to Edinburgh on Wednesday, November 30. The return to Chester from Edinburgh (1Z71/16.52) was, however, single-headed being worked by No. 47593. On the following day, grey liveried Class 37 No. 37688 *Great Rocks* ran light from Crewe (0Z37/09.45) to Edinburgh and from there No. 37688 pulled No.47614 south to Carlisle. On Friday, December 2 this duo returned to Crewe from Carlisle with the Class 37 leading.

Class 40 Preservation Society

On Saturday, December 3 there was a distinct English Electric presence at Derby as D345 (40145) took over a Swindon to Newcastle charter. Class 37 No. 37219 brought a Network Rail train through the station before joining classmates Nos. 37099, 37116, 37175, 37254, 37608, 37610 and 37901 at Loram.

Derby RTC & Network Rail

GBRF Class 73 Nos. 73965 *Des O'Brien*+73961 *Alison* top-and-tailed a 1Z45 northbound test train through Market Harborough heading for Derby RTC from Tonbridge West Yard on November 4.

Track Inspection Unit Class 950 No. 950001 formed a 2Q08/16.19 Derby RTC-Ferme Park working on November 4.

A 3Z02/09.00 West Hampstead Thameslink-Derby RTC was worked by Class 37 No. 37099 and DBSO No. 9701 on November 7.

Colas Rail Class 43s Nos. 43257+43272 top-and-tailed

a set of Network Rail track inspection rolling stock on Tuesday, November 22 on a 1Q47/12.22 from Derby to Carlisle via Whitehaven. The train was seen passing Lancaster at 15.57.

Loram Rail's Class 37 No. 37418 was seen at Heywood ELR while taking Overhead Line OTM MPV Track Machines Nos. DR98002+DR98006 +DR98003+DR98004 from the East Lancashire Railway to Crewe P.A.D Track Machine Yard on November 30.

Class 153 153385 failed at Warwick Parkway on November 29 when on the 2Q84/09.50 Derby RTC to Eastleigh Yard,

blocking the up main line and causing service disruption (see Cross Country and Chiltern notes). The unit was eventually repaired and passed Warwick station 142 minutes late. The service was terminated at Reading where the deficit had been reduced to 124 minutes.

Our thanks

THE Railway Magazine's thanks for information go to: Paul Atkinson, Pater Boyce, Gene Collins, Mike Cooper, Phil Dalton, Peter Fletcher, Barry Knock, Sean Morris, Richard Moxon, Mark Reynolds, Stephen Sangwine, Stephen Spark, Colin Wakeling, Craig Wellum and Chris West.



December 14 was a rail strike day and the lack of regular services allowed a morning path for this 6Z16 Kingsbury Oil Terminal to Immingham Humber Oil Refinery empties, seen passing Barrow upon Trent behind DBC 'Tug' No. 60015 in the early afternoon. JACK TAYLOR

Stock Update Track Record



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LOCOMOTIVES

Allocations
37901 GROG-EPUK
57004 CD/LSLO-HQ/MBDL
57007 BH/HNRS-CD/LSLO
66552 LD/DFIM-FD/DHLT
66599 LD/DFIN-FD/DHLT
70015 LD/DFGI-FD/DHLT
86251 sent for disposal
90009 CG/DFLC-FE/DHLT

To be imported and renumbered
CB1001 - 66306

Liveries
DB Cargo red: 66050/88/93
FL orange: 66508

Name reapplied
88010 *Aurora*

Stored/stopped locations
Brush, Loughborough: 89001
Crewe Basford Hall: 90009
Nemesis Rail, Burton-on-Trent: 31106
Leeds Midland Road: 66552/99, 70015

Disposals
C F Booth, Rotherham: arrival date: December 2: 86251.

Sims Metals, Newport: Arrival dates: December 5: 43196; December 6: 43086; December 7: 43087

MULTIPLE UNITS

Allocations
150001-06 NH-NL
156419 DY/EMHQ-HT/EDHQ

Right: Running 107 minutes late, Locomotive Services Group Class 37 No. 37688 *Great Rocks* is seen at Padderbury Bridge, Bethany just to the east of Menheniot with the 5Z33 11.58 Long Rock-Exeter Riverside via Laira depot on November 24, where it collected a couple more former HST Mk.3 carriages on their way to Sims Metals, Newport for scrapping. BERNARD MILLS

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ROG Class 37 No. 37884 *Cepheus* hauls Class 315 EMUs Nos. 315838/847 through Stratford, East London with the 5Q86/ 11.04 Ilford EMUD – Newport Docks (Sims Group) on December 5. IAIN SCOTSMAN

170517/33 TS/EJHQ-DY/EMHQ
197110 newly delivered HQ/
HLHQ
315838/47 sent for disposal
319005 sent for disposal
720118 newly delivered HQ/
EBHQ
730017/18 newly delivered HQ/
EJHQ
756001 newly delivered HQ/
HLHQ
805003 newly delivered HQ/
HFHQ
77340 (769426) sent for disposal

Liveries
Centro/Regional Railways
green, blue & grey: 323221
SWR: 450002/28/92
+ End Men's Violence Against
Women decals: 450043, 450110
+White Ribbon decals: 800016

Now in nine-car formation
345042/56/64

Now in passenger traffic
196104/07
197010
720109/14
720507/13

Modifications
Regenerative Braking
reapplied: 465912

Stored/stopped locations
Brighton: 313214/17
Brush Loughborough: 730011
Cardiff Canton: 756001
Crewe cs: 730103
Derby Litchurch Lane: 720518, 720603
Donnington RFT: 197110
Etches Park: 156470/73/97/98
Hove: 313206/11
Kirkdale: 777004
Old Dalby: 805003
Oxley: 730002/15/17/18
Victoria Wall Siding: 465921
Wolverton: 197014

Workshop: 221142/43

Disposals
C F Booth, Rotherham: Cut dates: November 30: 78278 (321447).
Sims Metals, Newport: Arrival dates: November 8: 71776, 77298 (319005); November 9: 62895, 77299 (319005); November 22: 77340 (769426); December 5: 315838/47.

HAILED COACHING STOCK

Allocations
42094/95 sent for disposal
42175 sent for disposal
42503/66 sent for disposal
44040/66 sent for disposal
44100 sent for disposal

Named
3231 *Lochnagar*

Name Removed
3231 *Ben Cruachan*

Stored/stopped locations
Inverness: 96371

Disposals
EMR Kingsbury: Arrival dates: November 21: 44066; November 22: 44040; November 23: 42503

J Watson and Sons, Stafford: Arrival date: November 1: 3318

Sims Metals, Newport: Arrival dates: November 25: 42094/95, 42566, 44100; December 5: 42175

■ STOCK CHANGES CORRECT AS OF DECEMBER 17, 2022.





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Extra new trains on order

Irish Cabinet approves €162m Alstom order for 18 additional BEMUs for DART+.

FOLLOWING the approval of funding by the Irish Cabinet, Iarnród Éireann (IE) signed a €162 million, second tranche order with Alstom for an additional 18 five-car X'trapolis trains and an extension to the 15-year technical support and spares supply agreement under the 10 year framework agreement announced in December 2021.

The second order is for 18 Battery-Electric Multiple Units (BEMUs), totalling 90 carriages added to the initial firm order made in 2021 of 19 five-car X'trapolis trains – 13 are battery-

electric and six are electric. In total, 37 five-car X'trapolis trains are on order.

Allocation

It is anticipated that the BEMUs will be introduced on Maynooth/M3 Parkway and Kildare line services to Hazelhatch, delivering more capacity for commuters in advance of electrification and subject to funding for necessary infrastructure. They can also be deployed elsewhere on the network, such as in the enhanced Cork area commuter network, or to bring DART

services to Wicklow.

The 10 year framework agreement allows for up to 750 electric and battery-electric railcars to be procured for the DART+ network which is planned to open from 2025.

In addition to the fleet, Alstom will provide a range of services solutions, including a technical support and spares supply agreement for the first 15 years of the fleet's operation, deploying its HealthHub and TrainScanner technologies for predictive maintenance, and providing three train simulators to support driver training.

Jim Meade, IE CEO welcomed the cabinet's decision: "The funding for 90 additional battery-electric carriages for DART+ is hugely welcome as it will enable us to bring capacity and emission benefits to current and future commuters in advance of electrification.

Capacity

"Additionally, the benefits will be felt nationwide, as existing intercity and commuter carriages are freed up for use around the national network for more frequent services and more capacity on a range of routes."

Expansion of Limerick rail services progress as investment strategy outlined

ON December 1, the National Transport Authority (NTA) published the final Limerick Shannon Metropolitan Area Transport Strategy (LSMATS), setting out several rail proposals for the region.

Prepared by the NTA in collaboration with Limerick City and County Council, Clare County Council and Transport Infrastructure Ireland with the cooperation of Iarnród Éireann, the proposals are split into two initial phases of investment.

The strategy reconfirms the plan to double track Limerick

– Limerick Junction and deliver a new park and ride station at Ballysimon, just outside Limerick. This is in addition to the already announced Moyross station, plus the increasing of service frequency on the Nenagh-Ballybrophy and the Ennis line. It also includes an ongoing review of additional stations, including a potential park and ride station on the Limerick - Ballybrophy line on the Newport Road, near Annacotty.

Phase 2 includes potential services to Adare on the soon-

to-be-reopened Limerick Foynes line for freight; Mungret on the mothballed Castlemungret Cement Factory line; and a new line to Shannon Airport leaving the Limerick to Ennis line, near Cratloe.

Prior to the publication of the LSMATS, on November 21, IE confirmed that consultants from Atkins have been engaged to progress the doubling of Limerick to Limerick Junction and to identify the location of Moyross station, with the aim of delivering options in the first half of 2023.



1935 built, Orenstein & Koppel 0-4-0T, Cómhlucht Siúicre Éireann, Teoranta No. 3 departs Inch Abbey for Downpatrick with the Lapland Express on Saturday, December 10. CSET No. 3 spent its working life at Mallow Sugar beet Factory before being withdrawn in 1962 and returning to traffic in 2000 after a long period of storage. MIKE BECKETT

Right: With the publication by the National Transport Authority of Limerick Shannon Metropolitan Area Transport Strategy, Limerick will see a significant expansion in rail services. Three-piece ICR set No. 22049 departs Limerick Colbert Station platform 1 with 1350 Limerick - Limerick Junction on December 5. Atkins has been appointed to oversee the project to redouble the line to Limerick Junction. HASSARD STACPOOLE



Santa steam services return to Downpatrick after a year's gap

STEAM operations resumed at the Downpatrick and County Down Railway for the first time since December 2021 – on its Santa train, the Lapland Express on November 26/27.

In early December, the railway confirmed that access has been restored to Downpatrick station and other buildings on the railway which are owned and maintained by Newry Mourne and Down District Council following the resumption of mandatory inspections by the

council which are required for public liability insurance to allow the railway and public to use council maintained buildings.

The line also confirmed that it will hold a diesel gala on January 7 with the Irish Traction Group. Locos rostered include A class A39R, B class 146, G class shunter G617 and 450 class Railcar 458. It is also hoped to run a demonstration ballast train using the newly acquired ballast wagons and plough.

Barrow Bridge to be pinned open

IARNRÓD Éireann has confirmed to rail lobby group South East on Track that in mid-December it plans to pin Ireland's longest railway bridge, the Barrow Bridge on the mothballed Waterford – Rosslare Strand line rail line into the open position.

This follows a ship striking the bridge in February 2022, damaging the structure.

Iarnród Éireann has noted that significant repairs have become necessary costing in the region of €5-10 million and are expected to commence once funding

has been obtained from the vessel's insurers.

South East on Track has written to IE seeking clarification on the decision to pin the bridge open, as well as requesting that the work proceed as soon as possible without waiting for funding from the ship's insurers.

The future role of the line, which has been mothballed since 2010, is due to be outlined in the All Island Rail Review that was due to be published in November but has been delayed.



SEASONAL MAIN LINE STEAM: The Railway Preservation Society of Ireland runs Santa trains both in Dublin and Belfast. On December 10, GNR Q Class 4-4-0 No. 131 was on duty and is seen passing Downshire between Whitehead and Carrickfergus with 0905 Whitehead RPSI sidings to Belfast Lanyon Place empty stock working. FINBARR O'NEILL

USA stock investment

More new locos and stock for American passenger trains in the coming year.



COMPILED BY
KEITH
FENDER

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

Milan opens new Metro line

AFTER multiple delays the first section of Milan's new Metro Line M4 opened on November 26 linking Linate Airport with the city. Initially, a six-station section of the 15km long, 21 station, line has been opened. The rest is due to open by 2024, reducing journey times from Linate to the city centre to around 12 minutes. The M4 line will use Hitachi-made automatic metro EMUs; some of which were sent to Newton Aycliffe, England in 2019 for final assembly work.

Separately, Milan metro operator ATM has awarded Hitachi a €368 million framework contract to build up to 46 new metro EMUs. A fleet of 21 trains has been ordered for use on line M1 at a cost of €168 million as the first firm order. Hitachi will build the trains at its factories in Naples and Reggio di Calabria.

Biden prevents national strike with legislation

IN EARLY December, US President Joe Biden signed legislation requiring both railroads and unions to accept a deal mediated by the government earlier in 2022. The legislation, passed quickly by both houses of Congress with unusual cross-party support prohibits planned strikes or lockouts of staff by the railroads.

New tram plan for Majorca

THE Spanish island of Majorca is set to get a new tramway. A route serving the capital Palma is planned with the first section from Plaza de España to the airport. The first 10.8km section is budgeted to cost €185 million and should open by 2027.

AMERICAN national passenger rail operator Amtrak has substantial numbers of new trains on order and is planning to introduce more new locomotives, coaches and new high speed 'Acela' trains in 2023. Initial introduction of some of the locos and coaches began in early 2022 but progress has been slow.

Amtrak has 125 ALC-42 'Charger' diesel electric locos on order from Siemens. These will replace the GE built P40 and P42 'Genesis' loco fleets delivered in the 1990s. The first entered service in February 2022 working the Chicago – Seattle 'Empire builder'. By the end of the year around 20 were in service – either in pairs or with GE P42 locos mainly working the Chicago – Seattle 'Empire builder' and Chicago – New Orleans 'City of New Orleans' routes.

The first of 97 new Siemens made 'Venture' coaches for use operating 'Mid-West' regional State funded Amtrak services, largely from Chicago also entered service in February 2022. Introduction of subsequent coaches was delayed as several internal issues, specific to the Amtrak order, have required rectification leading to large numbers of the completed vehicles, including completed but not yet used 'Business Class' cars, being stored in Chicago at Amtrak depots and in normally unused parts of Chicago Union station.

Deliveries

A total of 68 of the 'Mid-West' vehicles are being delivered as 'married-pair' two car semi permanently coupled sets and the 'Coach Class' car only sets were delivered first so older Amfleet 'Café Car' and 'Business Class' vehicles continue to be used in combination with the

new coaches. The first routes to use the new 'Venture' coaches were the Chicago – St Louis – Kansas City 'Lincoln Service' and the Chicago – Detroit – Pontiac 'Wolverine'.

The order for the coaches was originally placed in 2012 by the Illinois Department of Transportation (IDOT) working with the neighbouring states of Michigan and Missouri with Sumitomo Corporation of America which subcontracted manufacture to Nippon Sharyo. After prototypes of the planned double deck design failed approval tests, the contract was altered in 2017 and Sumitomo subcontracted Siemens to deliver 88 vehicles using its 'Venture' single level design, by that point already under construction for All Aboard Florida/Brightline'.

Additional orders placed at the same time by California state transport authority Caltrans (49 coaches – formed as 7 x 7 car push pull trains for 'San Joaquin' services on the Bakersfield – Oakland/Sacramento route) increased the total to 136 coaches. In 2019 the state of Wisconsin added an order for nine more vehicles – six coaches and three driving trailers to replace ex-F40PH locos converted into Control/baggage units for the Chicago – Milwaukee 'Hiawatha' service. Six eight car trains are also on order for use between Portland and Seattle operating Amtrak Cascades' services, which are due to enter service in 2024.

Siemens also sold the 'Venture' design to Via Rail in Canada (32 x 5 car sets for the Quebec City – Ottawa/ Montreal – Windsor corridor) and to Amtrak with 75 trains configured in several ways, including push-pull trains, some equipped with batteries to enable operation without diesel



Led by P42 No. 72, new ALC-42 302 is seen leaving Glenview in the northern suburbs of Chicago with Amtrak 'Empire Builder' from Chicago to Seattle / Portland on June 15, 2022. The new ALC-42 are equipped for multiple working with the older P40/P42 locos. KEITH FENDER



New Acela with power-car No. 2109 seen in the yard adjacent to Philadelphia 30th Street station on July 19, 2022 in between test runs. KEITH FENDER

locos – for example in tunnels or underground stations such as New York Penn, for Amtrak North East Corridor (Boston/ New England – New York – Washington – Virginia) use. Siemens is building the vehicles at its factory in Sacramento, California.

Introduction

Amtrak's Acela high speed service between Washington DC and Boston via New York has operated since 2000 using a fleet of 20 Bombardier /

Alstom built trains. Alstom is now delivering the second generation 'Acela', called the 'Avelia Liberty' by Alstom and sharing the same design architecture as the new French TGV-M next generation TGV trains, due in service in 2024. The 28 new 'Acela' trains were originally set to enter traffic from 2021 but production was delayed by the Covid-19 pandemic. An official introduction date has yet to be announced although it is likely to be autumn 2023.



The 'Wolverine' service from Chicago after arrival in Pontiac, Michigan on June 13, 2022. Mostly formed of new 'Venture' coaches, the train is hauled by Siemens Charger loco (SC44) 4620 – one of 33 delivered for Mid-West services. The older smaller profile 'Amfleet' combined Café/Business Car coach is behind the loco. KEITH FENDER



No. 44 2546 seen on September 22 with a Wassertrüdingen – Gunzenhausen sugar beet train. STEFAN DONNERHACK

‘Plandampf’ sees 2-10-0 work steam-hauled freight train in Bavaria

EVERY autumn large amounts of sugar beet is moved by rail to a small number of sugar factories. Much of the ‘organic’ sugar beet grown in Germany is processed in Switzerland

and a series of short-term rail services exist to move it, often operated by smaller private companies using a wide variety of traction. In 2022 German 2-10-0 No. 44 2546 was used

on one privately owned line over several days. The use of the steam loco was organised with train operator Bayern Bahn (owned by the Bavarian Railway Museum in Nördlingen)

and run as a ‘Plandampf’ over three days where participating photographers helped finance the cost of running the train. The trains, weighing up to 2,400 tonnes, ran on the

line from Wassertrüdingen – Gunzenhausen which is owned by Bayern Bahn. From Gunzenhausen electric locos from the Bayern Bahn fleet took over.

Diesels replace DMUs in Hungary

IN recent years Hungarian national rail operator MÁV has regularly used some of its small Class 478 diesel-hydraulic locos to work trains in place of ‘Bzmot’ or Class 117 railcars especially in the summer months. During 2022 there was regular work from Győr in the west of the country replacing both DMUs and Class 418 (Former Class M41) diesel locos and also on services from Miskolc in the east of Hungary.

The former MÁV Class M47 locos were delivered in 1975–79 from Romania and were initially

mixed traffic, some being fitted with electric train supply, although this was removed early in their careers and passenger work declined in the early 1990s.

The remaining locos were rebuilt and re-engined with either Caterpillar or MTU engines in the last two decades and more recently have been redesignated as Class 478.

The recent increase in passenger work has continued beyond the summer months this past year with up to three locos working the Győr–Veszprém line daily late in 2022.



MÁV No. 478 311 seen arriving at Miskolc Gőmőri on August 10, 2022 with train 35413, the 15.14 Tornaádaska–Miskolc Tiszai. ANDY DAVIS



The tour train top and tailed by No. 1436 nearest and No. 1461 at Caldas da Rainha on November 11. From here the two locos ran as a pair back to Porto. KEITH FENDER

Tour operator PTG returns to Portugal

BRITISH-BASED rail tour and holiday company PTG Tours began life as the railtour arm of the Portuguese Traction Group (PTG).

After a lengthy gap, PTG ran another week-long tour in Portugal on November 6–11,

appropriately named ‘The Return’.

The train was worked by a series of locos that have been reinstated to use in recent years and visited the border with Spain at Vilar Formosa taking a Class 2600 electric loco there,

probably for the first time with a passenger train. Later, the tour visited the south of the country using top and tail English Electric design Class 1400 locos, most of which including the tour locos, were built in Portugal under licence in 1967–1969.



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21 January	The Costa del Alco	20 June	Hidden Slovenia
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5 March	Let's Clear Cambodia	29 June	Southern France and the Pyrenees
10 March	Historic South-West Spain	5 July	By Train to the Midnight Sun
16 March	Springtime in Sicily	7 July	Vintage Slovakia and Into Poland
16 March	The Old Patagonian Express	21 August	Rail and Natural Wonders of Alaska
1 April	Railways of New Zealand 2023 (Enthusiasts)	29 August	Rail Wonders of Sardinia, Pisa and Corsica
6 April	Rail and Ancient Wonders of Mexico	1 September	Vintage Slovenia
15 April	Vintage Loire Valley	7 September	Anne's Scotland
29 April	Italian Vintage	14 September	Dresden and the Harz Mountains
4 May	Railway Ramble - Vale do Vouga	15 September	Classic Baltics
6 May	Rails and Lakes of the Dolomites	16 September	The Southern Sweden Explorer
26 May	The Reagan Reunion	21 September	Vintage Port 44
2 June	Portmeirion and the Railways of Snowdonia	1 October	Rail Wonders of Sardinia, Pisa and Corsica
8 June	Vintage Central Portugal	8 October	Classic Montenegro and Serbia
8 June	Classic Belgium	11 October	Trains and Treasures of the Western States
9 June	Central Wales - Trains, Ales and Gardens	12 October	The Railways Around Bilbao
10 June	Gorgeous Georgia	15 October	Last Chance - Branchlines of Japan
15 June	Douro - Rail, River and Wine	5 November	Portugal - Enthusiast Weekend

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THE RAILWAYS OF TRINIDAD

By Glen Beadon and Roger Darsley

JUST a few miles from the mainland of South America, and roughly the size of Lancashire, the island of Trinidad once had several hundred miles of railways. Starting with isolated tramways serving the sugar industry, the island developed a network which, following unsuccessful private investors, was built by the colonial government and run by Trinidad Government Railways.

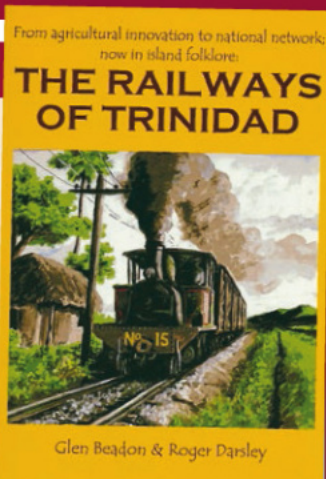
Locos built in the UK were used to operate services on the new system, which opened in 1876 and was then expanded over the next few decades. The creation of major American bases on the island in the Second World War added more track and saw American-built steam and diesel locos arrive, but then postwar decline set in. Despite the acquisition of two almost new ex-BR Wickham-built Class 109 DMUs (available due to UK line closures) and diesels from the USA, the Trinidad government decided to shut the system completely from the end of 1968.

As well as the 'mainline' railway, Trinidad also had hundreds of miles

of industrial lines used by sugar companies – some as recently as 1998 when the last line closed. A huge variety of steam motive power was used over the years, plus 'modern traction' including armoured Simplex petrol locos bought as war surplus after the First World War, and from the late 1950s export versions of BR Class 05 0-6-0 diesels supplied by Hunslet.

This book sets out the railway history in great detail with multiple maps and archive pictures from the earliest lines and locos to the 1960s, with rare pictures of the ex-BR DMUs in service on the island and lots of colour pictures of steam operations dating from the mid-1940s onwards – thanks in particular to the archive of photographs taken by American oil company official, amateur historian and very competent rail photographer Dr Arthur L Down, who could obviously get colour film in the USA in 1945 at a time it was largely unavailable in the UK.

Final chapters cover trams in the island's capital Port of Spain (which stopped running in 1950) and other industrial railways built at various times



in the island's history, all illustrated with archive pictures.

This book is the first to tell the complete story of Trinidad's railways and is comprehensive. Highly recommended to anyone interested in railway history or the railways of the Caribbean. KF

Published by *Mainline and Maritime mainline-maritime.myshopify.com*
224 pages, hardback. £40.00

North East Steam, 1948-1968

By Peter Tuffrey

SHOWCASED in this book is a carefully chosen mix of over 200 colour and black and white images from well known collections and photographers, spanning the last 20 years of main line steam in the North East and taking in some of the region's industrial railways as well.

Rather than simply acting as a worthy record, these are the kind of photographs that fully immerse the reader in the era when numerous classes of steam locomotive were still hard at work and not only bore the grime to prove it, but, with increasing regularity, rust, scorch marks and peeling paint.

Covering an impressive variety of

locations, some from which the railway has long since disappeared and many others much changed, each shot offers something of genuine interest. As well as locomotives being captured in action on passenger, freight and light engine movements, there are shed, works and scrapyard shots to complete the story.

Given how carefully the pictures have been selected, it seemed a missed opportunity not to have grouped these into particular subjects or geographical areas. Instead, they form a single compilation in alphabetical order.

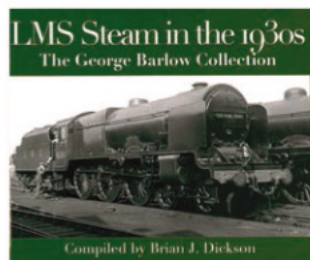
I felt the book lacked a little in context and some additional details which would have been of interest, but nevertheless it makes for a very engaging read. GP
Published by *Great Northern Books www.gnbooks.co.uk*
144 pages, hardback. £19.99

LMS Steam in the 1930s – The George Barlow Collection

Compiled by Brian J Dickson

USING only monochrome photographic material from the Transport Treasury archive, Brian Dickson has assembled a first-class selection of images from the George Barlow Collection. They depict varied steam motive power on the LMS during the years 1933-1939.

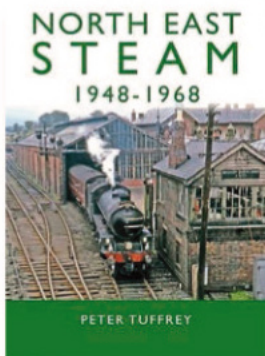
Nottingham-born George Barlow worked in the Railway Operating Department of the Royal Engineers



during the Second World War – serving on numerous military railways. After the war he drove on the Romney, Hythe & Dymchurch Railway – eventually becoming its operating manager. He retired in 1982.

There is an excellent range of LMS scenes, ranging from the workaday LNWR and Midland Railway survivors and shed scenes, through to action shots of the mighty Stanier streamlined 'Coronation' and 'Princess' classes. Each image is given a whole page reproduction with informative captions – the photographs being organised in chronological order from 1933.

All in all this is a quality addition to the photographic record portraying the largest of our 'Big Four' railway companies. Recommended strongly. RSS
Published by *Transport Treasury Publishing ttpublishing.co.uk*
80 pages, hardback. £13.50



DVD: THE IVO PETERS COLLECTION VOLUME ELEVEN – STEAM IN 1963

HERE is another instalment from Ivo Peters' superb film archive, with this volume covering the year 1963 and focusing on the south and west of England. This was the year of the Beeching Report and many of the lines where Ivo Peters filmed were soon to disappear!

After the big freeze of the winter of 1963, highlights include LMS 'Silver Jubilee' on the Mendip Rail Tour, Gresley Pacifics *Mallard*, *Flying Scotsman* and *St Simon* in the West Country, together with the Cheddar Valley and Hayling Island lines. Southampton Docks with SR 0-4-0T *Normandy* is just one

of many fascinating stories covered by Ivo in that busy year.

As always, the quality of the colour film and sound is excellent for its date and the commentary by Peter Woods is first rate. There is also a map showing the majority of the lines filmed inside the DVD cover.

Steam era 'time travel' doesn't get any better. A warm welcome for this latest volume and it is strongly recommended.

RSS
Available from *Railway Archive*
Tel: 01380 871077
Running Time 53 minutes. £16.95



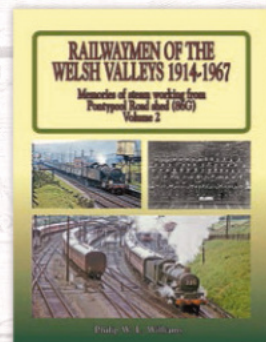
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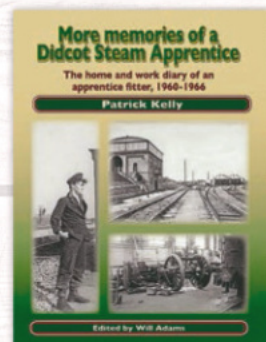
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www.modelrail-scotland.co.uk

Get set for Scottish show

Last year saw the successful return of the much-loved Model Rail Scotland event, and the 2023 version will be back at the SEC Glasgow from Friday to Sunday, February 24-26.

The three-day exhibition is supported by Peco Publications, Bachmann Europe, Hornby Hobbies and Accurascale.

Fran Burke from Accurascale said: "We have been attending the exhibition for a number of years and felt the time was right for us to get more involved with the show and we are delighted to be Show Supporters for Model Rail Scotland."

There will be more than 50 working layouts representing all the popular scales representing British and Continental prototypes.

Many of the layouts participating in the exhibition – such as Gravelly Oak from Ed Purcell, Laramie Engine Terminal from Peter Kirmond, and Deadmans Lane from Mick Bryan – will be making their first appearance north of the border.

In addition, Lockerbie, Ballachulish and Mailingpark West will be seen for the first time at any show in the UK, while others like Alloa, Burntisland 1883 and Tamshooglie (the entertaining kids layout from Falkirk MRC) are making a welcome return to the SEC.

Another new initiative being launched at the show is the partnership between the exhibition organisers and the N Gauge Society, which has created an enhanced presence from the society that will include two layouts, Depot des Camion and Little Ashton, included as part of N Gauge Society stand.

In addition to the presence of the four show supporters, the exhibition will include other leading manufacturers, including Rapido Trains along with specialist trade, society, and modelling demonstrations.

It is anticipated that over 145 exhibitors will be involved in the event.

The position of the

Scottish Event Campus (SEC) on the edge of the city centre makes visiting Model Rail Scotland very convenient by train or car, and to further assist visitors the organisers will again be providing the circular vintage bus between the Scottish Event Campus and the main line railway stations in the City Centre.

Full details of this service will be published on the Model Rail Scotland website prior to the show.

LIMITED EDITION MODEL

At Glasgow Central station in February 1997, SPT EMU No. 320306 was named *Model Rail Scotland*. This was the first and only occasion when an item of British main line rolling

Key Information

Venue	Hall 3, Scottish Event Campus, Glasgow G3 8YW (www.sec.co.uk)
Dates	February 24-26
Opening times	Friday/Saturday 10.30am-6pm, Sunday 10.30am-5pm
Ticket Prices	£15 for adult visitors, £5 for children, and £35 families (2+2)
Website	www.modelrail-scotland.co.uk

stock has been named after a model railway exhibition, and it helped launch the then-new Strathclyde Passenger Transport Carmine & Cream livery.

To acknowledge this important milestone in the show's history, AMRSS Ltd teamed up with Revolution

Trains to bring No. 320306 *Model Rail Scotland* back to life in its SPT Carmine & Cream livery, albeit in much reduced form as a limited-edition model in N gauge.

A few of these models are still available and will be on sale at the show from Stand 1 priced at £275.

The limited edition N gauge model of EMU No. 320306 *Model Rail Scotland* will be on sale at the 2023 show in Glasgow in February. AMRSS



Bachmann Christmas cracker

FOLLOWING a bumper season of new releases in OO9 scale, including the Quarry Hunslets and the Mainline Hunslets in their original Penrhyn Quarry Railway condition, Bachmann Europe announced a final surprise for its Bachmann Narrow Gauge range ahead of the recent festive season.

Since the original Penrhyn Quarry Mainline Hunslets were unveiled as part of Bachmann's Winter 2022 British Railway Announcement, there has been much talk about whether models depicting the 'Ladies' in their post-preservation condition would follow – and now those wishes have been granted.

The announcement sees *Linda* unveiled in early-Ffestiniog Railway condition, with original 0-4-0 wheel

formation, but coupled to a four-wheel tender giving the 0-4-OSTT configuration – 0-4-0 Saddle Tank with Tender. Finished in Ffestiniog Railway green livery, the new Bachmann Narrow Gauge OO9 Scale model sports all the hallmarks of the non-tender locomotives released in recent weeks.

Driven by a coreless motor and flywheel with all-wheel pick up, a Next18 DCC decoder socket with pre-fitted speaker is present, along with firebox lighting to bring every model to life.

Available in standard format (item No. 391-130) or sound-fitted (391-130SF), and with a recommend retail price of £214.95 (391-130) and £314.95 (391-130SF), both versions were due to start arriving at Bachmann stockists from December 19.



The new model of *Linda* in early-Ffestiniog Railway condition. Bachmann

Do you want to get featured here in Model News?

Please call Craig Amess on **01507 529537** or email CAmess@Mortons.co.uk

Go digital at Digitrains event in Lincoln

ON January 21, Lincoln-based Digitrains will be holding a Digital Open Day.

Confirmed special guests are *Hornby* magazine with their OO9 layout; Stuart from Bachmann; and James

from DCC Automation. More guests are expected to be announced when confirmed. Digitrains DCC Demo layout will be in action demonstrating controllers and sound-fitted locos.

The event is free to enter, and the shop will be open from 10am till 4pm. For more details visit www.digitrains.co.uk or contact on 01522 527731 or email on enquiries@digitrains.co.uk.

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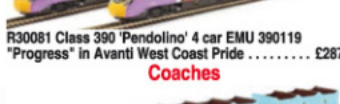


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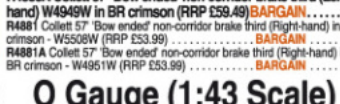
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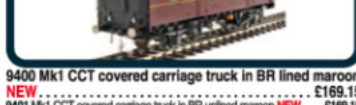


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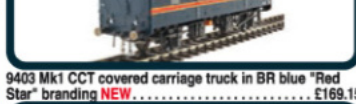
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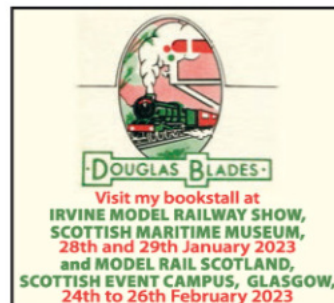
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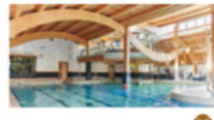


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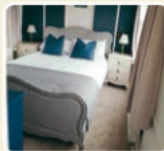
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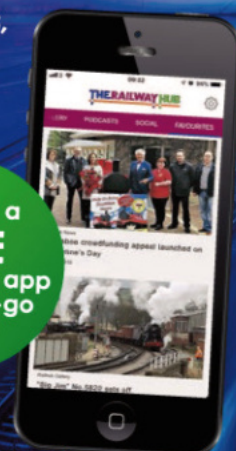
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Prize crossword

■ Puzzle compiled by WILL ADAMS

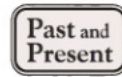
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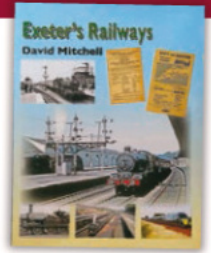


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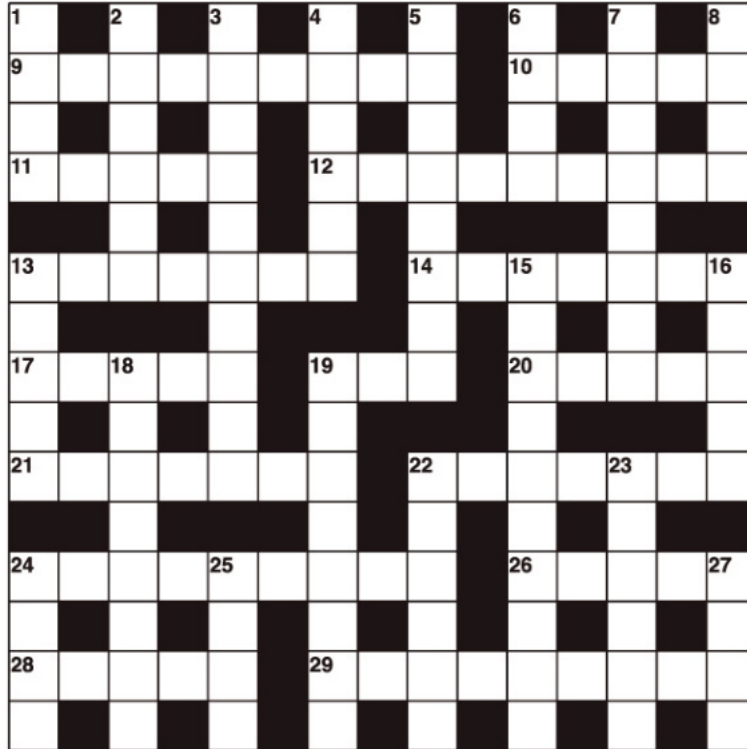


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Across

- 9 Name applied to a 'WD' 2-8-0 locomotive, for example (9)
- 10 Station between Staines and Virginia Water (5)
- 11 and 26 across Former signalbox on the climb to Shap (5,5)
- 12 Western end of London's 'GOBLIN' line (6,3)
- 13 Ravenglass & ___ Railway (7)
- 14 Station serving branch lines to Lowestoft, Felixstowe and Ely (7)
- 17 First name of railway engineers Joy and Jones (5)
- 19 First station on the Hither 26 across-Dartford Line (3)
- 20 Station between Keith and Inverness (5)
- 21 Location of a railway bridge across the Mersey (7)
- 22 'A3' No. 60092, on the way to the 26 across? (7)
- 24 Name initially carried by Class 58 No. 58034 (9)
- 26 See 11 across
- 28 ___ Street, former Oldham station (5)
- 29 Terminus of a GWR branch from a junction of the same name near Lampeter (9)



Down

- 1 'Jubilee' No. 45698 (4)
- 2 Late prolific railway author and signal engineer (1,1,4)
- 3 'West Country' No. 34036 (8,2)
- 4 Tralee & ___ Railway (6)
- 5 ___ Yeomanry, 'Black Five' No. 45156 (8)
- 6 ___ Alston and ___ Ferrers, Devon stations (4)
- 7 ___ Star, 'Britannia' No. 70029 (8)
- 8 Russian city and rail hub on the Trans-Siberian Railway (4)
- 13 ___ Dempster Lines, 'Merchant Navy' No. 35030 (5)
- 15 Headquarters of the North Norfolk Railway (10)
- 16 and 22 down Midland Railway CME from 1909, later CME of the LMS (5,6)
- 18 *The Lady* ___, 1938 Hitchcock film set on a train (8)
- 19 Wiltshire stately home with a 15-inch-gauge railway, formerly the 'Jungle Express' (8)
- 22 See 16 down
- 23 '___ Lines', branding of railways linking Norwich with Great Yarmouth and Lowestoft (7)
- 24 Surname of the composer commemorated by Class 92 No. 92024 (4)
- 25 ___ Hill, Liverpool steam shed coded 8A... (4)
- 27 ...and the number of Elms at 70A (4)

January crossword entry form

Name _____

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Send completed form (photocopies are accepted) to: January 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 March 2023 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. There are no cash alternatives available. The winners will be the first names drawn at random from the people who answered correctly. Terms and conditions apply. To view the privacy policy of MMG Ltd (publisher of *The Railway Magazine*) please visit www.mortons.co.uk/privacy

Solution to the November issue.

The solution to the November crossword, and the winners, will appear in the February 2023 issue.

The closing date for this crossword is Friday, February 3, 2023.

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



THE December issue's poser (right, by Ben Bucki) shows Freightliner's No. 70020 at the unlikely location of Oxenhope, terminus of the Keighley & Worth Valley Railway. The mighty 3690hp Co-Co freight machine was taking part in the heritage line's diesel gala on June 12, 2022.

For this month (left), can you identify the location of this level crossing that has an extra set of gates?



Next month

The February issue will be on sale on February 1, 2023. Thank you for choosing *The Railway Magazine*

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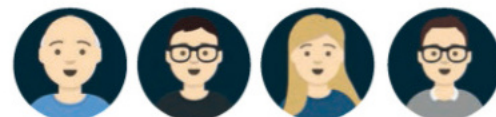
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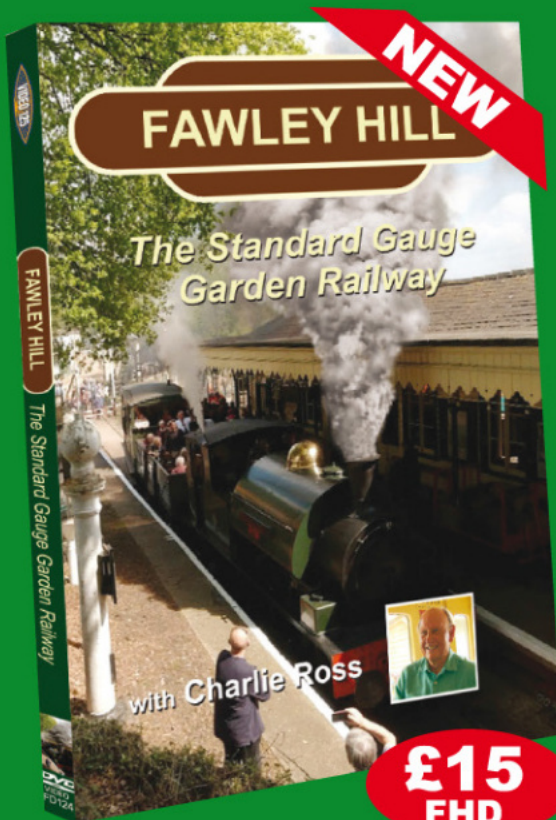
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Charlie takes a look around the extensive museum, containing a myriad of railway artefacts. He's shown inside the two royal coaches, the signal boxes, the O gauge model railways and the main station building, re-erected here from Somersham in Cambridgeshire. Sir William's widow, Lady Judy McAlpine tells us about her late husband's insatiable enthusiasm.

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