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February 2023

Magazine

Scotsman Centenary!

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1923-2023



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This issue was published on February 1, 2023.
The next will be on sale on March 1, 2023.



The cab of *Flying Scotsman* at the NRM in March 2016, its TOPS number No. 98872 (Class 98 being used for main line-registered steam locos) just visible above the driver's cabside window on the left. So many historic moments over the last 100 years will have been witnessed from this very spot!

Scotsman at 100

IT'S not the oldest, it's not the fastest, it's not even the most powerful – but ex-LNER and BR Pacific No. 1472/4472/502/103/60103 *Flying Scotsman* is, as our consultant editor Nick Pigott quite rightly argues in the introduction to our special coverage this month, the most famous locomotive in the world bar none!

I would add it must surely have had one of the most interesting histories of all locomotives too, from such highs as hauling prestigious nonstop services between London and Edinburgh, being the first to officially break the 100mph barrier, visiting both the USA and Australia, and becoming 'The People's Engine'; to the lows of facing scrap by BR, being marooned in San Francisco, bankrupting owners, and needing a lengthy (and costly) 10-year overhaul after being acquired by the National Railway Museum.

All of these moments and more are covered in our souvenir tribute this month,

A tribute to Pete

We also pay tribute this month to former *RM* editor Pete Kelly, who passed away at the end of December (see page 30). Pete took over the editor's chair in 1989 at a time when we faced increasing competition from newcomers to the market, changing the magazine's direction to make it more news-focused with wider appeal, thus



TRAIN OF THOUGHT Editor's Comment

which coincides with the loco entering service 100 years ago in February 1923. *Flying Scotsman* has featured countless times in this magazine since then, but we have managed to unearth some previously unpublished photos, and I can highly recommend taking in our section of reader memories (page 22), which illustrates how the loco has touched the lives of many people way beyond just being a functional piece of railway machinery.

We hope you enjoy our tribute to this great locomotive, and please do continue to share your thoughts with us as it gets ready to tour the country this year on a series of centenary events organised by the NRM.

setting the foundations for today's format.

Pete was much more than 'just' railways, however, with a passion for all things motorcycle and mechanical – always ready with fascinating stories and anecdotes – and for all of that he will be sadly missed.

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No. 153374 has become the inaugural Class 153 to enter preservation – albeit as a cafe. DAVID MEE

A tribute to Pete Kelly, former editor of *The RM*; Fears new Great British Railways could become a 'centralised command & control' body; First Class 153 enters preservation; £36.8m 'kick-start' for Very Light Rail; Bromsgrove Class 66 crash driver was using mobile phone.

On the cover

MAIN IMAGE:
The upper photo is a 1928 shot by F R Hebron of *Flying Scotsman* at Palmers Green (North London) heading for a filming job at Watton-at-Stone (coloured by Ian MacCabe of The Gresley Society). The lower photo is *Scotsman* at the Bluebell Railway in April 2017, where it will be returning again this August (taken by Andrew Strongtharm and supplied by the Bluebell).



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Welsh Highland Heritage Railway's *Russell* was tested on Porthmadog's cross town link on December 20. CHRIS PARRY



UK Railtours ran its 'Class 56 Farewell' tour on January 14. No. 56081 leads, with No. 56098 on the rear. CHRIS MILNER

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LNER 'Azumas' lined up at King's Cross. GEOFF GRIFFITHS



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ENDURING APPEAL: After *Flying Scotsman* was brought home from the USA in early 1973 by William McAlpine, it was overhauled at Derby Works then spent the summer at the Paignton & Dartmouth Steam Railway before moving to a new main line base at Steamtown, Carnforth. From there it was used on tours and promotional trips for Bulmers Cider (whose boss Peter Prior had been instrumental in getting British Rail to lift its steam ban in 1971), one of the first being on September 30, 1973, when No. 4472 hauled the 'Cider Express' from York to Scarborough. The 'A3' is seen at the Yorkshire seaside town where then – as now – it attracted large crowds keen to catch a glimpse of the world's most famous locomotive. HAWTHORNE COLLECTION

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The RM's longest-serving editor Nick Pigott pays tribute to *Flying Scotsman*, from his days as a young spotter to covering its many highs and lows in the pages of this magazine.

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Class 37s have been rare on passenger duties in Devon, but John Heaton FCILT highlights some of the best from the last 60 years.



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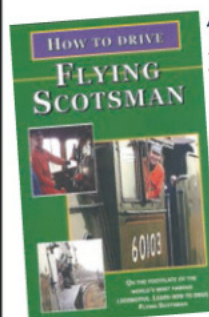
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WORTH VALLEY

MAY 2023

FLYING SCOTSMAN FESTIVAL



The Keighley & Worth Valley Railway will host the locomotive throughout May and help celebrate the landmark birthday.

There will be a whole host of events across the month, including ride the legend, special dining services, late-night running and plenty of photo opportunities.

Find out more information and book online at www.kwvr.co.uk

The world's most famous locomotive... bar none!

The RM's longest-serving editor **Nick Pigott** pays tribute to *Flying Scotsman* through a personal journey, from his days as a young spotter at Grantham, to covering its many highs and lows in the pages of this magazine, and then finally getting chance to fire the celebrity 'A3' at the one of the premier heritage lines.

I AM always intrigued, slightly irritated even, when I see or hear in the media the phrase "world's most famous steam locomotive", for I am yet to discover a diesel or electric that is better known!

To me and others growing up on the Great Northern Main Line in the late-1950s/early-60s, *Flying Scotsman* was one of the most frequently-seen Pacifics, and I am ashamed to admit I sometimes joined the chorus of disappointed young spotters shouting "scrap it" as it turned up yet again. Thank God we did not get our wish.

It might seem rather odd, but I always preferred the graceful 'A3s' to their admittedly attractive streamlined 'A4' cousins and although my personal favourite was No. 60062 *Minoru*, the first one I managed to 'cab', I was thrilled to bits by Alan Pegler's purchase of No. 60103 and devoured every newspaper report of its 'reallocation' I could find.

When the opportunity came to see him and his LNER apple green No. 4472 in action for the first time during a water stop near Sleaford in the mid-1960s, I seized it with both hands. Gazing up at the great man as he stood in the cab doorway in his trademark

blue boiler suit, I thanked him for ensuring my beloved 'A3s' would not go the way of the dinosaurs. His reply in his cultured English accent was the epitome of politeness and it was one of the highlights of my career when, many years later, he granted me a series of interviews enabling me to publish his full fascinating life story in *The Railway Magazine* (February-May 2001 issues).

Other personal highlights include flying to Australia in 1989 to report on the locomotive's epic journey to Alice Springs and interview its then owner, Sir William McAlpine. On a main line run back in Britain, I was permitted to find out what it was like to pass through the corridor tender while at speed, just as crews would have done on nonstop runs in the heyday of steam, and I finally got my chance to drive an 'A3' during its stay on the Gloucestershire-Warwickshire Railway 30 years ago.

Three owners together

The event that brought me the most satisfaction, however, was the bringing-together – for the first and only time – of all three outright owners, Alan, Bill and Dr Tony Marchington, on the occasion of *The RM's*

centenary dinner at York in 1997.

When the time came in 2004 to help safeguard this remarkable icon's long-term future, I was thankfully in a position to do so and launched an SOS (Save Our Scotsman) appeal with the fantastic response of our readers contributing in no small part to the NRM's successful purchase of the Pacific for the nation. The museum later recorded my reminiscences for inclusion in a special 'Scotsman' exhibition that ran for the best part of a decade.

Finally, in a scenario worthy of his flamboyant lifestyle, Alan's ashes were scattered into the firebox of his beloved "old girl" by his daughter Penny as his memorial train stormed up Stoke bank in 2018, a prolonged whistle inviting those of us on board to drink a toast to his memory. An intensely moving experience in more ways than one.

So happy 100th birthday, old girl... and, with all due respect to *Mallard* and *Rocket*, let's finally lay the media nonsense to rest by recording officially that Sir Nigel Gresley's masterpiece is simply "the world's most famous locomotive" – and long may it continue to be so! ■



The Railway Magazine's centenary dinner, held at the National Railway Museum in June 1997, brought together *Scotsman's* three outright owners for the first and only time, this historic photo showing (from left) Alan Pegler, Sir William McAlpine and Dr Tony Marchington enjoying the evening and swapping stories. CHRIS DIXON

"Gazing up at the great man in his trademark blue boiler suit, I thanked him for ensuring my beloved 'A3s' would not go the way of the dinosaurs"

100 years of history

The Railway Magazine has chronicled the many twists and turns in the fascinating and unique history of *Flying Scotsman* over the past 100 years, with the following extracts and notes highlighting some of the key moments from its career with the LNER, British Railways, in private ownership, and as part of the National Collection.

FLYING *Scotsman* is a 4-6-2 Pacific locomotive that was completed in February 1923 at Doncaster Works as the third of 51 'A1' locomotives ordered by the Great Northern Railway prior to the 'Big Four' Grouping of January that year. As such, it first carried the identity No. 1472, but was renumbered by the GNR's successor company the LNER in February 1924 as No. 4472 and given its famous name after the eponymous titled train – which has been a source of confusion ever since!

The RM June 1924

At the British Empire Exhibition in Wembley, there is the most striking comparison in dimensions, capabilities, construction and finish afforded by the juxtaposition of George Stephenson's *Locomotion No. 1*, which was used for the opening of the Stockton and Darlington Railway in 1825, and one of Mr H N Gresley's latest Pacific locomotives No. 4472 *Flying Scotsman*.

The loco was renumbered and named for

display at exhibition, which also had the first member of the Great Western Railway's 'Castle' Class No. 4073 on show. No. 4472 returned to Wembley again in 1925, but this time the GWR sent No. 4079.

The RM May 1928

Two of Mr Gresley's Pacific engines Nos. 4472 and 4476 have been fitted with new corridor tenders for inaugurating the London-Edinburgh nonstop runs on May 1.

The driver and fireman in charge on leaving London will be relieved as the train passes Tollerton, roughly halfway on the journey, the off-duty crew riding in the foremost third-class compartment in the train.

No. 4472 became one of five 'A1s' selected for the service, and completed the inaugural journey in 8 hours and 3 minutes. The loco ran with its corridor tender until October 1936, after which it reverted to the original type. In 1938, it was paired with a streamlined non-corridor tender, and ran with this type until its withdrawal in 1963.

The RM January 1935

A whole sheaf of records fell to the LNER in the extraordinary pair of runs made by *Flying Scotsman* on November 30 last – recording a time of 2hrs 51min 56sec from King's Cross to Leeds with a four-coach load, and then recording a speed of 100mph on the return between Little Bytham and Essendine.

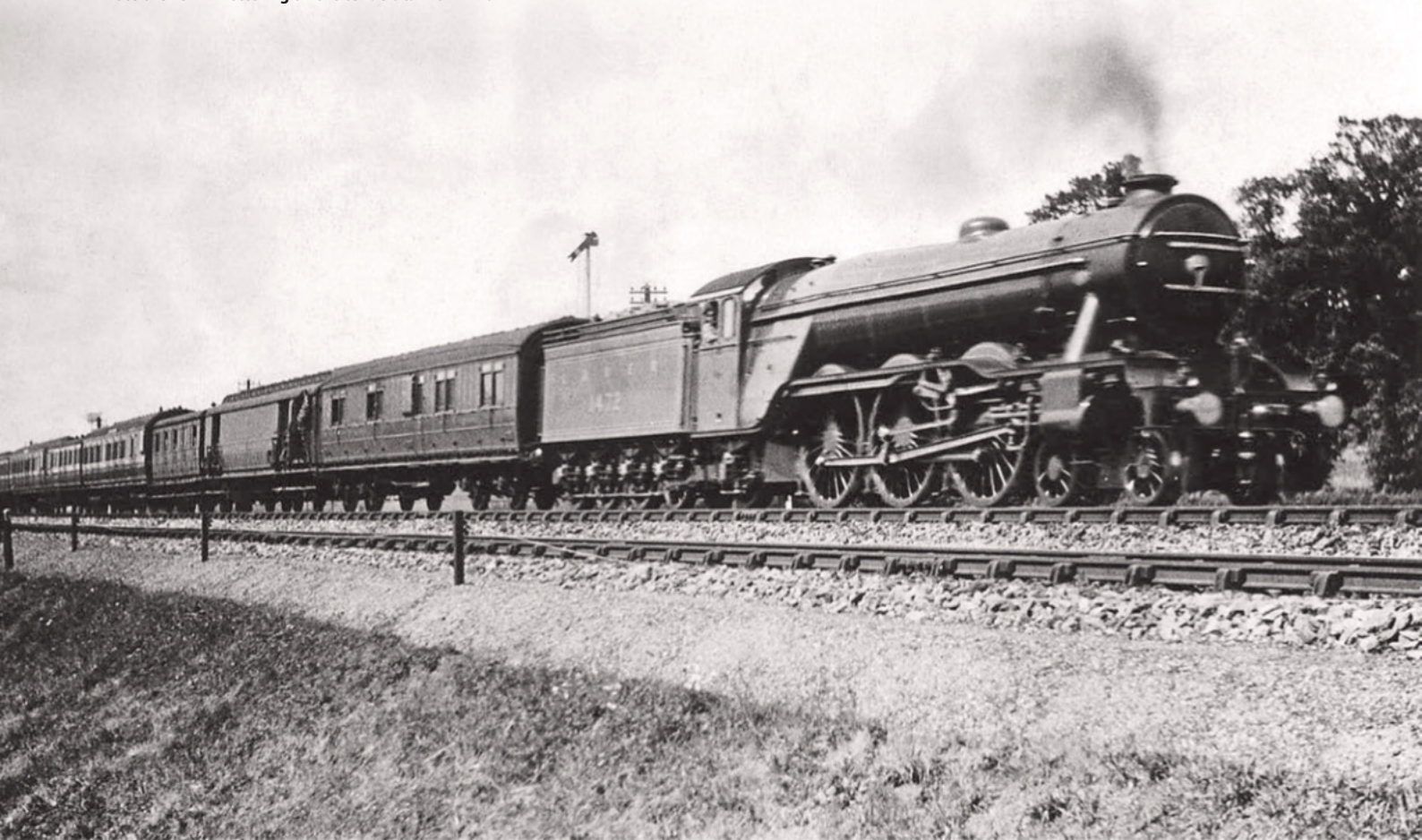
The RM March/April 1946

The LNER has introduced an extensive scheme of locomotive renumbering, designed to place all engines of the same type in numerical sequence.

The present 4-6-2 classes ('A1', 'A2', 'A3', 'A4' and 'A10') and 2-6-2 'V2' tender engines, plus future high-powered passenger and mixed traffic tender engines, will be renumbered into the range Nos. 1-999. All tender engines will be below no. 6000 and tank engines from No. 7000 upwards.

The locomotive was renumbered twice in 1946 by Gresley's successor Edward Thompson, first becoming No. 502 in January and then No. 103

A rare early shot taken in 1923 of the then still unnamed No. 1472 passing Sandy with an Edinburgh-King's Cross working. Note the L&NER lettering on the tender. CJL ROMANES





1: After being renumbered No. 4472 and named *Flying Scotsman*, the LNER loco was put on display at the British Empire Exhibition in 1924. (Photo colourised from a black & white original). IAN MACCABE / THE GRESLEY SOCIETY

2: No. 4472 heads a down express at speed near Potter's Bar around 1934. COLLING L TURNER

3: On its first main line run after being bought by Alan Pegler, No. 4472 pauses at Birmingham Snow Hill on April 20, 1963 while hauling the Paddington to Ruabon leg of a Ffestiniog Railway Society special to Porthmadog. HAWTHORNE COLLECTION

in May. After Nationalisation in 1948, 60000 was added to LNER loco numbers and so No. 103 became No. 60103.

It was also converted from an 'A1' to an 'A3' in January 1947 under a programme first begun by Gresley in 1928 to add a larger boiler with a higher boiler pressure to the fleet. A double Kylchap chimney was added in 1959 to improve performance, but as this caused exhaust smoke to block the driver's view, German-type smoke deflectors were eventually fitted at the end of 1961.

The RM February 1963

When Mr Alan Pegler bought *Flying Scotsman* for £3000, he became headline news and earned the gratitude of all those who knew or are interested in the great days of steam.

When the famous locomotive steamed out of King's Cross on Monday, January 14 – working the 1.15pm train to Leeds as far as Doncaster – it was a sad day for many, but at least it was not heading for the scrap heap.

British Railways announced it would retire No. 60103 in January 1963 after it had run more than two million miles in main line service. After an unsuccessful attempt by the Gresley A3 Preservation Society to buy it, Alan Pegler – who had first seen the loco at the British Empire Exhibition in 1924 – stepped in to pay the £3000 pricetag.

The loco was restored at Doncaster Works into LNER condition and livery with a single chimney and no smoke deflectors. The standard tender was replaced with a corridor type that it had used from 1928-1936. Its first public run was from Paddington to Ruabon on April 20, 1963.

The RM March 1964

During the week before it is scheduled to haul the Queen's College Railway & Transport Society special between Edinburgh and Aberdeen, No. 4472 will be posing for its portrait. The painting, to be executed by Terence Cuneo, will depict the locomotive on the Forth Bridge.

The RM December 1965

Hauling the 'Panda Pullman' on November 13, the famous engine ran from Paddington to Cardiff three minutes ahead of schedule, at



an average speed of approximately 67mph – a record for the 145.2 miles, notwithstanding the 7½ minute stop at Swindon for water. There is little doubt No. 4472 could have covered the route in even better time had it not been for the speed restrictions laid down for steam locomotives.

By the end of 1965, it was reported that the

loco had recouped its £3000 purchase price.

With the demise of BR steam, and associated water supplies, Alan Pegler readded a second corridor tender in late 1966 able to store 6000 gallons of water in addition to the 5000 gallons of the first tender.

For its next overhaul in 1968, Doncaster Works was no longer able to overhaul steam

FLYING SCOTSMAN CENTENARY

locomotives and so the work was done at Hunslet (Leeds) instead.

The RM June 1968

To celebrate the 40th anniversary of nonstop running between King's Cross and Edinburgh, No. 4472 left the London terminus with a special train on May 1. Despite watering and coaling difficulties, a nonstop journey was achieved in 464 minutes for the 393 miles. The present day 'Flying Scotsman' express departed simultaneously at 10.00 behind 'Deltic' No. D9021 *Argyll and Sutherland Highlander* but, with a stop at Newcastle, this reached Edinburgh nearly two hours earlier.

The RM March 1969

For the first time in 30 years, a complete British train is to make a tour of the eastern and southern United States in the autumn. Hauling the train will be Alan Pegler's preserved Pacific No. 4472 *Flying Scotsman*, and the object of the tour is to promote the sale of British goods in the USA.

The British Government agreed to support Alan Pegler's idea of running the loco in the USA and Canada to support exports, for which it was fitted with a cowcatcher, bell, buckeye couplers, and an American-style whistle.

The tour began on October 8, 1969 with a run from Boston (Massachusetts) to Atlanta (Georgia) via New York and Washington DC, then continued to Texas in the winter. In 1970 it ran from Texas to Montreal, then from Toronto to San Francisco in 1971. None of the trips carried paying passengers as this was declared illegal.

The RM August 1972

After four months of negotiations, *Flying Scotsman* hauled its first train on the San Francisco Belt Railroad on March 18, 1972 – and so made railway history as the first British train to carry fare-paying passengers on a common-carrier railroad in the USA.

The former LNER 4-6-2 had arrived in San Francisco at the end of September last after a 3300 journey from Buffalo for display during 'British Week'.

The RM December 1972

Appearing before the London Bankruptcy Court on October 31, Mr A F Pegler said that his venture taking the No. 4472 to the USA had been let down by American colleagues and his attempt to promote Britain's export drive had been given no help by the British Government.

A new Conservatives Government in 1970 withdrew financial support for the tour and

eventually the money ran out leaving Alan Pegler £132,000 in debt. But he arranged for the loco to be stored in the US Army's Sharpe Depot for safe keeping from creditors.

The RM March 1973

No. 4472 has been purchased by Mr W H McAlpine. It was loaded aboard the ship *California Star* at Oakland on January 22 and expected at Liverpool in early February. After unloading, the locomotive was to go to a workshop of British Rail Engineering Limited for inspection and repainting.

No. 4472 was shipped back to England via the Panama Canal and then ran light engine to Derby Works under its own steam for restoration.

Trial runs took place on the Paignton and Dartmouth Steam Railway, of which William McAlpine was chairman, in summer 1973 and then it moved to a new base at Steamtown, Carnforth, for main line work.

The RM September 1978

Having spent six months in Vickers Works, Barrow-in-Furness, being overhauled and reboilered, No. 4472 rejoined its tender on June 6 and then moved under its own power to the works gate and later returned to Steamtown, Carnforth.



No. 4472's first main line tour after returning from the USA was on September 22, 1973, when it double-headed the 'Atlantic Venturers Express' with ex-GWR 'King' No. 6000 from Newport to Shrewsbury. The train is pictured approaching Pontypool station, passing diesels Nos. 7001+7028 that had paused for a photostop while working the 'Hymek Swansong'.



Flying Scotsman spent February 18-20, 1980 at the Keighley & Worth Valley Railway filming a TV advert for Hovis bread, and is pictured at Keighley during a lunchtime break in filming while the crew (and Alan Pegler, nearest the camera in a flat cap) ate their meal. TERRY HANSON



No. 4472 pictured at Shildon Works on August 28, 1975, during celebrations to mark 150 years since the opening of the Stockton & Darlington Railway, it also taking part in the associated loco cavalcade on the Shildon to Darlington main line.

On June 15, *Flying Scotsman* took a train of mostly preserved stock from Carnforth across Ribbleshead Viaduct and on to Carlisle. The next day it hauled a McAlpine special from Carlisle to Hellifield, then continued with one coach to Doncaster Works (collecting GNR Atlantic No. 990 and a brake van on the way at Keighley) for the works' 125th anniversary celebrations that weekend.

The RM July 1988

Shortly after its last scheduled trip over BR this year on August 7, *Flying Scotsman* is expected to make a four-week voyage to Melbourne, where it will take part in the Australian Steam '88 Spectacular, part of the country's bicentennial event featuring steam train trips every day during the period October 15-30.

The event organisers had originally wanted 'A4' No. 4468, but this had to stay at home to celebrate 50 years of setting the world speed record for a steam locomotive. Over the next year, No. 4472 travelled more than 28,000 miles across Australia, including a run from Sydney to Perth via Alice Springs.

The RM October 1989

No. 4472 continues to attract considerable interest on its tour of Australia. It has recently completed its longest ever nonstop steam run of 422 miles and 7.59 chains from Parkes to Broken Hill, New South Wales.

The previous nonstop steam record was achieved in 1948 when the London-Edinburgh route was diverted because of flooding on the East Coast main Line, and for a 17-day period the 'Flying Scotsman' train ran for 408.6 miles nonstop.

No. 4472 returned to Britain in December 1989 and resumed working on heritage lines and mainline tours in May 1990, being returned to British Railways condition with German-style smoke deflectors and a double chimney.

The RM October 1993

It was announced on August 25, that Waterman Railways, owned by record producer Pete Waterman, had merged with Flying Scotsman Services and Flying Scotsman Enterprises to form a new holding company Flying Scotsman Railways.

Pete Waterman now holds a 50 percent share of FSE and Bill McAlpine takes a similar stake in Pete's 25 diesel locomotives.

The RM April 1996

After months of speculation, *Flying Scotsman* has finally been sold for £1.25 million and the new owner is a relative unknown in the preservation movement: 40-year-old Dr Tony Marchington, chief executive of the Oxford Molecular Group. Dr Marchington is a life-long steam enthusiast, but his interest until now has mainly centred upon traction engines and steam rollers.

There had been fears the loco could have been 'stuffed and mounted' or even gone abroad. The long-awaited £250,000 overhaul is expected to be completed in late 1997 or early 1998 in preparation for the 30th anniversary of Flying Scotsman's nonstop run from King's Cross to Edinburgh and the millennium celebrations.

The loco had derailed at the Llangollen Railway in April 1995, after which an inspection found smoke emerging from a crack between the boiler and the front cab, so it was withdrawn from service. It was given a £1 million overhaul in 1998 and returned to main line operation.

The RM February 2002

Enthusiasts are being offered a chance to invest in the world's most famous locomotive *Flying Scotsman*. For a minimum investment of £256.50, enthusiasts will be able to buy 675

shares which are being floated at 38p each.

The shares issue is part of a promise made by Dr Tony Marchington to allow public input into the steam icon. The aim is to raise £2.2 million to provide working capital for future repairs and overhauls, and contribute to the planned Flying Scotsman village, which is likely to be based in Edinburgh.

Dr Marchington proposed a Flying Scotsman Village linked to the main line in Edinburgh, but the scheme was not approved by Edinburgh City Council and ultimately this led to his bankruptcy.

The RM June 2004

The NRM has bought *Flying Scotsman* for £2.2 million after a campaign raised a total of £3.1 million. It will now take a richly-deserved place in the National Collection alongside the other great masterpieces of the railway world.

No. 4472 was put up for sale by Flying Scotsman plc in mid-February. The company had taken the reluctant decision to dispose of its major asset in order to recuperate debts of £1.5 million racked up in a venture to market the ex-LNER Pacific through a proposed visitor centre near Edinburgh Waverley.

The NRM won a sealed bid auction for the loco, with the bulk of the money being a £1.8 million grant from the National Heritage Memorial Fund, plus around £400,000 from



Following a £1 million overhaul, and prior to repainting into LNER green with deflectors, No. 4472 is pictured on test at Snead's Green (Worcestershire) on June 26, 1999 while working from Southall to Worcester. BOB SWEET

FLYING SCOTSMAN CENTENARY

public donations (matched by Virgin boss Richard Branson) and £70,000 raised by The Yorkshire Post newspaper. The locomotive arrived in York in time to be taken part in the museum's June 2004 Railfest, which celebrated 200 years of rail travel.

The RM November 2005

Work on 'A3' boiler No. 27020/9454 for *Flying Scotsman* has begun at Ian Riley's Bury works.

The loco hauled a few special trains after Railfest, but problems soon became apparent in the following months and, by the end of 2005, the NRM decided to proceed with the general overhaul.

The RM March 2009

In a bid to have iconic 'A3' No. 4472 back on the main line by 2010, the NRM has launched a 'Save Our Scotsman (SOS)' appeal to raise the quarter of a million pounds still needed to complete repairs. The level of restoration work required has been far greater than the NRM's engineers envisaged. Rather than opt for a short-term fix, the museum is undertaking a full heavy overhaul to ensure the legendary loco remains on the main line as long as possible.

When restoration began in 2005, the work was expected to take 12 months and cost £750,000 to complete. In the end, it would take 10 years and £4.2m. Much of the work was done by Riley & Son (E) Ltd at Bury after attempts to undertake work at York had not proved possible.

The RM January 2016

Flying Scotsman was brought back to life late on December 20, 2015 almost exactly 10 years to the day after it last steamed. A warming fire was lit at Ian Riley's Bury workshops as the NRM's £4.2 million-plus overhaul headed towards its much-anticipated climax.

The sight of the first wisps of smoke will have been greeted with joy throughout the preservation movement. The loco was due to haul its first public train at the East Lancashire Railway on January 8.

Its inaugural mainline run was on February 6, 2016 hauling 'The Winter Cumbrian Mountain Express' from Carnforth to Carlisle – still wearing wartime black livery with the No. 60103 on the smokebox and Nos. 103 and 502 on the cab sides. It was then repainted into BR Brunswick Green, and hauled a tour from King's Cross to York on February 25, during which it was forced to stop due to members of the public trespassing on the line near St Neots.

Right: No. 4472 is pictured – in wartime black livery as No. 502 – in the former NRM workshops on June 19, 2012, during its protracted 10-year overhaul.



Below: *Flying Scotsman* returned to steam at the end of 2015 in its current look as BR No. 60103 with smoke deflectors, as seen on June 11, 2016 at Grimsby, while hauling the 'Tynesider' tour from Cleethorpes to Morpeth.



The RM November 2018

January 11, 2019 will see UK Railtours pay tribute to Sir William McAlpine, the hugely popular, lifelong supporter of railway heritage and preservation in the UK, who passed away earlier this year.

On the eve of what would have been his 82nd birthday, No. 60103 will haul a special train from King's Cross to York, where guests will be escorted to the NRM to see a

DB Cargo's No. 90028 named in honour of Sir William.

The loco had also hauled the 'Farewell Alan Pegler' special from King's Cross to York on October 13, 2018, six years after Alan's death. During the climb of Stoke Bank, Alan's ashes were placed in the firebox as passengers on board observed a respectful silence.

The RM April 2022

Ahead of its centenary celebrations in 2023, *Flying Scotsman* is due to undergo an overhaul at Riley & Son (E) in April. It will be restored to the same standard as the last overhaul in 2016, with work focusing on the boiler, a retube and recertification. The NRM confirmed there would not be any changes to the loco's livery, numbering or chimney configuration.

The RM November 2022

The morning of October 14 saw No. 60103 return to King's Cross to help celebrate the station's 170th anniversary and launch a programme of events throughout 2023 to mark the locomotive's centenary year.

This was *Scotsman's* first formal public duty since its recent overhaul preparing it for next year's events (see table, left), with February marking exactly 100 years since the locomotive emerged from Doncaster Works.

WHERE TO SEE FLYING SCOTSMAN IN 2023

From February 10	'Flying Scotsman: 100 Years, 100 Voices' exhibition opens at the NRM in York
March 1-25	East Lancashire Railway
April 1-23	National Railway Museum, with the engine and tender separated to allow access onto the footplate
April 30	'Royal Duchy', Bristol to Par
May 1-24	Keighley & Worth Valley Railway
June 7	'Cardiff Express', Paddington to Cardiff
June 10	'Cheshireman', Euston to Chester
June 17	'Portsmouth Flyer', Victoria to Portsmouth
June 21	'Salisbury Express', Paddington to Salisbury
June 24	'Great Yarmouth Flyer', King's Cross to Great Yarmouth
June 30-July 4	'Centenary Weekender', King's Cross to York/York to Edinburgh/Edinburgh/Edinburgh to Aberdeen to Edinburgh/Edinburgh to York (and then diesel to King's Cross)
July 9	'The Waverley', York to Carlisle
August 6	'The Waverley', York to Carlisle
August 24-September 3	Bluebell Railway
September 10	'The Waverley', York to Carlisle
October 14	'The Hadrian', Derby to Darlington
December 16-January 2	Centenary Festival, Locomotion (Shildon)

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Flying 'Talisman'



John Heaton FCILT examines two runs by *Flying Scotsman* from King's Cross to Newcastle on the prestigious 'Talisman' service, one before and one after the loco was fitted with a performance-improving double-chimney.

If you had the chance to select the locomotive and train for a final steam-hauled trip from King's Cross before the arrival of the 'dreaded diesels' (as many would have said at the time), what would you have chosen? Might it have been the combination that randomly befell Newcastle-based train timer Alan Middlemiss one afternoon in July 1959?

As he walked down the platform alongside the crack 'Talisman' express, Alan was unaware this would be his last Gresley Pacific run from the capital, but he had quickly come to relish his journeys home on this new service. Introduced in 1956, and named after one of Sir Walter Scott's *Waverley* novels, the London to Edinburgh 'Talisman' was booked to run nonstop from King's Cross to Newcastle; 268 miles in 268min. It had briefly become the 'Afternoon Talisman' when supplemented by a morning equivalent, but it had since reverted to the original name.

The 1959 schedule had been decelerated by 2min, apparently to accommodate additional engineering work, disappointingly robbing it of a prestige 60mph start-to-stop booking, but this 'lodge job' remained a stiff task for the King's Cross crew and their Pacific. Classes A1, A3 and A4 used to share the work apparently randomly, and there is even a log of A2/3 No. 60515 *Sun Stream* clocking the occasional 90mph. As Mr Middlemiss approached the front of the nine-coach formation, he noted that today it was an 'A3', but not just any 'A3', this was the 100mph record-holding No. 60103 *Flying Scotsman* itself.

The record of the run in the Railway Performance Society (RPS) electronic archive shows a slightly late start, but this would not have been a disappointment as it would mean



Scotsman's classmate No. 60055 *Woolwinder* hauled one of the other two runs recorded by I S Carr on the down 'Talisman' in August 1958, the less famous 'A3' pictured here hauling the flagship express at Greatford (north of Peterborough between Tallington and Essendine) in July 1958. N F INGRAM

more effort to regain time. The 335tonne gross-load train reached a maximum speed of 58mph uphill to Potter's Bar before having to observe a 30mph temporary speed restriction (TSR). The 'A3' was soon back into its stride, averaging 79mph for the 12.18miles from Hitchin to St Neot's, despite another TSR near Sandy taken at 73mph.

The 1-in-200 from Huntingdon to Ley's Summit at MP62 brought speed down from 75mph to 67mph, before 'Scotsman' flew through Holme at 85mph and passed Peterborough 5min early, if a little too soon for the signalmen to be able to give it a clear passage. Time had not dimmed the performance of the 36-year-old loco on the climb to Stoke, as it registered minima of 61mph on the 1-in-200 through Little

Bytham and again on the final 1-in-178.

Still 4½min early at Retford, the driver could afford to run easily to York, negotiated nonstop at 25mph... then nemesis! After passing Skelton Junction 6min early, the 'Talisman' encountered a burnt out signal cable. This was an introduction to the kind of delays too often experienced nowadays with modern signalling, and far more extensive than the then occasional block failure between two manual boxes. The delay would also have given Mr Middlemiss time to reflect on the many station closures on the route that had only recently taken place. The railway was changing rapidly.

After five dead stands and a loss of 31½min, the steam loco's crew could set about regaining time, reaching 81mph at Danby Wiske. Even an important express of the 1950s had to take its turn, having lost its path, so no improvement could be made to the 25min lateness passing Eryholme over the remaining 41.35miles to Newcastle. Such raw figures, however, fail to highlight the crew managing to encompass three signal checks and a TSR within those statistics. I independently calculated the net time as approximately 253min, whereas Mr Middlemiss estimated it as 251 and, after all, he was actually on the train concerned.

With single-chimney

There are more RPS archive logs of *Flying Scotsman* in preservation than before its withdrawal from front line service but, it has to be said, few of them involve the loco being extended and many are on unusual lines which require comparison with 'home team' locomotive performance to reach conclusions.

There was also a spell when the loco was more likely to make out-and-home trips to



Gresley's 'A3' No. 60103 *Flying Scotsman* at King's Cross on December 29, 1960 – looking as it would on both the runs in this article, before its German-style smoke deflectors were added at the end of 1961 ahead of its final full year in service for British Railways. BEN BROOKSBANK (CC BY-SA 2.0)

Grantham for a loco change, when engines and drivers tended to be kept together, while a three-year exile to the former Great Central Main Line seemed to betray no special affection by the LNER for the loco that had brought it such favourable publicity.

Back in 1934, 'A3' No. 2750 *Papyrus* had run a featherweight special train from London to Newcastle in 237m07s. This was the kind of speed Gresley had in mind for his 4-6-2s, so let us indulge in a second trip behind *Flying Scotsman* on the 'Talisman', before the loco received its double-chimney, this time with Mr I S Carr who was on a railover in August 1958. His enviable itinerary involved taking the 'Talisman' north from London on three consecutive days with double-chimney Nos. 60055 *Woolwinder*, 60124 *Kenilworth*, and *Flying Scotsman* itself in the hands of King's Cross driver Oakton who, incidentally, two days later would have the previously mentioned No. 60515.

The 'A3' had a poor start featuring a signal check followed by slipping, but recovering to a 60mph maximum to Potter's Bar, although 2min slower than the first run in the table. This time, the if not 'Flying' then at least 'Sprightly' *Scotsman* ran Hitchin to St Neot's at a maximum of 84mph, averaging 79.9mph, before a TSR at Sandy. The maximum down the bank from Abbot's Ripton was 83mph, but the 'Talisman' was clearly behind a slower train with a succession of checks approaching and passing Peterborough, and then 29mph at Little Bytham. By now with a clear road, speed increased slowly but steadily to what seems to be just a shade under 60mph at Stoke signalbox.

After Grantham, more checks ensued, but driver Oakton was finally able to run at an average of 69mph from Retford to Bawtry. Three more hefty checks followed before passing Doncaster in 161½min, 7min late and suffering the indignity of a signal stop lasting 6½min. Finding treatment such as this meted out to a flagship express is disappointing. In his book *I Tried to Run a Railway*, Gerard Fienness was concerned to see a Control comment that the afternoon King's Cross-Scotland freight had been run so fast that it had caught up the 'Talisman', but perhaps it had happened on a day such as this.

The East Coast Main Line was a far different proposition than it is now, with the former route from Doncaster to York via Selby containing two swing-bridges for instance. York was passed in 202½min, 12½min late, and 18min slower than the run Mr Middlemiss would take, but the best of Mr Carr's journey was yet to come. With speeds reaching the low 80s, No. 60103 covered the 32miles from Tollerton (77mph) to Croft Spa (76mph) at an average speed of 77.6mph. The main line Darlington station 'avoider' was taken unchecked before braking to 46mph for a TSR at Aycliffe.

The Pacific strode majestically down the 'Bradbury Straight', eventually reaching 78mph before Rely Mill. After taking Durham at 18mph, the 'Talisman' was accelerated hard past Newton Hall on the old alignment and hurtled down towards the Tyne at 76mph, coming to a stand in Central station 278m49s after leaving King's Cross. Yes, the 'Talisman' had lost nearly 11min on its then 268min schedule, but driver Oakton and his famous locomotive No. 60103 *Flying Scotsman* could not be faulted.

KING'S CROSS TO NEWCASTLE

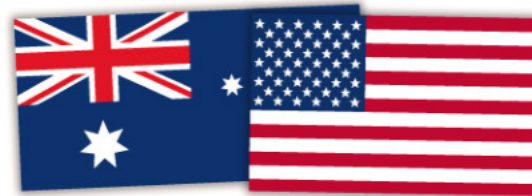
Loco	60103 <i>Flying Scotsman</i>			60103 <i>Flying Scotsman</i>			
Vehicles/tare/gross tons	9/314/335			9/314/335			
Train	16.00 King's Cross-Edinburgh			16.00 King's Cross-Edinburgh			
Train Name	The Talisman			The Talisman			
Date	July 23, 1959			August 19, 1958			
Recorder	A J Middlemiss			I S Carr			
Miles	Timing Point	WTT	M S	MPH	WTT	M S	MPH
0.00	KING'S CROSS d	0	0 00	1½L	0	0 00	½L -/sigs2/slips
2.43	Finsbury Park		5 34	45		8 10	-/42
4.91	Wood Green (now Alex.Pal.)		8 26	58/49		11 10	60
9.06	New Barnet					15 37	55
10.46	Hadley Wood					17 07	56
12.66	Potter's Bar	18	17 29	51/63/30tsr	17*	19 26	57
17.61	Hatfield	23	23 33	70/65	22	23 57	69/73
20.23	Welwyn Garden City					26 06	-/66
21.86	Welwyn North		27 20	68		27 37	70
24.91	Knebworth		30 04	68/78		30 22	66/74/tsr29
28.55	Stevenage (old)		32 57	73/82		34 42	46
31.86	HITCHIN	36	35 28	80/-	34½	37 55	74
36.91	Arlesey		39 18	81/77		41 45	84
41.10	Biggleswade		42 23	84/tsr73		44 51	84/78
44.04	Sandy	45	44 42	-	43	47 02	82/81
47.36	Tempsford		47 18	80		49 29	82
51.61	St Neot's		50 30	76/83		52 45	75/79
55.81	Offord		53 40	77		56 07	73/-
58.75	HUNTINGDON	56	55 58	75	54½	58 28	74
61.91	Ley's Summit		58 38	67			-/sigs 58/80
69.24	Holme		64 09	85/-		67 27	75
72.70	Yaxley		66 30	78		70 17	72
76.25	PETERBOROUGH	75	70 13	23/sigs13	72½	74 13	22/50/sigs48
79.41	Werrington Jct	80	76 10	45	77	79 26	-/61/sigs60
81.81	Helpston					81 47	66/67
84.71	Tallington		81 57	66/-		84 42	sigs53
88.70	Essendine	87	85 23	64/66	84	88 38	63/67/sigs29
92.16	Little Bytham		88 34	62/61		92 32	c.35
97.00	Corby Glen		93 18	65		99 04	56
100.05	Stoke	99	96 12	61	94	102 19	58
105.36	GRANTHAM	103	100 52	70	100½	107 06	72
109.59	Barkston South Jct	107	104 54	60	104	-	78/sigs18
115.25	Claypole		109 51	75/72		118 47	56/-
120.06	NEWARK N.	115	113 47	75	112½	123 26	61
127.25	Crow Park		119 34	75		130 13	71
131.85	Tuxford North		123 36	63/-		134 31	62
133.91	MP 134		125 29	65/70		136 30	63/73
138.53	RETFORD	134	129 32	60/53	132	140 30	71/67
143.89	Ranskill		134 59	67		145 15	72
147.63	Bawtry		138 33	54/50		148 25	62/sigs30
151.28	Rossington		142 29	60		152 29	35
153.09	Black Carr Jct					155 20	tsr34/tsr31
155.90	DONCASTER	154	148 17	40	154½	160 23	28/sig stop 6m24s
160.20	Shaftholme Jct	161	153 23	60	161	173 46	60
165.84	Balne		158 43	66/62		179 01	72/69
169.66	Temple Hirst		162 21	70		182 18	73
174.23	SELBY	173½	166 54	45	173½	186 39	40
178.35	Riccall		171 51	60		191 39	60
181.00	Escrick		174 15	68		194 01	71
183.88	Naburn		176 51	58		196 27	69
186.09	Chaloners Whin Jct		179 26	44		198 40	tsr30/-
188.09	YORK	188½	182 52	25	188½	202 18	15
189.80	Skelton Jct	191½	185 38	45/55	191½	205 18	50
197.59	Tollerton			5 signal stops		212 35	77
204.15	Pilmoor		228 07	sigs15		217 34	79
206.09	Sessay		231 07	50		219 04	77
210.24	Thirsk	209	235 02	72	209	222 13	81
214.59	Otterington		238 26	78		225 27	81
218.09	Northallerton	215	241 08	76	215	228 10	77
221.85	Danby Wiske		244 01	81		231 06	77
224.99	Eryholme Jct	224½	246 23	79	221½	233 34	76/74
229.58	Croft Spa		249 55	75		237 14	76
232.21	DARLINGTON	229	253 34	sigs35	226	239 28	62/67
237.59	Aycliffe		259 48	60/72		244 32	64/tsr46
242.29	Bradbury		263 55	68		249 32	61
245.09	Ferryhill	242½	266 15	75	238½	252 09	66
250.09	Croxdale		270 23	70		256 28	74/78
254.26	DURHAM	250½	275 30	sigs15	247½	261 13	20
259.99	Chester-le-Street		281 56	65		268 20	73
262.84	Birtley		285 42	tsr35		271 03	60
265.73	Low Fell		288 38	60		273 57	59
267.68	King Edward Br S J	267	291 08	20/sigs	264½	276 45	-
268.33	NEWCASTLE a	270	293 42		268	278 49	

Notes: M S in italics are estimates by author; Schedule is 14min Greenwood SB, no Potter's Bar time quoted.

A Baker's dozen



SCOTSMAN ABROAD



John Baker presents his pick of images from No. 4472's trips abroad to the United States of America at the end of the 1960s, and then 20 years later to Australia.



Scotsman began its US tour running from Boston to New York, and is pictured en route at Hartford (Connecticut) on October 12, 1969. HAWTHORNE COLLECTION



By November 2, 1969, *Scotsman* had reached Anniston (Alabama) on the second leg of its tour that year from Washington to Dallas.

Flying Scotsman is pictured at Doncaster Works in August 1969, being prepared for its Government-supported trip to the USA promoting British exports. The Works had stopped doing steam overhauls in 1963, so instead No. 4472 went to the Hunslet Engine Company in Leeds for this, returning to Doncaster to be repainted. It is pictured with the fittings it needed to operate in the USA, including a cowcatcher, buckeye coupler, US-style bell, and large steam whistle. However, it was still to work one final railtour in Britain without these, when it hauled the 'Summer Tour' from King's Cross to Newcastle and back on August 31. B MILNES (CC BY-3.0)





The 1969 tour was a success and, even though British Government support was then withdrawn following a general election, owner Alan Pegler went ahead with a 1970 tour from Dallas to Montreal (Canada), then from Toronto (Canada) to San Francisco in 1971. There was then a series of trips on San Francisco's Belt Railroad, and No. 4472 is pictured in March 1972, on Jefferson Street in the Fisherman's Wharf area, but mounting debts saw Alan Pegler declare bankruptcy and the loco was moved about 90 miles east to the Sharpe Army Depot for safe keeping. DREW JACKSICH (CC BY-2.0)



January 1973 saw William McAlpine (later Sir William) rescue the loco by paying off the creditors and bringing it back to Britain by ship from San Francisco to Liverpool via the Panama Canal, arriving home in mid-February. It is pictured with its two tenders at Liverpool Docks on February 15, 1973, after unloading from the *California Star* (see also photo on page 25). British Rail deemed it fit to run, and so it later ran under its own steam from Edge Hill depot to Derby Works, where it was prepared to re-enter passenger service at the Paignton & Dartmouth Steam Railway in July that year, followed by main line tours from September.



An exhibition at the NRM in York in spring 2016, to celebrate the loco returning to steam again after a 10-year overhaul, saw the lamp, bell, headboard and cowcatcher from the US tour put on display – seen there on March 25 that year.

FLYING SCOTSMAN CENTENARY



Another Scotsman special to Seymour Junction on November 6, 1988, with preserved Victorian Railways R Class No. R 761 behind on another special. WESTONLANGFORD.COM (CC BY-ND 4.0)





1: In 1988, while still owned by William McAlpine, the Australian Government invited *Flying Scotsman* to take part in the Aus Steam '88 festival and help celebrate the country's bicentenary. It was shipped from Tilbury Docks in early September, and is pictured being unloaded at No. 13 Wharf, Pyrmont (Sydney Harbour) on October 16, 1988.

2: On October 25, 1988, No. 4472 is pictured at Albury (New South Wales) with a special passenger working.
WESTONLANGFORD.COM (CC BY-ND 4.0)

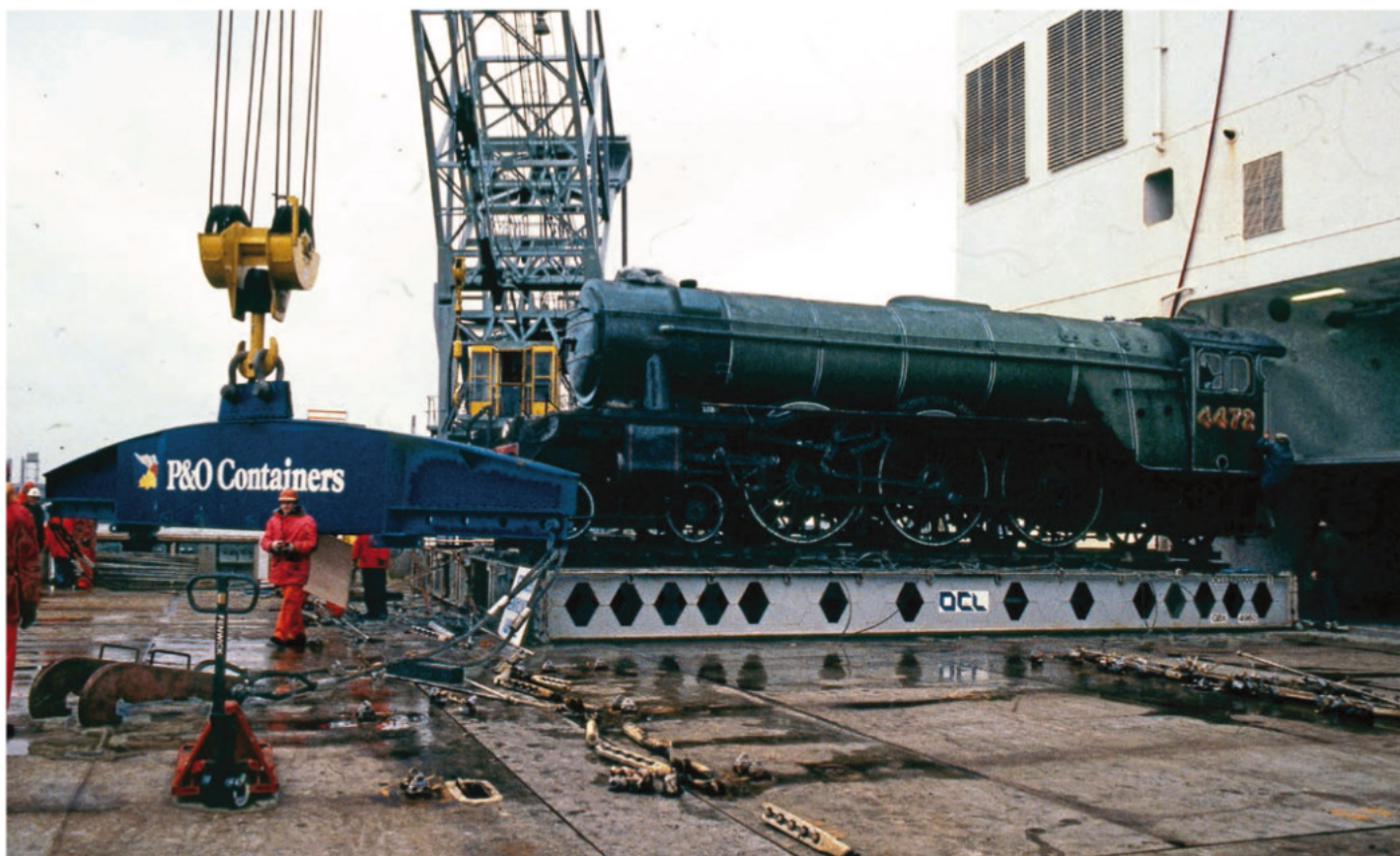
3: *Flying Scotsman* at Footscray (Melbourne) on October 31, 1988 about to enter the Bunbury Street Tunnel after crossing the Maribyrnong River with a working to Seymour.
WESTONLANGFORD.COM (CC BY-ND 4.0)

4: *Scotsman* stayed on in Australia into 1989, during which time it visited Perth and Alice Springs, but is seen here again at Spencer Street station on July 25, 1989, as V/Line P Class diesel No. P13 departs in the background with the 12.45 to Kyneton.
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No. 4472 waits at Melbourne's Spencer Street station (which was renamed Southern Cross in 2005) with a special to Seymour on December 9, 1988.
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Flying Scotsman returned to Tilbury Docks at the end of 1989 and is seen being prepared to be offloaded from the P&O ship on December 14 – the journey by sea having taking its toll on the locomotive's exterior. ■



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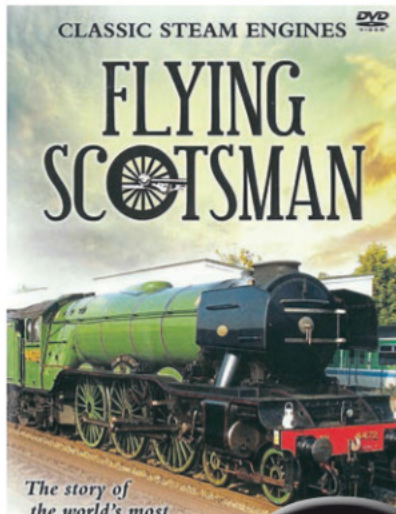
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The People's Engine

We asked you for your favourite memory of *Flying Scotsman* and were overwhelmed with the response. The following is a selection of the many entertaining, insightful, touching and funny stories sent in, but we would like to thank everyone who got in touch.

FORTUNE FAVOURS THE BRAVE!

ON October 27, 1967, I was on board the 'Standard Flyer', organised by the Lincolnshire Standard Group newspapers, as it returned from London to North Lincolnshire behind by No. 4472.

I had gone forward to listen to the locomotive working its way along the East Coast Main Line and found the corridor connection to the double tenders behind the loco was not locked, which was a temptation too hard to resist. I made my way through and came out onto the footplate and took in the scene. This was the first and only time I got onto a steam locomotive footplate doing 60mph on any main line, so I savoured the moment.

Eventually the travelling inspector saw me and shouted a question, but I couldn't make out what he asked. I put my hand down towards my jacket pocket as I guessed he asked if I had a pass (I didn't), but thankfully the inspector immediately waved as if to say okay, but stay out of the way.

The driver never turned from concentrating on the route ahead and the fireman had set up a steady rhythm of firing. Speed was around 60mph, and as I looked out I could see the sun setting. The heat and glare from the fire, the teamwork of the crew, the sunset and the rock steady ride of the then 44-year-old engine is something I will never forget.

Jim Smith
By email



The tour brochure for the 'Standard Flyer' on October 27, 1967.

Unintended consequences

ONE Saturday morning around 1961, I returned from the paper round with my week's earnings and sat down with the Eastern Region timetable. Soon I was on the bus to Sheffield Victoria, climbing those dingy blackened steps up to the station by the Wicker Arches. My target was a three-coach portion of a King's Cross express hauled by a Darnall 'B1' to Retford. As well as the 'Master Cutler', in those days there were two or three other King's Cross departures from Sheffield – if you didn't mind squealing round that ferocious curve into Retford and being shunted around awhile.

My second target was a surviving steam-hauled express to Doncaster. I was delighted when it arrived on time behind an 'A3' with German smoke deflectors – adding an aura of extra power and modernity to the classic Gresley lines. I was even more delighted when I saw it was *Flying Scotsman*! It seemed in good nick, was properly clean and green, and gave me a smart run to Doncaster. After a couple of hours spotting at Donny, another 'B1' on a Hull train took me home to Sheffield.

Twelve years later, the trainspotter had become an economist advising the Government on its railway policy, and one day I was handed a fat file containing British Rail's investment submission for high-speed diesel trains. I had a terrible job persuading my elders and betters we should buy them, but BR had clearly asked for too many sets to run

the East Coast timetable.

Remembering my *Flying Scotsman* trip, I tried to persuade the passenger manager to switch Sheffield trains to the East Coast (under two hours from King's Cross by HST) and then they could have all their sets. But the Midland Region objected to losing Sheffield, so I recommended the minister pay for a smaller number, which is why the ER got the reduced number it did.

So, thanks to *Flying Scotsman* and a couple of 'B1s', BR could have had even more HSTs and Sheffield could have had a faster service to London, but it was not to be. Though who would have thought all those years ago that both Scotsman and the HSTs would still be trundling round the network today for an old man full of memories to enjoy?

Bob Jackson
By email

First sightings

I DIDN'T get the opportunity to see and hear the mighty sounds of No. 60103 *Flying Scotsman* until, blessed, in more than one way, on May 31, 2018.

A week before this momentous occasion, and after being widowed for three years, I had just met my new love Jackie. Making this my first romantic date, Jackie had no qualms of accompanying me to Royal Oak station (near Paddington) specifically to watch this fantastic 'steam marvel' departing the London terminus for Oxford on a Steam Dreams 'Cathedrals

SPARE CHIMNEY PLAYGROUND

IN THE 1960s, when the Scottish Region withdrew the 'A3s', I applied to St Margaret's depot in Edinburgh to purchase a double chimney. I was offered one from No. 60041 *Salmon Trout*; I paid £7-10s for it, including delivery to my home at Worting Junction near Basingstoke. The chimney was going to join my display of station signs in the garden, which could be seen from passing trains going from Basingstoke to Southampton/Salisbury. My grandchildren often played in and around it when they visited.

Having been with me for 28 years, in the summer of 1993, I had a phone call from Roland Kennington, *Flying Scotsman*'s engineer and guardian, and he asked me if he could borrow my double chimney for the loco. Of course I said yes, and the following weekend the chimney was loaded into the back of a Transit van. I was proud to see it on *Flying Scotsman* and enjoyed several trips with Roland on the footplate.

A few years later, the National Railway Museum in York became the owners of *Flying Scotsman*



Above: Ron's grandchildren Stacey and Clive Grace playing in the double chimney of No. 60041 *Salmon Trout*, which was later reused on classmate *Scotsman*.

and I decided to let them keep the chimney. Now when I see it, I think of the pleasure it has given me and knowing my double chimney is back in use on this famous loco.

Ron Grace
By email

FIRST PHOTO

I BEGAN trainspotting in 1955 during my first two years at Loughborough College School, and was fortunate to see the 'A3s' handling the daily southbound 'South Yorkshireman' trains of that era at Loughborough Central. Sadly, I was there too late to see No. 60103 *Flying Scotsman* when it was shedded at Leicester Central (until November 1953), but I copped it at Grantham sometime later.

What became my first opportunity to photograph this iconic loco was from the footpath overbridge near the En-Tout-Cas industrial site at Thurmaston (between Syston and Leicester) on September 10, 1966. Incredibly, I was the only person at this location witnessing No. 4472 as it hurried south with the Gainsborough Model Railway Society's 'Farnborough Flyer' railtour.

John Stretton
By email



No. 4472 heads the GMRS 'Farnborough Flyer' tour south at Thurmaston on September 10, 1966. JOHN STRETTON

Express'. Jackie instantly fell in love with steam and more so with me on that day, and continues to enjoy taking her own pictures.

Ian and Jackie Sinclair

I WILL always remember a trip to photograph the loco in 1968 on 'The Norfolk Enterprise' railtour prior to it going to the USA. It was May, by which time steam was pretty well finished in the UK, except up north and, to a lesser extent, in industry.

We were 18-year-old schoolfriends who clubbed together our pocket money to pay for petrol. I had recently passed my driving test and drove my minivan on the first ever long-distance drive I had made, from Gloucestershire to Baldock and back. As this

vehicle only had two fixed seats, one had to sit in the back on a loose seat.

We arrived in the area and had to find a good photo spot. If I remember correctly, there were no fences or hedges around the fields and track in this area, but neither were there any suitable overbridges. We set to and got into position; we judged we were in a safe place, but I don't think we'd go quite so close nowadays!

Dave Winter
Chipping Sodbury

THE first time I remember seeing *Flying Scotsman* was as a young boy, sitting with my brother and great aunt on a seat on the up platform at Northwood station, Middlesex,

in the mid-1950s and it passed through on a down express at about 3.50pm. We used to call that train the 'Tea Train', as it passed at around teatime.

From a photograph taken by Henry Casserley submitted for inclusion in a new book called *Rails to Chorleywood...and Beyond*, the 'Tea Train' will have been the 3.20pm from Marylebone to Manchester.

Humphrey Gillott.
Berkhamsted, Herts.

SO there I was waiting on the windswept barren wilderness of the high-level southbound platform of Smethwick Galton Bridge some 20 years ago. I'd got about as far as wondering what I was doing there when

MAKING MOTHER'S DAY

SMITTEN by railways at an early age, I have witnessed and photographed *Flying Scotsman* on many occasions. However, my all-time memory is a relatively recent encounter.

On Sunday July 9, 2017, when 'Scottie' was due to pick up at Skipton with a York to Carlisle tour, I decided to surprise my frail, 94-year-old mother Annie Doreen, who lived in a Skipton care home, by wheeling her up to see it.

With the train timed to call at 11.15, it was an ideal opportunity as it gave me an hour to wheel her back to her care home for Sunday lunch at 12.30.

On the day my luck was in because, en route to the station, I met my brother Malcolm who was able to be with mum while I took some photographs at the station. As the train rounded the bend a little ahead of schedule, it was wonderful to witness mother's eyes light up – especially so when the gleaming engine came to a halt beside her.

During a good five-minute layover, she even

enjoyed a bit of banter with the engine crew, who – when I informed them she shared the same birth year as their engine – prompted the driver to shout down, "Aye, but she hasn't 'ad as many new parts fitted!" The comment creating laughter all round!

Afterwards I submitted a letter and a couple of photographs to the *Craven Herald*, which published a piece under the heading 'A brief encounter with *Scotsman* for Annie, 94'. Thereafter, Annie was something of a celebrity at her Skipton care home for a few weeks.

Sadly, my dear mother is no longer around, though the memory of the occasion when *Flying Scotsman* lit up her day will always be with me. Long may this wonderful engine continue to do so.

Terry Hanson
By email

Right: Terry took this shot of his brother Malcolm with their mother Annie meeting *Scotsman* at Skipton on July 9, 2017. MALCOLM & TERRY HANSON



FLYING SCOTSMAN CENTENARY

I saw this steam hauled train approaching at a rate of knots. As it blasted past at what felt like 60 miles an hour, I managed to catch a glimpse of either the smokebox door or the nameplate, but that was enough for me. Definitely *Flying Scotsman*, and in grey primer too! Felt pretty privileged, I must admit, and then I understood and the wilderness softened a little.

Dennis Onions
Shrewsbury

IN September 1964, I cycled the five miles from home in Sedbergh (Cumbria) to my usual spotting location of Lowgill on the West Coast Main Line. After spending several hours on the embankment between the WCML and the Ingleton branch, I saw a few cars appear and park near the bridge over the branch line. Within a short time, I noticed a plume of smoke heading towards us from the Sedbergh direction.

Not having any form of 'gen' in those days, my first thought was that this was a weekend engineering train with a Tebay-based locomotive in charge. Imagine my surprise and delight when this train came into view giving me, and I suspect a few others, our first sight of No. 4472 *Flying Scotsman* hauling a railtour. A soon to be closed branch line in North West England was the last place I had expected to catch my first sighting of this iconic locomotive.

Robert Armitstead
Kendal

REUNION PLANNED

HERE is a photo of my brother Neil and I beside *Flying Scotsman* at Steamtown in Carnforth in 1974 or 1975. Steamtown was a place we went to often as kids and was always a trip to look forward to.

Neil has volunteered at Keighley and Worth Valley for more than 20 years and also fired *Flying Scotsman* in 2021 over the Settle and Carlisle line. I took more to the farming side of the family but have recently started putting some shifts in at KWVR.

We now have a challenge to rec-reate the attached photo, almost 50 years on, when *Flying Scotsman* visits KWVR this year.

Barrie Woodward
By email

Right: Barrie Woodward and his brother Neil pose in front of *Flying Scotsman* at Steamtown, Carnforth, in the early 1970s. BARRIE WOODWARD



Cabbing it!

IN 1966 I was a schoolboy at Altrincham County Grammar school for Boys and became chairman of the ARES (Altrinchamian Railway Excursion Society) founded by fellow pupil Tim Littler, who aged just 16 persuaded the authorities to allow him to run a charter trip from King's Cross to Newcastle pulled by *Flying Scotsman*.

The ARES 'Elizabethan' charter train

took place on October 22, 1966. No. 4472 was owned at that time by Alan Pegler, a very personable gentleman who, on the approach to Selby, came from the cab through the two corridor tenders and invited Tim and myself to accompany him back into the cab!

Several comments of amazement were uttered by older members of the groups of enthusiasts gathered in that forward area with their tape recorders and cine cameras as

MAKING THE NEWS

MY father Ivor Laws began his railway career as a cleaner in the Southern Railway engine shed at Reading in 1936. With promotion through the grades, he became a driver and later transferred in that role to Ascot, a small depot of a dozen drivers, in 1960.

Readers may know that rail vehicles for exhibition trains of the day were fitted out at either Fisherton Yard in Salisbury or Twickenham, with the latter location chosen to prepare some of the vehicles for *Flying Scotsman's* tour of America in 1969. So it was for that reason the locomotive went to Twickenham to collect the coaches and convey them to Liverpool Docks on Monday, August 18, 1969.

I recall travelling with dad to see *Flying Scotsman* at Twickenham that day, with him in uniform but not actually on duty. The loco and its train was in bay platform 1, and a press event was to include the train backing out into the headshunt siding and then pulling forward into platform 1 again.

That move was still quite a while away, and dad got into conversation with the crew looking after No. 4472 in the meantime. "Wanna come off then?"; I eventually heard him ask, and their expressions changed from boredom to glee. After mentioning a few things to dad, and that their official relief crew were due in 90 minutes, they grabbed their gear and were gone.

With dad operating the injector at intervals and placing some shovelfuls of coal into the firebox, he kept it simmering away until the relief crew arrived. Several photographers and reporters visited us, mainly asking questions about how a steam locomotive worked.

Fast forward a few weeks and we are on a family holiday in Brighton. One evening at the cinema, the newsreel plays and the narrative mentions *Flying Scotsman* leaving for the USA – but the footage included dad in the cab window at Twickenham, with me leaning out at the top of the steps holding onto to the handrail!!

Fast forward nearly 50 years to 2018 and I was fortunate enough to travel on the second day

of that year's Great Britain railtour, which began with *Flying Scotsman* hauling the train from Scarborough to York. Being there very early, I found the loco in the platform being prepared for its trip and so, with permission, I accessed the footplate to stand in exactly the same position as I did in 1969!

Mike Laws
By email



Mike (on the cab steps in a green shirt) and his father (in the cab window) at Twickenham on August 18, 1969. MIKE LAWS

we proceeded to follow Mr Pegler into the extremely narrow confines of the two corridor tenders of the speeding *Flying Scotsman*.

The heavy thumping of the water sloshing from side to side in the tenders and the intense heat from the firebox, once in the cab, are the most memorable experiences I'll never forget.

Tim continued his interest in railways and, after a successful career in the family wine business, went on to co-found and become president of Golden Eagle Luxury Travel.

*Andrew Swainston
Lytham St Annes*

I CAN still remember one afternoon in late September 1974 when dad (Les Uttley, a relief signalman for BR) and I drove into the main yard at Barrow Hill depot in Derbyshire in order for him to pick up his wages.

We entered the office and were told that *Flying Scotsman* had just arrived for the open day. Neither of us could believe our good fortune. As a great-granddaughter, granddaughter, great-niece and daughter of railwaymen, I had always had an interest in all things related to railways in Britain.

We walked over to the engine and, even more unbelievable, the engine driver knew dad who invited us to climb up into the cab to be shown the various dials and levers. Just as I thought no more could be shown to us, the driver opened a small door behind us to reveal the corridor connection through the tender. I had never seen anything like it. For a 15-year-old girl who was – and still is – a rail enthusiast, this was a momentous event which I will never forget.

*Catherine Uttley
By email*

IN the early to mid-1970s, my dad was a member of the Bahamas Locomotive Society at Dinting. He attended most weekends and I would go with him to either help out or watch the Woodhead electrics going past.

One weekend in 1975, *Scotsman* was giving footplate rides and my job was to supervise a foot crossing all day long. Each time *Scotsman* came past, I closed the crossing with a couple of pieces of rope and signalled to the driver that all was safe, he gave me a friendly toot on the whistle in return.

On the last run of the day he stopped unexpectedly, beckoned me up onto the footplate, whereupon he invited me to pull the regulator and drive the thing!

Nice touch that and one I've never forgotten; what a gentleman.

*David Ashcroft
By email*

Railtour memories

I WAS on the 1968, 40th anniversary non-stop run to Edinburgh. There were several clergymen in the crowd at King's Cross to greet *Flying Scotsman* backing on to the train, and later I was seated next to one of them.

As No. 4472 came very slowly towards a broken rail, which would have spoilt everything by causing a stop, this gentleman held his glass of red wine halfway to his mouth and would not take a sip until we had seen the three-beat puffs of white smoke (we could just see the engine) denoting acceleration away from the spot, whereupon he drank happily with appropriate thanks to the above.

LIVERPOOL RETURN

MY experience with *Scotsman* goes back many years, with several runs behind it when it was used on the Northern Belle. Alan Pegler would be an invited guest, and he had his own seat on the boutique car.

But for me, the highlight of all was in February 1973, when I was asked to see it off-loaded at Liverpool docks after returning from the USA. I worked on the railways at Allerton depot, and Derby wanted a railway presence as it was being lifted off the *California Star* with the mammoth steam electric 200-tonne lift.

*John Corkill
By email*

**Right: No. 4472 at Liverpool Docks in February 1973.
JOHN CORKILL**



We arrived duly at Edinburgh without a stop to be greeted by bagpipes and a huge crowd, with many old men in tears. That's the sort of star it was, and still is.

*Chris Barclay
Milton Keynes*

I WAS a medical student at Queen's College, Dundee in the 1960s and a member of its Railway and Transport Society. I'm not sure where the idea of running a main line excursion with No. 4472 came from, but it developed under the leadership of our president, Douglas Paul. Contact was made with Alan Pegler, who had recently purchased the locomotive. I believe that No. 4472 had never worked north of Edinburgh Waverley and Alan Pegler was very keen to facilitate this, including a Forth Bridge crossing.

It took place on May 16, 1964 from Edinburgh Waverley to Aberdeen via the Forth Bridge and Perth and return via Dundee and the Tay Bridge. The northbound crossing of the Forth Bridge was the location of the iconic Terence Cuneo painting. A photographer was in place to record the actual passing and during the next week the locomotive was posed at the location, between normal service traffic, for Terence Cuneo to complete the work.

*Neil Bowring
By email*

I FIRST saw the loco at Stow Park station (Lincolnshire) in 1963, soon after Alan Pegler purchased the loco. George Hinchcliffe was our school teacher, both he and Alan were associated with Gainsborough Model Railway Society, so it was a trip from my school at Sturton by Stow the few miles to Stow Park. ▶

ALL THE WAY FROM THE USA

MY father George Deane worked at Derby Locomotive Works, starting as a plumber in 1959 and retiring as chief foreman over Shops & Building in 1983. When *Flying Scotsman* returned from America in 1973, it went to Derby for minor works and a repaint. Once in the works, one of his friends found a cloth on the locomotive and gave it to my father to give to me. Fifty years on, I still have it (see photo) and keep it in my driving bag for when I am driving DMUs on heritage railways.

I have followed on in the railway tradition and have recently passed 45 years of service on the S&T.

*Philip Deane
By email*



The cloth that came back with *Flying Scotsman* from the States. PHILIP DEANE

FLYING SCOTSMAN CENTENARY

SCOTSMAN TO THE SEA

A PARTICULAR tour I remember well was as a passenger on a Flying Scotsman Enterprises railtour from Doncaster to Cleethorpes on June 21, 1969. The outward trip ran via Wakefield Kirkgate, Huddersfield, Penistone, Barnsley, Rotherham Central, Worksop and Gainsborough Central; while the return went via Lincoln Central, Gainsborough Lea Road and then the reverse of outward route.

This proved to be quite eventful as the steep gradient out of Barnsley towards Penistone was a bit too much for the 'A3' as she slipped to a stand, so EE Type 3 (Class 37) No. 6710 was dispatched from Wath to provide banking assistance.

Paul Braybrook
Copmanthorpe, York

No. 4472 pictured at Cleethorpes on June 21, 1969, ahead of working the return leg of a tour to Doncaster via Lincoln and Huddersfield.
PAUL BRAYBROOK



PASSING ICONS

I HAVE no recollection of the first time I saw *Flying Scotsman*. To many of us young spotters in the 1950s and 60s, it was just another 'A3' – in the same way that *Mallard* was just another 'A4'.

However, I recently unearthed an old spotting notebook from 1961 which shows that I saw the two 'icons' crossing beneath me on the bridge at Oakleigh Park. This revived memories of those days when the transition from steam to diesel on the former LNER lines was in full swing.

I attach my record of that day which shows the heady mix of motive power we enjoyed during that period.

David Gooch
Cheam, Surrey

TIME	TRAIN	ENGINE(S)
11:45A	TEES-TYNE PULLMAN	60024
11:25A	THE NORSEMAN	60103
11:25A	TEES-TYAMES EXPRESS	60022
11:25A	YORKSHIRE PULLMAN	60141
11:30A	THE TALLMAN (MORNING)	04000
11:35A	CAMBRIDGE BUFFET EXPRESS	05408
11:41A	THE ELIZABETHAN	60010
11:41A	THE TALLMAN (AFTERNOON)	04273
11:41A	CAMBRIDGE BUFFET EXPRESS	05449
11:45A	FLYING SCOTSMAN	0286
11:45A	TEES-TYNE PULLMAN	60012
11:45A	YORKSHIRE PULLMAN	60007
11:55A	THE NORTHUMBRIAN	60003
11:55A	SHEFFIELD PULLMAN	05609
11:55A	THE WHITE ROSE	60118
11:55A	CAMBRIDGE BUFFET EXPRESS	05408
11:55A	THE MANIFER CUTLER	05643
11:55A	THE ABERDONIAN	04000

An excerpt from David's notes taken on August 16, 1961.

I travelled behind the loco on many trips with the GMRS from 1963 to 1968. Probably the most exciting was on the 'Farnborough Flyer' of 1966. We ran side by side on the LSWR mainline with No. 34023 *Blackmore Vale*, one loco just hitching in front of the other, until we had to slow on the down slow.

The last time I had haulage behind *Scotsman* was on March 6, 1983 – the loco then celebrating 60 years. Hard to believe it's now 100!

Steve Payne
By email

Scotsman abroad

I WAS living in Washington DC when *Flying Scotsman* came on its USA tour. I was late getting to Union Station, where the loco and its train were already in a bay platform and were totally deserted, no one on the footplate, the train or the platform. So I climbed into the cab expecting to be told off; nothing happened. I blew the steam whistle; no one came to evict me... so I blew it again!

Rev David Barker
By email

I WAS in Australia in 1988 and saw some of the specials which *Scotsman* worked. On one occasion, a group of us were waiting to photograph it when another enthusiast turned up at the last minute. One of his mates in our group asked him if he had already seen the 'A3'. His reply was "lovely engine, but a bl**dy effeminate whistle"!

Patrick Fitzgerald
By email

Working with Scotsman

IN 1966 I went to work at the Plant and Machinery Civil Engineers Department at Derby and whilst there came across *Flying Scotsman* just back from America. I was on duty one Sunday in 1974 in the winter, and *Scotsman* was in the sidings at Etches Park

Diesel Depot waiting to go down to Devon, pulling the Caledonian Coach to Paignton. On board was the new owner, Sir William McAlpine.

Suddenly, the steam pipe between the engine and the tender burst. This meant that the loco would need a new pipe to be fitted before it could carry on with the journey. Panic set in as there was no staff there to carry out the repair. I was the only one there who knew about steam locomotives, so I got the driver to bring the engine into the diesel depot so we could get underneath the engine. We were lucky that we had a carriage steam pipe in the stores, and I went underneath and managed to fit the new pipe so that *Flying Scotsman* was able to depart for Devon only half an hour late.

I was thanked personally by Sir William McAlpine for getting them out of trouble... however next day I got into trouble from the foreman for bringing the engine into the depot. But I got away with it.

John Meredith
By email

I WAS born in 1943 in Leeds about one mile from Neville Hill steam depot. After starting as a train recorder in August 1958 at Engine Shed Junction signalbox (near the city's Holbeck depot), I was able to start footplate training at Neville Hill at the end of January 1959 – first as a cleaner, and then in mid-to-late 1959 a passed cleaner.

I progressed over the years and eventually worked on the five 'A3s' we had at the shed. A lot of our work was on Liverpool-Newcastle and Leeds-Glasgow ('The North Briton') trains using the 'A3s', and I do remember one occasion firing No. 60103 *Flying Scotsman* as far as York – but to us then it was just another 'A3'.

Wonderful happy days before I moved to Normanton for promotion.

Neil Wilson
By email

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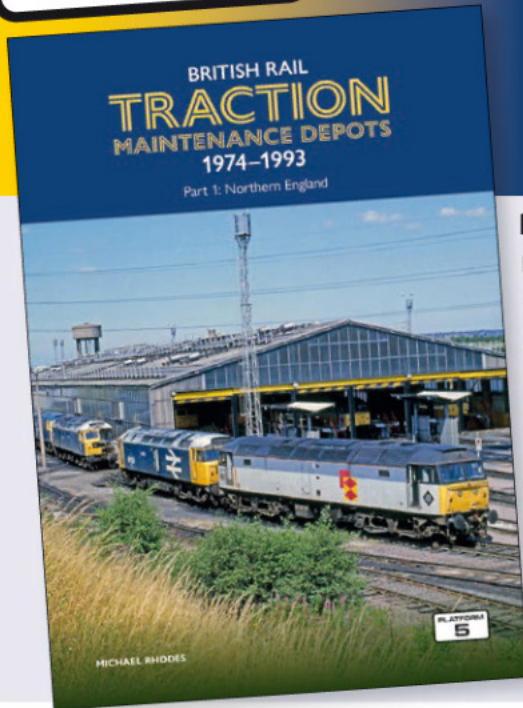
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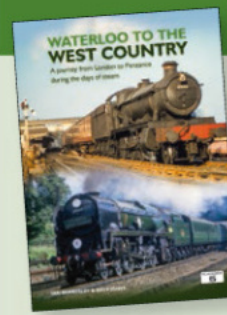
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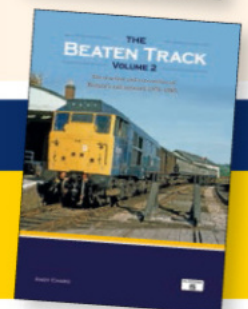
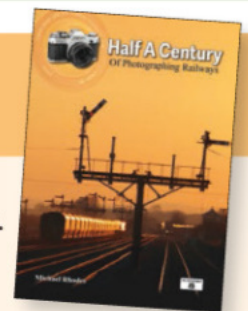
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Farewell to a former editor of *The Railway Magazine*

It is with great sadness that we record the passing of **Peter Kelly**, one of only 10 men to have held the post of editor of *The RM* in its 126-year history.

By Nick Pigott and Chris Milner

PETER was larger than life in more ways than one, an imposing figure with a jovial personality and a monumental passion for trains, traction engines, tractors, bicycles, motorbikes and virtually every form of heritage transport.

Taking over the regulator of *The RM* at a time of dwindling copy sales in early-1989, he used his experience as a newspaper journalist to completely overhaul the product, increasing the number of news pages, shortening deadlines and enhancing the colour content.

He broadened its appeal to younger readers by beeping up the modern traction content and insisted on payments being made to photographers; until then, all they had received was a free copy of the magazine.

Although winning readers back from rival publications took longer than anticipated, Pete (he preferred the shorter version of his name) must be given huge credit for laying the editorial foundations on which his successors were eventually able to regain and retain market leadership.

But he was not simply satisfied with reporting the news; he believed in making it too. In 1993, he cycled 926 miles from John O' Groats to Land's End to raise awareness of the fledgling A1 Pacific project – one of seven end-to-end pushbike odysseys he made in his lifetime, another of which raised funds for pioneer Class 40 No. D200.

Early influences

Born in Warrington, Cheshire, on August 2, 1944, as the eldest of six children, Pete had cut his railway teeth locospotting at nearby Winwick, on the West Coast Main Line. As he grew older, he and brother Geoff would often 'bunk' Dallam motive power depot and be given unofficial cab rides in the shed yard, and on the turntable, by friendly drivers.

The generosity of those footplatemen rubbed off on Pete, whose unselfish willingness to help others remained with him throughout his life.

“Having edited, or contributed to, so many titles, Pete was popular with virtually everyone in transport publishing circles.”

In common with many young railfans, he was frequently in trouble with teachers for looking out of the classroom window at trains instead of concentrating on his lessons, but he left Sir Thomas Boteler grammar school with five GCEs and soon landed a job as a trainee reporter on his local newspaper.

After working for the *Northern Echo* in Darlington, he joined the specialist publication *Motor Cycle News* at Peterborough and while there became involved in railway journalism, quickly gaining a reputation as an innovator with a flair for commercial foresight. His ability to spot 'gaps in the market' resulted in the launch of *Rail Enthusiast*, *Railway Photography & Video*, and vintage machinery title *Old Glory* before he moved to *The RM*. He was also instrumental in helping to establish what is now *The RM*'s sister title, *Heritage Railway*, 10 years later.

Having edited, or contributed to, so many titles, Pete was popular with virtually everyone in transport publishing circles. He was a great friend as well as a colleague and enjoyed nothing more than 'talking trains' with us over a pint and a ploughman's lunch.

His N-gauge layout and the vintage tractor he owned were particular sources of pleasure, as were his trips to the railways of his beloved Isle of Man, but an aspect of his career that gave him a huge amount of personal pride was the series of interviews he undertook with Britain's leading railway artists in the 1990s, his favourite being Terence Cuneo OBE.

Upon leaving *The Railway Magazine* to return to Peterborough in August 1994, he alluded to the pressure of deadline-driven journalism when he wrote: "Editing such a long-established and prestigious publication has been a privilege and an honour... although I think the air in the office will be somewhat less blue in future!"

Pete passed away peacefully at his Lincolnshire home on December 28 with his faithful dog Elsa by his side. He was 78.



Pete at Wansford station, Nene Valley Railway, on May 30, 2022 where he joined with other past and present members of *The RM*'s editorial team to mark the magazine's 125th anniversary.



As *RM* editor, Pete enjoyed several 'hands-on' opportunities, one of which enabled him to learn how to drive the broad-gauge *Iron Duke* replica at the NRM in 1992. ANDREW DOW



Wearing a steam-age suit and deerstalker hat – and with a 'Flying Scotsman' headboard adorning his bicycle – Pete makes a joyous entrance to the A1 Steam Locomotive Trust's meeting in Doncaster during his marathon John O' Groats to Land's End bike ride in 1993. CHRIS MILNER

WMCA agrees £36.8m 'kick-start' for VLR

Investment will enable city centre demonstration track in Coventry and development of business cases for fully-operational Very Light Rail in the West Midlands.

By Graeme Pickering

FUNDING that will allow a demonstration track to be built in the centre of Coventry for the city's proposed Very Light Rail (VLR) system has been agreed as part of a multi-million pound programme of investment aimed at bringing fully-operational VLR routes to fruition in the West Midlands.

In January, the board of West Midlands Combined Authority (WMCA) approved the first instalment (£36.8 million) of £71.5 million earmarked for what it described as a 'kick-start' to VLR projects.

The funds will be drawn from WMCA's five-year City Region Sustainable Transport Settlement, which was announced by the Government last year.

Subject to final approval from the Department for Transport, Coventry Very Light Rail (CVLR) will receive the bulk of that total investment.

Designed by WMG (part of the University of Warwick) and Transport Design International, and assembled at NP Aerospace's Coventry factory, the demonstration vehicle for the system, which will use battery rather than overhead electric power, is currently based at the Very Light Rail National Innovation Centre (VLRNIC) in Dudley.

In partnership with Ingerop and its UK subsidiary Rendel, WMG has also developed a track form that is easier to install than that of conventional tram operations. Set 30 centimetres (11.8 inches) into the road surface, its use could avoid the need to move underground utilities. It is claimed this could more than halve the cost of each kilometre of new route laid.



The prototype Coventry VLR vehicle at the Dudley VLRNIC research centre in June 2022. VLRNIC

'Kick-start' budget

A total of £54.5 million from the 'kick-start' budget will be allocated to CVLR. Work will include the construction of a test/demonstration line in Coventry city centre to allow vehicle and track research and development in a 'real world' environment, examining market potential for VLR, designing a first route corridor for the Coventry system and compiling evidence to support an Outline Business Case and Transport & Works Order for it.

VLRNIC, opened in Dudley last year to accelerate development of the technology (see December 2022 issue), will receive £12 million for equipment and facilities to support testing and offline research and development work for CVLR, and Transport for West Midlands (TfWM) is due to be allocated £5 million to examine options for the use of VLR on key transport corridors. TfWM also plans to investigate potential use of the CVLR track form on the West Midlands

Metro system to reduce the costs of maintenance and route extensions.

It is expected that business cases will be developed for one or two VLR schemes. Previously discussed proposals to extend the WMM system, along Hagley Road in Birmingham, from Wolverhampton city centre to New Cross Hospital, and using the disused rail route from Wednesbury to Walsall, are thought to be possible contenders.

CVLR-type track could

also provide an option for reducing the financial burden for completion of the 6.8 mile Wednesbury-Brierley Hill route. The Wednesbury-Dudley section is due to open in 2024, but WMCA is still searching for funding to complete the second phase to Brierley Hill, to make up a shortfall estimated to be as high as £300 million. A combination of rising construction and energy costs and reduced revenue from fares during the Covid-19 pandemic have been blamed.

LMMR takes first Class 153 'Sprinter' into preservation – as a cafe

By Peter Nicholson

THE Llanelli & Mynydd Mawr Railway (LMMR) has launched a new project to develop a community cafe and hub at its Cynheidre base. This will have a distinct railway theme, utilising the bodyshell of a Class 153 DMU car, the first of the class to pass into preservation.

The Class 153 'Super Sprinters' are single-car units converted in the late 1980s and 90s from British Leyland-built two-car Class 155s.

No. 153374 (57374) arrived at Cynheidre on January 6. It was withdrawn from use with East Midlands Trains on March 22, 2020 and moved to Barrow Hill for storage. Later moved to various storage sites including

Papworth Sidings, Ely, twice, ending up with Chrysalis Rail at Landore for component recovery to support the 26-strong Transport for Wales (TfW) Class 153 fleet.

Plans for the bodysell include having the interior professionally fitted out as a community cafe and meeting room for use by the railway and the local community.

The arrival of the '153' means that previous plans to use one of the line's 'Pacer' DMUs as a cafe have been dropped, and so Nos. 143606 and 143607 will remain part of the operational fleet for the time being. The LMMR is also currently home to the Vale of Berkeley's No. 143612, which is also operational.



No. 153374 was delivered to the LMMR at Cynheidre on January 6. It remained on the road vehicle for a few days in the car park until off-loaded for use as a grounded body. The bogies were returned to TfW. As No. 57324, it was originally part of two-car set No. 52324. Both cars were converted to single units in 1989. DAVID MEE

SIDELINES

Boden '50' for sale

BODEN Rail has decided to sell pioneer 'Hoover' No. 50050 (D400) *Fearless* to help fund growing the depot at Nottingham Eastcroft. It is being sold for main line use only and has all necessary safety systems fitted for this.

According to an advert on the wnxx.com website, the loco is described as very reliable, with 16 new liners fitted during an engine overhaul and the radiator banks overhauled. It is dual-braked, fitted with a pre-heater, has electronic AVR (automatic voltage regulator) and the thinnest tyre is 50mm.



Scotsman minted

THE Royal Mint has announced *Flying Scotsman* is to grace a commemorative coin. The £2 *Flying Scotsman* coin is available to buy as part of The Royal Mint's annual set – the first annual sets release to feature a coinage portrait of King Charles III.

The Royal Mint told *The RM* it was unable to confirm a date for when the coin will launch individually, but said it will be in coming months.

More '66s' for GBRF

GB Railfreight has announced a 10-year leasing deal with Akiem for 11 Class 66 and 77 (Euro-spec '66s') and Class 66 locomotives, which will arrive in Britain between January 2023 and May 2024. The locos will be converted for UK use at EMD's Roberts Road depot in Doncaster, with the first due to enter service in summer.

WHR competition

IN ADDITION to a gala to celebrate the centenary of the Welsh Highland Railway over the weekend of June 23-25, the winner of a £500 research competition into the railway's history, sponsored by *The RM* and its sister publication *Heritage Railway*, will be announced.

Email nick.booker@welshhighlandheritage.co.uk for full details of the competition's rules, including on what criteria the judges will base their decision.

First use of royal train

KING Charles used the royal train for the first time as the monarch on January 20 for a visit to Manchester and Bolton. He travelled overnight from Ayr after staying at Dumfries House, the base of The Prince's Foundation, for a few days hosting a series of meetings and receiving a variety of guests.

Levelling Up Fund provides £170m for rail projects

Cornwall, Cardiff and Peterborough are among biggest grant award winners.

By Chris Milner

A MASSIVE tranche of Government money from its Levelling Up Fund will be used on rail projects around the country, which will bring improvements for passengers and some new services.

A £50million grant will be used to create a new direct train service linking four of Cornwall's largest urban areas: Newquay, St Austell, Truro and Falmouth/Penryn. Known as the Mid-Cornwall Metro, it will create a sustainable transport corridor and provide improved transport opportunities for employment education and leisure.

At present, a journey from Falmouth to Newquay would

need at least two changes of train, but reopening a second platform at Newquay and adding an extra passing loop on the branch at Tregoss Moor will allow an hourly service to run, as well as a mix of local and intercity services.

West Devon hub

Over in Devon, £13million is being provided to build Okehampton Parkway station as part of the West Devon Transport hub. The new station, close to the A30 road, will act as a parkway for North Cornwall and West Devon, addressing limited parking at Okehampton and extending the benefits of the railway further west.

Another £50m has been

provided to Cardiff Council towards developing the first phase of the Cardiff Crossrail project. This will run from Cardiff Central to Cardiff Bay and act as a catalyst for the wider Crossrail scheme that aims to ultimately link with the proposed Cardiff Parkway Station in St Mellons, in east Cardiff, unlocking opportunities for a number of new stations in the east of the Welsh capital.

The money will also lead to a regular tram service from Cardiff Central to a new platform at Cardiff Bay train station, two new platforms at Cardiff Central and public realm improvements around the existing and new station platforms (see also Network News).

In the London area, £14million is being provided to double the number of trains between Sutton and Belmont, where a leading oncology centre is being built. Track changes on this section of the Epsom Downs branch will allow an increase from two to four trains per hour with additional direct services from Belmont to Victoria proposed.

Peterborough upgrade

Peterborough station will benefit from an award of £47.8million to build a new western entrance and footbridge, creating a new gateway to the city as part of a major regeneration project for the station quarter.

The derailed loco awaiting recovery on March 24, 2020. JACK BOSKETT



Bromsgrove '66' crash driver was using mobile phone

THE driver of a Class 66 locomotive which derailed running light engine, was reading messages on his mobile phone just prior to the incident, writes Chris Milner.

Mark Hubble, 40, was driving No. 66057 into sidings at Bromsgrove station on March 23, 2020 to act as a banker for freight trains, but he lost concentration because he was reading a picture message.

Failing to control the speed of

the loco, it struck buffer stops, derailed and partially fouled the adjacent main line. A passing CrossCountry passenger train then struck Hubble's locomotive.

No one was injured, but there was extensive damage to both the locomotive and the Class 170 passenger train.

Hubble, of Cradley Heath, was sentenced to eight months imprisonment, suspended for 18 months, following a prosecution brought by the

Office of Rail and Road.

In delivering the sentence at Worcester Crown Court, Judge Nicholas Cartwright said: "Luckily there were only six people on board; the guard, driver and four passengers. But for the lockdown, the train might otherwise have been carrying a good number of others. CrossCountry driver Alan Jones was covered in glass, his driver's door torn open. If the locomotive had derailed a little

further over, this would have been a head-on collision and he would have been killed."

Hubble had earlier admitted breaching Section 7a of the Health and Safety at Work Act 1974. In addition to the suspended sentence, he must also undertake 120 hours of unpaid work within the next 12 months and pay £600 compensation to CrossCountry train driver Alan Jones, costs of £2400, plus a victim surcharge.



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*The 2023 Steam Festival at Dresden is being severely reduced in size by the organisers, due to the high cost of coal. Therefore, we have reduced the time spent at the festival and increased the visits to the fabulous Saxon Narrow Gauge lines along with retaining the mainline steam excursions.

DEPARTS: Tuesday 11 April 2023

TOUR HIGHLIGHTS

- ★ A visit to the Dresden Steam Festival & Museum of Transport
- ★ Mainline steam excursion with amazing parallel running on the Tharandt incline
- ★ A second mainline steam excursion destination Decin requested
- ★ Steam on the mountainous Fichtelbergbahn line
- ★ Steam on the extended Weisseritztalbahn to Kipsdorf
- ★ Steam on the whole of the Zittau-Oybin-Jonsdorf line
- ★ Steam on the Lossnitzgrundbahn to Radeburg

- ★ Steam on the Dresden Park Eisenbahn
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DEPARTS: Tuesday 2 May 2023

TOUR HIGHLIGHTS

- ★ Steam charter on the Froissy-Cappy-Dompierre Railway
- ★ Steam charter on the rural MTVS line
- ★ Steam charter on the Chanteraines Railway in Paris
- ★ Pithiviers steam train and museum
- ★ Baie Somme steam train
- ★ 10 steam locomotives at the Ajecta Festival
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HeadlineNews

GBR plan in doubt

There is a growing belief that the proposed Great British Railways could become too powerful a body, acting in a centralised 'command and control' role rather than supporting the industry as a guiding mind.

By 'Industry Update'

SINCE the Williams-Shapps Plan for Rail was published in 2021, there has been pushback from previous rail ministers combined with a stronger voice from Rail Partners, the new organisation that represents private companies operating National Rail Contracts (which replaced franchises during the pandemic).

The principal objection to the plan is the lack of an incentive for train operating companies to promote revenue enhancing ideas, as future contracts will simply reimburse the costs of running a specified timetable and the resources needed to do that.

This lack of revenue responsibility also means there is less incentive to enforce revenue protection. To combat fare evasion, late January saw penalty fares rise from £20 to £100, reduced to £50 if paid within 21 days, plus the price of a full single fare for the journey being undertaken. It is hard to imagine many will pay a sum of this size, especially for local journeys costing a few pounds, so it is likely the appeals process will be overwhelmed – particularly as the proposed closure of ticket offices will also reduce the ease of buying a valid ticket.

Cost control measures are also showing through train fleet reductions, which affects the potential for future revenue growth. There has been a long list of rolling stock cutbacks, including Great Western Railway's allocation of 19 Class 769/9 'tri-mode' units, converted from Class 319 EMUs. These are going off-lease in March and returned to Porterbrook Leasing, and follows an earlier announcement by GWR that it is to withdraw its 'Castle' HST sets this year.

Government meddling

The wisdom of centralised control over the pay and conditions offered to employees is also being questioned, as the pretence that train operating companies are leading these negotiations has been exposed as a facade.

It has become clear that the Department for Transport, and ultimately the Treasury,

has placed a cap on any pay rise offered while also adding conditions – such as more widespread driver-only operation, making Sunday diagrams part of the working week, and closing all ticket offices. If established, it is likely that GBR can be expected to act in a similar role.

Not much media attention has been given to the fact that those passenger and freight operators not under the control of the DfT have been successful in reaching 2022 pay agreement with the ASLEF and RMT unions. This includes ScotRail, Transport for Wales, Merseyrail, Transport for London, and open access operators; plus freight operators such as DB Cargo, Freightliner, GB Railways, and Direct Rail Services.

There is every likelihood that, had the train operating companies that originally held franchises been able to conduct their own negotiations, things would have been settled amicably, with the train operator meeting any higher costs by making changes in working practices to allow higher productivity. In this context, it is worth reflecting that the 5.9% increase in regulated fares that is due to take place in March is some way above the initial pay offers made under DfT direction that led to the first ballots for strike action in 2022.

There are other examples where Government control over the management of future passenger service contracts – which GBR will inherit – is leading to poor management behaviour. In particular, there does not appear to be an acknowledgement that funding is necessary to maintain a reliable timetable. This requires sufficient staff to cater for events such as short-term sickness or recovery from out-of-course events, allowing proactive action by controllers to minimise service cancellations and, if necessary, provide replacement bus services.

An example of concern is the recent closure of the South West Main Line as a result of a serious landslide at Hook (see separate story). At the stations affected, passengers were told

no service was available, and the question must be asked why replacement bus services were not organised. These are not minor stations – Hook had 739,000 annual journeys before the pandemic, while Fleet had 1.88 million. The advice was that travel should be confined to essential journeys only, but there seemed to be limited notice that Basingstoke was a regular service to Reading for connections to Paddington.

A shift in approach

Leading actors within the GBR Transition Team have been saying on social media and elsewhere that nothing has changed from the original proposals. But it has, as even Network Rail chief executive Andrew Haines has said that he no longer refers to GBR as the driving force for change in terms of policy declarations.

A shift to less confrontational demands for new working practices will hopefully lead to negotiated changes – including the use of driver only operation (DOO) where appropriate, rather than saying it is a default position regardless of individual route or station characteristics. The demand for a blanket closure of ticket offices might also be premature, as digital sales are not universally available and these continue to exclude the purchase of some ticket types.

DOO is currently accepted on some parts of the network, but was never fully implemented because of a failure to authorise the cab secure radio system it requires for safe operation. Suitable radio coverage now exists, but the operational experience of DOO has hardened staff attitudes about its implementation because of 'trap and drag' incidents at stations.

The issue is that drivers can receive in-cab information that the train doors are closed, but a lack of sensitivity to detect smaller obstructions means people can still end up being trapped.

Such a situation led to a driver appearing at Blackfriars Crown Court in 2017 charged with endangering the safety of passengers following an incident at Hayes and Harlington in July 2015. A



This unusual reason for cancelling a train - "more trains than usual needing repairs" - was seen at Doncaster on January 6, made more unusual by this being a strike day when it might be expected there would be more spare units around than normal. Proposed new Government legislation is calling for a minimum level of service to be maintained during strike action. GEOFF GRIFFITHS

passenger had dashed onto the platform at the last minute and placed her hand in the closing doors in the belief this would prevent the train departing. That did not happen, however, as the equipment in the driver's cab indicated that it was safe to depart. A reconstruction of the incident took place when it was found that a volunteer could not remove a high visibility vest, fingers, or a hand from the closed doors, despite the interlocking allowing the driver to depart. The driver was cleared, but it is hardly surprising that confidence in DOO among traincrew is low.

Minimum service levels

At the time of going to press, it is not yet known whether the most recent pay offer of 9% spread over two years will allow a settlement to be reached and future strikes called off, but in the meantime the Government has taken steps to require a minimum timetable to be provided on strike days.

Proposed legislation described as the Strikes (Minimum Service Levels) Bill was published on January 10, and transport is among the sectors to be included in the future law. The framework will allow minimum service levels to be imposed after a union has announced strike action (and given the required 14 days' notice), with employers issuing a 'work notice' to the relevant staff in order to run the defined service.

The work notices must be issued at least a week before a strike begins and, if ignored, the penalties are significant as employees will lose their legal protection and be regarded as having breached their employment contract by being absent without leave.

It is unclear how a minimum service level will be defined, but it is hard to see that any routes would be left without a basic timetable to allow essential journeys to be made. Some freight services are also likely to be regarded as essential, and might include situations where a failure to run intermodal trains disrupts manufacturing and retail supply chains.

The freight operating companies are not in dispute with their staff, but services have been disrupted due to a lack of signallers on routes between ports and distribution terminals.

Therefore, in order to provide a nationwide minimum service level, it is likely the whole network will have to be designated as an essential service. Such a conclusion would place Network Rail in a position of certainty in terms of issuing work notices to all signallers and associated staff. But it will be much more complex for train operating companies, as working out who will be required to work an 'essential timetable' will be a complicated rostering task.

"Not much media attention has been given to the fact that those passenger and freight operators not under the control of the DfT have been successful in reaching agreement with the ASLEF and RMT unions"



FIRST '777' ENTERS SERVICE: After reaching agreement with unions over their operation, Stadler-built Class 777 No. 777049 became the first of the new Merseyrail fleet to enter service on January 23. The four-car unit made its public debut on the 10.50 Liverpool Central-Kirkby service and is seen shortly after arriving at its destination amid much interest from photographers and local rail users. Units will initially be introduced on the Kirkby line, with all 53 of the trains, which are owned by the Liverpool City Region Combined Authority, expected to be in operation within the next 12 months – allowing the withdrawal of aged Class 507 and 508 EMUs. GRAEME PICKERING



Above: A close-up of the landslip on the embankment under the down slow line near Hook. NETWORK RAIL

South West Main Line closed by major landslip

By Chris Milner

THE four-track main line from London to Southampton, Bournemouth and Exeter Central was closed from January 15, after a landslip on an embankment at Hook left the down slow line suspended in the air.

The slip also affected the down fast line, and led to a disruption of services between Farnborough (Main) and Basingstoke, leaving the London-

bound lines unaffected.

The embankment, made of a mixture of London clay and other local soils, became saturated after days of heavy rain and a very wet winter. The slip was 44m long on a 10m high embankment, and is what engineers call a 'rotational failure'.

Network Rail Wessex route director Mark Killick said at the time: "This is a huge landslip and is having a massive effect on customers. We're still assessing

the damage and it's difficult to put a detailed timescale in place, but we know it's going to be at least a week. We will need to stabilise the embankment, essentially stopping it moving."

In the interim, services from Weymouth, Southampton and Exeter were terminating at Basingstoke, with services from London ceasing at Farnborough. A limited shuttle operation between Basingstoke and Farnborough using the up fast line was instigated, not calling at Hook, Winchfield and Fleet, while Waterloo-Basingstoke stopping trains were cancelled.

Weekend repair work on January 21/22 aimed to permit the reinstatement of limited services in the down direction from January 23 by severing the up fast either side of the slip, and slewing the down fast over to provide a track in each direction.

Network Rail said to complete repairs it would build an access road to bring in 9000 tonnes of rock and then insert steel piles to stabilise the embankment, but was unable to give a timescale for completion of the project.



Left: SWR EMU No. 450058 forms a Woking to Basingstoke shuttle on January 18, running wrong line through Hook station which had been closed three days earlier due to the landslip on the down lines north of the station. KEN BRUNT



COMPILED BY
GRAEME PICKERING

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HS2 claims 'world first' with new bridge move

A structure weighing 12,600 tonnes that will carry the high speed route over the M42 motorway has been slid into place.

HAVING been constructed alongside the motorway over the previous six months, HS2's Marston Box bridge was moved 165m (180 yds) into position over the M42 during the Christmas holidays – a feat that HS2 Ltd believes to be the "world's longest box slide".

A team of around 450 people from construction contractor Balfour Beatty VINCI (BBV) were involved in the operation, which took 40 hours to complete, at a speed of four metres (13ft) per hour.

Consisting of a base, three walls and a top slab, and developed by Mott MacDonald and Systra for BBV, the 86m (282ft) bridge, north of junction 9 on the motorway at Lea Marston in Warwickshire, will become part of a structure over double that length, carrying trains between Crewe and Birmingham Curzon Street.

Originally designed for construction in a traditional

manner, the box slide technique was adopted in order to minimise disruption to road users. A sliding mechanism designed by Freyssinet pushed the bridge into place on a guiding raft.

Disruption

HS2 Ltd estimates that building a conventional structure would have led to three months of overnight road closures and around two years of narrow lanes and speed restrictions. Planned closures were reduced to around a fortnight in total – in December 2021 between Christmas and New Year for preparation work, and again from December 24, 2022 until the early hours of January 3.

In fact, the bridge was installed and road reinstatement completed 36 hours ahead of schedule, allowing the M42 to be reopened in both directions between junctions 9 and 10 on New Year's Day.



The bridge is pictured in the process of being positioned over the M42 at Lea Marston, near Kingsbury in Warwickshire. HS2

SIDELINES

Roadworks on Euston Road for HS2

CARRIAGEWAY and footpath works are scheduled to take place until mid-February on Euston Road in London, in connection with the construction of the HS2 station at Euston.

In order to prepare for the diversion of major utilities under the road, the works will be taking place between Upper Woburn Place and Gower Street.

Although Euston Road will remain open in both directions, there will be bus lane closures and diversions in place for pedestrians.

Transport for London says it is working with HS2 to minimise disruption for drivers, bus users and people walking and cycling in the area as the project progresses over the coming months and years.

Further lane closures will be required from the end of February.

Aspiring engineer's lucky break

AN engineer who started his involvement with HS2 as a part-time cleaner is now working for a specialist geotechnics contractor on the project following a lucky break.

Osaro Okuonghae moved from Nigeria to study a master's degree in Civil Engineering at the University of East London, and took a cleaning job to help him with the costs of living and studying in the capital.

After it was realised he had a passion for and training in civil engineering, he was interviewed for a role with Bachy Soletanche, which is working on the project with Balfour Beatty Ground Engineering.

Osaro successfully completed his degree course and, having worked for nine months on construction at Old Oak Common, is now part of the team working on HS2 in the West Midlands.



An electric digger being demonstrated at SCS JV's Victoria Road construction site in Acton, West London. HS2

'Gold standard' award for construction sustainability

TWO of the main civil engineering works contractors for HS2 have achieved 'gold standard' as defined by the Supply Chain Sustainability School (SCSS).

Skanska Costain STRABAG joint venture (SCS JV) and EKFB (a joint venture which consists of Eiffage, Kier, Ferrovial Construction and BAM Nuttall) have both been given the highest level award under the Plant Charter, which encourages businesses to train staff and develop plans for reducing construction site emissions.

As reported in January's

RM, diesel operation has so far been eliminated from 10 HS2 construction sites. This includes three run by SCS JV, whose Canterbury Road site was the first to go 'diesel free' last May. EKFB has utilised new and more environmentally-friendly equipment as well as retrofitting plant machinery to reduce emissions.

Established to develop knowledge and encourage collaboration in improving 'green' credentials, SCSS assesses companies against standards every 12 months.

Refined Curzon 2 bridge design

A REVISED design for a 150m (164yd) long section of viaduct on the approach to HS2's Curzon Street station in Birmingham is to be submitted to Birmingham City Council.

A light installation, designed by artist Liz West, will introduce colours to the steel truss Curzon 2 bridge.

Made of weathering steel, the 25m (82ft) high structure will be assembled before being launched into its final position, 17m (56ft) above ground over a Victorian brick viaduct.

The deck width of the new structure has been increased by four metres, allowing it to accommodate three tracks, and the truss has been designed to wrap around the viaduct, forming a visual connection with the girders of adjacent structures.



An impression of how the Curzon 2 bridge is expected to look at night, with colours generated by a light installation created by artist Liz West. HS2

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Railways in Parliament

by
Jon Longman

Coast to coast revival

DAME Diana Johnson, the Kingston upon Hull North MP, wanted to know what steps the Department for Transport plans to take to further improve train services from the city.

Her question followed the TransPennine Express (TPE) decision to reintroduce direct services from Hull to Liverpool via Manchester in the new timetable that was launched in December.

Transport Minister Huw Merriman said: "We will take an adaptive approach to investment when considering any future projects as part of the Northern Powerhouse Rail programme, looking at how well current projects are going, and at how demand and economic growth recover.

"In the meantime, we are investing in the station and associated facilities. The Hull gateline project is ongoing, aimed at specific areas of concern around ticketless travel and anti-social behaviour, and TPE is installing a new train-cleaning facility to improve performance and asset availability."

The minister added that Hull Trains is an open access operator running up to 94 direct services from Hull and the Humber

to London every week "providing improved connectivity for communities throughout the region".

Midlands hub hopes

SHADOW transport spokesman and Slough MP Tanmanjeet Singh Deshi questioned the transport minister about the potential impact of a Midlands Rail Hub on the national economy.

Stating that announcements will be made later this year on how the DfT might proceed with the project, Mr Merriman said: "The Department received the Outline Business Case for Midlands Rail Hub on November 14.

"We will need to assess the contribution of the scheme to the Government's objectives, affordability, value for taxpayer money and its impact on the national economy."

Guarding the disabled

BIRMINGHAM Selly Oak MP Steve McCabe wanted to know what assessment the DfT has made of the potential effect of removing train guards from trains for disabled passengers who use the railways.

The transport minister replied: "Trains have operated safely in the UK for many

years as Driver Only Operation. The Office of Rail and Road, as the independent regulator, has approved this approach. The proposed reforms, including station roles, intend to provide greater flexibility for operators to deploy staff in multi-skilled customer-facing roles, able to deliver more assistance for disabled passengers and those with additional needs where and when it is most needed."

£40,000 salaries

HENDON MP Dr Michael Offord quizzed the transport minister on how many rail sector employees are currently receiving salaries exceeding £40,000.

Mr Merriman replied: "Network Rail (NR) publishes a breakdown of staff salaries by bands which is available. It shows that as of February 8, 2022 around 20,000 (47%) of its staff were earning basic salaries of £40,000 or more.

"Information on train operating companies is not held centrally by the Department for Transport."

NR salary bands are available on its website at www.networkrail.co.uk.

White Paper wait

WIMBLEDON MP Stephen Hammond

wanted to know when the Government planned to bring forward a revised rail reform White Paper that includes the role of private sector operators.

Mr Merriman replied: "We recognise that reform is needed to create a railway fit for the 21st century and that the private sector has an important role. We are engaging with the sector and will set out our plans for delivering this much needed reform shortly."

French rail boost

BATH MP Wera Hobhouse noted the proposals by the French Government to ban domestic flights on journeys that would take less than two-and-a-half hours by train. She asked Transport Minister Jesse Norman what assessment the DfT has made of the implications for the Government's policies.

Mr Norman said: "The latest Civil Aviation Authority data available shows that there are currently just two scheduled UK domestic routes that are within a two-and-a-half hour range by train. Based upon the French Government's proposals, neither of these routes would be affected as they form part of connecting international flights into Heathrow."

10 MINUTES / 10 QUESTIONS

Steven Knight's 'hotseat' visits the West Midlands to put Severn Valley Railway managing director Helen Smith in the spotlight this month.

HELEN is a graduate of the University College of Ripon and York St John, where she studied music. Following that she completed a post graduate diploma in management whilst working at Eureka! The Museum for Children in Halifax. Since then, she's worked across the country in some of the UK's leading attractions and museums, including The Tank Museum, Dorset as deputy director, and Magna Science Adventure Centre, Rotherham as operations director.

Helen joined the SVR in 2019, taking over from Nick Ralls, and since then has also been made a director of the holdings company. She's passionate about keeping the heritage of the railway alive for future generations to enjoy.

Q. What was your first-ever job?

I had loads of Saturday jobs when I was at school, including working in a newsagents, fish and chip shop, and then ironically a tropical fish shop selling live ones! After graduating, my first proper job was at Eureka! The Museum for Children in Halifax where I was a visitor services team leader. It was great fun and I loved seeing the children arrive full of excitement and anticipation for the day out they were about to have. During the summer term, we had up to 1000 school children visiting in a day.

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

My career has been in visitor attractions and museums, so the industrial heritage interests me and the story of British engineering that shaped the world we live in today. I had visited heritage

railways before joining the railway, but I have been impressed and overwhelmed by the abundance of passionate supporters we have at the Severn Valley Railway. Our volunteers are the lifeblood of the railway.

Q. What attracted you to your current role?

I was looking for a leadership role in a large visitor attraction. I wanted somewhere that did more than the day-to-day stuff. I love events and experiences and the SVR does a lot of really amazing events like Steam in Lights, Santa Trains, Step Back to the 1940s, and Enchanted Express. It ticked all the boxes.

Q. What has been your biggest achievement?

There are a lot of things I am proud of in my time at the SVR. Winning the Visit England national excellence award for 'Resilience and Innovation' was the highlight, and it reflected the tremendous effort we had made to survive the pandemic, adapting our services, protecting our teams and giving a great visitor experience.

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

The last three years at the SVR have without doubt been the most challenging time in my career. Having to make decisions that affect people's lives and livelihoods, whilst dealing with a worldwide pandemic and now the cost-of-living crisis. It is like learning your job all over again. It has changed the way the organisation functions, and what we

thought was a temporary blip is turning into a permanent shift in the universe. Heritage railways with larger cost bases, like the SVR, will be the ones who suffer the most in these circumstances, and we have to assess the market and adapt quickly to the new future.

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

I would get them to fund the work that the Heritage Railway Association are leading to establish the Heritage Rail Safety and Standards Board. The heritage railway world needs to improve its safety culture, but it needs help and support to do that. I would also get them to bring back the 5% VAT for the hospitality and tourism sector, to aid our recovery.

Q. How do you relax away from work?

I don't get much time away from work, but when I do I enjoy playing my piano and French horn. I also spend as much time as I can with my partner; without his support I couldn't do this job. Inevitably he gets it all, my frustrations, worries, and celebrations when things go well. He is a great sounding board and brings out the best in me even when I'm having the worst day ever!

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

The heritage railway industry is having a dreadful time. Most were already fighting hard to cover costs pre-pandemic, so the challenge to achieve that now is harder than ever, and for many out of reach. This is a combination of the rising cost of coal (it is now



Helen Smith on the platform at Bridgnorth. SVR

more than four times what it was pre-pandemic) on top of the increased costs of utilities, materials and staff. There is no doubt that the world around us has changed, and in order to get through the next few years, the heritage railway industry will have to foster the same entrepreneurial spirit that set it up 50 years ago.

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

That will all depend on the Government's approach to the burning of fossil fuels. That said, I think we will have innovated by then and be powering 'steam' locos on hydrogen. We are already working on a hydrogen-powered shunter at the SVR, so it's only a matter of time until we make it bigger and better!

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

Following the roll-out of the SVR's new strategy, we have collated all the ideas and suggestions from our teams and we are working on exciting plans for the future! I will have lots of exciting news, but not just yet. Watch this space!

Model event's the flower of Scotland

PERHAPS the first big set-piece event on the modelling calendar is only a few weeks away and modellers across the UK will be preparing for a feast of layouts and inspiration.

Model Rail Scotland is back at the SEC (Scottish Event Campus) in the heart of Glasgow from Feb 24 to 26.

Dozens of layouts are due to be there at the SEC Centre, including Bash Street, Brandywine Junction, Grangemouth, New Hay, New Mills, Greatwestern RR, Calderside and many more, with a wide range of gauges and displays including N, P4, table top, OO gauge and O.

And it's not just the layouts and dioramas, as there will be something to pique everyone's interest, with various railway models, accessories, techniques of painting, lighting systems, white metal castings and components, plus many more activities and experts.

The host of traders will be keen to help you transform your own layout, or even just provide that background information or friendly piece of advice for a fellow enthusiast or someone just starting out.

Look out for the businesses featured on this page... and enjoy the show.



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'OUR LOCO' PHOTO WINNERS

After the rededication of Freightliner's No. 66503 last August, to mark *The Railway Magazine's* 125th anniversary year, we launched a competition to find the best photos of 'our loco' in action. The competition closed at the end of December, and the results are announced here.



↑ The nameplates on 'our loco' No. 66503: the original *The Railway Magazine* set was fitted in 2004, with *Celebrating 125 years 1897-2022* added at Freightliner's Leeds Midland Road depot in August 2022. PAUL BICKERDYKE

↓ **FIRST PLACE:** Neatly framed by the canopy and footbridge at Hinckley, No. 66503 passes through on October 31 at the head of the 6V54/12.54 Radlett (Hertfordshire) to East Usk Yard (Newport, South Wales). CHARLES MATHIESON





↑ **SECOND PLACE:** A great view (taken with permission) of No. 66503 at rest between duties at Southampton Maritime on December 19, as classmate No. 66509 *Josiah's Wish* (right), heads an intermodal working, and route learning loco No. 47830 *Beeching's Legacy* can be seen in the distance. DANIEL HILLEBRANDT



→ **THIRD PLACE:** A different take on rail photography finds No. 66503 emerging from the night into the light illuminating Grove Road level crossing, south of Retford on the East Coast Main Line, while working the 4E64 Felixstowe-Tees Dock on September 20, 2022. DAFYDD WHYLES

HIGHLY COMMENDED



Passing Soham station (Cambridgeshire), which reopened on the line from Ely to Kennett and Ipswich in December 2021, No. 66503 heads the 4L87/08.51 Leeds-Felixstowe North intermodal on September 26, 2022. KEITH PARTLOW



Lit by the bright lights of Reading station late in the evening of September 30, 2022, No. 66503 pauses while working the 6B25 West Drayton to Whatley Quarry empty stone train. ADAM ROCKETT



'Our loco' takes the line towards Westbury station at Fairwood Junction, Wiltshire, on October 4, 2022, with the morning 6A60 Whatley to Oxford Banbury Road loaded stone train. C J RICH

Devon's 'Thirty-Sevens'



Class 37s have always been rare on passenger duties in England's third largest county, but **John Heaton FCILT** highlights some of the best from the last 60 years.





THE yodel alarm at Paignton South level crossing begins to sound and the 'train crew operated' barriers lower against road traffic. The signature grumble of an English Electric engine heralds the appearance of Class 37 No. 37275, edging round the foliage and sidling into Paignton Queen's Park Dartmouth Steam Railway station.

This is Class 37 Day at Paignton, with a Locomotive Services special from York stabling for nearly three hours in Goodrington Yard and a programme of round trips from Paignton to Kingswear by No. 37275 supplementing the normal timetable for the benefit of enthusiasts. The last journey coincided with the timings of the York railtour, allowing its passengers further Class 37 haulage, this time behind a preserved example.

But some observers remembered the day No. 37275 itself had been the central attraction. It was June 23, 1984 and I was enjoying a summer Saturday family picnic on Dawlish beach when I became aware of the 08.20 Liverpool-Paignton nine-coach holiday extra rounding the curve at Dawlish Warren. I had been watching trains for barely half an hour and had already noted Nos. 45104 on the Nottingham-Paignton, 45033 on the Penzance-Leeds, and 47100 on the 10.14 Paddington-Paignton, in addition to three HSTs and a couple of Class 50s, but this was different – a Class 37, rare on Class 1 passenger trains in the South West. Here was Cardiff Canton's No. 37275.

I knew it should return on the 16.08 Paignton-Liverpool, so I had another couple of hours of relaxation before heading home for

my train timing kit, but not before observing 21 more Class 1s, of which only five were HSTs, producing eight further Class 45s, three of which were '45/0s'. Nevertheless, I would be regularly told back then that there was no longer any variety to be had.

My northbound Liverpool turned up 1min early on the D315 timings, which were calculated for a Type 4 Class 47 on nine Mk.2s, and so our Type 3 should have actually lost some time. Departing on time with 2min 'recovery' to Exeter, even our underpowered loco had no need of heroics. We passed Dawlish Warren in 2m52s, at least 20sec down on Class 47 expectations, and eased back at precisely 75mph. Arrival at Exeter was still 1min early, but doubts were creeping in – perhaps this was not going to be worth a trip to Bristol Temple Meads after all. I could always alight at Taunton if necessary, however staying on board turned out to be the right decision for once!

Unspectacular start

The start was steady if unspectacular, taking 5m19s and 3.7miles to reach Stoke Canon level crossing, then with a maximum of 72mph at Hele, sustained on the average 1-in-300 (effectively steeper with the compensating reverse curves) up to Cullompton. Our, not quite venerable, 19-year-old loco just failed to match even the few speed-compliant drivers on the adjacent M5 motorway as progress tailed off to 67mph on the following 1-in-155 to Tiverton Junction.

With the aid of some slight respite at 1-in-207 towards the site of the future Parkway station, 73mph was regained before the real work was to be done. The Class 37 slugged

TABLE 1: DAWLISH TO TAUNTON

Locos		37521+37688			37275		
Load (see footnote)		8+47828/413/433/653			9/300/315/420		
Train		16.19 Paignton-York			16.08 Paignton-Liverpool L St		
Date		October 19, 2022			June 23, 1984		
Recorder/Position		J Heaton / 9th of 11			J Heaton / 9th of 10		
Miles	Timing Point	Sch	M S	MPH	Sch	M S	MPH
0.00	Dawlish p/d	23	0 00	PASS* sigs33	0	0 00	T
1.65	Dawlish Warren	24½	2 19	57	3	2 52	58
3.70	Starcross	[1]	4 11	72	[2]	4 55	67
5.55	Powderham FB	(1½)	5 39	77			
7.41	Exminster		7 04	81		8 06	75/ease
10.18	Marsh Barton OB		9 13	77			
10.95	City Basin		9 50	68		11 11	55
11.33	St. Thomas		10 11	62		11 37	50
12.25	EXETER S D a	36	12 06	34m8s from Pgn	14	13 29	
0.00	d	(pass)	0 00	36m8s from Pgn	17	16 12	
1.24	Cowley Br. Jct	37½	2 25	52	2	2 37	50
3.69	Stoke Canon		4 46	70		5 19	61
8.38	Hele &B.		8 30	80/78		9 37	71/73
12.45	Cullompton Stn Rd OB		11 34	80		13 00	71/67
13.75	OB		12 35	76			
14.28	OB		13 01	74			
14.79	Tiverton Jct	50	13 25	77/80		15 02	73
16.56	Tiverton P	51½	14 46	79		16 31	71
17.64	Pugham		15 35	78			
18.34	Babcock's Middle O/A		16 08	74			
19.14	Burlescombe OB		16 48	71			
19.64	OB		17 13	70			
19.89	Whiteball	54½	17 26	69	17	19 36	58
20.73	Whiteball TEP		18 08	74		20 21	75
21.89	Beam Bridge		19 01	82			
23.64	Wellington		20 21	70/69	[2]	22 23	94
26.24	Bradford		22 32	78		24 03	93
27.83	Victory		23 44	80		25 06	88
29.14	Norton Fitzwarren	62	24 44	76		26 02	84
30.74	TAUNTON p/a	63½	25 57	79/80 (1½E)	27	28 15	

Notes: * = 22m2s from Paignton nonstop 1E; Some structures timed to 1/100th of a second, rounded for publication but used for checking averages; Load=vehicles/tare/gross tonnes/including locos.

Replacing the originally advertised 'Peak' No. 45112, which was not ready in time to make its main line return on this tour, Class 37s Nos. 37688 *Great Rocks* and 37521 (as D6817) head the York-Paignton 'Torbay Delight' out of Whiteball Tunnel and into Devon on October 19, 2022. Class 47 No. 47828 was at the rear.
STEPHEN GINN

No. 37207 is pictured at Parkandillack China Clay Works with a railtour from Wolverhampton on April 7, 1984. The log below details this loco piloting a Class 47 over the Devon Banks from Plymouth on a Laira test run in April 1983.

MICK HOWARTH



TABLE 2: PLYMOUTH TO NEWTON ABBOT

Locos 37207+47477
 Vehicles/tare/gross tonnes 10/350/360
 Train 18.30 Plymouth-Cardiff C
 Date April 23, 1981
 Recorder/Position J Heaton / 6th of 12

Miles	Timing Point	Sch	M S	Ave MPH
0.00	Plymouth d.	0	0 00	3L
1.46	Lipson Jct	3	3 10	27.7
1.97	Laira Jct		3 46	51.2
3.07	Tavistock Jct		4 42	70.7
4.00	Plympton		5 34	64.0
6.59	Hemerdon	10	9 12	42.7
10.69	Ivybridge GF	(1)	9 36	55.3
13.96	Wrangaton SB		13 39	55.9
16.25	Brent SB	21½	19 23	61.9
17.66	Marley TWP		20 36	69.7
18.16	Marley TEP		21 02	69.2
20.44	Tigley		23 00	69.4
23.11	Totnes	29	27 24	sig5 36.5
27.95	Dainton SB	34½	32 50	53.4
29.01	Stoneycombe		34 03	52.4
30.76	Aller Jct	38	35 41	64.3
31.86	Newton Abbot a.	40	37 35	34.7

away at the merciless 1-in-115 towards Whiteball, but speed was dropping continuously to register just 58mph over the summit. Now 2min late, it looked as if the Type 3 had lost its battle with the Type 4 timings, but there was very little uphill work left to be done before Temple Meads.

Speed rose quickly down the 1-in-80 on *City of Truro's* famous racing ground, where I recorded a maximum of 94mph and two further miles at an average of 93mph. I actually recorded one quarter at 95.2mph, but I have moderated this as I suspect it was at an uncompensated, misplaced, short-quarter milepost. With 2min recovery time, arrival in Taunton was 25sec late. Back in 1984, Class 37s' maximum permitted speed was 90mph. See Table 1.

Despite 5min recovery time before Bristol, the run across the Somerset levels saw speed rise to 88mph, dropping to 82mph on the briefly 1-in-146 steepest stretch to Flax Bourton tunnel, passing Parson Street 4½min 'before time' and arriving at Bristol ½min early despite a 2½min dead stand waiting for a platform.

A pair from Paignton

Rewind to Paignton in 2022. How would our pair of high-capacity fuel tank Class 37s fare against this competition? The first sight of our leading locomotive caused a double-take. No. 37521 was running in its second guise as pre-TOPS No. 6817, with a small yellow panel, green livery, but no 'D' prefix on the number. Its partner for the day, No. 37688 *Great Rocks*, maintained a lower profile at the head of the seven Mk.3 First Open coaches (one including a buffet) and the Mk.2 Brake Standard Open (BSO) base of the crew.

I have taken No. 47828's weight as 125tonnes, although I have never really trusted the figures quoted for these locomotives (neither their weight nor their power output) since they stopped being 2750hp and 117tons rather a long time ago. I have taken the Class 37s as weighing 110tonnes each, with a trailing tonnage of 413tonnes tare, 433 gross for a well filled train.

In terms of power output calculation, there are too many unknown variables to offer any promise of precision. For instance, would that dual tank Class 47/8 spoil the party with some surreptitious (or otherwise) assistance? Branch Line Society Secretary Kevin Adlam was the train manager, so I had every confidence in his assurance that our Class 47 would do nothing more positive than produce the electric train supply, subsequently endorsed by the performance.

A 15mph permanent restriction over Paignton North level crossing means that the train is already on the 1-in-81 rising gradient towards Torquay before full power can be legally employed. There is then a brief dip towards the station before a challenging 1-in-55 up to and through Torre on tight curves where speed, to my slight consternation, dropped to 30mph on 1-in-73 before recovering to the line speed of 60mph.

The crossover from the Up Torbay to Up Main line at Newton Abbot West Junction is limited to 40mph, but the two Class 37s were soon accelerating hard through the station at 47mph towards 75mph at Bishopsteignton. Just before Parson's Tunnel, we caught sight of adverse signals as we then followed the 16.08 Paignton-Exmouth, formed of two Class 150/2s, to Dawlish Warren. I was pleasantly surprised to see this train recessed for us to pass, as it has a 6½min pathing allowance to Exeter and following it would have been tedious. However, the DMU had been specially retimed for the day, picking up its booked path again into Exeter, so someone in train planning was obviously on the ball.

I was looking forward to the English Electric engines raising the rafters accelerating through Exeter St David's, but instead we ground to a service halt. The run as shown in Table 1 has had the times adjusted as if this were a traffic stop to enable easier comparison with the accompanying No. 37275 run.

Each of the modern-day Class 37s was effectively sharing 433tonnes, so should have shown a distinct advantage over No. 37275, but they were of course now limited to 80mph. The 1984 run did not reach 80mph until the downhill stretch after Whiteball, whereas Nos. 37521/37688 managed the figure on the much shorter and shallower 1-in-313/534 approaching Hele level crossing, then dropping speed gradually to 75mph where No. 37275 was doing 67mph with its 315tonne train at the



In connection with the 'Torbay Delight' tour on October 19, 2022, the Dartmouth Steam Railway had its Type 3 No. 6975 (37275) in passenger service for the day, the loco seen heading into Paignton with the 12.25 from Kingswear, passing Goodringer Sidings where the tour locos and stock were waiting to form the return 16.19 departure to York. D W V HUNT

top of the climb towards Tiverton Junction.

Following another 80mph, the double-header took the summit of the 1-in-115 to Whiteball at 69mph compared with the 73/58mph of the single loco. In terms of edhp (equivalent drawbar horsepower), and remembering the provisos, the two Class 37s grossed around 2600 on this stretch and the single loco 1400.

The downhill performance from leaving Whiteball Tunnel to arriving or passing Taunton demonstrates the excitement of that 1984 run, which ground to a standstill in the Up Relief Taunton platform only 7m54s after leaving the tunnel, whereas a perfectly competent run by the railtour took 7m50s to pass Taunton on the Up Main at 79mph. It was one of those moments when one wanted to be in two places at once – riding the train and observing from the platform.

Unfortunately, the pleasures of further comparison with my Liverpool-bound holiday train were limited by preference being given to a late 2+4 HST leaving the Weston-super-Mare loop across our path, our signal check to 8mph converting '2min early Bridgewater' into '1½min late Worle Junction'. The signalling decision was justified, and even more so when we then caught up the 9min late 17.28 Weston-super-Mare to Paddington IET conducting its Yatton and Nailsea stops, resulting in our 8min late arrival at Temple Meads.

It might be feared this loss of path would have resulted in an accumulating deficit for this imaginative railtour on its 18hour round trip to and from York, but arrival at Derby – the second 'set down' stop – was 18min early and on time 'away'. By Leeds, the train was 25min early, followed by a merciful 18min early arrival on the 23.54 booked York arrival.

Piloting and drags

I experienced only one other Class 37 run on a Devon summer Saturday holiday train, on August 7, 1999 when No. 37695 worked the 16.24 Paignton-Manchester Piccadilly in tandem with No. 47851. I alighted at Dawlish, disillusioned with the lack of rapport between the two drivers as far as Newton Abbot, deteriorating further on departure – so much so that the Class 47 seemed to be contributing little, if indeed anything, more than the 2022's 'assistant' No. 47828. My notes are sketchy, but I think the combination stemmed from the Newton Abbot summer Saturday standby loco, the Class 37 on this occasion, having been summoned to Goodrington but ultimately not required.

Prior to my posting to Exeter in 1983, Laira depot was in the habit of sending locos out on test at the head of booked passenger trains from Plymouth to Newton Abbot. From time to time, even on Hemerdon and Dainton, the train engine would let the test loco take full charge, usually resulting in a loss of time even before station overtime detaching the test loco at Newton Abbot. On one occasion when I was on holiday, I had a run with No. 37207 'piloting' Class 47 No. 47477 on the 18.30 Plymouth-Cardiff. An outline log with some excessive speeds is shown in Table 2. After I moved west, I noticed a worse example and blew the whistle on it, much to the annoyance of the Laira staff, who would regardless try to slip an odd example past the spoilsport referee.

There were other occasions, though, when we operators were only too glad to summon

TABLE 3: EXETER ST. DAVID'S TO PLYMOUTH

Loco/Power cars		47142+43142/43xxx			37214+43103/43121			
Load*		2+8HST/410/430			2+7 HST/378/390			
Train		16.21 Exeter SD-Plymouth			06.05 Leeds-Plymouth			
Date		April 25, 1990			November 18, 1995			
Recorder/Position/Driver		J Heaton / 1st of 11 / Driver B Long (Exeter)			J Heaton / 9th of 10 / -			
Miles	Timing Point	Sch	M S	Ave MPH	Sch	M S	MPH	Ave MPH
0.00	EXETER S D d	0	0 00	35½L sigs stop 2.59-4.12 children on line	0	0 00	76L	
0.92	Exeter St Thomas		2 15	24.7		4 48	-/76	11.6
4.84	Exminster		5 55	64.0		8 52	74	57.7
8.55	Starcross		8 54	74.7		12 07	67	68.5
10.60	Dawlish Warren	9	10 34	73.8	9	14 05	sigs34/22	62.5
12.25	Dawlish		12 03	66.7		17 08	43/49	32.5
13.66	Smugglers' Gap		13 31	57.8		19 15	-/sigs24	40.0
15.05	Teignmouth		14 48	64.9		21 27	49	37.8
17.44	Bishopsteignton		17 09	61.0		23 50	71/sigs	60.1
20.18	NEWTON ABBOT a	18	20 12	53.9	19	27 59		39.6
20.18	d	20	22 18		21	29 23		
21.29	Aller J		2 10	30.8	(2)	2 09	54/58	31.0
23.03	Stoneycombe		4 14	50.4		4 10	43/40	51.7
24.09	Dainton	5½	6 00	36.1		5 44	42/51	40.7
25.85	MP 219.60c					8 11	48/53/sigs	43.2
28.93	Totnes	12	11 17	54.9	12	12 18	PL25	44.8
31.60	Tigley	[2]	14 25	51.2		16 23	46/57	39.3
33.60	Rattery		16 58	47.1		18 42	49/42	51.8
34.38	Marley TWP		17 50	53.7		19 43	48/46	45.7
35.79	Brent		20 16	30tsr 34.8		21 30	48	47.5
38.08	Wrangaton SB		23 13	46.8		24 31	45/55	45.5
41.35	Ivybridge GF		26 38	57.5	24	28 24	50/57	50.6
43.69	Cornwood		28 51	63.3	[2]	30 58	56/58	54.6
45.45	Hemerdon	32	30 36	60.4	31	32 51	57/75	56.2
48.04	Plympton		32 46	71.7		35 03	72	70.6
48.96	Tavistock Jct		33 33	70.9		35 59	55	59.5
50.58	Lipson J	38	35 08	61.1	36	37 46	50/sigs	54.3
52.03	PLYMOUTH a	41	38 00	30.3	39	41 19	24.5	

Notes: (2)=2min pathing; [x]=xmin recovery time; PL=Platform line. Class 47 Totnes stop withdrawn, Sch 12 is dep time; Covered by a following Sprinter.

the help of an assistant loco – and, too often, any old loco. The tribulations of HSTs over the South Devon banks in the hot summers of the 1980s (before global warming became the watchword) was well documented at the time.

The Exeter St David's shunters were by far the most adept I ever saw at attaching the unwieldy and badly designed emergency drawbar coupling. Ideally, the duty manager would have the assistant loco out on the Down Main sitting on the Exe Bridge. The ailing HST would arrive on a delayed aspect, because the signal overlap was occupied. Platform staff would signal to the driver by a series of, at best, improvised hand signals to stop well short of the platform-end signal to allow the assisting loco to be coupled within the signal.

One shunter would grab the drawbar out of the power car while another opened the nose flap (assuming it was not jammed). One end of the emergency drawbar was then fixed to the HST's hidden drawgear, as the assistant loco backed slowly down. The trick was then to put the loco's drawhook into the other end of the emergency drawbar and secure it by positioning a large bolt through a hole in the metal bar. This was trial and error unless you stood between the low speed approaching loco and the HST, in contravention of an instruction I could envisage having been written in a centrally heated office, its author sipping from a mug of coffee and, even worse, probably also munching a chocolate biscuit. Back on the ground, after successfully coupling loco to HST, it would then be 'brake test and right away'.

Our shunters could do this within a standard 3min station dwell time on a good day, and I well remember once going back

“Attaching the unwieldy and badly designed emergency drawbar coupling... was trial and error unless you stood between the low speed approaching loco and the HST”

TABLE 4 NEWTON ABBOT TO EXETER

Locos		37220/37294		
Vehicles/tonnes		23/302		
Train		13.00 Heathfield Gulf Oil-Waterston		
Date		May 12, 1990		
Recorder/Position		J Heaton / 1st of 25		
Miles	Timing Point	Sch	M S	MPH
0.00	NEWTON ABBOT d	0	0 00	17E
0.26	Newton A. E. Jct		0 35	35
2.74	Bishopsteignton OB		3 28	62
5.13	Teignmouth		5 50	60
6.51	Smugglers' Gap		7 11	62
7.27	Shell Cove		7 56	60
7.97	Dawlish		8 37	62
9.57	Dawlish Warren	12	10 11	61
11.63	Starcross		12 10	62
15.34	Exminster	[2]	15 45	62
18.88	City Basin		19 17	60
19.25	St. Thomas		19 43	50
20.18	EXETER S D a		pass 25	21 47



Specially-prepared Type 3s Nos. D6881+D6882 haul the special train of XP64 stock near West Ealing during the Paddington-Plymouth-Bristol-Paddington high-speed trials on June 3, 1965. No. D6881 later became TOPS Nos. 37181/37687/37610 and No. D6882 became Nos. 37182/37670.

**TABLE 5
TAUNTON TO PLYMOUTH
& SWINDON TO READING**

Locos		D6882+D6881			
Vehicles/tare/gross tons		10/349½/360			
Train		08.28 Paddington-Plymouth			
Date		June 3, 1965			
Recorder		A Varley			
Miles	Timing Point	Sch	M S	MPH	
0.00	TAUNTON*	111	107 16	80½/82	
1.95	Norton Fitzwarren		108 54	-/64tsr	
7.11	Wellington		113 14	75/77	
10.86	Whiteball	120	116 24	63	
14.19	Sampford Peverell		118 50	94	
15.96	Tiverton Jct		120 01	87	
18.21	Cullompton		121 38	82½/85½	
22.38	Hele		125 00	63/91	
29.51	Cowley Bridge J	134½	130 04	50	
30.76	EXETER S D	136½	132 16	32	
0.00		0	0 00		
0.92	St Thomas		1 58	56	
4.84	Exminster		5 12	85/86½	
8.55	Starcross		8 34	60/46	
10.60	Dawlish Warren	11	10 58	54½	
12.25	Dawlish		12 54	47	
15.05	Teignmouth		16 39	39½/65	
20.18	NEWTON ABBOT	22½	22 24	35	
21.29	Aller J	24	24 00	45/43	
23.03	Stoneycombe		26 06	51½/sigs	
24.09	Dainton	28½	27 50	29½/48/sigs	
28.93	Totnes	35½	34 46	43/44/38	
33.45	Rattery	42	40 48	48/47	
35.79	Brent	44½	43 16	61/51	
37.98	Wrangaton		45 41	61½/51	
41.28	Ivybridge		49 26	64½/41	
45.45	Hemerdon	55½	53 54	60/57½	
48.04	Plympton		55 59	94/41½	
52.03	PLYMOUTH a/p	64	62 08		

Note: *Schedule and passing time from Paddington via Berks & Hants

13.00 Plymouth Paddington

Miles	Timing Point	Sch	M S	MPH	
0.00	SWINDON* p	37½	34 08	87½	
5.80	Shrivenham		37 54	94	
10.80	Uffington	44½	41 00	100½	
13.50	Challow		52 08	90	
16.90	Wantage Road		44 54	97	
20.80	Steventon	51	47 18	99	
24.20	DIDCOT	53	49 20	101/99½	
28.85	Cholsey		52 08	100½	
32.55	Goring		54 20	101	
35.75	Pangbourne		56 32	82	
38.65	Tilehurst		58 42	80	
41.30	READING p	64	60 41	82	

Notes: *Schedule and passing time from Bristol TM via Chippenham; Swindon-Reading distances are based on those commonly used in the early 1960s.

“Gerry Fiennes promulgated a special train with the XP64 train set and a pair of Class 37 locos to run from Paddington to Plymouth in a record time, showing the potential for railways to the South West when their very survival was in grave doubt”

to my office and receiving an irate message from Control that the station staff had been instructed to attach an assistant engine and had not done so. When asked why they thought that was the situation they replied, ‘because it left right time.’ It was a delight to disabuse them of their opinion.

I rode in the cab of locos assisting HSTs on only two occasions, despite the all-too-frequent opportunities. Table 3 shows one of those occasions with a Class 47 to show the differences with a Class 37 on similar duties when I rode in the train after my retirement. It was a pity that the ‘37’ had such a poor run, starting with a delay for children on the line and having to overtake a light engine classmate standing in the middle road at Totnes. Full marks to Laira though for then changing the failed power car No. 43121 for a functioning No. 43193, although the manoeuvre took 32min and incurred a 68½min late start, but at least the northbound passengers did not have to suffer further delay.

The Class 253 & 254 Trains Working Instructions clause 13.1.1 clearly stated that, when being hauled, the HST could provide traction only ‘to assist in moving the train away’ and power must be shut off when ‘it is evident that the hauling locomotive can work the train unaided’ but this tended to receive a liberal interpretation. Indeed, some who should have known better occasionally looked sceptical when informed of the instruction’s existence.

Seawall tanks

Although Class 37s working passenger trains gave observers a chance to assess what these capable locomotives could manage, the main reason for their existence was to haul freight trains, of which modern Devon has disappointingly few. Back in the 1980s, they were the staple Cornish china clay locos. In my eyes, having to respond to failures of many diesel classes on so many occasions, Class 37s –

along with Class 33s – were probably the most reliable locomotives available. I enjoyed a trip to Meldon in February 1988 with No. 37226, out with empties and back with a 640tonne load, which needed brake force more than tractive effort to make its way down from the ballast quarry to Exeter Riverside Yard.

My most memorable trip with a Class 37 on freight occurred on May 12, 1990 when I decided it was high time I paid another inspection visit to the remains of the Teign Valley line from Newton Abbot to Exeter, by then truncated at Heathfield where there was a road distribution depot for central heating oil arriving by rail from Waterston (Milford Haven). There was still remnant ball clay working down to Cornwall from the branch, and it was a regular stabling point for royal trains, so it was important to keep in touch with the geography and occasionally observe the relatively complex shunting arrangements.

The train crew supervisor had confirmed the discharged tank train was being assembled that morning, to be brought up to Exeter by Class 37s Nos. 37220 and 37294. Joining Exeter driver Jon Morton in the St David’s stabling point, I enjoyed a ‘light engines’ run to Dawlish Warren and then along the sea wall to Newton Abbot, wasting no time as we passed Dawlish Warren (10½ miles) in 9m51s at maximum speed 75mph... from the stabling point, not the Down Main line passenger platform. My last unchecked 100mph IET run took 9m21s to pass Dawlish Warren from Exeter.

We reached Newton Abbot at 11.50 with 70min before departure from the oil terminal, during which we had to collect the shunter and the single line staff before ambling down the branch and across Teigngrace level crossing to collect the 23x45tonne (when full) discharged tanks weighing 302tonnes and then running round them. On arrival at Newton Abbot, it was a matter of running round them again and



Summer Saturdays in the 1970s and 80s could see North East-based Class 37s work holiday trains from Newcastle to places such as Great Yarmouth and Scarborough. One of the latter is pictured at York on August 3, 1985 as No. 37059 arrives with the 10.18 Scarborough-Newcastle. Hawthorne Collection



In BR days, Plymouth-bound HSTs arriving at Exeter with only one of the two power cars working needed a locomotive attaching to get them over the famous Devon Banks. One such example on July 27, 1996 shows No. 37254 leading a HST set up to the tunnel and summit at Dainton, between Newton Abbot and Totnes. COLOUR-RAIL

propelling the train into the up platform during a suitable gap between booked trains on the Up Main line.

By then we were 17min early, so I was unprepared for the sudden start and the vesuvial eruption from the English Electric engines. The discharged tanks (dangerous goods tanks are only 'empty' if purged) were limited to 60mph, which was generally observed, although it subsequently appears that the speedometer was reading about 2mph low. We passed Bishopsteignton headland footbridge in 3m28s, which would not completely disgrace a 'Sprinter', and Dawlish Warren in 10m11s against the timing of 9½min applicable to all HST formations, IETs and 'Voyagers'. As driver Morton carefully set me down in Exeter St David's platform 5, waiting for access to Riverside Yard, I noted the time from Newton Abbot as 21m47s at a start to stop average of 55½mph, 61mph Bishopsteignton to City Basin pass to pass. See Table 4.

High speed showcase

The history of Class 37s in Devon cannot be let pass without a reprise of what might have been. On June 3, 1965, that doyen of railway managers and Oxford alumnus Gerry Fiennes (born Gerard Francis Gisborne Twistleton-Wykeham-Fiennes) promulgated a special train with the experimental XP64 train set and a pair of Class 37 locos (Nos. D6881+D6882), with high fuel capacity and 100mph derogation, to run from Paddington to Plymouth in a record time, showing the potential for railways to the South West when their very survival was in grave doubt. A variety of logs has been published by some eminent railway writers, but there has been some significant disagreement over the time taken.

Gerry Fiennes had earlier addressed his former university's railway society and distributed tickets for the test train to the members. Secretary Alan Varley, now one of the most eminent Railway Performance Society

recorders, travelled on the special and produced the logs used in Table 5 showing the progress between Taunton and Plymouth and some 100mph running by the pair from Swindon to Reading.

North East comparison

This article is intended to be a snapshot of Class 37s at work well away from their traditional territories around the collieries of South Wales, Yorkshire and the North East, with which they are traditionally associated, and also far from their original passenger work in Scotland, East Anglia or later duties in the North West. However, I would like to finish with a run from 1982 when, my memory serves me, a Newcastle Division Class 37 was diagrammed for the 11-coach (sometimes more) summer Saturday 08.35 Newcastle to Great Yarmouth.

Table 6 shows a journey between Darlington and York, which to me appeared to be working flat out down the mainly insignificant gradients that separate the two railway centres. No. 37069 was usually to be found hard at work around Tees and Tyne marshalling yards but, come the weekend, freight Class 37s could be called upon to run at twice their normal speeds reached while trundling partially-fitted Class 8 trains around the industrial north.

Sectorisation put paid to such flexibility and prevented the use of such otherwise idle resources being provided on a marginal cost basis. Nevertheless, three years later the same loco was one, my notes say, of 26 locomotives seconded to Newcastle to work special trains to York in connection with the Papal Visit at the end of May 1982. I spent all night as the senior manager, on call, in the Control office at Newcastle, so presumably had time to list the locos as shown in the Table 7 side-panel.

As a schoolboy I saw some embryonic Class 37s being built in the Hawthorn English Electric Darlington factory and 15 years later stood at the door of the Tees Yard TOPS office as one of their number growled past carefully

TABLE 6
DARLINGTON TO YORK

Loco	37069				
Vehicles/tare/gross tonnes	11/385/400				
Train	08.35 Newcastle-Yarmouth				
Date	September 1, 1979				
Recorder/Position	J Heaton / 6th of 12				
Miles	Timing Point	Sch	M	S	MPH
0.00	DARLINGTON d	0	0	00	22½L
2.55	Croft Spa		4	02	60
5.15	Eryholme		6	33	65
6.93	Cowton		8	09	70
14.14	Northallerton	14	14	45	50tsr FL
17.64	Otterington		18	29	63
21.90	Thirsk	19xSL	22	05	75
28.75	Pilmoor SB		27	19	80
34.60	Tollerton	34xFL	31	33	83
38.60	Beningbrough	[5]	34	24	85
42.46	Sketon Jct	45½	37	13	75
44.10	YORK a	49	40	27	

Notes: FL=Fast line; SL=Slow Line; Ran Up Main/FL throughout; [5]=5min recovery time.

MAY 31, 1982 PAPAL VISIT

Locos working special trains from Newcastle

- 31138, 31160, 31202, 31268
- 37069, 37192
- 40085, 40087
- 45022, 45038, 45114
- 46011, 46023, 46026, 46046
- 47001, 47018, 47093, 47094, 47121, 47220, 47221, 47275
- 47409, 47413, 47446

guiding a recalcitrant rake of clattering Teesport tanks. When I now see Class 37s, in whatever livery they are bedecked, I cannot resist thinking of those piles of components, with prospective loco numbers chalked on a nearby blackboard, and wondering if it had been cheating to underline a swathe of consecutive numbers. ■

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WCR's No. 37668 pulls away from the South Marston branch (Honda) at Swindon with a Pathfinder tour from Burton-upon-Trent to Banbury on October 29, 2022. JACK BOSKETT

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Readers' Platform

1923 Grouping locos

WE are indeed fortunate in having a spectacular collection of pre-Grouping locomotives dotted around the country, some in working order (January issue).

A number of pre-Grouping designs continued to be manufactured by the 'Big Four' into 1923 and beyond. GWR 2-6-2Ts and 2-8-0s being examples, as well as LMS '4F' 0-6-0s replicating the Midland Railway design of 1911.

The LNER built the last 10 'J27' 0-6-0s (NER 'P3s') in 1923, and five more 'Y7' 0-4-0Ts (NER 'H') during the same year, with the accolade for longevity from design to construction going to the Class J72 (NER 'E1') 0-6-0T of 1898, a batch of 10 being built by the LNER in 1925 and a further 27 being constructed by BR from 1949 to 1951.

Michael Denholm
Dunbar

AN error worth pointing out is the number of tender locomotives which came into LNER stock at January 1, 1923. Assuming that the number of tank locomotives is 2800 as stated (January issue, page 20), the number of tender locos would be around 4600 rather than 490.

Graham Chinn
By email

Graham is correct, we missed a zero and the figure for LNER tender locos should have been 4900 – Ed.

THE list of preserved pre-LMS survivors in the January edition would seem to be a little incomplete.

To the list could be added LNWR shunter No. 1439 (of 1865); Mersey Railway No. 5 (of 1885); and North Staffordshire batter loco No. BEL 2 (of 1917).

Neville Bond
By email

IN your list of preserved pre-Grouping GWR engines (page 25, January issue), you list No. 1363 as of Class 1366, whereas it should be Class 1361.

Geoffrey Biggs
Solihull

Adrian Shooter remembered

I VISITED the Launceston Railway while Adrian Shooter's Darjeeling loco was there. Later, when reading an article about the Darjeeling Railway, Adrian's email address was attached. I then emailed Adrian to say I had seen his loco and that my grandfather was the station master at Rangoon in 1897, when my father was born there. Grandfather died in 1908, he was then the assistant superintendent.

I was very surprised when I received an answer from Adrian. What a gentleman. After reading his obituary, this made me more appreciative that he found time to answer. He will be sadly missed in the railway world.

Edward CM Florey
By email

EMUs in the cold

SEEING the above short article in the January *RM*, I was immediately taken back well over 30 years. In one of our regular BREL EMU business group meetings, the Design Engineer (EMU) mentioned that he had queried one aspect of the tender procurement document as he believed it was a typing error: namely, that the Class 320 units were to be able to operate normally in temperatures as low as -25 degrees Centigrade.

He was assured that this was correct. The rationale was that the lowest recorded temperature ever recorded in the Strathclyde rail operating area was -19C, and all they had done was to add another five degrees as a safety margin. Much later on after another winter, I was

★ STAR LETTER

More railway bears

↓ MY name is DMUTed and I have been working with the Dean Forest Railway DMU Group since September 1997. I originally started working on the DMU Buffet, helping to sell their cakes and supervising the volunteer staff. I also used to wave to members of the public as we went over each of our many level crossings, I was so pleased when they smiled and waved back, as most of them did.

In July 2000, I organised the first of two Teddy Bear Days at the DFR and it was great to see all the bears bringing their children along. However, I have now mostly retired – although I do still go out on some of our DMU social days out and also help out at special events when required.

c/o Gill Christopher
Hon. Secretary DFRDMU Group



↑ BARE Lane (Morecambe) has lots of bears, as you would expect from the station name! They scuttle around the platforms clearing up litter which they pop in the bins.

Usually, visible out of the corner of your eye, they are gone in a flash. They

tend the planters, ensuring there are plenty of bee-friendly plants to feed their love of honey. Helping the station adopters, they bring a smile to rail staff and passengers alike.

David and Liz Alexander
Northern station adopters at Bare Lane



↑ MEET Dartmoor Railway Ted, purchased from the then Dartmoor Railway Supporters' Association. We had his clothes made and he comes with us whenever we visit a heritage railway.
Alan Bevan.



↑ HERE is a photo of volunteer Signalman Bear on the Gloucestershire-Warwickshire Railway, working under my supervision in Toddington signalbox.
Stephen Hill

Dover not Brighton

THE photo on page 19 of the January issue is said to depict a goods train at Brighton, but this is a train on the Eastern Docks Railway in Dover. The ex-SECR P Class loco seems to be returning a couple of empty fuel oil tanks on its two-mile journey from the Eastern Docks to the main line connection at the Western Docks. It is passing the fine range of Regency buildings in Waterloo Crescent, at the junction with Cambridge Road [which are still there - Ed].

The rails were set in flush with the

road surface, and parked cars were evidently a problem when the trains ran. It apparently finally closed in 1964, the working by then having been taken over by diesel shunter, and there seems to be nothing to mark its former work apart from the line of fence posts.

Geoffrey Mann
By email

Thanks also to the following for bringing this to our attention, and for the associated discussion and debate:



Alan Barnes, P Beckett, Andrew Bridges, Douglas d'Enno, David Hackett, John Heys, Chris Meredith, Anthony Pritchett, John Quinton, John Reed, Peter Sheasby, Richard Weller.

told that the lowest temperature recorded was now in the low -20s!

This leads to the question, has the specification for cold weather running been downgraded over the years? Or has the design/procurement department of the Class 380s slipped up?

Paul Sangwine
York

Footbridge cost

I WAS astonished to read in the December *RM* about the £450,000 being spent on renovating the footbridge in Harrington, Cumbria.

Even at a tenth of this cost, I would question whether it was money well spent. This is for a lightly used station that

most people have never even heard of. No wonder the fares are so high. Someone needs to get a grip on this waste.

Mark Thompson
Carlisle

Cleaning up trackbeds

WHILST I sympathise with Mike Critchley's question (January issue) as to why use cannot be made of strike days to tidy up the sides of railway lines, I suspect that the problem would require train drivers to assist with the engineering trains as well as other key safety staff, who may also be on strike or at least doing other work to try to keep a few trains running.

A former colleague of mine used to work for British Railways and he

commented how strike days provided the opportunity for BR staff to go out at short notice to inspect awkward areas. However, Network Rail are very strict in allowing contractors to do similar work. The amount of notice, documentation and planning that is required by contractors to be given access is in a different league.

Jeffrey Smith
Horle

EDITOR'S NOTE

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

WEDNESDAY, FEBRUARY 1

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. '20 Years of Digital Photography': Geoff Griffiths.

Further details on website penninerailwaysociety.com
Railway Correspondence & Travel Society (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@rcets.org.uk

THURSDAY, FEBRUARY 2

Bath Railway Society. The Museum of Bath at Work, Julian Road, Bath BA1 2RH. 19.30. '842 Useful Engines: A sample of 'Black Fives' at work on BR and LMS Jubilee 4-6-0s': Dave Peel.

Great Central Railway Society (Sheffield branch). Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'China's Railways Then & Now': Pete Hackney.

Lutterworth Railway Society. Lutterworth Bowls Club, off Coventry Road, Lutterworth LE15 4RB. 19.30. 'The Leicester and Swainston Railway': Malcolm Riddle.

Norfolk Railway Society. United Reformed Church Hall, 40-42 Ipswich Road, Norwich NR4 6QR. 19.30. Zoom meeting. 'The Transformation of the Western Region': Paul Stanford.

FRIDAY, FEBRUARY 3

Kettering & District Locomotive Society. Cornmarket Hall, London Road, Kettering NN15 7QA. 19.45. Annual meeting followed by 'Southern engines, 1890-1948': Brian Benford.

RCTS (Bristol group). St Teresa's Church Hall, 71 Gloucester Road, North Filton BS34 7PL. 19.30. 'Steam & Semaphores to Penzance': Maurice Dudman's slides presented by son Nick.

Stephenson Locomotive Society (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. 'Commercial and Home Movie cinema': John Coke.

MONDAY, FEBRUARY 6

Great Central Railway Society (Sheffield branch). The Farm Road Sports & Social Club, Farm Rd, Sheffield S2 2TP. 19.30. 'Rotherham to Narvik via Cleethorpes and Helsinki': Phil Lockwood and Enid Vincent.
Plymouth Railway Circle. St Edward's church hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 19.30. 'The East Suffolk Railway': John Brodribb.

TUESDAY, FEBRUARY 7

Locomotive Club of Great Britain (LCGB) (Bedford branch). St John's Church Hall, St John's Street, Bedford MK42 0DL. 19.30. 'The Cambridge Area Yesterday & Today, Part 3)': David Scudamore.
Southern Electric Group (South Hampshire branch) and Light Rail Transit Association (Southern Area). Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. 'The South of England in the early-1990s': Mark Greening.

WEDNESDAY, FEBRUARY 8

Bradford Railway Circle. Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 19.30. 'Sixty Years Back': John Holroyd.

LCGB (Dorking branch). Friends Meeting House, Butter Hill, South Street, Dorking. RH4 2LE. 19.30. 'A Year of Railway Photography Home & Abroad': Adrian Palmer.

North Yorkshire Moors Railway (York area group). St Lawrence's Church Hall, Lawrence Street, York YO10 3WP. 12.00. 'The Railway Mission': Dudley Clark.
RCTS (Sheffield branch). Sheffield Scouts and Guides, 60-68 Trippet Lane, Sheffield S1 4EL. 19.30. 'Rails around Sheffield and beyond': Steve Armitage.

THURSDAY, FEBRUARY 9

Continental Railway Society. St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 19.15. 'More Worldwide travels in slide format': John Hunt.

LCGB (St Albans branch). St Bartholomew's Church, 47 Vesta Avenue, St Albans, Herts AL1 2PE. 19.30. 'The Leighton Buzzard Narrow Gauge Railway': Nick Hill.

Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'World Steam': Robin Coombes.

FRIDAY, FEBRUARY 10

SWRS. The Manor, Slough station. 19.30. '2000 Travel log': Adrian Palmer.

SATURDAY, FEBRUARY 11

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

MONDAY, FEBRUARY 13

RCTS (Ipswich branch). Greenfinch Church Hall, Greenfinch Avenue, Ipswich IP2 0SQ. 19.15. 'A view from the Route': Katie Frost, Network Rail Anglia Route Manager.

SLS. Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA. 19.30. 'Bridging the gap - Design and construction of railway bridges': Gregory Beecroft.

Southern Electric Group (Sussex branch). 19.30. Zoom meeting. 'Around the Preserved Lines': Peter Jones.

TUESDAY, FEBRUARY 14

Great Western Society (Bristol group). Room 4, BAWA, 589 Southmead Road, Filton, Bristol BS34 7RF. 19.30. 'The Andrew Hook Memorial Meeting': incorporating the group annual meeting followed by 'The Heyford station building project': Tim Part and Alan Price.

LCGB (North London branch). Parish Room, St Michaels Church, Bounds Green Road, Wood Green, London N22 8HE. 19.30. 'Travels with My Video Camera': Jim Pentney.

Kewsee Vale Railway Society. Woodborough Social Club, Smithy Lane, Woodborough SN9 5PL. 14.45. 'Swiss Mountain Railways': Peter Taylor and Michael Porter.

RCTS (Cambridge branch). The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. 'Back to Old Ireland': Mike Page. Branch secretary Tony Field. Contact: rtcscambridge@gmail.com

RCTS (Croydon & South London). Small Hall, East Croydon United Reformed Church, Addiscombe Grove, Croydon CR0 5LP. 19.30. Zoom meeting. 'That was the Year that was - 1965': Geoff Plumb.

RCTS (East Midlands branch). Nottingham Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ. 19.30. 'The Leek and Manifold Railway': Paul Blurton. Contact: branch secretary David Coxon 0115 941 7353.

The 8E Railway Association (Northwich branch). The Gladstone Club, Station Road, Northwich CW9 5RB. 19.45. www.8erailwayassociation.org.uk
Wells Railway Fraternity. Wells Town Hall, Wells, Somerset. 19.30. 'The Bodmin & Wenford Railway': Jimmy James.

WEDNESDAY, FEBRUARY 15

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 19.30. Modelling evening.

Grimby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'Where would you like to go?': Anthony Hicks.

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'Spinning Around': Steve Philpott. Further details on website www.penninerailwaysociety.com.

THURSDAY, FEBRUARY 16

Aln Valley Railway. Barter Books, The Old Station, Alnwick NE66 2NP. 19.30. 'More Slides from My Father's Collection': David Cross.

Lutterworth Railway Society. Lutterworth Bowls Club, off Coventry Road, Lutterworth LE15 4RB. 19.30. 'Bring a Thing and Talk About It': LRS members.

Marlow & District Railway Society. Bourne End Community Centre, Wakeman Road, Bourne End SL8 5SX. Also on Zoom. 19.30. Annual meeting followed by 'The Railways of North & South Korea, North Borneo and Taiwan': Adrian Palmer. Visit www.mdrs.org.uk.

Norfolk Railway Society. United Reformed Church Hall, 40-42 Ipswich Road, Norwich NR4 6QR. 19.30. Zoom meeting. 'The Paris RER System': Mike Bunn.

RCTS (Cheltenham branch). Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 19.00. 'The LMS Patriot Project': Colin Hill.

RCTS (North East branch). Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 1SG. 19.00. 'Trains, Trams and Trolleybuses': Paul Jarman, Beamish Museum.

RCTS (Surrey branch). Woking United Reformed Church, White Rose Lane, Woking GU22 7HA. 19.15. 'The Metropolitan Railway': Colin Brading.
RCTS (West Riding branch). Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ. 19.30. 'Shots in the Dark': Peter Holden.

FRIDAY, FEBRUARY 17

Great Western Society (Taunton group). Village Hall, Stoke St Mary, Taunton, Somerset TA3 5BY. 19.30. Group annual meeting followed by 'Articulated Locomotives': Peter Darke.

LCGB (Central London branch). Keen House, 4 Calshot Street, London N1 9DA. 19.30. 'Twixt War and Grouping 1918-23. Pictures from the Ken Nunn collection': Adrian Palmer.

SWRS. The Manor, Slough station. 19.30. 'A Wander Around YouTube': Frank Taylor.

SATURDAY, FEBRUARY 18

SLS. Friends' Meeting House, Mount Street Manchester M2 5NS. 14.00. 'Is the tender half full or half empty?': Dr Robin Coombes.

MONDAY, FEBRUARY 20

Plymouth Railway Circle. St Edward's church hall, Home Park Avenue, Peverell, Plymouth PL3 4PG. 19.30. Past photographic competition winners show their master shots.

RCTS (Northampton branch). Weston Favell Parish Hall, Booth Lane South, Northampton. 14.00. 'Swindon Works - the Collett Years': Revd Canon Brian Arman.
RCTS (South Essex branch). Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8BL. 19.30. Zoom meeting. 'Roger Harrison's East Anglia Railways'.

TUESDAY, FEBRUARY 21

Leicester Railway Society. Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP. 14.00. Annual meeting and film show.
RCTS (Humber side branch). The Black Beauty, Keddington Road, off Messingham Road, Scunthorpe DN17 2QH. 19.30. 'Through My Lens': Anthony Hicks.

RCTS (Thames Valley branch). Didcot Civic Hall, Britwell Road, Didcot OX11 7JN. 19.00. 'Confessions of a Narrow Minded Enthusiast': Colin Brading.

SLS. Langdon Square Community Centre, Coulbey Newham TS8 0TF. 14.00. 'North Yorkshire Moors Railway update': Chris Price, NYMR general manager.

WEDNESDAY, FEBRUARY 22

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 19.30. Zoom meeting. 'Railway Curiosities': Bob Poole.
RCTS (Chichester branch). Bassil Shippam Centre, Tozer Way, St Pancras, Chichester, West Sussex PO19 7LG. 19.15. Zoom meeting. 'Steam in Africa'.

THURSDAY, FEBRUARY 23

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill St, Gravesend DA12 1BB. 19.30. 'Video - British Railways Then and Now - GWR': Henry Harryman.

Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. TBA.

South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, SS9 1NB. 19.30. 'Members' Photographic Evening: (railways or otherwise)'.

FRIDAY, FEBRUARY 24

Railway Club of the New Forest. Village Hall, Highwood Road, Brockenhurst. 19.30. 'One Man and his Camera': Frank Thurlby.
SWRS. The Manor, Slough station. 19.30. Transport 35mm Slide Photo Presentation.

MONDAY, FEBRUARY 27

LCGB (Dorking branch). Friends Meeting House, Butter Hill, South Street, Dorking. RH4 2LE. 19.30. 'Taith Rheilffordd Gogledd Cymru (Rhandau II) - A North Welsh Railway Tour (Part II)': Peter Jones.

TUESDAY, FEBRUARY 28

RCTS (East Midlands branch). Nottingham Mechanics, 3 North Sherwood Street, Nottingham NG1 4EZ. 19.30. 'The Trent Valley Railway': Robin Mathams and Dave Barrett. Contact: branch secretary David Coxon 0115 941 7353.

WEDNESDAY, MARCH 1

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 19.30. Modelling evening.
Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'A Tenth Colour Rail Journey': Paul Chancellor. Further details on website penninerailwaysociety.com.
RCTS (Furness, Lakes & Lune branch). Station Hotel, Carnforth. 19.30. 'DRS and Railfreight'.



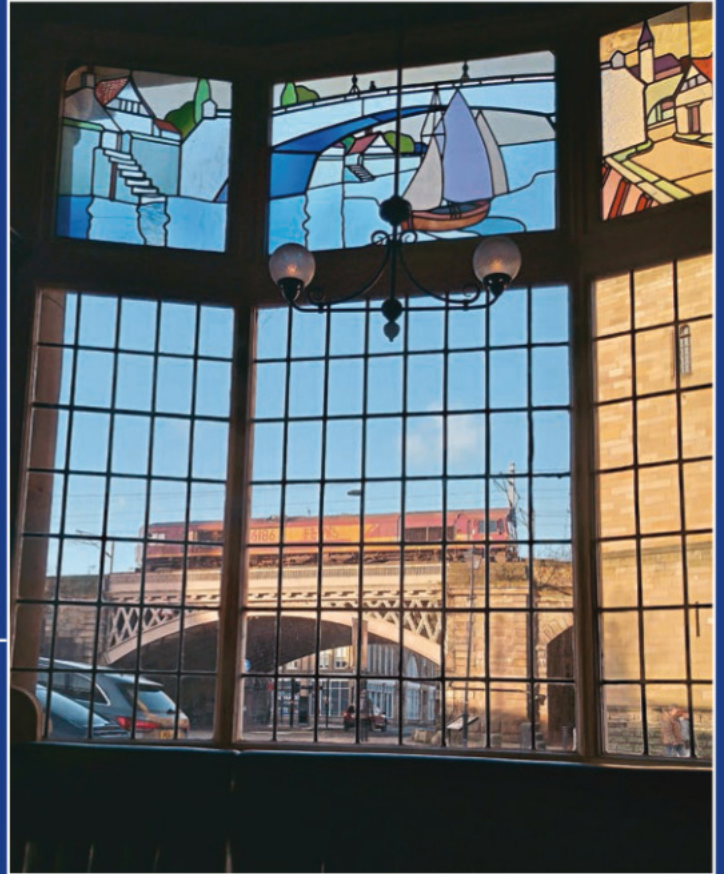
Panorama



BENDY 'BULLETS': The wide angle lens gives a different perspective of LNER 'Azumas' lined up awaiting their next duties at King's Cross on September 28, 2020. GEOFF GRIFFITHS

WINDOW ON THE WORLD: DB Cargo's No. 66186 passes through Newcastle on January 12, at the head of 4E96 Mossend Euroterminal to Tees Dock Export Berth intermodal train, framed by the impressive window of the Bridge Hotel where, in October 1966, the North Eastern Locomotive Preservation Group was formed. MICHAEL DENHOLM

BRIDGNORTH BLAST: GWR Churchward 2800 Class No. 2857 erupts at Bridgnorth, Severn Valley Railway, on January 2, as it departs with the 11.55 to Kidderminster. ED WEAVER



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MIDWINTER 'CIVITY':
With dark skies overhead,
Northern 'Civity' DMU
No. 195112 passes
Accrington on the shortest
day of 2022, December
21, with the 1B30/13.19
Blackpool North to York.
ROBERT FALCONER

SNOWY MET-CAM:
Resident Class 101
DMU climbs Oakworth
bank on the Keighley &
Worth Valley Railway
on December 10, whilst
operating a Keighley to
Oxenhope service, which
ran between the seasonal
'Elf Express' steam trains.
BRADLEY LANGTON

FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
FEBRUARY 1923

Armed raiders on Irish railways

DURING the past few months, much havoc has been wrought on the railways in Ireland by armed raiders, but the destruction of the railway station at Sligo has appealed most strongly to popular imagination in Great Britain.

Before saturating the buildings with petrol and mining the walls, the

wreckers coupled up seven powerful engines and sent them headlong under full steam. The locomotives crashed through the massive concrete sea wall and one plunged into the sea.

50 YEARS AGO
FEBRUARY 1973

More steam routes for 1973/74

A FURTHER 460 miles of line has been allocated by British Railways Board to

the operation of steam trains in 1973 and 1974, in addition to the 300 miles of line authorised in 1972.

Additional routes are: Kyle of Lochalsh-Dingwall-Inverness (78 miles); Dundee-Ladybank-Dunfermline-Cowdenbeath-Thornton-Dundee (91 miles); Filey-Hull (44 miles); Carnforth-Leeds via Keighley and Shipley (64 miles); Barrow-in-Furness-Sellafield (35 miles); Guide Bridge-Dore (35 miles); Oxford-Worcester-Hereford (85 miles); Tyseley-Stratford-on-Avon, via the North Warwick line (22 miles); Hatton/Lapworth (on the already authorised Birmingham Moor Street-Didcot route)-Stratford-on-Avon (nine miles).

Rail plan for Foulness Airport

A CONVENTIONAL railway is to be built from a terminal near King's Cross to the third London Airport at Foulness, Essex, a distance of 56 miles, it has been announced by the Minister for Transport Industries.

20 YEARS AGO
FEBRUARY 2003

Bowker warns of major cuts

THE good times are over. That was the grim message to the rail industry at the end of 2002 as Transport Secretary Alistair Darling and SRA chairman Richard Bowker both announced that there will be no more financial honey pots, no more blank cheques.

Said Darling: "Sadly, there have been people in the industry who

looked at the Government's £60bn 10-year plan and said: 'Oh good, here are unprecedented sums of money, so perhaps costs don't matter any more'. In future, the Government will look very, very carefully at projects to ensure that we get value for public money. It is very easy to spend money and get no real improvements at all. Richard Bowker and I are determined that will not happen again."

The Transport Secretary was undoubtedly referring to infrastructure schemes such as the West Coast upgrade, which at £12bn is so scandalously over-budget that it has cost more than the entire Channel Tunnel Rail Link.

The penalty for years of profligacy is twofold: Firstly, genuinely-needed projects may now have to go on hold indefinitely. Secondly, train operators are being told to allow for cuts in subsidies of up to 20% when pitching for renewed franchises.

SWT gets its first 'Desiro'

CHRISTMAS came early for South West Trains when it took delivery of its first Class 450 'Desiro' unit for testing on December 16/17.

Each of the units built at Siemens' Vienna plant undergoes a series of acceptance tests at Wildenrath test track before movement through the Channel Tunnel to Willesden yard and delivery to SWT's Bournemouth depot.

Initial testing was expected to be carried out at night between Wareham and Weymouth from January 14.



50 YEARS AGO: 'Royal Scot' No. 46115 Scots Guardsman approaches Settle Junction on October 2, 2022 – this line from Carnforth to Leeds being one of those reauthorised for steam in early 1973. JAMES CORBEN

RCTS Britain's leading Railway Society

The RCTS: then and now

THE 'Kenny Belle' (previously covered in the *Railway Observer* in a named trains article) was not a Pullman Train!

Richard Beeching in his plans for a lean, mean, profitable railway (also previously reported in the *RO*) meant chopping non-profitable lines. The report of modernising the railway highlighted that the closure should go ahead for the Clapham Junction to Kensington Olympia service, which was on the West London Extension Railway before being absorbed by the LSWR, Southern and later British Railways. It was pointed out that this unusual service was deemed ripe for closure as it was almost certainly unprofitable.

The Clapham Junction-Kensington Olympia service (the 'Kenny Belle' to its friends) was by no means an officially secret service, but it was by any definition a 'Ghost Train' because between 1955 and 1969 it received no mention in the official timetable and at the time of Beeching it consisted of just two trains a day each way.

One morning at 08.05, a local user decided to do some research before the line was going to be closed and

asked for a ticket to Olympia. The country's busiest rail junction was visibly shaken. The stationmaster said this is probably only the second or third ticket they had sold for this train since the First World War. The regulars have season tickets. The service used to run from a platform fenced off with a concealed entrance, not very user-friendly!

So the 'Ghost Train', as it was known, was going to be scrapped. The eight minute journey from Clapham Junction to Kensington Olympia operated four times a day by the late 1960s, with the times only known to a handful of railwaymen and a group of Civil Servants that used it regularly.

As time slipped by, a ticket was carefully produced. A single Clapham Junction to Kensington Olympia was one shilling, although it still bore the old face of 9d, out of date since November 1959. An arrow pointed to platform 1 for Kensington Olympia (this would later become platform 17) through the subway, well away from the hustle and bustle of everyday trains. Four green carriages and steam haulage awaited its passengers.

"Well done," said the ticket



Today's 'Kenny Belle' equivalent is now operated by London Overground (Arriva Rail London). Class 378 EMU No. 378216 is pictured at Clapham Junction on January 9, working the 11.00 to Stratford via Kensington Olympia.

PETER DE GROOT/RCTS

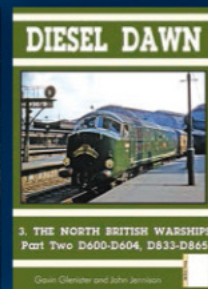
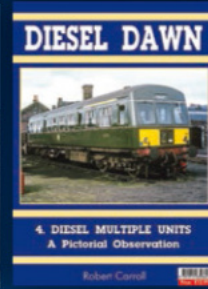
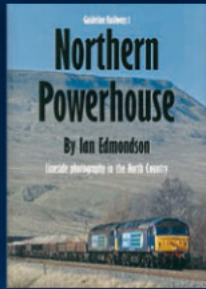
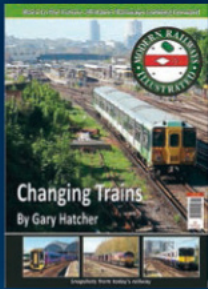
inspector working on platform 1 when he arrived. "You need a fair knowledge of the station to find your way to this train." The Nine Elms-based driver explained they got the 'Ghost Train' diagram one day in 16 weeks. He said it had not paid for 43 years, which was why the management gave up and removed it from the timetable.

Ultimately, the 'Kenny Belle' would survive Beeching and end up being the last steam-hauled service in London. However, the question remains – just why did this service exist and why did it disappear from the timetable in the first place.

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

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R30073 Class 56 56047 in BR blue£196.50
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R4880A Collett 57 'Bow ended' non-corridor brake third (Left-hand) W4949W in BR crimson (RRP £59.49)£25
R4881 Collett 57 'Bow ended' non-corridor brake third (Right-hand) in BR crimson - W5508W (RRP £53.99)£25
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NEW
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O Gauge (1:43 Scale)

Dapol - Steam locos

7S-010-016 Class A1 'Terrier' 0-6-0T 672 "Fenchurch" in LBSCR marsh brown (RRP £251.51) ... **BARGAIN** ..£185.50
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Coaches

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2777 Class 27 27032 in BR blue Highland Rail stag emblems - weathered **NEW**£568.65
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5601 Class 56 in BR large logo blue - unnumbered (RRP £729) **BARGAIN**£495
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6004 Class 60 in DB Cargo traffic red - unnumbered (RRP £729) **BARGAIN**£450
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Waggon & Maschinenbau railbus No. M79964 awaits departure from Keighley with the last KWVR train of the day on January 8, the 16.45 to Oxenhope. CHRIS GEE



P58 STEAM

'Manor' visits Battlefield Line



P74 CLASSIC TRACTION

Winter warm up at Swanage



P82 TRACTION & STOCK

Retro livery for No. 323221

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All change at Gwili

Passengers will be able to start their journey at Abergwili Junction, the Gwili Railway's new southern terminus, from this season.



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

SIDELINES

Tornado in Norfolk

'A1' No. 60163 *Tornado* is to visit the North Norfolk Railway from May 27 to June 4. Special trains hauled by the Pacific will depart from Sheringham at 10.00, 11.40, 13.20, 15.00 and 16.40 each day – advance booking via www.nnrailway.co.uk is essential. Tickets will include a reserved seat for one return journey from Sheringham to Holt, with extra time at the line's western terminus for passengers to take photographs of the well known locomotive.

Prairie progress

THE virtually completed boiler, complete with ashpan, was temporarily fitted into the frames on GWR 2-6-2T No. 4150 at Bridgnorth, Severn Valley Railway between Christmas and New Year. It was then shunted into the main loco works to enable the manufacture or refurbishment and trial fitting of operating linkages and pipework on the boiler and ashpan. Once these trial fittings have been completed, the boiler will be lifted out again for final out-of-frames hydraulic and steam testing, before sign off and commissioning ahead of final loco reassembly.

New-build open day

MEMBERS of the public will be able to view progress on two new-build locomotive projects in Sheffield on Saturday, April 15, between 10.00 and 16.00. Representatives from both BR Standard Class 6 Pacific No. 72010 *Hengist* and LNER 'B17' No. 61673 *Spirit of Sandringham* will be on hand to answer questions on their respective projects. The event will take place at: Hengist Locomotive Works, CTL Seal Ltd, Butterthwaite Lane, Sheffield, S35 9WEA.

Boiler ordered

WORK to restore the Isle of Wight Steam Railway's (IWSR) 'E1' 0-6-0T has taken a leap forward with the ordering of a new boiler from Israel Newton & Sons. The sole survivor of its class, the railway hopes to return the Brighton-built loco to action in time for its 150th birthday in 2026. Bought by the IWSR in 2012 with the help of a legacy from the late Mr Raymond Harvey, his wish was to see an 'E1' run on the Island in the guise of W2 *Yarmouth* in Southern Railway olive green livery.

OPERATIONS at the Gwili Railway are set to be transformed this coming season, with services starting at Abergwili Junction (AJ) rather than Bronwydd Arms, which has served as the line's headquarters since the section of the former Carmarthen to Aberstwyth route reopened as a heritage line in 1978.

AJ lies on the edge of Carmarthen. While the site of the junction itself is now under the roundabout on Carmarthen bypass, trains could once take the LNWR line to Llandeilo or the GWR route to Lampeter and Aberystwyth.

Gwili passenger trains have operated to AJ since summer 2017, although the station has been merely a bare platform. In the intervening period a vast amount of work has been underway on developing plans to create a southern terminus. Physical work began on the project in 2020.

With the site having been used as a 'borrow' pit for the construction of the Carmarthen bypass in the late 1990s, the land was made up of various mounds of differing materials. Therefore, the large flat spaces required for its new use as a station required a large amount of material to be removed from the southern to the northern end of the site. This resulted in levels at the northern end of the site rising between five and six feet.

Construction

After initial levelling, stone of differing grades was brought to site to help surface the car park area, which has 250 spaces – with room to expand. The finishing touches were then added at the end of October when the access road off the A485 road was tarmacked and painted, along with the installation of the new automated barriers.

A second flat area was created

on the southern end of the site ready for the new carriage shed – foundations for which have been laid. The contractor for building the shed was appointed in mid-January. It is hoped that by next winter the equivalent of eight BR Mk.1 carriages can be stored undercover.

The shed has been designed so that solar panels and rainwater harvesting can be fitted in due course.

While it will initially be two roads wide, there is scope to extend the shed to create a five road structure, with the addition of two further storage roads and a new workshop road. The railway's motive power depot will remain at Bronwydd Arms.

Among the tasks currently underway by volunteers is the reassembly of the former Kings Dock Junction signalbox from a kit of parts. Built in 1905 by McKenzie & Holland for the Swansea Harbour Trust, it was first preserved by the Swansea Vale Railway (SVR), which rebuilt it at Upper Bank. Following the closure of the SVR, it was carefully dismantled and placed in storage.

The wooden top half will be mounted at ground level on a concrete base to become a shop and office. It will be located, so that it does not impact on plans for a purpose-built shop, in due course.

Since starting on the project in late October, a small skilled team has made great strides in reassembling the key components to form the outline of the building. It is hoped that it will be ready to welcome visitors at some point this summer.

Dewi Jones, head of the railway's Carriage & Wagon Department told *The RM*: "The last 'normal' passenger train departed Bronwydd Arms on December 30, hauled by GWR 0-6-0PT No. 1369. Each train will now start and finish at AJ.



Swansea Kings Dock Junction signalbox is being rebuilt as the office and shop at Abergwili Junction station. The current platform, running line and loop are on the left. A future plan is to build a second platform alongside the loop for easier public access to the trains. The car park is to the right. DEWI JONES

Options for Bronwydd Arms are being looked at – it may become a request stop in due course."

The switch of the railway's gateway station from Bronwydd Arms to AJ is a logistical challenge, with only weeks to ensure key features are in place.

"Moving many of the facilities can only be done in the closed season between New Year and Easter," explained Mr Jones.

Facilities

"In mid-January the tea room, comprising two ex-Taff Vale Railway carriage bodies, moved from Bronwydd Arms to AJ, along with the public toilets which are housed in a portable building – plus a shed housing a second-hand bookshop. The long-term plan is to construct a new purpose-designed building – temporary structures will get us through this season.

"Because of all movements, things like walkways will be disturbed so there will only be limited public access at Bronwydd Arms."

Other outstanding tasks to complete in the coming weeks include rerouting an 11 kilovolt overhead power line and connecting water, sewerage and electricity – plus the construction of walkways and fencing from the car park to the platform.

While the main season begins on April 1, a Mothering Sunday dining train is due to run March 19 – these being the first passengers to begin their journey at AJ.

By mid-January, negotiations for steam traction from another heritage line for the coming season were underway. Having been hired for the 2022 season, GWR 0-6-0PT No. 1369 was due to return to its South Devon Railway base. It was confirmed however, that RSH 0-6-0ST *Moorbarrow* (7849/1955) is to remain on the roster this year.

New volunteers are welcome in all areas of the railway. Visit gwili-railway.co.uk or call 01267238213 for details.

Sir Lamiel's overhaul takes shape at Loughborough

THE overhaul of SR 'King Arthur' No. 777 *Sir Lamiel*, at the Great Central Railway (GCR), reached a milestone in early December, when the first of the new stays were screwed in. Efforts continue to complete the stay and set screw work and move on to preparing for the purchase of tubes.

The news follows on from the positive report from the boiler inspector and the subsequent removal of the required number of stays and set screws.

Other progress achieved

includes the lifting of the tender from the bogies. Wheelsets have been separated from the front bogie and the bogie frame cleaned and painted. The axleboxes need some minor remedial work. The wheelsets will require turning which will be arranged shortly. Replating work on the tender body is also set to get underway.

The loco frames and wheels are being cleaned to remove the old paint and accumulated grease and oil. The inside frames and dragbox are being

painted following cleaning up with the needle gun. The steam pipes from the cylinder block to the exhaust steam injector and the oil separator have been cleaned internally and externally and are being painted. Final measurements have been taken for the manufacturing and machining of new cylinder liners.

The National Collection-owned 4-6-0 is being returned to action by the 5305 Locomotive Association, which has been the custodian and mainline operator of

Sir Lamiel for over 40 years. The target remains to return No. 777 to working order in time to celebrate its centenary in 2025. The overhaul will be to full main line standard and will be based at Loughborough on the GCR.

New volunteers are always welcome – and financial support is required to pay for materials and contract work, including the new stays and set screws, plus the cylinder liners.

Visit www.sirlamiel.org.uk for details.

Severn Valley Railway stalwart bows out in style

GWR '28XX' No. 2857, a popular member of the Severn Valley Railway (SVR) steam loco fleet, worked its last train for the foreseeable future on January 2, its boiler certificate having come to an end.

The 2-8-0's owning group, The 2857 Society, arranged for a train to be formed of 10 coaches, a load of approximately 320 tons. Formed up of nine of the SVR's GWR carriages, plus a BR Mk.1 kitchen car, 102 diners boarded the 'Severn Valley Limited' dining train for a three-course meal as the locomotive made its final 32-mile round trip of the railway. The other seven coaches were filled with regular SVR passengers and that portion of the train was full and standing for the entire day.

Since its last major overhaul in 2011, No. 2857 frequently recorded the highest annual mileage of any steam loco on the SVR, having reached a total well in excess of 100,000 miles since its rescue from Woodham's scrapyards in 1974.

Both No. 2857 and No. 1501 (see separate story) now await an overhaul at a suitable date

to be defined by Severn Valley Railway (Holdings) and Severn Valley Railway (Guarantee Company) and as it stands neither company has made any plans or commitment for any overhauls to commence in the near future.

Harry Bradley, social media trustee at The 2857 Society, said: "It was fantastic to be able to give the locomotive one final send off before its boiler ticket runs out. We raised just under £2000 in donations and raffle sales, which is another nice chunk of cash towards the overhaul. We are thankful to everyone for their contribution and involvement in making the final day a success."

Fans of No. 2857 may wish to reserve their copy of a forthcoming video by emailing harry.bradley@svrlive.com. Due for release from September in time for the Autumn Steam Gala, 'From the Footplate' was recorded with six cameras mounted on No. 2857. The two-disc production will be available at £14.95 in DVD format and £17.95 in Blu-Ray format. Each copy sold will raise money for the loco's future overhaul.



MANOR ON THE BATTLEFIELD: WR 'Manor' 4-6-0 No. 7822 *Foxcote Manor* visited the Battlefield Line to assist with the sell-out Santa specials. In the run-up to New Year, the loco was used to haul Mince Pie Specials – one of which is pictured operating on December 31 as it works away from a foot crossing near Congerstone, complete with 'Cambrian Coast Express' headboard. No. 7822 left the Leicestershire heritage line for Tyseley Locomotive Works, Birmingham, on January 19, for winter maintenance, including an annual boiler exam.

Foxcote Manor is expected to return to the Battlefield Line for service up to and including Easter – after which it is set to return to the West Somerset Railway. In mid-January, Battlefield Line services were due to have the following motive power allocation over the February half-term break: Class 33 No. 33053 on 18th, No. 7822 on 19th, Class 122 No. 55005 and Class 116 No. 51131 DMUs on 21-23, No. 7822 on 25th on evening fish & chip train and all day on 26th. MARTYN TATTAM



No. 2857 storms away from Eymore Cutting on its final day in ticket, with a service from Bridgnorth to Kidderminster. JACK HOPE

'9F' secured for Great Central

BR '9F' 2-10-0 No. 92214 is to remain at the Great Central Railway (GCR) following the loco's acquisition by the David Clarke Railway Trust, the GCR's supporting charity, financed with the help of a benefactor who wishes to remain anonymous.

In mid-2022, No. 92214's owner indicated a wish to secure its longer term future. Negotiations began with a view to the loco staying at the GCR.

GCR chairman Richard Patching said: "The discussions proved to be positive and cordial throughout, leading to a successful outcome for all parties."

No. 92214 has lost its lined green livery and *City of Leicester* nameplates in favour of its original BR unlined black livery. It was due to work its first duties in its revised guise at the line's January 27-29 Winter Steam Gala.



FINE FORM: On January 12, 'B1' No. 61306 *Mayflower* worked a circular test run from LSL Crewe via Chester, Shrewsbury, Wellington, and back to Crewe via the West Coast Main Line. The 4-6-0 is seen passing Stanwardine between Gobowen and Baschurch. Class 37 No. 37688 *Great Rocks* was at the rear. ED WEAVER

DIARY

Feb 1-28 Spa Valley Railway: Steam Rides Kids for a Quid

Feb 1-5, 7-10, 17, 24, 28 South Devon Railway: Gifts & Models Open Day

Feb 10-19 Bluebell Railway: Ice Skating

Feb 11/12, 15, 18/19 Didcot Railway Centre: Steam Days

Feb 11/12, 14-16, 18/19, 21-23 South Devon Railway: Steam Open Days

Feb 11/12, 14-16, 18/19 Spa Valley Railway: Heritage Trains

Feb 11 & 18 Spa Valley Railway: Valentine's Teas

Feb 15-19 Epping Ongar Railway: Kids for a Quid

Feb 15-24 Lakeside & Haverthwaite Railway: Half-term steam

Feb 15 Ribble Steam Railway: Pirates & Princesses

Feb 18/19 Epping Ongar Railway: From LT to LRT Bus Running Weekend

Feb 18/19 Great Central Railway: Firing School Weekend

Feb 18 Ribble Steam Railway: Superheroes

Feb 21-23 Great Central Railway: Paw Patrol

Feb 24-Mar 24 Great Central Railway: Bridge Replacement – Leicester-Mountsorrel Trains

Mar 2-4 East Anglian Railway Museum: Winter Beer Festival

Mar 4 Didcot Railway Centre: The Didcot Castle Event

Mar 4/5, 11/12, 18/19, 25/26 Gloucestershire Warwickshire Railway: Opening weekends

Mar 4 Mid-Norfolk Railway: Model Railway Exhibition (Dereham)

Mar 4 Severn Valley Railway: Opening Day Steam

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

Mar 19 South Devon Railway: Mother's Day

Mar 25-April 6, 11-28 South Devon Railway: Heritage Steam Train Experiences

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Impressive line up for Keighley gala

THE Keighley & Worth Valley Railway's March 9-12 gala is due to feature three visiting main line steam locos and seven members of the resident fleet operating an intensive passenger service, including special double-headed trains and a demonstration freight train.

LMS 'Jubilee' No. 45690 *Leander* is booked to appear courtesy of Chris Beet, while LMS 'Black Fives' Nos. 44871 and 45407 *The Lancashire Fusilier* will operate thanks to Riley & Son (E) Ltd.

Home fleet performers are due to include: LMS 'Jubilee' No. 45596 *Bahamas*, LMS 'Black Five' No. 45212, L&Y Class 25 'Ironclad' No. 52044, BR '4MT' 4-6-0 No. 75078, LNWR 0-6-2T 'Coal Tank' No. 1054, Taff Vale '02' 0-6-2T No. 85 and BR '2MT' No. 78022.

Tours of Haworth shed will also be available.

Embankment damaged

IN MID-January contractors were on site to repair a section of embankment on the West Somerset Railway (WSR) near Bishops Lydeard.

The damage took place overnight on December 19 near Tribble Bridge at Combe Florey after a period of heavy rain resulted in water and soil flowing onto the railway and onto the A358 Minehead to Taunton main road.

While the railway track itself was not damaged, some of the ballast needed to be replaced after Christmas. Engineers and technical staff from the railway went on site to assess the incident and plan the repairs to the embankment.

Described as a 'landshift' from adjoining land, it meant the 'Winterlights' trains, top-and-tailed by Class 33 No. D6575 and a steam loco, had to run to a modified diagram. Trains departed Bishops Lydeard (BL), reversing just before Tribble Bridge, rather than working through to Crowcombe Heathfield, and then running back through BL to Norton Fitzwarren and final return to BL.

The WSR is working with Somerset County Council to co-ordinate its response. The railway said it was grateful for the help from the council plus the main line and heritage rail sectors.

Severn Valley Railway 'adapts to survive'

Savings to be implemented – including concentrating services into four days a week – and managing director to step down from her role in late February.

THE Severn Valley Railway (SVR) says it is entering this year with 'strong resolve' and a determination to meet challenges it expects to encounter.

It said that tourist attractions across the UK continue to be impacted by up to 30% drops in visitor numbers since Covid-19 and this has been made worse by the cost of living crisis. So the railway says it is taking proactive action to protect its business and ensure it comes through to thrive in the future.

The measures announced in mid-January include changes to staff working patterns, a recruitment freeze, voluntary redundancies and proactive steps to save energy usage across the business. The railway says it has not ruled out compulsory redundancies, but is working hard to avoid these.

While the SVR is currently in its annual maintenance shut down period, public trains will resume on March 4. It is planning a mixture of hop-on, hop-off services along with curated excursion-style trips. Operations

will be concentrated into four days a week, using a mix of steam- and heritage diesel-hauled services.

Plans are being developed for the usual four steam and diesel galas in the spring and autumn, while this summer also sees the return of the SVR's popular Step Back to the 1940s weekends.

Cost control

The cost of utilities is one of the biggest expenses that the railway faces and waste is being clamped down on across the operation. Volunteers have been asked to consolidate their working patterns so that premises only need heating and lighting for minimal times, as well as encouraging work to be put off where possible until the spring and summer, to save on costs.

The SVR says it remains committed to providing an exciting heritage railway experience for visitors, and alongside regular passenger services, it will continue to hold a range of special events

throughout the year, for rail enthusiasts and the general public alike.

Mike Ball, chairman of SVR (Holdings) Plc said: "When we planned our programme and budgets for 2022, it was on the basis that we would see a gradual return to 'normal' pre-pandemic levels of activity as the year progressed. This did not happen and the economic outlook suggests that 2023 may well be worse than 2022.

"What we believed were temporary changes are going to be longer term ones, and we must adapt in order to survive now and thrive in the future.

"We are determined to do everything we can now to protect the SVR for future generations to enjoy. The year ahead is going to be critical to achieving that aim."

Helen Smith, the SVR's managing director (MD) said: "We are facing the double problem of a significant drop in passenger revenue and secondary spend alongside escalating costs across all areas

of the business. The cost of utilities to heat and light our premises has rocketed, along with the cost of coal and diesel to power our locomotives."

Meanwhile, it was announced in mid-January that Ms Smith is to leave the SVR in late February to take up another role. Jonathan 'Gus' Dunster, the SVR's vice chairman, will take over as interim MD. An SVR volunteer for more than 30 years, Mr Dunster recently retired from his role as Avanti West Coast's executive director of operations and safety.

Contribution

Mr Ball said: "Helen has made a phenomenal contribution to the SVR. In the three years that she's been with us she has steered the railway through the devastating impact of Covid-19, ensuring we secured substantial government funding and emergency grant support to keep us going when we were unable to operate.

"She oversaw the reopening of the railway in very changed and testing circumstances, with the country still in partial lockdown."



A TASTE OF THINGS TO COME: The Great Western Society project to recreate Hawksworth County No. 1014 *County of Glamorgan* whetted appetites at Didcot Railway Centre on December 30 when a rearrangement of stock in the works took place, resulting in the loco being brought outside by Class 08 No. 08604 *Phantom*. A supporters' day is due to be held on April 20. No. 1014 will be displayed with its cab on – albeit not finished – and it is hoped to have the safety vale bonnet temporarily in place. The 4-6-0 is now back in the works, with preparations underway for the open event. FRANK DUMBLETON/GWS



BACK IN THE WEST COUNTRY: Mid-Hants Railway-based BR '2MT' 2-6-2T No. 41312, formerly allocated to Barnstaple Junction, made a return to Devon as a guest loco at the South Devon Railway three-day winter steam gala. It is seen here arriving at Buckfastleigh with the 11.30 from Totnes Riverside on New Year's Day. LINDA HEATON



LAST FEW TURNS: WR 0-6-0PT No. 1501 hauls the empty stock into Arley after running round a Santa train on December 24. A boiler ticket extension allowed the sole survivor of its Class to run on the Severn Valley Railway until January 2. Brian Hill of the 1501 Pannier Tank Association, which owns the loco said: "The engine is a great testament to all the volunteers, SVR staff and supporters who have cared for it during its more than 50 years on the SVR. We look forward to many more years of steaming along the Severn Valley." JOHN TITLOW

POST CHRISTMAS DUTIES:
GWR 0-6-0PT No. 6412 passes Bledlow cricket club with the second train of the day at the Chinnor & Princes Risborough Railway on December 29. The '64XX' was due to return to its base at the South Devon Railway in the New Year. JAMES KINDRED



SIDELINES

No Lakeside 'Jubilee'

THE hoped-for visit of LMS 'Jubilee' No. 5690 *Leander* to the Lakeside & Haverthwaite Railway to mark the line's half-century of operation will not go ahead.

In a statement, the railway said: "Despite much support and goodwill we have been unable to conclude arrangements in the timing required for the proposed pre-season visit of *Leander* to our line. While this is an obvious disappointment, we can now place our whole focus on getting Ivatt 2-6-0 No. 46441 back in service as soon as we can."

The '2MT' operated on the branch in BR days and it was preserved in the 1967 with the intention of running it on the line. As such, it is viewed as the most appropriate of locos to perform in the line's 50th anniversary year. Work on the overhaul continues.

Steam coal hope

FFOS-Y-FRAN mine, which supplies coal to the heritage sector has applied for 'Variation of conditions 3 (Coal Extraction) and 4 (Final Restoration) of planning permission APP/U6925/A/10/2129921 to extend the life of the existing mine for a further nine months: While the decision is still awaited, if granted it will allow an extension of coal mining to June this year. While waiting, the mine is still operating and lump coal for steam users remains available.

It is understood that the owners of the South Wales mine still intend to submit the full extension application via the Welsh Government to extract an additional 1.7million tons during a further three years of mining.

Corwen extension opening delayed by platform canopy

THE Llangollen Railway's Corwen station, which had originally expected to be open in March, is now anticipated to be served by public trains later in the year.

The completion and installation of the island platform canopy – a large structure which requires heavy lifting equipment and is being delivered by a third party contractor, supported by a significant government grant – has regrettably been delayed. This will have a knock-on effect on completion of other work on the station.

However, the volunteer team working on the station continues to make excellent progress, with the island platform building, signalbox and emergency access ramp all taking shape. The water tower has also been connected to the borehole supply.

A revised reopening date and gala will be confirmed in the coming months, once the final installation for the canopy has been confirmed.

The railway's finances improved through 2022, despite continued challenges facing the heritage railway sector. The

anticipated outcome is a net profit of between £50k and £100k, subject to any adjusted treatments, plus or minus, on audit. Ticket sales have been broadly 10% in excess of budget, which was set at 75% of pre-pandemic levels. The railway also benefitted from a significant legacy without which the bottom line would reveal a loss of £50k - £100k.

The railway said its heavy reliance on diesel locos and DMUs has assisted with control of costs, given the price volatility and availability of steam coal. This is likely to remain the case,

certainly in the short term.

Meanwhile, driver experiences are being reintroduced, with steam, diesel and railcar courses planned to be available on selected weekends between May and September.

LR Trust-owned GWR 0-6-0PT No. 7754 gets ever-closer to a return to steam, with the boiler cladding now all fitted and the backhead ongoing. A return to traffic for the main 2023 season is envisaged. Work also continues on the reassembly of privately-owned GWR 2-8-0 No. 3802, which should also be back in use at Llangollen this season.

HERITAGE WAGONS TRACK RECORD

Compiled by Gareth Evans

Tanks on way to the Dean Forest Railway

National Wagon Preservation Group secures 11 TTA tank wagons for preservation.

THE National Wagon Preservation Group (NWP), which owns and is custodian to a fleet of 'modern' vehicles – introduced since the Beeching era at several heritage lines around Britain – has now secured 11 TTA tank wagons.

As reported last issue, the group sought to boost its fleet, which includes MGR coal hoppers, with the addition of four-wheeled tank wagons from scrap.

NWP recently welcomed a new member to the board, Chris Thorn, who stepped into the role of social media manager. Mr Thorn put forward his proposal for a new project within the group, Project Petroleum. With the last of the TTA tanks recently being moved from Grangemouth oil refinery to Gascoigne Wood Yard for purging and disposal,

the NWP had to act fast.

An agreement was made with the Dean Forest Railway (DFR) to home the wagons as part of a block train. The group had sufficient funds to save and transport two tanks, but was keen to save further examples. A fundraising appeal was opened via Crowdfunder for a wagon. An ambitious target of £10,500 was set to attempt to save three more tanks.

The response was positive and the group raised £4155, plus a further £725 via direct donations.

Two members also agreed to purchase one each, meaning the total wagons saved was up to five. However, on the last day of the appeal an email came in from an angel investor and another seasoned preservationist, together offering funding for a further six tanks, bringing the total

tanks saved up to 11.

The 11 TTA tanks will be joined by the NWP's TEA wagon, which has prototype Y25C Bogies. The TTA tanks were carefully chosen to ensure a wide range of history within them. As there are 11 tanks, steps are being taken to have the tanks moved across the rail network to the DFR, with a fitting tribute of traction on the cards.

Although the details remained to be confirmed at the time of writing, it was hoped there will be two Class 20s at the helm, subject to the usual caveats.

The group has identified the 11 wagons to be numbered 60197, 60591, 60594, 60598, 60666, 60683, 60763, 60768, 60769, 60875 and 60878. The NWP will look to have the tanks cleaned and tidied up



Among the TTA tanks saved from scrap is No. VTG 60683, built by Powell Duffryn of Cardiff and outshopped in 1966 as No. SMBP 3447, later becoming No. 65674. It is the last main line Powell Duffryn survivor with only one other extant in preservation. The tyre profiles are around 30mm and brake blocks approximately 12mm. There are no chassis twists, while the taps and instanters are complete and in working order. NWP

as soon as practicable, with possible repaints coming in 2024.

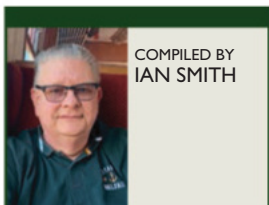
If you would like to

contribute toward ongoing costs, such as sourcing spares, transport costs or repair costs then email contact@nwp.org.uk

Industrial Steam Track Record

Overhaul progress at Wansford

Work to return the original *Thomas* and *Derek Crouch* to action is well underway at the Nene Valley Railway.



COMPILED BY IAN SMITH

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SIDELINES

Restoration

UNIQUE Manning Wardle 0-4-0ST *EB Wilson* (1795/1912) has moved from Barrow Hill to Murton on the Derwent Valley Railway for further restoration.

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THE Nene Valley Railway has two industrial steam locomotives that are currently under overhaul – both of which are important to the line in their own right.

One of the first steam locomotives on site at Wansford, Hudswell Clarke 0-6-0ST *Derek Crouch* (1539/1924) is now undergoing a major rebuild under the auspices of the line's Small Loco Group.

The rebuild reached a major milestone in December with the receipt of a newly machined cylinder block, which was fitted a few days later. The wheelsets have had all tyres, along with journals and thrust faces machined. The wheels themselves painted ready for fitting to the frames.

The boiler has also received major attention. A new firebox side has been fully drilled and temporarily bolted to the boiler. It now just needs the top edge forming down on the radius before it can be patch screwed on and welded to the rest of the outer wrapper.

Progress

The steam collector has been taken off the main steam pipe and one hole needs drilling out before they can be retapped and new studs fitted. The front tubeplate requires some weld to be built up at the bottom of the tube nest – a task that was underway in mid-January.

The group hopes the new tubes will be delivered late spring and to have the boiler

ready for testing by late summer.

Celebrity locomotive *Thomas*, Hudswell Clarke 0-6-0T (1800/1947) has been undergoing some major boiler work. The locomotive had been failed due to a leaking tube, and being unable to access it due to being behind the petticoat for the chimney.

Once the tube was removed from the boiler it very quickly became evident that a simple tube replacement would not suffice as the other tubes around it appeared to be in similar condition.

As the locomotive was well into its current ticket, it was decided to lift the boiler and have it examined and then repaired in order to give a reliable further 10-year life.

The examination showed a number of other repairs to be necessary and these have steadily been carried out.

Next steps

Riveting on the boiler barrel was completed by mid-January, along with the fitting of three out of six new palm stays. The boiler is now at the stage for preparing for tubing to commence.

The mechanical condition of the loco is excellent, and requires next to no work on the 'bottom end', although the chance will be taken to inspect the inside motion since having major work during 2018.

It is hoped that *Thomas* will return to action this coming season.

'Austerities' boost KESR Santa season

THE Kent and East Sussex Railway (KESR) has long been a user of 'Austerity' 0-6-0ST locos, and for 2022 hired two examples of the class to assist in running Santa trains.

Alongside resident Hunslet No. 25 *Northiam* (3797/1953), Hunslet-built WD No. 75008 *Swiftsure* (2857/1943) was hired from the Dean Forest Railway. *Swiftsure's* claim to fame is that it was one of the last working steam locomotives at Cadley Hill Colliery, Staffordshire.

The second, more recent loan 'Austerity' is *Sapper* (3163/1944), which has a number of claims to fame. After its military career, it was rebuilt in 1964 as works number 3885 and sold to the NCB. It became the last steam locomotive in service with the NCB, when retired from Bold Colliery in 1984. Now privately owned, it is usually based on the East Lancashire Railway.

Another Hunslet 'Austerity' based on the KESR, No. 23 *Holman F Stephens* (3791/1952),

is stored awaiting overhaul.

Meanwhile, Manning Wardle 0-6-0ST *Charwelton* (1955/1917) is currently undergoing major rebuild, to include a new boiler and cylinder block. As previously reported, Peckett 0-4-0T *Marica* (1631/1923) is still on loan to the Mid-Suffolk Light Railway.

Right: No. 75008 *Swiftsure* alongside KESR No. 25 *Northiam* on shed at Rolvenden on December 31. CHRIS LIVING



RE-CREATING THE PAST: Sentinel 4wVBTG *Ann* (7232/1927) hauled two restored British Tar wagons on the East Lancs Railway on December 30. This remarkable scene re-created the locomotive's working life and is a credit to those who worked to make it happen. The locomotive will have the paintwork spruced up over the winter, ready for it to perform this season. CALLUM PORTER



One steam locomotive out, one in at Midsomer Norton

SUNDAY, January 1, saw the final running of Kitson 0-6-0ST *Austin 1* (5459/1932) at the Somerset & Dorset Railway Trust, Midsomer Norton when the loco worked New Year's Day services. During the two-year loan from the Llangollen Railway, the locomotive was steamed for 60 days.

The replacement for the 2023 season is to be Avonside 0-6-0ST *Cranford* (1919/1924) on loan from the Appleby Frodingham Preservation Society at Scunthorpe, which arrived on January 17. The loco is due to haul public trains for the first

time at Midsomer Norton on March 19, when the line will run Mothering Sunday services.

The railway still has an appeal open towards the purchase of Sentinel 4wVBTG *Joyce* (7109/1927). The aim is to fund purchase and overhaul of the locomotive, which is painted in LMS livery as it is almost identical to a batch of Sentinel locomotives purchased by the LMS, one of which worked in the area.

Meanwhile, it has been confirmed that *Austin 1* is to operate at Peak Rail for the main 2023 season.



Austin 1 leaving Midsomer Norton station on its last passenger train working on January 1. SDRT



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- Numbered Nameplates:** A vertical column on the left lists numbers: 60009, 70032, 45564, 7810, 2271, 5561, 8425, 43062, 45053, 48215, 68688, 90152.
- Locomotive Nameplates:** 'WESTERN EXPLORER', 'SHARPSHOOTER WARSHIP CLASS', 'WOLSELEY HALL', 'VICTOR WILD', and 'THE ROBIN HOOD'.
- Station Nameplates:** A grid of station names including GORING-BY-SEA, LIDLINGTON, SITTINGBOURNE, MINSTER, BALGREEN HALT, NELSON, BOGNOR REGIS, SANDLING, CASTLETHORPE, TAFFS WELL, DANE ROAD, TUNBRIDGE WELLS, TORRE, TUNBRIDGE WELLS WEST, GUIDE BRIDGE, HURST GREEN, HELMSHORE, GROVE FERRY AND UPSTREET, HONEYBOURNE, WALTHAMSTOW, AYLESBURY TOWN, CHIPSTEAD, CARSHALTON, SUTTON, CAPENHURST, WEST HAMPSTEAD MIDLAND, NITSHILL, CLAPHAM JUNCTION, CHILHAM, HELLIFIELD, HOLLINGBOURNE, SWANSCOMBE HALT, HORSHAM, BEDWORTH, SANDYCROFT, MOSTYN, and THORNTON JUNCTION.
- Other Items:** 'PARCELS & LEFT LUGGAGE', 'WAITING ROOM', 'TRAFFORD PARK', 'BANCOR N°1', 'SEALAND', 'Rhyl', 'Rhyl N°2', 'ROCKCLIFFE HALL', 'BUCKLEY JUNCTION', 'CAERNARVON', 'STATION MASTER & PARCELS OFFICE', 'GENERAL ROOM & BOOKING OFFICE', 'TICKETS FOR CULLERCOATS WHITLEY BAY MONKSEATON NEWCASTLE VIA BACKWORTH', 'COMMERCIAL ADVERTISING DEPOT', 'STATION MASTER', 'TYNEMOUTH GOODS STATION', 'BAGILLT', 'SHOTTON', 'DANBY CASTLE ANCIENT MONUMENT', 'VALLE CRUCIS ABBEY ANCIENT MONUMENT', 'Llandudno Gorsaf/Station', 'WYE', 'STATION MASTER', 'WALSLEY', 'CHILHAM', 'HOLLINGBOURNE', 'HORSHAM', 'SANDYCROFT', 'DERBY CORPORATION CARS', 'STOP HERE BY REQUEST', 'BLACK & WHITE MOTORWAYS LTD BOOKING OFFICE', 'MIDLANDS SOUTH COAST & WALES', 'TO PLATFORMS', 'Rhyll', 'Rhyll N°2', 'ROCKCLIFFE HALL', 'BUCKLEY JUNCTION', 'CAERNARVON'.

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Tallyllyn and Amerton share volunteers' heritage award

THE Hendy and Pendle Trust Volunteers Award for 2022 has been jointly made to the Tallyllyn Railway and Amerton Railway. The prestigious award was made by HRH The Duke of Gloucester at the National Rail Heritage Awards ceremony held in London on December 6.

The respective projects recognised by this award are the Tallyllyn Railway's reconstruction of the original locomotive watering point at Tŷ Dŵr and the rescue, restoration and installation of the former signal box from Waterhouses station by the Amerton Railway in Staffordshire.

Rebuild of *Caledonia* boiler approaches completion at Severn Valley

MAJOR reconstruction of the boiler from Hollycombe's Andrew Barclay 0-4-0WT 1995/1931 *Caledonia* at the Severn Valley Railway's boiler works is approaching completion. Work undertaken includes a new boiler barrel, tubeplate, throatplate, smokebox, foundation ring, copper firebox, firehole door ring, part of the backhead and part of the side wrapper sheets.

Hollycombe volunteers will soon begin work on the frames and chassis. *Caledonia* came to Hollycombe from Dinorwic slate quarry in 1968 and in 1971 became the first loco to run on venue's 2ft gauge line.

BEM for Manx heritage volunteer

ISLE of Man's Andrew Scarffe was awarded a British Empire Medal (BEM) in the New Year Honours List for his outstanding services to the preservation of Laxey and Lonan Heritage and the island's railways. The author of several books recording the industrial history of the area around Laxey, he was closely involved in raising the funds to restore the Great Laxey Mine Railway, of which he remains treasurer and an active volunteer. He also organises a volunteer team which restores Manx Electric Railway trams and trailers which have long been out of service.

Major building projects making progress through winter at Rheidol, Ffestiniog and Groudle Glen.

THREE narrow gauge heritage lines have been progressing building projects that will enhance their offering to the public when complete.

The Vale of Rheidol Railway's (VoR) new station building will come into use for the 2023 season with staff relocating from their present temporary accommodation into the new building this spring. The temporary booking office/shop structure on the platform has been relocated and will become a store.

Phase 3 of VoR's Wales to the World reconstruction of its Aberystwyth terminus and transformation of the old loco shed into a new display space, is also advancing. Steelwork has been replaced where required and glass panels reinstated in the roof lantern (the previous panels were removed following storm damage in 2014) to increase the natural light inside the building.

Natural light will be enhanced when the brickwork removed from four side bays facing the platform is replaced by full height curtain wall glazing panels. Following the addition of internal insulation under the original ceiling, the roof interior has been clad in a style that replicates the original ceiling.

Pouring of a new concrete floor was due to be complete by the end of December with the first rails already being installed for the loco exhibits. During the winter the permanent way team aims to lay 1,500 new sleepers and undertake the usual main line spot maintenance before switching to laying track from the yard into the new display space to enable exhibits to be moved in.

Boston Lodge

Heavy machinery and plant from contractors OBR Construction Ltd has commenced working at Ffestiniog Railway's Boston

Lodge works site. The lottery-backed Boston Lodge Redevelopment and Interpretation Project, backed with financial contributions from the Ffestiniog and Welsh Highland Railways Trust and the Ffestiniog Railway Society, will restore and rejuvenate historic buildings on the site as well as erecting new buildings.

Work is currently focused on ground works in addition to the previously reported (*RM*, December 2022) commencement of work on the new Small Loco Shed.

The full project was costed at £4.2million when the Ffestiniog & Welsh Highland Railway (FF&WHR) secured a £3.1 million grant from The National Lottery Heritage Fund (*RM*, November 2021). Following a two-stage tender process OBR was selected as the preferred main contractor. Unfortunately, construction prices have risen even faster than standard inflation and the tendered price was well beyond the existing budget, putting the project at risk.

However, supplementary grants mean that the project

can proceed as planned. "We are extremely grateful for the additional funding from both the National Lottery Heritage Fund and our supporting societies, meaning that none of the buildings involved have had to be removed from the project, any one of which would have diminished the project overall," commented FF&WHR general manager, Paul Lewin. "As we face up to the difficulties of the current economic climate, we are determined to see this landmark project through to completion."

New station

The Groudle Glen Railway aims to have its new Welcome Centre fitted out and fully in use for the start of the 2023 season. The building at Lhen Coan, which incorporates a booking office and larger shop, was largely completed by Christmas.

Construction was one of the most complex projects the 2ft gauge line has undertaken. It is constructed on a steel platform above the steeply sloped bank on the glen side of the station supported by substantial foundations lower down the bank.

STR looks forward to 2023 after successful year as an all-volunteer railway

FOLLOWING the difficult 2020 when the South Tynedale Railway (STR) was hit by Covid-19 and the collapse of its trading company, the STR is back on its feet as an all-volunteer railway.

The line operated on every weekend throughout the 2022 season carrying around 7,200 passengers and covered its operating costs.

Hunslet 0-4-2T *Green Dragon* has been supplemented by the STR's Clayton battery electric locos *Newcastle* (B4427C) and *Carlisle* (B4427B) with Thomas Green & Company 0-6-2ST 441/1908 *Barber*, withdrawn in late 2018, close to returning to service having undertaken test runs. Work on *Barber* has included completely rebuilding the bottom end, undertaking unexpected boiler repairs and



Hunslet 0-4-2T *Green Dragon* draws into Alston station with a Santa Special, the final South Tynedale Railway (STR) train of 2022, on December 18. SOUTH TYNEDALE RAILWAY

fitting a new cab constructed to a non-original profile (*RM*, June 2021).

STR hopes to run an increased number of trains in 2023, which is the 40th anniversary of the

narrow gauge line reintroducing passenger services over the old standard gauge Alston branch.



SNOWY STEAM SCENE: Leighton Buzzard Railway's (LBR) Andrew Barclay 0-6-0T *Doll* emerges from the shed at Page's Park into a suitably snow-covered Bedfordshire landscape, and -5°C temperatures, to work Santa trains on December 14. Arrangements for LBR Christmas trains had to be hastily revised when a broken rail was discovered in the Stanbridge Road level crossing at the beginning of December. This precluded the normal operation of LBR Christmas trains to Leedon Loop where the loco normally runs round for the return journey. The revised operation required trains to be top and tailed with Alan Keef 4wDM No. 80 *Beaudesert* leading and *Doll* on the tail, with the train making two back and forth shuttle trips up to Stanbridge Road to compensate for the otherwise shortened ride. STEVE SEDGWICK

Clocking up the restoration hours at 'Workshop X'

THE astonishing achievements of the all-volunteer, mostly retired, team at 'Workshop X' in north Derbyshire were emphasised by publication in late December of people-hour figures compiled by de facto team leader, Martyn Ashworth.

Members of the team are currently maintaining two of the locos they restored, War Office Locomotive Trust's ex-WDLR Hunslet 4-6-0T HE 1215/1916 No. 303 and Martyn Ashworth's Avonside 0-4-0T *Ogwen* (both

at Apedale Valley Light Railway), restoring Baldwin 10-12-D 4-6-0T WDLR No. 779 (BLW 44657/1916) to steam and undertaking cosmetic restoration of 3ft gauge Hudswell Clarke 0-4-0ST 573/1900 *Handy Man* (both for Statfold Narrow Gauge Museum Trust), building a near-replica of Hunslet 0-6-4T Single-Fairlie *Gowrie* (The Gowrie Locomotive Trust) and restoring an ex-LNWR slate wagon for the Moseley Railway Trust (MRT).

The team is also assisting Matt

Dolby's restoration of 2ft gauge 0-10-0T Orenstein & Koppel with Luttermoller articulation and helping, when required, Simon Hudson and his Steam Workshop team who are restoring 2ft gauge 'Yepla' class Fowler 0-4-2T (16341/1924) Tully Sugar Mill No. 5, both being in the same workshop.

Team members are usually at the private workshop on two days of the week with the total time spent so far on each project being: Baldwin No. 779 1,990

person hours (over 74 days), *Handy Man* 1,236 hours (40 days), *Gowrie* 4,236 hours (102 days), MRT slate wagons (including a completed ex-GWR wagon) 1,694 hours (64 days), Luttermoller 857 hours (40 days). Figures for Tully Sugar Mill No. 5 (The Steam Workshop) are logged as 1,608 hours over 61 days.

Martyn Ashworth has also acquired an ex-Penrhyn slate quarry wagon built by De Winton dating from 1879 on which work has yet to start.

SIDELINES

■ VIC Bradley died on November 11 at the age of 84. A widely acknowledged narrow gauge expert, he is primarily known for supervising the design and construction of the Llanberis Lake Railway from its inception in 1970 and being its general manager until 1992 when Bruce Yarborough took over that role. Vic then assuming the title of chief engineer until his retirement in 1996.

■ VALE of Rheidol Railway's (VoR) Hudswell Clarke 0-6-0 diesel No. 11, purchased from the Bredgar & Wormshill Light Railway (where it was named *Wormshill*) last year, has been adapted for VoR service. Work undertaken includes fitting a large compressor for the air braking system, external brake hoses to connect with VoR stock and adapting the couplings. It has been re-finished in a grey livery to match VoR's 1987-built 0-6-0DH No. 10.

■ STUART Williams, Talyllyn Railway general manager since September 2017, leaves the job in February. He is moving to the Orkney island of Rousay to take up a development trust post.

■ TO celebrate the contribution of women volunteers to the Talyllyn Railway, all operating roles on May 13 will be undertaken by women.

■ VALE of Rheidol Railway's carriage No. 12 will enter service following extensive rebuilding as the line's second first class carriage in the spring. The carriage interior is being completed to the same standard as carriage No. 11, which entered traffic in May 2022, but will include some unique features, including a different ceiling painted by wildlife artist Terence Lambert.

Second 'duplicate' loco from VoR museum collection sold

VALE of Rheidol Railway (VoR) has sold unrestored 600mm (1ft 11 $\frac{1}{2}$ in) gauge Couillet 0-6-0T 1318/1900 *Hulleras de Sabero* No. 3 *Olleros* to the Pairi Daiza Steam Railway collection in Belgium.

The loco was displayed at the

Pairi Daiza zoo and gardens on December 28 following its repatriation to Belgium.

The locomotive was part of the VoR's museum collection assembled by the late Peter Rampton known as 'Collection

X' which, following his death in 2019, is now wholly owned by the VoR. The collection included three Couillet 0-6-0Ts from the *Hulleras de Sabero* line in Spain, No. 1 *Sabero* (1140/1895), No. 2 *Sahelices* (1209/1898) and No. 3

Olleros (1318/1900) purchased by Peter Rampton in 1969 when the line closed. The loco which has been sold, *Olleros*, was therefore duplicated within the collection and thus well down the list for restoration to steam by VoR.

The sale of No. 3 *Olleros* follows the sale of Henschel & Sohn 0-4-0T (16045/1918) *Hulleras de Sabero* No. 103, also duplicated in the collection, to Braxted Bakery (*The RM*, January).

The Pairi Daiza animal park now has six steam locomotives, four of which have been restored to operate on the nominal 2ft gauge line.

Left: *Hulleras de Sabero* No. 3 *Olleros* pictured outside the loco shed at Pairi Daiza following arrival from the VoR museum collection. Built in Belgium by the Société Métallurgique de Couillet in 1900, after spending its working life in Spain and 'retirement' in Britain, it is now back in Belgium after a 122 year absence. PAIRI DAIZA



WLLR passenger numbers down but revenue up

WELSHPOOL & Llanfair Light Railway (WLLR) carried 20,094 paying passengers (excluding Santa and mince pie specials) in 2022. This is down compared with the 21,008 carried in 2019 (pre-Covid and the best comparison of normal operating) – however, traffic revenue (also excluding Christmas trains) was £343,000 compared with takings of £251,000 in 2019.

Early 2022 was still affected by Covid-19 concerns while the cost-of-living crisis had an effect later in the season, as applicable to most heritage railways. WLLR observes that the reduction in visitor numbers is less than the industry norm but its income per passenger has increased by twice the increase in fare price, demonstrating a greater uptake of WLLR's premium and add-on experiences.

Further west in Mid-Wales, the Talyllyn Railway anticipates 2022 being a record year for revenue. The line's previous best year was 2019 and that total had been topped by September. An increase of around 15% in revenue compared with 2019 is anticipated when the figures are finalised. Unfortunately, spiralling costs may also mean 2022 sets a new record for expenditure.



Welsh Highland Heritage Railway's Hunslet 2-6-2T *Russell* steams round the platform roads of Ffestiniog Railway's Harbour station on December 20. FF&WHR/CHRIS PARRY

Russell calls at Porthmadog Harbour station

WELSH Highland Heritage Railway's (WHHR) Hunslet 2-6-2T *Russell* made a historic trip from its home line over Welsh Highland Railway (WHR) metals into Ffestiniog Railway's Harbour station on December 20.

Having crossed onto the WHR at WHHR's Pen-y-Mount, it was steamed round the tight curve onto Britannia

Bridge and around the platform roads at Harbour station to check clearances. *Russell* then ran across the Cob to Boston Lodge and into the new large carriage shed (also used to accommodate some locomotives) and then over the pit in the yard before returning home.

This was *Russell's* first visit to

Harbour Station since 1990, when it was transported to the FR by road, and the first time it had steamed over the cross town link into the station under its own power since 1937.

The gauging checks relate to plans for the Welsh Highland Railway 100 celebration event over June 23-25.

SIDELINES

■ WORK on Talylyn Railway's new two-road heritage shed at Tywyn Wharf is unlikely to now start this winter, as had been hoped, but commencement of groundworks and erection of the frame by Easter may still be possible. Originally estimated to cost around £300,000, rising prices now mean the figure is likely to be closer to £500,000.

■ ISLE of Man Steam Railway's museum at Port Erin is currently closed, with several large exhibits temporarily moved out, while work to replace sleepers and deal with woodworm is undertaken.

■ LYNTON & Barnstaple Railway was unable to operate its planned Santa trains on December 17 due to snow and extreme cold at Woody Bay station.

Winter boiler lifts in brief

■ THE boiler from 2ft gauge 0-10-0T Orenstein & Koppel with Luttermüller articulation which arrived at 'Workshop X' in March 2022 following its purchase by Matt Dolby (*RM*, May 2022) was sent to Israel Newton for repair and re-tubing in early December.

■ ISLE of Man Steam Railway Supporters Association volunteers cosmetically restoring the Isle of Man Steam Railway's Beyer Peacock 2-4-0T No. 5 *Mona* lifted the boiler back into the frames at Port St Mary station goods shed on December 13. The cab was then also lifted back into position. The aim is to complete the project in time for the railway's 150th anniversary this year.

■ THE boiler of ex-WDLR Baldwin 4-6-0T No. 794 (BLW44699/1917) has passed a hydraulic test and been steam tested (out of frames) at Vale of Rheidol Railway, which is restoring the loco for the Welsh Highland Heritage Railway. The rolling chassis is complete and work on fittings and final plumbing is progressing. The loco will return to operation during 2023 'as' No. 590 and is likely to feature in the June 23-25 Welsh Highland Railway 100 celebration event.

■ THE boiler of Talylyn Railway's Fletcher, Jennings 0-4-0WT No. 1 *Dolgoch* has passed a hydraulic test and been lifted into the frames. Reassembly of the loco has revealed cracks in the connecting rods. New rods are being made by a contractor. *Dolgoch* is expected to return to service this spring.

■ THE boiler of Whistlestop Valley's 0-4-4-0T *Hawk* was returned to the Kirklees Light Railway from North Bay Engineering Services Ltd on December 7.

■ THE boiler from Amberley Museum's Bagnall 2-4-0T *Polar Bear* went to Bennett Boilers in Highbridge, Somerset, for overhaul on January 3.

■ IN early December Llanberis Lake Railway withdrew Hunslet 0-4-0ST *Elidir* and commenced its 10-year overhaul.

Ffestiniog winter loco works

New-build Double-Fairlie *James Spooner* takes shape at Boston Lodge.

FFESTINIOG Railway's (FR) Double-Fairlie *David Lloyd George* has been stripped and the boiler lifted.

The boiler is in the ninth year of its ticket, but with various issues becoming apparent during the 2022 season it will be overhauled a year early, going to Israel Newton in December.

The aim is for the boiler to return to Boston Lodge this spring, enabling *David Lloyd George* to be reassembled and returned to service for the main 2023 season.

Having suffered repeated tube failures caused by pin hole corrosion during 2022, the boiler of Hunslet 2-4-0STT *Blanche* will be completely retubed with the boiler in situ this winter. Although *Blanche* will not be dismantled, the chassis will also receive overhaul work, the loco being lifted on jacks to enable

access from underneath. *Blanche* is not expected to see much use during 2023.

Also now in Boston Lodge is C H Funkey-built Bo-Bo diesel *Vale of Ffestiniog*. The elderly Cummins diesel engine has been removed and will be rebuilt while the bodywork also needs attention. The latter may be undertaken in stages with the loco running between phases during 2023.

Having fielded three George England 0-4-0STTs during 2022, only *Welsh Pony* will be available in 2023. *Prince* last ran in September and is now stored, but thanks to successful fundraising is likely to be stripped for overhaul at the end of 2023. The boiler may need extensive work plus the saddle tank is known to require significant renovation. *Palmerston* last ran in November



Significant progress has been made building Ffestiniog & Welsh Highland Railway's new Double-Fairlie *James Spooner*, most notably on construction of the cab as can be seen in this November 4 picture. Numerous fittings are also being produced and added to the locomotive. The structure of the new *James Spooner* could be mounted on its power bogies around mid-2023. ANDREW JEFFERY

(picture, *RM* January) and is now withdrawn and stored with no date for commencement on an overhaul projected.

Garratt NG/G16 No. 143, now confirmed as having been

the loco involved in the level crossing collision incident at Cwm Gloch Isaf, near Beddgelert on October 28 (*RM*, December 2022), is receiving corrective attention to its paintwork.



No. 6284 pictured at Haigh Hall Miniature Railway on October 29, 2022 when it returned steam to the line after an absence of nearly three decades. TOM BRACKENBURY

Steam loco to remain at Haigh Hall Miniature Railway

Following the return of steam to the Haigh Hall Miniature Railway for the first time in 29 years over October 29-30 (*RM*, December 2022) the owner of the locomotive, Tom Brackenbury, has told *The RM* that it will

remain at the 15in gauge Haigh Hall line for the foreseeable future, enabling the continuation of steam-hauled passenger services.

The loco is a quarter scale model of an ex-ROD/GCR 04 class 2-8-0 No. 6284.

Constructed by Ray Crome and Roger Loxley for use on the Cleethorpes Coast Light Railway, where it made its steam debut in 2009, it saw regular use until being purchased by Tom Brackenbury in 2017.



AN unusual and evocative scene in the Romney, Hythe and Dymchurch Railway's loco shed at New Romney as darkness falls on November 20. With blankets spread over the boilers are (left to right): Davey Paxman 4-8-2 No. 6 *Samson*, Davey Paxman 4-6-2 No. 1 *Green Goddess*, Davey Paxman 4-6-2 No. 2 *Northern Chief* and YEC 4-6-2 No. 9 *Winston Churchill*. JAMES WAITE

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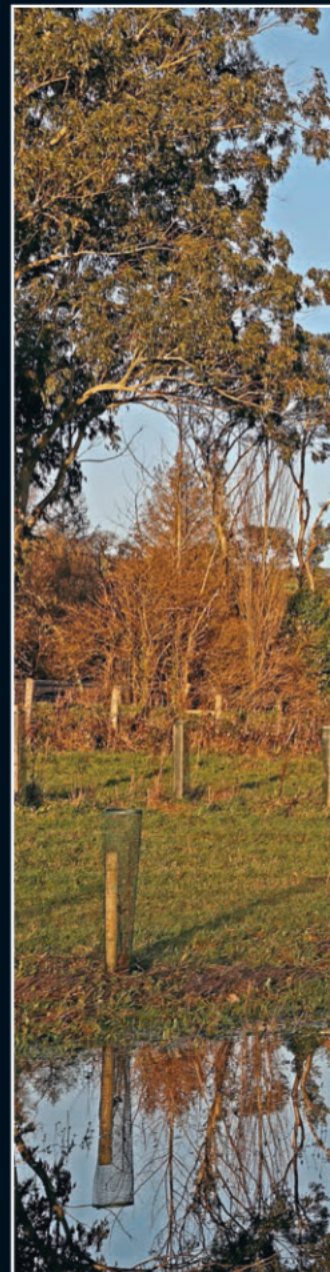


THE LOWDOWN: GWR 4-6-0 No. 4079 *Pendennis Castle* is reflected in a puddle inside the running shed at Didcot Railway Centre on January 5. FRANK DUMBLETON



STANDARD ARRIVAL: BR '2MT' 2-6-0 No. 78018 enters Quorn station on January 8, with the Great Central Railway's lunchtime diner. The host of period touches at the station, including the station staff member watching the train, add to the almost timeless scene. JAMES KINDRED

CRISP AND DRY: In seasonally frosty weather, SR Maunsell 'Q' 0-6-0 No. 30541 passes Hazelden on the Bluebell Railway with the midday 'Golden Arrow' Christmas luncheon from Sheffield Park, on December 8. NICK GILLIAM





BALLAST EMPTIES: SR Bulleid 'Battle of Britain' 4-6-2 No. 34070 *Manston* works the grade across Corfe Common towards Harmans Cross with the 14.32 Norden to Swanage freight during the Swanage Railway's Winter Warm Up event on January 7. **STEPHEN GINN**

MEGA REFLECTION: Visiting the South Devon Railway for the Winter Steam Gala, Watercress Line-based BR '2MT' 2-6-2T No. 41312 makes an impressive sight as it passes Bishop's Bridge with the 15.15 Totnes-Buckfastleigh on January 2. **BERNARD MILLS**



Steam Portfolio Track Record



SPA VALLEY SUNSET: 'Battle of Britain' Class No. 34072 257 Squadron accelerates away from Pokehill Crossing, near Groombridge, in spectacular style on January 2, with the 15.25 Eridge to Tunbridge Wells West – the final passenger working of the Spa Valley Railway's 2022 operating season. The timing of the shot is just perfect, as the photographer notes there was just a few minutes of winter sun while it set between the clouds and the horizon. DAVID STAINES



Miniature line for Statfold

New attraction due to open at March enthusiast open day.



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WELL known for its huge narrow gauge loco collection and various running lines, Statfold Barn near Tamworth, has constructed a 12¼in gauge line, which is being developed as a major feature.

The Mease Valley Light Railway (MVLRL) is to be formally opened at Statfold Barn's Steam Spectacular' event on March 18. This is a return to the original format enthusiast day where it is claimed more locos can be seen in steam in one hour than anywhere else in the UK, possibly the world.

Construction started in 2021 with the loco shed and turntable. To date, track has been laid up to the field boundary. Initially, it is a 1km long line with a passing loop approximately halfway, with run-round facilities at the far end. Eventually, this will help bring the site together with stations provided at the recently restored Duck Decoy beside the lake and at the far end of the 2ft gauge line. The 12¼in gauge track is S10 rail with new hardwood sleepers.

Locos and stock

Currently, the railway has two locos, a 2-4-2T (Exmoor Steam Railway 332 of 2007) *Victoria* and an 0-6-0DH (Alan Keef 73 of



The MVLRL's first steam loco is *Victoria*, a virtually unused 2-4-2T built by Exmoor Steam Railway (No. 332) in 2007. STATFOLD BARN RAILWAY

2005). The steam loco, although 16 years old, has hardly ever been steamed and run. It was built for the proposed Tintern Railway, Monmouthshire, which never came to fruition. The loco then went to the Scarborough Fair Collection in North Yorkshire for static display. When acquired by Statfold it returned to its builder's workshops in Devon for checking over.

Originally named *Maid Marian*, its only operation as far as is known, was demonstration runs

on Exmoor Steam Railway (ESR) private track prior to despatch to Scarborough.

The unnamed or numbered diesel, with a Perkins engine, was delivered to a short-lived private railway in North Devon. It was later used on the Exmoor Steam Railway (ESR) on works trains, until sold to Statfold in 2022.

MVLRL passenger rolling stock includes three ex-Liverpool Garden Festival coaches regauged from 15in, one of which has been rebuilt as a

wheelchair accessible vehicle. There are also two former ESR coaches, and a pair of Uerdingen Waggon-Fabric open coaches built for the 1937 'People at Work' exhibition in Dusseldorf, plus an ESR open bogie wagon for pushchairs etc.

Freight stock comprises an open bogie wagon, a bogie box van and a flat bogie wagon from the closed private railway in North Devon.

Visit www.statfold.com for details.

SIDELINES

Hastings celebrations

THE 10¼in gauge Hastings Miniature Railway will be staging a number of events this season to mark its 75th anniversary.

Lynton & Barnstaple seeks assistance

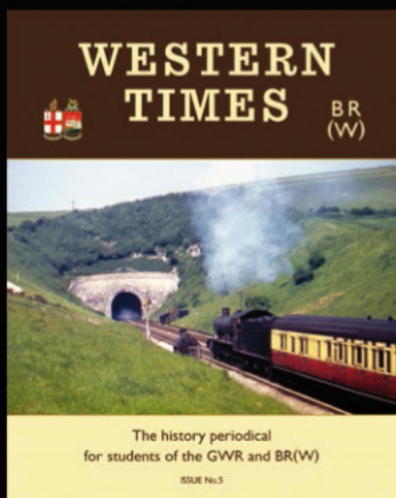
THE Lynton & Barnstaple Railway wants more volunteers to help with the 7¼in gauge railway at Woody Bay station, so it can open regularly rather than just on gala days. Young people are particularly welcome.

Moors Valley galas

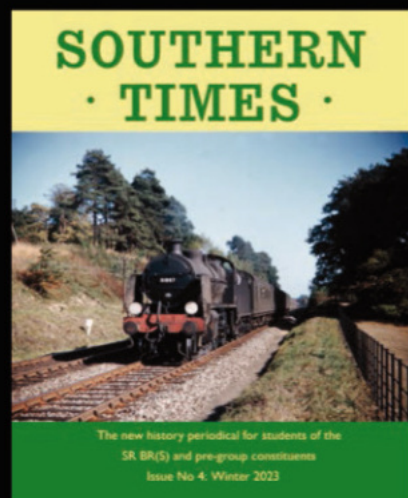
THE 7¼in gauge Moors Valley Railway has three enthusiasts' events this year: visiting locos on April 29/30; the summer gala June 17/18 and 'Tinkerbell' 55th anniversary gala on September 9/10.



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SIDELINES

2022 was best year for EATM visitors

EAST Anglia Transport Museum welcomed 21,382 people during 2022, making it the site's best year on record for visitors.

The museum, at Carlton Colville in Suffolk, which also celebrated 50 years of public opening last year, is hoping it will be able to beat the figure in 2023.

Gateshead work intensifies

RESTORATION of Gateshead No. 10 at Beamish Museum has reached the point where up to seven people have been involved in various elements of the project each day.

The overhaul of its bogies continues and staff have been deployed to clean and paint the underside of the body. A heated tent has been put up to ensure the application of primer to the bodysides can continue despite the winter temperatures.

In with the old and new for Chester car

FOLLOWING the fitting of the dash panels towards the end of last year on Chester No. 4, attention turned to fixtures and details, as well as the saloon interior.

The restoration team at the old Hooton Park airfield in Ellesmere Port has carried out an assessment of the surviving parts in its possession, which includes the majority of the kick boards, and is working to combine old materials with new where required.

Top coat for No. 11

THE roof of Southampton No. 11 received its final top coat of gloss grey in late December.

Dating from 1923, the double deck car is being restored by Southampton Tram Project at the city's Solent Sky Museum. Work on its roof required the erection of scaffolding and involved the removal and replacement of canvas prior to the application of several coverings of undercoat and gloss, as well as the cutting and fitting of new beading and guttering.

Crich gets tooled-up for in-house restoration work

Investment in equipment at the National Tramway Museum should lead to more efficient completion of joinery projects.

NEW woodworking equipment at Crich Tramway Village in Derbyshire should allow more projects to be completed in-house and give potential to undertake outside contracts.

The Tramcar Sponsorship Organisation and London County Council Tramways Trust have helped to fund £31,600 worth of tools, including a

planer thicknesser, spindle moulder and a band saw. A commercial dust extraction unit has also been purchased.

Benefits

"The benefits of the new tools are that we can work quicker and more efficiently in-house, using the correct tools without having to outsource

work," explained Graeme Wigglesworth, engineering manager at Crich.

"The addition of the dust extraction unit means that the dust from the woodwork will not be floating about the workshop, making it better for health and safety and enabling us to paint and carry out woodworking at the same time."

Mr Wigglesworth said that upcoming restoration work on Blackpool No. 298 and North Metropolitan Tramways Horse Tram No. 184, both of which are wooden-bodied, made the investment particularly worthwhile.

The site will reopen to visitors for the new season on March 11.



Blackpool 'Replica Vanguard' No. 619 stands at the Middleton Road entrance to Heaton Park on December 10, 2022. MTMS

Date for 619's official return at Manchester's Heaton Park

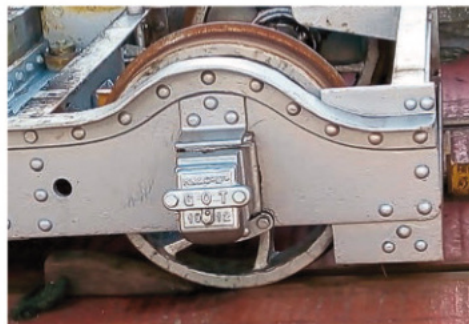
THE formal launch into service of Blackpool 'Replica Vanguard' No. 619 will take place on March 26 – the first public operating day of 2023 for Manchester's Heaton Park Tramway.

No. 619, which had been out of service for overhaul since 2017, returned to action

on the tramway in December, for the annual Lightopia event hosted in the park, but there were still some finishing touches to be completed. Among the outstanding tasks were adding lining to its red and white paintwork and the

reattachment of advertising boards.

Originally constructed in 1935 as English Electric Railcoach No. 282, the car was converted into OMO (One Man Operation) No. 7 and ran in this form in Blackpool until 1987 when it was rebuilt in its current guise.



WINTER WORK: As part of the annual winter maintenance routine at the Great Orme Tramway, both infrastructure and vehicles receive attention. Tram No. 5 is pictured on December 15 at Victoria station in Llandudno (right), with its bogies removed. It gave an opportunity to see components such as axle boxes in detail, including the one pictured above, dated 1912. GARY MORGAN JONES



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Swindon & Cricklade DMU catches fire

An engine fire broke out on a DMU at the Wiltshire railway in December, but no passengers or staff were hurt, with minimal damage to the vehicle.

THE Swindon & Cricklade Railway was using the sole surviving Class 119 two-car set, DMBC No. 51074 and DMSL No. 51104, on a shuttle service between Blunsdon and Taw Valley Halt in connection with steam-hauled Santa trains on December 11, when it had to be brought to a standstill as smoke was seen coming from one of the underfloor engines.

There were no passengers on board when the crew became aware of the fire and brought the train to a stop in a safe place to investigate. They tackled the fire with the on board fire extinguishers and contacted the fire service

who were quickly on the scene and stayed for a while as a precautionary measure. The fire did not break through to the passenger compartment and no train crew, volunteers or passengers were injured.

The incident was dealt with in a calm and professional way. Taw Valley Halt was closed and the shuttle service suspended for the following weekend's event on December 17/18. The Santa specials were not affected and continued to run from the main station at Blunsdon to North Pole (Hayes Knoll).

The fire was on No. 51074, No. 1 engine air filter.

Fortunately, damage was limited to the air filter itself and its immediate surroundings. The vehicle was moved into Hayes Knoll shed where the cause of the fire could be investigated and the damage rectified.

Repairs

The SCR's diesel department said that on January 7/8 the air filter was removed to enable a visual inspection of the engine air intake. All looked well so it was decided to go for an engine start. It was not possible to start the engine in the conventional manner due to water ingress to the fire alarm control box

and possible heat damage to cables. However, by bypassing the fire alarm start inhibit the engine was successfully started and ran without any problems. The air filter is beyond repair, so a replacement is needed. Hopefully, the start circuit repairs will not take too long and the vehicle can soon return to service.

The Class 119 'Cross-Country' three-car, and a few two-car, sets were built in 1958-59 by Gloucester RCW for the Western Region. Of the 81 cars built only three survive: the S&CR operational pair and DMBC No. W51073 based on the Ecclesbourne Valley Railway.

SIDELINES

Change of chairman for Class 50 Alliance

JONATHAN 'Gus' Dunster, chairman of the Class 50 Alliance Ltd, based on the Severn Valley Railway since the Fifty Fund merged with Project Defiance in 2006, has stepped down from the board. His place has been taken by long-serving volunteer and professional railwayman, Tony Middleton. The Alliance has six Class 50s in its care.

Pioneer Class 26 to visit Ecclesbourne Valley Railway

PRIVATELY-OWNED Class 26 No. 26007 (D5300), based at Barrow Hill, will be spending the coming season at the Ecclesbourne Valley Railway.

Class 47 destined for Margate

LOCOMOTIVE Services' Class 47 No. D1944 (47501) *Craftsman* suffered fire damage while on a main line duty. The Crewe-based BR two-tone green Brush Type 4 is to be stored at the One:One Collection at Margate for the time being.

GCR gala date changed

GREAT Central Railway's annual mixed traction 'Railways at Work' gala will now be held on August 19/20 instead of the previously announced date in March.

Sulzer Type 2 to return to service at Bo'ness

THE diesel running day at the Bo'ness & Kinneil Railway on March 25, is expected to see the return to traffic of Class 26 No. 26038 (D5338) *Tom Clift 1954-2012*. This follows completion of a mechanical overhaul and repainting.

Llanelli & Mynydd Mawr Railway gains a very useful vehicle



Baguley-Drewry railcar No. AD9117 and its flatbed trailer is seen at the Llanelli & Mynydd Mawr Railway, Cynheidre. In full working order and available for use by the permanent way department, it will be supporting the winter maintenance programme. DAVID MEE

FORMER Ministry of Defence four-wheel diesel railcar No. AD9117 is a much-travelled vehicle now based on the Llanelli & Mynydd Mawr Railway (LMMR). Baguley-Drewry No. 3706 was built and delivered to the Bicester Military Railway, Oxfordshire, in 1975. It operated at several MoD establishments, but from 1991 it saw little use and was sold to the GWR Preservation Group at Southall in 1993.

It was loaned to the East Anglian Railway Museum, Chappel & Wakes Colne, Essex from the early 2000s, returning to Southall in 2006. With the closure of the West London-based GWR Preservation Group, it was moved to the Gloucestershire-Warwickshire

Steam Railway in March 2020, and later bought for the Coulsdon Old Vehicle Engineering Society (COVES) and transferred to Finmere station.

The next move was to COVES's new site at Graven Hill, Bicester when evicted to make way for HS2. With COVES being evicted again, from Bicester, the railcar was acquired by two individuals and moved to the LMMR at Cynheidre with Class 73 ED No. No. 73130 (RM Dec. p76).

The 68hp railcar is in full working order and with its accompanying flatbed trailer, will be used on permanent way duties. It may also be available on other occasions for passenger carrying.



IN TRIBUTE TO A RAILWAYMAN: The Swanage Railway's mixed traction Winter Warm-Up event held on the weekend of January 7/8, featured Paul Spracklen's Class 50 No. 50026 *Indomitabile*. This has been on an extended stay since May but was due to return to Eastleigh Works during the following week.

The immaculate Network SouthEast-liveried loco is seen arriving at Harmans Cross with a Swanage to Norden service on the Sunday. The headboard, made by Tim Hobman, trading as Handyhobman, is in memory of Adrian Shooter whose funeral was held at the Fawley Hill Railway the previous day.

The 'Hoover' was returned to Eastleigh on January 11 by Class 33 No. D6515 (33012) – although it is expected back at Swanage for the railway's May 12-14 diesel gala, hopefully, with sister loco No. 50021 *Rodney*, following extensive restoration at Eastleigh. MARK V. PIKE



SHUNTER REFRESHED: South Devon Railway-based Class 04 0-6-0 No. D2246, newly repainted in black with BR emblem and number applied, was posed on December 30 alongside the large Buckfastleigh station running-in board. This had been retitled 'Grand Rapids' for the pre-Christmas 'Polar Express' trains. DAVID HUNT

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The day after it was announced as being the recipient of the 'Railcar of the Year' award, Class 104 No. M50455 worked the last passenger run at the ELR, which closed from January 3 for engineering works including track renewal north of Ramsbottom and bridge work. Passenger services are due to resume on March 25. The Class 104 DMU is seen working the 14.35 Heywood to Rawtenstall departing Burrs on January 2, led by No. M50517. TOM MCATEE

ELR Class 104 DMU voted railcar of the year

THE Railcar Association announced on January 1, that the winner of the annual 'Railcar of the Year' competition for 2022 was Kevin Dowd's Class 104 DMBS (Driving Motor Brake Second) No. M50455, based on the East Lancashire Railway (ELR). This 1957-built vehicle, in the

care of the Birmingham Railcar Workgroup, has been receiving attention for many years.

It was in operation from November 2017 until summer 2022 when withdrawn for interior refurbishment. This was completed in time to re-enter service for the November 12/13

DMU gala, with sister car No. M50517.

The standard of restoration of this vehicle had been noted over the years and with interior and exterior now complete it easily scooped the prestigious award, coincidentally, with 104 votes. Next, was Derby Lightweight

Preservation Group's DTCL No. 79612, based on the Ecclesbourne Valley Railway, with 72 votes.

When restoration of TCL No. M59137 is completed, the Birmingham RCW two-car set is to be reinstated as a three-car set, as originally supplied to BR.

A successful test run for DEPG locos

WEST Somerset Railway-based Diesel & Electric Preservation Group (DEPG) held a successful test run on December 17, for three locos which had undergone significant work since the summer.

All three locos performed well on the out-and-back 20-mile run between Williton and Bishops Lydeard. 'Hymek' No. D7017 showed no signs of any problems, while the other two locos need some small tasks attended to before being pronounced ready to re-enter service.

Overall, this was an excellent



WSR-based Class 35 'Hymek' No. D7017 leads sister No. D7018 and Class 33 No. D6566 (33048) on the return leg of a test run between Williton and Bishops Lydeard on December 17. TERRY DEACON

result and all volunteers who have worked so hard on these locos were congratulated.

Feedback from DEPG chairman Martin Howard, who participated in the test run and was in charge of No. D7018, said No. D7017 had a clean bill of health.

No.6566 was successful, but some minor snagging was highlighted as well as an oil leak from a pressure switch requiring attention.

No. D7018 had a known reverser fault as it will not change direction from the cab and this has to be set

manually. More work on this aspect is therefore required.

It was fortuitous the test run was the day it was, as overnight on December 19, the WSR sustained significant damage due to a landslip near Tribble Bridge, at Combe Florey. The line from this point northwards was closed.

DIARY

March

- 18/19 Llanelli & Mynydd Mawr Railway gala
- 25 Bo'ness & Kinneil Railway diesel day
- 25/26 Spa Valley Railway diesel gala

April

- 15/16 Ecclesbourne Valley Railway Twin Peaks diesel gala
- 15/16 Peak Rail Twin Peaks diesel gala
- 22/23 GCR diesel gala

May

- 6 Severn Valley Railway D1062's 60th birthday
- 12-14 Swanage Railway diesel gala
- 19-21 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
- 19/20 GCR Railways at Work gala

September

- 1-3 GCR diesel gala
- 9/10 Dean Forest Railway diesel gala
- 16/17 Llangollen Railway diesel gala
- 22/23 WSR DEPG@50 celebrations
- 23/24 IWSR autumn gala
- 23/24 Swindon & Cricklade Railway mixed traction gala

October

- 28/29 GWSR mixed traction gala

November

- 18/19 GCR Last Hurrah mixed traction gala

Two Derbyshire railways to run a joint gala

THE Ecclesbourne Valley Railway (EVR) and Peak Rail are hosting the 'Twin Peaks' gala as a joint venture on April 15/16. The railways are located in the Derbyshire Peak District and Derbyshire Dales White Peak area.

The event features the

railways' home fleets of diesels running on special timetables.

Fares will be available to cover passengers travelling on both lines with the one ticket, including a heritage bus service connecting the two railways.

Helen McKortel, operations

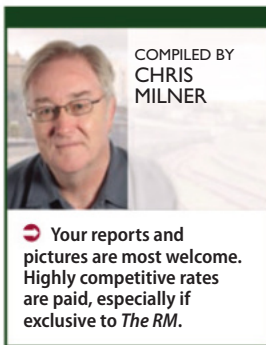
manager for WyvernRail plc, which runs the Wirksworth-based EVR, said: "We are excited to be working closely with our friends at Peak Rail to bring a joint event for the first time. It is just the start of many ways we can work together in the future."

Drive a diesel at the EARM

THE East Anglian Railway Museum at Chappel & Wakes Colne, Essex, is offering the opportunity to take control of a diesel shunter. This is along the demonstration line with a trained volunteer. Pre-booking is essential and costs £15 in addition to the museum entry ticket.

Dates are May 1 and 27, June

18, July 2 and August 20. There are 10 slots each day from approximately 10.30 to 15.30. Participants, who must be aged 16 or over, need to report to the loco driver at least 10 minutes before the booked session. Various locos may be used but it is expected ex-BR Class 04 No. D2279 will be included. Visit www.earm.co.uk for details.



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A1 Tornado's return could now be spring

HOPES of a winter return to the main line for 'A1' No. 60163 *Tornado* are being hampered by a multiplicity of factors, and the loco is now being pencilled in to be back in the spring.

Tornado has been undergoing a major overhaul, the boiler has been at DB works in Meiningen, Germany, but was returned late to Darlington in December.

Although the boiler passed its hydraulic test after arrival in England, some light remedial work was required ahead of a steam test planned for the last week of January.

As part of the overhaul, *Tornado* will be the first steam loco to be fitted with ETCS (European Train Control System), which will allow it to work out of London King's Cross when the new digital signalling system is fully implemented.

Progress

However, the small workforce at Darlington has had to deal simultaneously with the conflicting demands of the locomotive overhaul and the new signalling system, which has impacted the workflow. Consequentially, the A1 Steam Locomotive Trust now envisages No. 60163 returning at some point in the spring. Additionally, testing of the loco will be required prior to restarting main line tours.

Three tours, 'The South Devon Express', 'The Cornishman' and 'The Yorkshire Pullman' have been rescheduled to the summer, with the new dates to be finalised.

Plans for the 'The Aberdonian' on April 27 and 'The Clyde Aberdonian' on May 4 have also been cancelled, and no replacement dates announced yet.

The Trust says it is fully focused on having *Tornado* completed as soon as possible.

More day excursions on offer from Pathfinder

Operator plans to run a number of itineraries in the coming weeks – including the Cambrian Coast and Settle & Carlisle.

SEVERAL new railtours have been released by Pathfinder covering the period over the remainder of winter and to the end of April.

The first of these is on March 18 and will take Class 40 No. D345 (40145) from the North West and Midlands to East Anglia, where the class first worked express services under BR.

The Great Eastern will start at Crewe (06.30) and call at Stafford, Wolverhampton, Tame Bridge Parkway, Coleshill Parkway, Nuneaton and Leicester before taking the familiar cross country route via Peterborough and the Ely avoiding line, prior to calling at Wymondham (for the Mid-Norfolk Railway), Norwich (three hour break) and then running to the coastal resort of Great Yarmouth for a short break and photo stop.

The return will be as the outward journey, taking the Norwich avoiding line.

Fares are £139 standard class, £70 junior, with a bay of four seats priced at £536. First class seating is £195 adult, £155 junior or £760 for a bay of four. The train will have a buffet car with refreshments, including alcoholic and soft drinks and a 'Gricers Grill' serving hot and cold snacks.

A week later, Pathfinder is offering 'The Marsh Magician', a tour featuring a DB Class 60 that will a number of freight lines and sidings in the Merseyside area.

Starting at Bristol Temple Meads, this tour will pick up at

Bristol Parkway, Cheltenham Spa, Bromsgrove, Birmingham New Street, Tame Bridge Parkway, Stafford and Crewe.

The trip is named after Graham Marsh, who is soon to retire and whose 'string pulling' has enabled Pathfinder Railtours and many others to visit a host of industrial and commercial rail locations in the North West.

Traction

At Crewe a GBRf Class 60 will be added as an assisting loco before the train visits a number of loops and sidings, including the Down Chester Goods Loop, Hooton Long Sidings Run-round, Ellesmere Port UDGL, Dale Lane Headshunt (Rev), Knowsley Freight Terminal (Rev), Liverpool Docks (Rev), the Bootle Branch Jn, Waterloo Sidings (Rev) and the Royal Mail terminal at Dallam, Warrington, before setting off on the return to Bristol.

Fares are £129 standard class, £65 junior, with a bay of four seats priced at £496. First class seating is £185 adult, £145 junior or £720 for a bay of four.

Next on Pathfinder's agenda is a steam tour on April 8, with the twin routes of Shap and the Settle & Carlisle line being covered by one of the West Coast Railway Company's steam fleet.

With a Midlands start at Leamington Spa, the 'Cumbrian Fellsman' calls at Warwick Parkway, Dorridge, Birmingham New Street, Wolverhampton, Wellington, Shrewsbury,

Gobowen and Preston before a loco change from diesel to steam at Carnforth, and an attack of Shap Summit on the way to Carlisle. Returning south, the route is over the Settle & Carlisle, then down the Hellifield-Blackburn line to Preston, where steam gives way to diesel.

For this tour, fares are £129 standard class, £65 junior, with a bay of four seats priced at £496. First class seating is £185 adult, £145 junior or £720 for a bay of four, while premier class seats – with breakfast, evelenses and a four course evening meal – cost £299 adult, £259 junior and £1176 for a bay of four.

April 21 sees another crack at the Cambrian Coast Line and will feature a pair of Network Rail Class 97 locos from Shrewsbury to Pwllheli. This 'Cambrian Coast Express' will originate at Bristol Temple Meads with a DB Class 67, and pick-up at Bristol Parkway, Cam & Dursley, Cheltenham Spa, Worcestershire Parkway, Bromsgrove, Birmingham New Street, Wolverhampton and Shrewsbury, then taking route via Welshpool, Machynlleth and Barmouth to Pwllheli.

A number of off-train options are on offer – including Barmouth (ferry and historic bridge), Minffordd (for Portmerion), Porthmadog (narrow gauge railways) before the end of the line at Pwllheli. Fares are £129 standard class, £65 junior, with a bay of four seats priced at £496. First class

seating is £185 adult, £145 junior or £720 for a bay of four, while premier class seats – with breakfast, evelenses and a four course evening meal – cost £299 adult, £259 junior and £1176 for a bay of four.

Destinations

The final tour of the quartet is a visit to Cornwall to celebrate Trevithick Day with the 'Spring Cornish Explorer', a tour also offering off-train options.

With a start at Dorridge, the 'Explorer' will call at Warwick Parkway, Leamington Spa, Banbury, Oxford, Swindon, Chippenham, Bath and Bristol Temple Meads. After crossing the Royal Albert Bridge into Cornwall, the tour will set down at Truro, Cambourne for the Trevithick Day celebrations, St Erth for passengers wanting to travel on the St Ives branch and finally Penzance. For a break of a few hours.

Motive power will be a pair of West Coast Railway Class 37s and a Mk2 carriage set. Fares will be £129 standard class, £65 junior, with a bay of four seats priced at £496. First class seating is £185 adult, £145 junior or £720 for a bay of four, while premier class seats – with breakfast, evelenses and a four course evening meal – cost £299 adult, £259 junior and £1176 for a bay of four.

Bookings for any of these tours can be made online at www.pathfindertours.co.uk or by calling 01453 834477.



On January 14, following cancellations due to strike action, UK Railtours ran its 'Class 56 Farewell' tour, from Wembley Central via the Midland Main Line to Barrow Hill and then around the Doncaster and Hull areas. Passing Cossington on the outward journey, No. 56081 leads the train to the Barrow Hill stop, with No. 56098 on the rear. CHRIS MILNER

BLS to try again for Whitby with a 'Hoover' for haulage

WITH a planned tour to Whitby last October thwarted due to pathing issues, and an alternative to Saltburn as the replacement, the Branch Line Society is having a second bid to reach the fishing port and seaside town on March 18.

Appropriately called 'The Second Bite', this charity tour will begin at Derby (circa 05.00), and call to pick up at Nottingham, Alfreton, Chesterfield, Sheffield and York, before running to Whitby via Middlesbrough and Battersby Jct.

There will be a stop at Grosfont for passengers wanting to ride on the North Yorkshire Moors Railway, while at Whitby a break of around 90 minutes is planned.

The train will set down as per the outward journey with an approximate arrival time back in Derby at 23.20. A photostop at Battersby is planned for the return working – and proceeds

from a charity raffle will be donated to Railway Benefit Fund.

Motive power for this excursion will be a Class 37 locomotive operating top 'n tail with Class 50 No. 50008 *Thunderer*, with Rail Adventure being the train operator.

A buffet car will serve a range of hot and cold drinks, snacks and light refreshments as well as real ales and ciders.

Fares are first class, non-dining at a guaranteed table for two £195, first class, non-dining £170 and standard class £115. There is no surcharge for not being a Branch Line Society member on this fixture. Accompanied under 18s benefit from a £57.50 reduction across all fares. Bookings are being taken online at branchline.uk

■ The society has outlined a diary marker for another main line tour on May 1, but no details are available yet.



Class 50 No. 50008 *Thunderer* works through Leamington Spa on January 14 with a Branch Line Society railtour from London to Stratford-upon-Avon. The excursion, which ran over a large part of the Chiltern Railway network was dedicated for former Chiltern chairman Adrian Shooter, who died last year. JACK BOSKETT



Now part of the LSL Group stable, 'B1' 4-6-0 No. 61306 *Mayflower* climbs towards Copy Pit summit on December 21 hauling Saphos Trains' 'Pennine Moors Christmas Cracker' from Crewe. EDDIE BOBROWSKI

FEBRUARY: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
4	Bath & Glos Express	Paddington-Newbury-Gloucester	WCRC Pool	RTC
11	Winter Cumbrian Mountain	Carnforth-Carlisle-Preston	WCRC Pool	RTC
11	Lakelander	Preston-Carlisle-Ulverston-Preston	LSL Pool	ST
18	Cotswold Venturer	Paddington-Bath-Worcester	WCRC Pool	RTC

Notes: WCRC Pool: Locos from 45680/45699/46115/35018/34067

FEBRUARY : DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
4	S&C Pullman	Cardiff-Bromsgrove-Settle-Carlisle	LSL Blue Pullman	MP
11	Wolf Hall Thunderer	Derby-St Pancras-Shepperton-Derby	50008/37403 (tnt)	BLS
12	Technical Cobra	Derby-Wakefield-Pontefract-Falkirk	50008/37403 (tnt)	BLS
22	S&C Pullman	Potters Bar-Grantham-Settle-Carlisle	LSL Blue Pullman	MP
24	Northern Belle	Coventry-Birmingham Int circular dining	WCRC 47/57	NB
24-26	Push-Pull Scottish Tour	Crewe-Edinburgh-Inverness-Crewe	47712	IC

■ Industrial action may lead to the cancellation of tours – check with tour promoter.

BOOKING CONTACTS

BLS – Branch Line Society
www.branchline.org.uk
 IC – InterCity
 0800 038 5364
 NB – Northern Belle
 0844 8404525
 MP – Midland Pullman
 0800 038 5360
 RTC – Railway Touring Company
 01553 661500
 ST – Saphos Trains
saphostrains.com

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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.

Freight Track Record



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SIDELINES

Flow of Highland Spring water begins

HAULED by Direct Rail Services Class 66, No. 66434, the first loaded working left the Highland Spring rail terminal at Blackford on December 4, bound for warehouse facilities in Daventry. Trains are expected to run six days a week. The railhead will handle around 40% of the water bottled at the company's nearby factory.

More frequent services planned for London Gateway terminal

PORT operator DP World says it plans to increase the frequency of intermodal container services between its terminals at London Gateway and Southampton this year. A Saturday working between the two locations began last November.

All go with SEGRO

CONSTRUCTION of SEGRO's Northampton Logistics Park remained on schedule heading into 2023. Last year saw the final slab of concrete poured for the site's 35-acre rail terminal which is situated on the Northampton loop, giving traffic access to the West Coast Main Line. On-site rail work will continue throughout the rest of the winter. The terminal is expected to be fully operational by Easter 2024.

Mossend forecasts a 'solid year'

MOSSEND International Railfreight Park (MIRP) predicts a 'solid year' ahead for business.

2023 sees the launch of the site's fifth daily intermodal working and discussions are taking place with a view to transferring more Scottish exports from road to rail.

Interim director appointed

NUCLEAR Transport Solutions (NTS), the parent organisation of Direct Rail Services (DRS), has appointed Julie Nerney as its interim rail director. Having served as director of transformation for NTS for the last two years, she takes on responsibility for rail following Chris Connelly's decision to step down as rail director of NTS and DRS managing director.



TANKS FOR THE NEW YEAR: On January 1, Colas Rail Freight Class 70 No. 70805 screams through Barrow upon Trent in Derbyshire with the first Lindsey Oil Refinery-Kingsbury Oil Sidings working of 2023. DAVID BRIDGER

Punctuality slumps to lowest in a decade

Impacts of strike action evident in ORR's latest release of quarterly data.

STATISTICS released by the Office of Rail & Road (ORR) show that punctuality of rail freight services between July and September last year reached its lowest level since the current series of records began in 2013.

The ORR says strike action had an impact on all the metrics used in its summary of data.

Using the Freight Delivery Metric, which estimated the number of trains which would have run on strike days using averages based on the previous four weeks, the proportion of trains arriving within 15 minutes of their scheduled times was

84.9%, 9.2 percentage points lower than for the same period in 2021.

There were 11.24 minutes of delay per 100 train kilometres, making it the highest July-September quarter for freight delays since 2014.

Freight moved

Total freight moved on the railway network during the quarter (calculated using weights of loads and distances carried) stood at four billion net tonne kilometres, 6.4% lower than the figure for the same quarter of the previous year.

Freight lifted (mass of goods

carried) came to 18.7tonnes, a decrease of 5.9% on July-September 2021. This included 1.9million tonnes of coal (a 25.3% increase on the same period of 2021), reflecting a steep rise in imports to help ensure electricity supplies to the National Grid were maintained. Coal-fired plants at West Burton, Ratcliffe and Drax have been contracted to provide back-up generation.

Colas Rail Freight, DCRail and GB Railfreight recorded rises in both train and vehicle kilometres during the period, with train kilometres also rising for Direct Rail Services.

Chairman sets out priorities

THE new chairman of the Rail Wagon Association (RWA), says the implementation of recommendations regarding vehicle maintenance, following the August 2020 Llangennech derailment, is one of his priorities.

Colin Denman also highlighted a need for an accredited wagon maintenance training programme as condition-based monitoring of fleets becomes more commonplace.

He acknowledges that supporting rail growth will present challenges given the corresponding demand for more wagons, wagon builders and fitters.

Ravenscraig plan rejected

COUNCILLORS in North Lanarkshire have rejected plans for a £200 million railhead logistics hub on part of the former site of Ravenscraig steelworks.

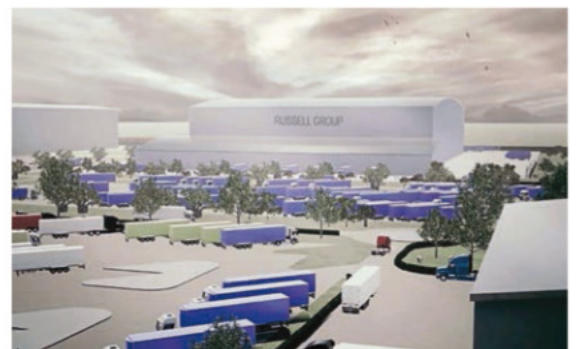
Logistics provider the Russell Group proposed the construction of a four-track, 800-metre long rail siding, two cranes and a 27,870 square metre distribution centre, along with offices, ancillary buildings and car and lorry parking.

It had intended the site to be


its new headquarters, as well as replacing its current terminal at Gartsherrie.

North Lanarkshire Council received almost 700 letters of objection to the scheme, citing its potential impact on local residents, surroundings and the area's road network.

While accepting it would bring benefits in reducing freight carbon emissions, a report by planning officials concluded the development would not be suitable for the area.



A computer-generated image of the proposed railhead logistics hub. RUSSELL GROUP

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KING TRAVELS ON DART: Ahead of its official opening, scheduled for later this year, King Charles had a journey on London Luton Airport's £225 million Direct Air-Rail Transit (DART) system. The cars, which are moved by electric hauler, will connect Luton Airport Parkway railway station to the airport terminal. The King is pictured having unveiled a plaque at the DART's Central Terminal station on December 6. LLA

Consultants appointed for Bakerloo study

A FEASIBILITY study for a proposed extension of London Underground's Bakerloo line will be undertaken by engineering consultancy Dr Sauer & Partners.

Transport for London is considering extending the line to Lewisham via the Old Kent Road and New Cross Gate. Intermediate stations are planned at Burgess Park and Old Kent Road along with a new station providing better rail and bus connections at New Cross Gate.

Dr Sauer & Partners will carry out assessments regarding the cross-passages needed between the two running tunnels, as well as tunnelling work which would be required at Lambeth North, Elephant & Castle, Lewisham station and Lewisham Way.

Fare freeze announced

WEST Midlands Metro announced a fare freeze in January, with the intention of supporting passengers amid rising living costs.

Interim managing director Sophie Allison said WMM appreciated that many would be struggling with increasing prices and hoped the move would encourage more people to use the system.

Having postponed a January fare rise for the Glasgow Subway, Strathclyde Partnership for Transport says future increases will be considered as part of its 2023/4 budget process.

The decision to put the rise on hold was made following consideration of the cost of living and the continuing recovery in passenger numbers.

Tube station mobile coverage expanded

HIGH-SPEED mobile internet coverage has been extended to a further six London Underground stations.

Holland Park, Notting Hill Gate and Queensway on the Central line and Archway, Tufnell Park and Kentish Town on the Northern line now have 4G connections available in ticket halls, on platforms and in tunnels between stations.

Services resume after 'Metro Flow' completion

Tyne & Wear system's 'biggest ever' improvement scheme completed 10 days behind schedule.

AFTER over 13 weeks of work to dual and electrify three sections of line, the Tyne and Wear Metro route to South Shields reopened to traffic on December 14.

The engineering occupation, to carry out what operator Nexus described as the Metro's "biggest ever improvement scheme", began on September

12. Originally due to reopen to services from December 5, the closure was extended by 10 days for completion of overhead line work, testing and driver familiarisation.

Integration

Dubbed 'Metro Flow', the project aimed to facilitate a more

frequent and reliable service. It involved the replacement of 4.6 kilometres (2.9 miles) of track and electrification and resignalling to integrate into the system the section of the heavy rail route parallel to the Metro's original single track between Pelaw and Jarrow. Freight services to and from the Prax oil terminal now share the second line with Metro traffic, alleviating a bottleneck which had existed since the Metro system was created.

Funding

In total, 'Metro Flow' represented a £104 million investment, £95 million of which was allocated to the scheme as a result of a successful bid to the Government's Transforming Cities Fund. In addition to the infrastructure improvements, a proportion of the funding was used to increase the order of Class 555 trains (which will form the new Metro fleet) from 42 to 46.

Final track laid for Newhaven extension

FINISHING touches are being made to the £207 million Newhaven extension of the Edinburgh Trams system, after the final piece of track, connecting it to the existing network at Picardy Place, was laid in December.

The removal of fencing and infilling of excavations around lampposts was due to be the next phase of completion work on Leith Walk, with two-way road


traffic expected to resume along its entire length during January.

City of Edinburgh Council's Transport Convener Coun Scott Arthur said although freezing weather conditions towards the end of 2022 had an impact on the project, it remained on schedule and budget.

The three-mile extension is due to open in the spring, but Edinburgh Council is yet to confirm a date.



160 YEARS OF THE TUBE: Transport for London has unveiled a special version of London Underground's trademark roundel, marking the Tube's 160th anniversary. On January 10, 1863, the first journey took place between Bishop's Road (now Paddington) and Farringdon Street (now Farringdon) on what was then the Metropolitan Railway. A programme of events is being planned to mark the anniversary year. TFL



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Iconic New Street signalbox closes

Future use remains to be confirmed for listed Brutalist power signalbox in Birmingham city centre.

BIRMINGHAM New Street's iconic signalbox, with its Brutalist external appearance, signalled its last train on December 24.

Opening in 1966 and replacing 64 manual signalboxes, situated at the west end of the station's throat, the Grade II Listed structure controlled between Hampden-in-Arden, through Birmingham and towards Stourbridge and was one of four power signalboxes in the region.

Controlling up to 1200 trains per day, the signalbox houses a huge telephone exchange linked to mechanical relays controlling signals and points, staff manually setting safe routes for trains through the busiest station outside of London.

Grade II status was conferred on the signalbox in 1995, the citation referencing its 'dramatic and exceptional architectural quality' and 'strongly sculptural form'.

It is the only surviving signalbox to use the Westpac Mk.1 signalling system. However, since 2005, as technology has improved and spare parts are



Birmingham New Street's Grade II Listed 1960s signalbox closed on December 24. NETWORK RAIL

increasingly difficult to obtain, the control area of the 'box has been gradually reduced as signalling has been modernised and sections transferred to West Midlands Signalling Centre in Saltley.

Final closure came during the Christmas shutdown with the transfer of the area controlled to Saltley, the final piece of a £700m jigsaw to digitalise the West Midlands railway network.

No longer signalling trains, early suggestions to repurpose the structure have included a railway-themed bar and restaurant with train simulators and viewing gallery overlooking the platforms.

SIDELINES

Midland Main Line bridge raising begins

WORK on raising bridges in preparation for electrifying the Midland Main Line between Market Harborough and Wigston has begun.

A three-arch bridge by the former Great Glen station is the first to be tackled, and the road will be closed from mid-January until July. Some bridges have already been rebuilt during previous projects.

Platform extensions near Manchester

THREE stations, Mauldeth Road, East Didsbury and Gatley, are having their platforms extended in an £8.5m project which will be completed at the end of March.

The work will allow longer trains to run to Manchester Airport, and will necessitate a line closure on February 12, 19 and 26.

Polystyrene fills the gap

IN order to access the roof at Manchester Piccadilly station and carry out strengthening work on the Victorian-built train shed's gable end, large polystyrene blocks have been used to bridge the gaps between platforms, allowing mobile elevated working platforms to reach the inaccessible roof structure.

Station parcel locker network to grow

TO keep demand with online shopping, logistics provider InPost is to expand the number of parcel lockers at stations managed by Govia Thameslink Railway.

Currently, lockers are at 70 stations used by Southern, Thameslink and Great Northern passengers, who can collect parcel deliveries at a time convenient to them. InPost is planning more locker locations and more lockers at existing railway stations.

Canopy upgraded

REPAIRS have been carried out to the 132-year-old canopy covering the main entrance to Knaresborough station.

Repainting has also taken place at the Grade II listed station, and the completed work matches the platform canopies which were also restored back in 2016.

Green light for new station in Chelmsford

CONSTRUCTION work on a new station for north east Chelmsford is set to begin after a contract between Essex County Council and Network Rail was signed just before Christmas. It is the first new station to be built on the Great Eastern Main Line for more than a century.

The new station, Beaulieu Park, is expected to be open by the end of 2025, or early 2026, and is being built in conjunction with the Chelmsford North East Bypass. Funding of £218 million is being provided by the Government's Housing and Infrastructure Fund, together with £34 million from the South East Local Enterprise Partnership and developer Countryside West.

A key part of a wider regeneration of the Beaulieu Park estate with up to 14,000



An artist's impression of the new station. NETWORK RAIL

homes, the new station will have three platforms with a central loop line, enabling stopping services to call at the station, while allowing fast trains to pass through unimpeded.

Facilities will include step-free access, ticket vending machines, a gate line, toilets and retail

or catering space, along with parking for 700 cars and 500 cycles – plus a bus interchange. There will be local pedestrian and cycle routes to the station.

Beaulieu Park will relieve pressure on the town's existing station and help reduce local congestion and pollution.

Landslide blocks Oban route

THE line between Crianlarich and Oban was blocked by a landslide on December 19, near Falls of Cruachan, close to Loch Awe. The slip occurred due to a high volume of water flowing down from privately-owned land above the railway after a thaw in the previous week's freezing weather.

Network Rail teams completed temporary repairs but worked through the Christmas holiday to lay new track. Engineers removed more than 200 tonnes of landslip material and installed a barrier system to protect the railway while more extensive work was carried out, allowing the line to reopen on December 27 albeit with a speed restriction.

Long-term repairs continued into the new year.

£3m of landslide prevention work due to get underway in Kent

A WEEK of work between Faversham, Canterbury East and Dover Priory is due to be carried out this month, to protect the railway from landslips.

Between February 11-18,

Network Rail will spend some £3m stabilising several cuttings and embankments, by reducing the steepness of the slopes leading down to the track, and installing rock netting to prevent rocks and earth from

falling onto trains.

A 30m reinforced concrete wall will also be installed at the bottom of the cutting at Selling Tunnel – one of the most at-risk sites for landslips – as part of the overall plans to protect the line.

Sections of drainage will be completely rebuilt to prevent flood damage to track and signalling equipment which will minimise delays. Some stations will also be refreshed.

WCML breached by floods

A SECTION of embankment on the West Coast Main Line (WCML), south of Carstairs station was breached by flood water after a period of extreme weather on December 30.

The closure caused considerable disruption for passengers travelling for new year celebrations, with no passenger or freight services north of Carlisle, passengers were being told not to travel as there were limitations on ticket acceptance via other routes.

The embankment, where Brow Burn flows through a culvert, was eroded on both

sides for around 40 metres and Network Rail engineers needed to stabilise and reinforce the area with around 300 tonnes of new stone.

The Tesco train from Daventry to Mossend was diverted via the Glasgow & South Western line. The WCML was reopened for freight on January 5, and passenger services the next day, although they were badly affected by strike action.

The bad weather also affected other parts of Scotland, including the Argyle line and out west of Glasgow towards Dumbarton.



A projected view of Cambridge South station from the south east. NETWORK RAIL

DfT approves Cambridge South new station plans

A TRANSPORT & Works Act Order for the construction of a new station at Cambridge South has been granted by the Department for Transport (DfT). Subject to planning consents, the new station could open in 2025.

Estimated to cost £184 million, the new station will be next to Addenbrookes Hospital and the Cambridge Biomedical Campus, where 27,000 people are expected to work by 2031.

New housing developments in an area around the station will see an estimated 4000 additional homes built. Two new specialist hospitals are also planned for the area.

The station will be a two-storey construction, with four platforms, and the building containing a ticket office, ticket vending machines, lifts to all platforms,

toilets, waiting areas and retail space. Parking for 1000 cycles will be provided too.

Remodelling the existing track layout will permit the construction of two loops to create the four platforms, enhancements to Shepreth Branch Junction, alterations to the southern approach to Cambridge station, provision for a new compound for railway use along with a substation, plus signalling changes. Two occupation crossings will be closed and new bridge constructed.

It is possible that East West Rail services between Bedford and Cambridge could use the new station, however, this is subject to a decision of the route alignment for the project's third phase.

Major change to penalty fares

TRAIN operators who operate a penalty fare system are stepping up their stance on fare evaders, with a major change to the national Penalty Fare system implemented from January 23.

The previous £20 penalty fare (plus the price of the full single fare) will rise substantially to £100, plus the price of the full single fare. Offenders will be allowed a 21-day period to pay a reduced rate of £50 (plus the single fare). As part of the change, the first since 2005, Permit to Travel tickets are no longer valid.

Festive £6m upgrade for track at York

IN an extended possession over the Christmas and New Year holiday, Network Rail engineers replaced more than 1½ miles of track, renewed nine sets of points and improved signalling equipment in and around York station.

The work was focussed on the Scarborough end of the station where the ECML runs into platforms 3 and 5. During the work, trains which were not scheduled to call at the station used the avoiding line.

Chippenham to become fully accessible

WORK has begun on a £1million scheme to make Chippenham station fully accessible from both sides of the railway, with the project being delivered by Great Western Railway on behalf of Wiltshire Council.

Preparations are underway to bring a third lift into use on the north side of the station, along with step-free access to platforms from both sides of the railway. Also planned are additional disabled car parking spaces, and more cycle parking facilities.

Part of the scheme will involve turning the staircase on the northern side of the footbridge, which also acts as a public right of way, and this will involve a temporary closure.



The damage seen from the air on December 31. NETWORK RAIL

New station planned for Butetown

WORK to build a new station at Butetown, Cardiff, will begin later this year. Transport for Wales has confirmed a two-platform station will be constructed in the north of Butetown, located opposite Maria Street.

While there is a station at Cardiff Bay, a review back in 2021 concluded that having a new station positioned further north would provide better access for the wider Butetown community, and retaining Cardiff Bay station would provide better access to local amenities. As part the project, the existing Cardiff Bay station will also be enhanced with new signage and new information screens. It will remain open while Butetown is being built.

The Cardiff Bay branch will benefit from new track and also be electrified, ready to be served by the Class 398 tram trains which are a key part of the South Wales Metro (SWM) project. The three-car units will also cover SWM services to Treherbert, Merthyr Tydfil and Aberdare.

Award for Kettering station renovation

KETTERING station has won the 'Greater Anglia Award for Best Overall Entry' in the 2022 National Railway Heritage Awards, for the careful restoration and modification of the Midland Railway platform canopies following electrification of the Midland Main Line to Corby.

Up the line at Wellingborough, substantial

work on the Grade II listed platform canopies ahead of electrification, was also carried out, as well as renovations to the goods shed to provide a walkway for passengers on Platform 1.

These upgrades have led to the station being highly commended in the London Underground Operational Enhancement award category.

Network Rail worked closely with the Railway Heritage Trust on the £2.5m scheme to restore the platform canopies at both Northamptonshire stations, which included the restoration of lost historical detail of the original features such as the finials and filigree gable ends, plus repairs to the columns and roofs.



Kettering station's platform 4 with its restored and cleaned Midland Railway canopies. NETWORK RAIL

Brighton line connectivity enhancements

MOBILE phone and data connectivity along the Brighton Main Line is to be improved, after owner and operator of wireless telecoms infrastructure Cellnex UK and mobile network Three UK have signed a 25-year agreement with Network Rail.

The partnership will see Three host its mobile voice and data equipment on a Cellnex UK infrastructure along the entire London to Brighton railway route, allowing Three customers to see a noticeable improvement to their mobile and data

connectivity from later this year. Uninterrupted connectivity along the line, on board the trains and at major stations, is promised. A Distributed Antenna System will provide coverage in 'not spots' such as tunnels and deep cuttings.



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More DB Cargo 'Tugs' up for sale

A DOZEN Class 60 locos have been advertised for sale by DB Cargo. Nos. 60012, 60032/36/37, 60048, 60052, 60068, 60077/78, 60084/89 and 60093, all of which are stored at Toton, are offered 'sold as seen'.

The freight operator is disposing of the machines by competitive tender and a reserve price has been set against each of them. A deadline of January 20 was given for receiving registrations of interest from prospective purchasers.

Long-term storage

It is the second batch of Class 60s from those in long-term storage at Toton to be put up for sale by DB Cargo in the last 18 months.

In August 2021, it advertised 14 locos (Nos. 60008/009, 60013, 60022, 60038, 60057, 60061/64, 60070/75, 60080, 60090 and 60098/99). All 14 were bought by DCRail with the primary intention of providing spare parts for classmates within its fleet, although it did not rule out returning one or more to service if a business case could be made.

Class 377/4 fleet refresh completed

REFURBISHMENT work has been completed at Selhurst depot on Southern's 75 Class 377/4s – the largest subclass in the TOC's fleet.

Part of a programme to revamp a total of 270 trains, the Class 377/4s have been fitted with information screens, at-seat charging and power points, LED lighting and passenger-counting technology.

Attention has moved onto providing the same upgrades to the slightly older Class 377/1s, 62 of which are in service with Southern. All 214 of the operator's Class 377s will be refurbished, along with 56 Class 387s.

GWR cancels Class 769 fleet introduction

Porterbrook explores options for units after operator decides to hand them back.

ROLLING stock owner Porterbrook has confirmed to *The RM* it is "exploring options" for the future of the 19 four-car Class 769/9 tri-mode multiple units leased to Great Western Railway, which are being handed back by the operator without turning a wheel in revenue-earning service.

GWR ended months of speculation by announcing in December that it had cancelled the introduction of the Class 769/9s (which can operate on diesel power, as well taking traction current from 750V DC third rail and 25kV AC overhead electric supplies) "in the face of revised customer growth figures".

It added: "The 769 programme was developed in anticipation of expected passenger numbers to have grown by around 12%

across the network by this year. However, changes in customer behaviour and demand since the pandemic means the expected passenger numbers have actually reduced by around 3%."

Re-engineered from redundant Class 319 electric multiple units by Wabtec at Brush Traction in Loughborough, the work included the addition of diesel engines under the trailer cars to drive traction equipment via the DC bus system used for third rail operation.

GWR originally intended the units for Thames Valley services including those between Reading, Redhill and Gatwick, releasing the currently used Class 165 and Class 166 diesel multiple units for diagrams in the South West.

Delivery

At the time the first GWR Class 769 was delivered in August 2020, introduction was expected the following year. Test workings continued in 2021 and 2022 and even as late as November last year, the official line was that they were "still being worked with a view to them being entered into passenger service in the future."

The Department for Transport says it approved GWR's decision not to introduce the fleet. Both it and GWR denied claims that a combination of the phased withdrawal of the 'Castle' HST sets this year and Class 165 and 166 units no longer being cascaded further south would present capacity problems, although GWR said it would

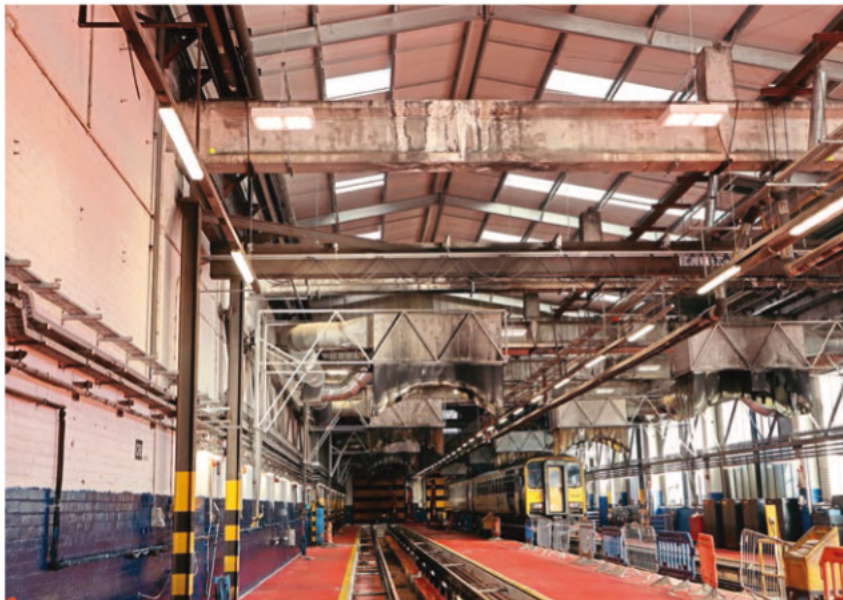
continue to monitor this "very closely".

Transport for Wales expects to return its allocation of eight Class 769s to Porterbrook this spring. A total of six are currently in service on the Rhymney line, where they will be replaced by new Stadler Class 231 units. It has no other use for them due to limited route clearance. Although Class 769 reliability is not as good as hoped for, it says it has improved significantly over the last couple of years.

Northern has eight Class 769s on lease until April 2025. It has returned to operating these in electric as well as diesel mode after a fault last year which was believed to have been causing signalling equipment interference.



On June 16, 2021, Class 769 No. 769943 is pictured at Brockham crossing, climbing towards Betchworth summit while on a test run along the full North Downs route from Reading to Gatwick Airport and back. IAN DOCWRA



Revamp for Hull Botanic Gardens

THE train shed at Northern's Hull Botanic Gardens depot has been reroofed, and equipment including a crane, train roof access platforms and jacks installed.

An additional fuel road has also been created as part of the modernisation work.

A team of 30 staff have been recruited for the site. Four teams will look after Class 170 maintenance, as well as overnight servicing, which will include work for Hull Trains and TransPennine Express.

The modernised shed at Hull Botanic Gardens depot with overhead crane and Class 155, No. 155347 in view. NORTHERN



RETURN TO CENTRO: Having recently been repainted into Regional Railways Centro livery, West Midlands Railway Class 323, No. 323221 is seen departing Four Oaks on December 30, 2022, while on the 12.39 Lichfield Trent Valley to Bromsgrove working. This year, the class enters its 30th year of service in the West Midlands. The livery was applied at Soho depot in Birmingham to mark what was described as their “sterling work” on services in the region, most recently on the Cross City route. The unit, which was the last in a series to receive corrosion repairs, had previously carried West Midlands Railway colours with British Transport Police promotional branding which was deemed to be looking tired. BRAD JOYCE

WAGON REPORT

by Steven Fredrick Lappage

DATING from the 1950s, DB Cargo's fleet of 'Salmon' rail and sleeper carriers are now in the process of being replaced by new Wascosa-financed and GB Railfreight-operated FEA-W intermodal flats.

Based on a pre-Nationalisation London Midland & Scottish Railway (LMSR) design, more than 700 wagons were constructed by British Railways workshops at Wolverton and private builders between 1952-62. All variants were either unfitted or through vacuum-piped only.

Currently more than 300 flats remain in stock. The eldest are from the batch Nos. DB 996100-151, built in 1952 by Head Wrightson of Teesdale Ironworks (Thornaby-on-Tees) to diagram 1/642. Of these, 23 survive: Nos. DB 996102-104/107/115-117/121/122/124/125/127/131/135/137/140-143/145/146/148/151.

By contrast, of the most recent lot – Nos. DB 996970-994 outshopped in 1962 by Cambrian Wagon Works of Maindy, Cardiff to

diagram 1/628 – only six remain Nos. DB 996970/974/979/088/990/992.

Attempts to replace them in the 1980s were stymied by financial considerations. Instead, British Rail elected to modernise the fleet by fitting the wagons with air brakes. Even so the antiquated plateback bogies were retained to save money.

Following Privatisation, English Welsh & Scottish Railway (EWS) found the restricted speed of the Great Western-style plateback bogies a major hindrance and sourced replacements from ASF-Keystone of Granite City, Illinois (USA). Founded in 1902, this firm was previously known as American Steel & Foundry (ASF). The new three-piece cast bogies allow operation up to 60mph.

In recent years the 'Salmon' variant has been sub-divided into YSA/YWA types for the transport of concrete sleepers, with a newer YKA 'Osprey' modification, featuring heavy duty portal frames. These are intended to allow recovered

30ft track panels to be carried safely.

Delivery of replacement FEA-W wagons from Greenbrier Europe is now complete. Rakes of 20 of these flats were moved from the Channel Tunnel (Dollands Moor) to Eastleigh East Yard for vehicle approval and commissioning. Construction of the wagons, type Sgnns and Nos. 81 70 4524 001-4 to 260-6, was carried out in Poland by Wagony-Swidnica.

Operator code is GB-WASCO, tare weight 20.7 tonnes, maximum payload 61.3 tonnes, inner wheelbase 9.98 metres and minimum negotiable curve 70 metres. Bogies are a Y33 fabricated construction with a wheelbase of 2.0 metres.

GB Railfreight is supplying the three types of Flex Freight System (FFS) module to be carried by the FEA-W flats: 'Salmon' flatbeds for the transportation of track panels and sleepers; 'Mullet' with bolsters and stanchions for the carriage of rails; and 'Tench' for general stores and

engineering materials, switch and crossing components.

A mixture of new modules produced in Poland and refurbished former London Underground 'Metronet' units are being provided. As an example, the 'Salmon' variant carries three 20ft modules, each having a maximum carrying capacity of 17 tonnes.

Recent DB Cargo UK disposals have been: OBA dropside opens Nos. 110004/244/330/545; OCA opens Nos. 112025/045/071/115/144/244/305/357/362/397; MHA/MPA* 'Coalfish' spoil opens Nos. 396063/164/199*, No. 396124; FJA 'Tench' bogie open

No. 621906; YVA cable drum carrier No. KDC 950358.

Dismantled on site at Micheldever have been WIA (Sefoors) five-element fully-enclosed double-deck car transporters Nos. 85 70 4971 023-2/051-3/052-1. Built in 1995 by Arbel Fauvet Rail to design code WIE 789 for Auto Care Europe, they have never been fully utilised, and seven have now been cut up. At present, they are in traffic carrying BMW 'Mini' cars from Oxford, Cowley to Southampton docks. Other disposals of RIV (international use) wagons have been TEA bogie petroleum tanks Nos. 33 70 7792 005-1/015-0/016-8.



New Network Rail/Wascosa FEA-W flat No. 81 70 4524 139-2 at Bescot Yard on November 6, carrying 60ft track panels. S F LAPPAGE

Traction Portfolio Track Record



The loco's temporarily reapplied old number No. 56037 was removed after the naming event.

Friends and former colleagues from Cardiff Canton reunited at Eastleigh Works for the loco's renaming ceremony.

BACK TO THE FUTURE: The latest loco to be released in GBRf's Class 56 to 69 conversion programme is No. 69007 (ex-56037), which emerged from a repaint at Arlington Fleet Services (Eastleigh Works) on January 10, in a stunning livery of BR blue with full yellow ends – similar to that carried by the Class 56 fleet when introduced in the late 1970s. The loco was also renamed *Richard Trevithick*, which the former Cardiff Canton-based '56' carried from 1981-1997, and for the event it was temporarily given its old number and a small BR double-arrows logo – these being removed and replaced by its new number and GBRf branding before it left the Works. The event was jointly organised by ex-Canton fleet engineer Andrew Skinner, GBRf's engineering director Bob Tiller and Arlington, and was attended by other railwaymen from Canton – including the photographer. ALL PHOTOS BY STEVE MORRIS



The British Rail double-arrows logo was also removed after the ceremony.



The loco left Eastleigh Works on January 10, carrying its new number No. 69007, and GBRf branding under the *Richard Trevithick* nameplates.

Operations Track Record



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On Tuesday, December 13, LSL's Inter-City swallow-liveried duo of Class 87 No. 87002 + Class 90 No. 90002 (pantograph down) ran from Crewe (0Z90/13.26) to Carlisle on ice-breaking duties. The following day, this duo returned to Crewe from Carlisle (0Z70/06.45). Further, on the morning of December 14, also as a light engine combination, LSL's Class 90 No. 90001 pulled Class 86 No. 86101 (pantograph down) from Crewe (0Z69/07.30) to Carlisle. After a night of sub-zero temperatures on the northern England section of the West Coast Main Line (WCML) and no overnight services, the first southbound train on Thursday, December 15 from Carlisle was 0Z70/06.11 worked by LSL Class 86 No. 86101+Class 90 No. 90001. That day's first northbound service from Crewe, 0Z69/07.14, was worked by LSL Class 87 No. 87002+Class 90 No. 90002. When seen passing through Lancaster at 08.33 the Class 87 led with a raised pantograph and the Class 90 had a lowered pantograph.

On Wednesday, December 14, a strike day, the 1M49/07.54 Glasgow Central to London Euston was terminated at Carstairs, reportedly due to problems with the pantograph.

On Sunday, December 18, the 1598 worked by Class 390 No. 390008, departed from London Euston at 20.44, 75 minutes late. This train faced further delays en route and finally arrived at Glasgow Central 109 minutes late at 01.54 the following day.

Flooded tracks in Scotland on Friday, December 30, prevented Avanti West Coast (AWC) operating through services between London Euston and Glasgow Central. Some trains, such as 1580, scheduled to depart from Euston at 14.30, were cancelled; others like 1577/13.30, operated by Class 390 No. 390152, ran to Carlisle and no further, whilst others like 1593, which departed from Euston at 16.30, terminated at Preston. A similar pattern of restricted operations continued on the following day with no AWC passenger services running between Carlisle and Glasgow Central or Edinburgh Waverley.

On Tuesday, January 3, and again on the following day, there were only two through services between London Euston to Carlisle. One of



TfW's Class 67+Mk.4s started work on diagrams to Manchester Piccadilly from January 9. DVT No. 82226 is seen the next day leading the 10.52 from Cardiff Central into Piccadilly with No. 67025 at the rear. It then worked back as the 14.30 to Cardiff, although the inbound service was 33 minutes late and so the return left 21 minutes late. HASSARD STACPOOLE

those services on January 4, the 1545/08.30 worked by Class 390 No.390134, arrived at Lancaster on time at 11.08 with just six passengers in Standard Class and First Class was entirely empty. Later that day No. 390134 worked the only southbound WCML passenger train from Carlisle (1M53/13.40) to Euston. On Thursday, January 5 there were no passenger trains running at all on the English section of the WCML north of Preston.



During bad weather on Monday, December 12, No. Class 800 No. 800109 on 1E13/07.55 was over 30 minutes late at Tomatin and 58 minutes late at Gleneagles before being terminated at Edinburgh, reportedly due to frozen toilets.



With Vivarail Ltd in administration, doubt has been cast as to whether the planned battery train trials to Greenford will go ahead. However, at the year-end it has been suggested FirstGroup/GWR has put in a successful bid to Grant Thornton UK (Vivarail administrators) to take on the fast charge project, including the rolling stock, and intellectual property. GWR is also expected to take on 14 Vivarail staff who had been made redundant. On December 7, a journey on the 2G31/13.07 from Greenford to West Ealing, found it formed of Class 165 No. 165128.

Passengers heading for the Southwest of England on December 21 were delayed after CrossCountry's 06.10 Derby

to Plymouth failed at Tiverton Parkway after an animal strike damaged a sander pipe. GWR's 08.04 Paddington to Penzance was trapped immediately behind it and delayed over 100 minutes. Other services were held in stations while temporary repairs were made to the XC Voyager. The 09.04 Paddington to Plymouth stood at Castle Cary initially before going forward over 45 minutes late to be replaced there by the 10.04 to Penzance. Meanwhile, the 09.37 Paddington to Paignton sat at Westbury for over 45 minutes. The stricken train was finally moved from Tiverton Parkway after two hours and terminated at Exeter St Davids.

A failure of the signalling system near Weston-super-Mare led to disruption on December 27. Two trains were stranded in the area before being moved under special arrangements. Other trains were terminated at either Taunton or Bristol Temple Meads. Passengers on the 11.00 Cardiff Central to Penzance enjoyed a diversion along the Avon Valley line after the train was reversed at Temple Meads and sent via Bath, Westbury, and Castle Cary. It arrived back on its booked route at Taunton 30 minutes late.



A trip on the 1Y47/15.52 from Ipswich to London Liverpool Street, on Wednesday, November 30, found it formed of three Class 321s. On Thursday December 8, the short hop from Stratford to Liverpool Street on train 1Y47 suggests it is regularly formed of three Class 321s, on this occasion formed of Nos. 321322+321321+321319.

An unusual move on December 20, found Class 755 Nos. 755334+755327+755410 work the 11.00 Norwich-

Liverpool Street and 13.30 return.

The Harwich branch has seemed the last bastion of regular Renus-upgraded Class 321/3 use on the Greater Anglia network with its hourly service being worked by different sets during December with No. 321329 noted at Harwich International on December 22. However, with their off-lease dates imminent and storage awaiting, it appears that their replacement is finally in hand with Aventura Class 720 No. 720543 working the service between Harwich Town and Manningtree all day on December 24.

Recent deliveries of Class 720 units included No. 720118 which went south from Derby to Wembley hauled by Class 47 No. 47727 on December 9, followed on December 15 when the Class 47 moved No. 720541 on the same path. From store at Worksop No. 720510 was top-and-tailed back to Derby on December 11 by Class 47 Nos. 47739 and 47727. On December 20, both units ran from Wembley to Ilford. The next move reported was that of 720120 from Derby to Wembley, again hauled by No. 47727.



The West Highland line was closed on December 19, following flooding on a landslip between Dalmlally and Falls of Cruachan. Services between Glasgow Queen Street and Oban/Mallaig were subject to delays or cancellations.

The 1L30/19.53 Dundee to Edinburgh operated by Class 158 No. 158727 on Friday, December 23, failed at Kirkcaldy with a suspected fractured driveshaft. The unit had a wheelskate fitted and was moved into the up loop by Class 170 No. 170430.

On Friday, December 30 a correspondent travelled from Fort William to Glasgow Queen Street on what turned out to be a rather eventful journey. Boarding the 1Y42/06.03 Mallaig to Glasgow Central at Fort William formed of Class 156 No. 156453, the train arrived and departed on time.

By the time the train reached Rannoch, daylight was just breaking and the passengers soon could see the whole of Rannoch Moor was covered in snow. The train was held at Rannoch to wait for the late running Caledonian Sleeper from Edinburgh hauled by Nos. 66303 and 73970. While waiting for the Sleeper to pass, several passengers got off the train to see the picturesque station in the snow. No. 156453 then departed Rannoch seven minutes late.

On arrival at Crianlarich, passengers were informed they would be waiting for the arrival from Oban even though the two trains were not booked to connect here. Class 156 No. 156445 arrived 10 minutes late with the 1Y22 Oban to Glasgow Queen Street. The passengers on that train were told to transfer to the 1Y42 from Mallaig. The 1Y42 was booked to leave Crianlarich at 09.33 but eventually left at 10.58 with just about enough seats for passengers from both trains. There was talk of the train being terminated at Helensburgh Upper due to flooding, but the train carried on to Dumbarton Central where it terminated and passengers were told there would be no trains into Glasgow and were left to find their own way using buses and taxis to complete their journey.

Rail travel was affected on December 30, when Network Rail Scotland said more than 20 flooding issues across Scotland's railway caused 'severe disruption'. Amongst the areas

affected was the line at Bowling in West Dunbartonshire which was completely under water. Severe flooding also closed the line near Bishopston in Renfrewshire where engineers needed to inspect the track for possible damage.

The railway was also flooded at Lochwinnoch, leading to the suspension of services between Ayr, Ardrossan, Largs, and Glasgow. The East Coast line was closed at Markinch due to reports of a landslip, suspending services between Edinburgh, Perth and Dundee via Fife. The West Coast Main Line was closed between Lockerbie and Carstairs due to flooding at Beattock, Dumfries and Galloway.



The sleeper services continue to suffer delays. On December 16, the Inverness to Euston sleeper was 158 minutes late passing Euxton Balshaw Lane with Class 92 No. 92033 on the front. This delay was, however, reduced to 103 minutes on arrival at Euston at 10.14.

December 27 found the 1S25 Highland Sleeper 40 minutes late leaving Crewe and it ran late thereafter.



On Thursday, December 15, when no Northern passenger

services were operating on the Cumbrian Coast Line, Class 156 No. 156480 with RAF commemorative decals ran from Blackburn 5C56/11.28 ECS to Barrow-in-Furness being observed through Lancaster at 13.01.

Class 195 No. 195019 was observed on December 30, passing Holmes Junction, Rotherham, on the diverted 11.17 Nottingham-Leeds service. This service normally runs via Barnsley, but was diverted via Rotherham Masborough, due to engineering work at Horbury Junction. Class 170 No. 170476 was observed on the same date, passing Holmes Junction with the 10.02 Scarborough-Sheffield service.



While there were no TPE passenger-carrying trains on the WCML on Wednesday, December 14, Class 397 No. 397002 ran ECS from Glasgow Central on the 5M94/09.06 to Preston and back.

On Friday, December 30, severe flooding in Scotland restricted TPE services on the WCML to operating in just the northwest of England. A rearranged schedule saw Class 397 No. 397009 starting the day running ECS 5C29/05.47 from Preston to Lancaster. From there this unit ran to Manchester Airport (1M69) and then north (1S38) to Carlisle to arrive at

10.34. From there No. 397009 travelled south to Liverpool Lime Street (1M75).

Later that afternoon, this unit returned north to Carlisle from Liverpool at 1564/16.12 and finally No. 397009 finished its day departing southwards from Carlisle at 21.33 with 1M95 due to arrive at Manchester Airport at 22.38.



Class 67 No. 67029 on the recently started TFW Manchester loco-hauled services from Cardiff Central to Manchester Piccadilly running as 1W57 was sighted passing through Heaton Chapel heading to Manchester with ex-Grand Central Mk.4 DVT No. 82227 and set HD06 on January 9.

Interestingly, Class 67 No. 67013, currently working for Tfw on its passenger turns, was seen at Manchester Piccadilly on January 11 filling in for a non-available Class 175 with HD05 ex-Grand Central Mk.4 set and DVT No. 82200 on the rear as 1K76 Manchester Piccadilly to Crewe TFW Service.



On Thursday, December 1, the following appeared on the London Northwestern website: "We have received notification that Vivarail, the maintainers for the Class 230

trains that serve the Marston Vale line (between Bletchley and Bedford) have today entered into administration.

"This means we are currently unable to provide a rail service on the Marston Vale line. We are working to find alternative solutions. In the interim we will provide a fully accessible rail replacement bus service."

The last passenger service worked by a Class 230 is understood to have been the 2522/15.55 from Bedford to Bletchley on Thursday, December 1.

Deliveries and movement of the new Class 730 units included No. 730011 being hauled from Soho to the Falcon Works, Loughborough by Class 37 No. 37510 on December 12. No. 730002 was taken from Brush to Oxley by No. 37884 on December 15. On the same day, No. 730018 was hauled from Derby to Oxley by No. 37510. Two further deliveries to Oxley followed on December 20 and 21, when Class 37 No. 37611 moved No. 730019, followed by No. 730020. No. 730021 was next to be delivered on December 29, behind No. 37510 and then No. 730022 on January 10, hauled by No. 37611.



A correspondent took a ride on the 2M27/11.17 from West Ealing to West Ruislip, on Wednesday, December 7; the final Chiltern Parliamentary

Train formed of Class 165 No. 165037, a three-car set being provided in place of the usual two to accommodate all the enthusiasts who had come out for the last working of this service.

The running of the final train was not without incident. Having left West Ealing on time, the train was held at Northolt Junction for more than 30 minutes while police dealt with a trespasser on the line at Denham. Arrival at West Ruislip was 36 minutes late. Unusually, the train ran in to platform 3 at West Ruislip, rather than the more usual platform 4.

Consequently, No. 165037 had to run forward to cross over to the Up line to run as empty stock train 5H32 from West Ruislip to London Marylebone.



Booked engineering work associated with the Midland Main Line electrification scheme saw trains diverted via Harringworth Viaduct and Oakham on December 10/11 with Market Harborough served by buses. Noted at the works sites near Great Bowden on December 11 were Balfour Beatty Nos. DRP78216+DRP78222, Freightliner Class 66 Nos. 66525 and 66517, and GBRf Class 66 No. 66728, the locos all being on engineering trains.

Wagons from one of the engineering trains mentioned above derailed over the night



After a long spell working at Ipswich, Class 08 shunter No. 08785 has returned to Southampton Maritime Container Terminal, where it is seen at work on December 29. It is dwarfed by the two Liebherr gantry cranes which load the boxes deposited on the pad areas by a fleet of straddle carriers that shuttle between the MCT and various deep-water berths. STEVE STUBBS

Operations Track Record

of December 11/12, meaning that the line could not reopen on time, with the expected diversions and delays occurring. Once the wagons had been rerailed, the engineering works had to be completed, the line finally being handed back for EMR operation during the late afternoon of December 12.

The following weekend on December 17/18 again saw booked engineering works taking place around Market Harborough. On site on December 18 were FL Class 66 No. 66617 and GBRF Class 66 No. 66721 *Harry Beck*.



Class 710 No. 710270 was top-and-tailed by Class 37 Nos. 37608+37510 from Ilford to Derby on December 22.

Between Christmas and New Year, engineering works again closed the line between Willesden Junction and Camden Road via West Hampstead. A journey starting at Camden Road on Thursday, December 29 on the 2M32/13.56 from Stratford to Willesden Junction

formed of Class 387 No. 378207 routed via South Hampstead.

ThamesLink

Strike action on December 16/17 resulted in the Brighton mainline being worked by Thameslink between London Bridge and Brighton with the following Class 700 units being reported: 700018/42, 700113-15/21/23/ 25/27/34-36/40/45/47/51.



The last day of operation for the Class 315 from Liverpool Street was widely predicted to be on Friday, December 9. With large crowds of enthusiasts intending to turn out for the last day it made sense for our correspondent to say goodbye to these trains on the penultimate day, when things would be calmer. Therefore, on Thursday, December 8 a journey was made from Liverpool Street to Gidea Park on the 2C62/17.35 departure from Liverpool Street to Gidea Park, which left from platform 17 and was formed of

Nos. 315856+315837.

The 2C76/18.04 departure from Liverpool Street to Gidea Park was not seen but is reported to have been worked by Nos. 315857+315853. On the final day (December 9), it is reported that 2C62 was formed of Nos. 315853+315857 with the 2C76 being Nos. 315837+315856. Disposals of the last members of the Class found No. 315853 moved from Ilford to C F Booth, Rotherham on December 20, by No. 37884. No. 315856 was moved from Ilford to the Dean Forest Railway, Lydney by No. 37884 on December 23, to await onward movement by road to the Llanelli & Mynydd Mawr Railway for preservation. The final two units, Nos. 315837+315857, were taken from Ilford to Sims Metals, Newport, by No. 37884 on January 5.



Cold weather on the morning of December 12, resulted in the Southern network being in disarray, especially between Brighton and Littlehampton where no services were running

until the 14.45 Brighton to Littlehampton with No. 377328. Services to Portsmouth Harbour and Southampton were starting from Littlehampton or Barnham. Class 313 Nos 313203+313208+313212 were noted in the sidings as a nine-car formation at Littlehampton, having been rescued from various locations east thereof due to the bad weather.

Services got running after 15.00 when No. 313208 worked the 15.00 Brighton to Portsmouth starting from Littlehampton and Nos. 313203+313212 operated the 20.33 Portsmouth to Brighton, also starting from Littlehampton. Class 313 No. 313203 was pulled out of service at Brighton prior to working the 10.00 service to Portsmouth on December 19, and was replaced by No. 377322 for the day and causing cancellations to the Hove shuttles. Classmate No. 377304 was also noted on the Brighton-Portsmouth-Brighton services, again all day.

Due to problems between Hove and Preston Park on December 20, and resultant displacement of rolling stock, the following variations occurred at Littlehampton on December 21: the 05.11 to London was formed of Nos. 377304+377455+377106 instead of the booked 12 carriages. The 05.21 to Chichester was formed of No. 377406 instead of a Class 313. Similarly, the 07.26 to Bognor Regis was formed of No. 377433 instead of a Class 313. Class 377 Nos. 377321+377159 formed the 07.40 to London while Celebrity Class 313 No. 313201 formed the 07.55 to Brighton instead of the booked Class 377/3.

Stock variations were still occurring where Littlehampton was concerned on December 22. The 05.21 ECS to Chichester was again No. 377433 and remained on that diagram working all day.

The 06.40 service to London was formed of Nos. 377120+377405 instead of the usual 12 carriages. Similarly, the 06.47 Brighton to Littlehampton and 07.55 return service was formed of Class 387 No. 387224 instead of the usual 377/3 unit.

Class 377 No. 377154 was taken out of service at Littlehampton for depot exams on the morning of December 28, leaving No. 377417 on its own working the 09.43, 13.43, 17.43 and 21.43 services to London Bridge. On the same day, Metro units Nos. 377621+377622 worked the 08.43, 12.43 and 16.43 Littlehampton services to London Bridge instead of the more usual 377/1 or 377/4s. However, the 18.46 London Bridge to Littlehampton and return 20.43 to London Bridge was worked by No. 377162.

On December 28, a mixed rake move took place when Nos. 377469+387215 worked a Brighton Depot to West Worthing and return test run, being noted at Worthing.

December 30 found Class 387 Nos. 387216/19/22/23/25



A superb winter's day finds DB Cargo's Nos. 90035+90028 Sir William McAlpine working south at Crawford, South Lanarkshire. The 4Z25/09.34 Mossend-Daventry International RFT was one of the few freight services to run on December 14, a rail strike day. ROWAN HARRIS-JONES



Totalling around 1000 tonnes, this eight-loco 'light' engine movement from Crewe Basford Hall to Wembley on January 4 was captured at Heamies Farm, Staffordshire, formed of Freightliner Nos. 66539, 66531, 59104, 59203, 59204, 59202, 66623 and 66538. BRAD JOYCE



Framed by the classic footbridge at Carlisle on January 9, are Types 3s Nos. 37401+37422 at the head of an engineering train from West Ealing to Tyne Yard conveying seven HOBG wagons on January 9. AIDAN FORT

all noted on the Eastbourne-London Bridge-Eastbourne services throughout the day. Likewise, Nos 387203/08/21 were noted on the Brighton-Hastings-Brighton services.

East Coastway services were strengthened on New Year's Eve due to the football at the Brighton Amex Stadium. A variety of stock was employed, including Class 313 Nos. 313203/05/20, Class 377 Nos. 377119, 377206/14, 377304/14/16/21, 377403/39/47 and Class 387 Nos. 387203/06/08/12/21/24.

On January 1, the 15.00 Brighton to Southampton failed at Goring-by-Sea with a GSMR Radio fault and other alarms being set off on Class 377 No. 377139. The service was terminated and ran as ECS to Brighton depot via Barnham for attention causing the cancellation of the 17.30 Southampton to Brighton return service.

Class 387s continued to dominate the East Coastway Route on January 2, when Nos. 387212/17/26 were noted on an Eastbourne-London Bridge-Eastbourne circuit instead of the more usual Class 377s.

Class 313 No. 313212 failed at Brighton Depot prior to working a special 06.00 ECS move to Littlehampton to work the 06.52 service to Portsmouth & Southsea on January 10. It was replaced by No. 313204 for the whole diagram.

The East Coastway route and Marshlink were in trouble on January 11, when the 06.15 Ashford International to



Eastbourne formed of Class 171 No. 171808 terminated at Three Oaks with faulty door issues. Consequently, the 07.49 return working was cancelled. Due to sections of the route being single line with a passing loop at Rye and with one line occupied at Rye, only one train could run at a time until No. 171808 was moved. Delays occurred until approximately 11.00.

The 06.26 Eastbourne to Ashford with No. 171802 departed Hastings 22 minutes late but was further delayed, leaving Ore some 41 minutes behind schedule. The 08.25 Ashford to Eastbourne was some 36 minutes late departing due to its late arrival and was terminated at Hastings some 65 minutes late while the 10.49 Eastbourne to Ashford started from Hastings, again with No. 171802. The 07.24 Ashford to Eastbourne was running only five minutes behind schedule with No. 171805. A special ECS move from Selhurst Depot to Eastbourne with No. 171811 was arranged on the same day to replace No. 171808 which was taken to Selhurst Depot for attention.

South Western Railway

Enthusiasts walking over the footbridge at Clapham Junction continue to report sightings of the Class 701 units in the sidings with Nos. 701014 and 701047 present on Friday December 2. In addition, No. 701028 was

noted in the carriage shed with its headlights on, presumably about to make a test run.

On Wednesday, December 28, No. 701038 was noted passing Wimbledon station forming empty stock train 5Q59 from Wimbledon Park Depot Sidings to Eastleigh Traction & Rolling Stock Maintenance Depot. Two carriages of No. 701038 were noted to have suffered a graffiti attack.

On Friday, December 2 it proved possible for a correspondent to travel from Clapham Junction to Richmond on a Weybridge train, which would normally have been routed by Hounslow, but was diverted due to the closure of Barnes Bridge. The journey was made on the 2545/15.22 from London Waterloo formed of Nos. 458531+458527.

During the afternoon of Saturday, December 3, staff at Richmond station were seen putting up posters: "We're pleased to have reopened Barnes Bridge ahead of schedule and rail services are once again running in both directions via Barnes Bridge, Chiswick and Kew Bridge stations."

The Victorian-era bridge had to be closed on Tuesday, November 22, after planned inspections revealed defects to a small number of the 86 steel pins, which hold the structural girders in place. These were successfully replaced by engineers using a combination of scaffolding, abseilers and boats to reach under the bridge.

Planned engineering work was taking place so there

were some service alterations. With the capacity of the lines into Waterloo reduced, the Kingston Loop service was running as a shuttle between the bay platform at Kingston and Clapham Junction, via Richmond. A journey from Richmond to Clapham Junction was made on the 2K29/12.59 from Kingston to Clapham Junction formed of Nos. 455742+455735.

A journey by a correspondent on Thursday, December 8, from Putney to Waterloo on the 2U28/10.51 from Windsor & Eton Riverside proved more interesting than expected. Formed of Nos. 455853+455852, it was the first train on the Up Slow away from Putney after the Rail Head Treatment Train had passed. Travelling in Motor Second Open No. 62760 in No. 455852, as it pulled away from the stop it was possible to hear the wheels repeatedly slipping and then being checked, before slipping again. It proved impossible to accelerate properly until approaching Wandsworth Town. The comparison may be unfair, but later the same day, a Class 315 was positively sure-footed as it accelerated away from stop, on its way to Gidea Park.

SWR services were affected by industrial action on several dates in December. In the week before Christmas, the service on the Windsor lines was restricted to four trains per hour in each direction between Waterloo and Windsor & Eton Riverside, and two trains per hour in each direction between Waterloo and

Reading via Twickenham.

Kingston was served by one train per hour in each direction between Waterloo and Shepperton. In the absence of Kingston Loop stopping services; Mortlake, North Sheen, St Margarets and Strawberry Hill had no train services. Information posters indicated that Whitton would also be without trains, but on Wednesday, December 21 a journey was made from Richmond to Staines on the 2C23/09.50 from London Waterloo to Reading formed of Nos. 450113+450069. A station stop was made at Whitton where the Customer Information Screens were noted to be displaying: "There are no trains from this station today."

SWR was reported to be monitoring developments on the Island Line and would work closely with the administrators of Vivarail to ensure the continued smooth running of its Vivarail Class 484 trains on the line.

Charter Trains

The Midland Pullman worked along the Midland and Great Western Main Lines on December 1, when Nanking Blue-liveried Class 43 Nos. 43046 +43055 worked the 1Z60/06.40 Leeds-Bath Spa and 1Z62/16.56 Bath Spa-Leeds/Bath Christmas Pullman, the train observed passing gracefully through a rather foggy Market Harborough Station.

LMS Coronation Pacific No. 6233 plus support coach ran back home to their base for

the winter on December 21, travelling via the Midland Main Line as the 5Z34/10.42 Southall-Butterley MRC, the engine making a fine sight in the winter sunshine.

Class 66 No. 66019 was observed on December 30, top-and-tailing the 1Z79/06.40 Finsbury Park to Brightside No.2 Reception sidings UK Railtours charter 'The Awkward Week Adventurer' into Meadowhall Interchange with Class 67 No. 67013 at the rear. The charter was too long for the Interchange platforms, with both leading and trailing locos stopping beyond the ends of the platform, to allow passengers to disembark for a 90 minute break in the shopping centre.

DB Cargo

An additional service on Thursday, December 15, was 6L36/07.42 from Carlisle to Dagenham when original liveried DB Class 66 No. 66158 pulled a train of empty car carrying flats plus four 'Incar' covered vehicles.

On Wednesday, December 21, Class 66 No. 66133 was seen passing Platform 12 at Reading station at the head of the 6M78 from Tytherington to Quainton Railhead. A little later, but still at Reading, No. 66125, in DB red, was seen working the 6Z98 from Westbury Up Reception to Cricklewood Aggregates.

Class 66 No. 66199 was seen passing Staines station on Wednesday, December 21,

Operations Track Record

working light engine as the 0Z51 from Hither Green Loco Sidings to Woking. This working was thought to have been for route learning.

Class 60 No. 60040 was seen through Stockport on January 9 with the returning empty 6H53 Ashburys-Dowlow Briggs Sidings Empty DB Stone.

Due to a dispute between DB Cargo and EMR scrap merchants, reportedly due to wagons being damaged, no scrap trains have been running in recent weeks. However, a train did run to Ward's Sunderland on January 10, when Class 66 No. 66089 arrived with empty wagons from Cardiff Tidal, returning loaded later in the day.



Class 66 No. 66549 was seen passing platform 15 at Reading station on Wednesday, December 21, at the head of the 4M58 from Southampton Maritime Container Terminal to Garston Freightliner Terminal, running about 50 minutes late.

Class 59 No. 59103, was seen passing platform 12 at Reading station at the head of the 7Z60 from Brentford Town Days to Merehead Quarry on Wednesday, December 21. A little later, but still at Reading, No. 66540 paused at platform 15 whilst working the 6M20 from Whatley Quarry to West Drayton.

A new traffic flow commenced on January 10, when Class 66 No. 66509 worked from Tunstead to the newly opened Leyland Enterprise Sidings with a rake of stone wagons for the Fox Group which now occupy the site. The location is on the former British Leyland site to

the south of Farington Junction, adjacent to the WCML.

Noted at Woodlesford on January 11, was Class 70 No. 70011 on the 11.32 Hunslet Yard-Crewe Basord Hall service.

Class 90 Nos. 90042+90041 with Class 66 No. 66522 were sighted passing through Manchester Piccadilly with 4M87 Felixstowe-Trafford Park Freightliner on January 11.



On Thursday, December 22, Class 68 Nos. 68006+68008 moved a payload of two nuclear flasks on a 6Z50/10.45 from Crewe to Sellafield. Movement of flasks north from Crewe to Sellafield are now reportedly less common.

An additional fully loaded container train 4Z27/10.15 on December 23 from Mossend to Daventry was pulled by Class 68s Nos. 68001+68016 and passed through Lancaster 113 minutes behind schedule at 15.14.

On a day of limited freight services over the WCML via Shap, due to flooding in Scotland, the only southbound container service on Monday, January 2, was the 4M27/06.03 from Mossend via Dumfries to Daventry. This fully loaded train, pulled by Class 68s No. 68003+68009, was seen passing through Lancaster 60 minutes ahead of schedule at 13.53.

On a further day of no passenger trains over the WCML north of Preston, the only daytime northbound freight service on Thursday, January 5, was the 4Z23/07.32 northbound Daventry to Mossend 'Tesco' container service pulled by DRS Class 88 Nos. 88005+88009. When seen passing through

Lancaster at 10.39 both locos had a raised pantograph.

Repairs to the WCML completed, the line reopened on January 5, when the 4Z75/11.01 Mossend Euroterminal to Daventry IRFT passed Thankerton on the up hauled by a pair of Class 66s, including No. 66433 and on the down, the Daventry IRFT to Mossend Euroterminal passed behind Class 88 Nos. 88005+88009 at about 13.00.

GB Railfreight

Class 66 No. 66794 was seen passing West Ealing station on Wednesday, December 7, at the head of the 6V04 from Grain Oil Terminal to Colnbrook BAA.

MoD traffic reported included Class 66 No. 66745 working a Kineton-Bicester-Longtown diagram on December 7. The following day it went south from Longtown to Kineton and then through to Donnington. A further move on December 12 found No. 66741 work a Bicester to Mossend diagram consisting of 10 covered wagons. The loco continued on December 15, working wagons from Mossend to Glen Douglas then south to Kineton. On January 5, No. 66791 had charge of a Bicester-Marchwood working.

Class 66 No. 66766 was on 6P41 empty condensate tanks on December 7, from Harwich Refinery to North Walsham and returned with the loaded consist the following day before taking the 0E06 path to Peterborough MPD later that same evening. The following week on December 12 it was No. 66785 which worked 6P40 at 03.30 – it was in Harwich Parkeston Quay yard with a stopover intermodal and was switched over to this early departure; No. 66709 was deployed from Peterborough

MPD to take over the vacated slot on 4L28 to take 4A03 round to Felixstowe Port somewhat later than its usual departure time.

Two RMT strike days followed with No. 66785 noted in Ipswich Reception sidings on the evening of December 13 until December 15, when it brought the loaded consist back and took the usual evening path cross-country to Peterborough. December 19 saw the return of No. 66798, only allocated to the 6P41 diagram weeks earlier at the beginning of the month, and it returned on December 22.

Stopover intermodals in Harwich Parkeston Quay yard on December 9 were No. 66747 on 4L03 (Tinsley) No. 66785 on 4L28 (Doncaster) with subsequent weekends devoid of activity through RMT and ASLEF strike disruption before No. 66302, newly transferred to the GBRf Class 66 fleet, and with its (at the moment) individual GBRf side vinyls, brought 4L03 from Tinsley into the yard on Christmas Eve, staying over the Christmas holiday period before leaving on Wednesday, December 28, as 4R03 round to Felixstowe at 09.30.

The 4Z59/10.59 Hams Hall (Birmingham) to Mossend container service normally runs directly to Stafford and then northwards on the WCML. However, on Friday, December 16, the partly loaded service pulled by Class 66 No. 66733 ran initially to Rugby before heading onward to Mossend.

Class 66 No. 66756 ran from Doncaster to Llandudno with a rake of empty stone wagons on December 19, where they were loaded and returned to Bescot that evening. The following day the Class 66 returned the empty wagons to Peterborough.

Container loadings on the daytime Hams Hall to Mossend (4Z57) continue to be light. On

Thursday, December 29, this train conveyed just a single yellow container; however, on the following day this service comprised 16 containers. On both occasions the service was pulled by Class 66 No. 66733.

Class 60 No. 60096 was also seen while passing through Stockport on January 9, with the overnight 6E27 Liverpool Biomass to Drax Aes loaded Biomass. Two days later No. 60056 was sighted passing through Manchester Victoria with the returning empty Biomass wagons from Drax to Liverpool as 6M68.

After having swapped with failed No. 66757 on 4M46 Southampton Western Docks-Trafford Park Euro Terminal No. 66304 was seen passing through Manchester Piccadilly on the evening of January 11, with the Intermodal wagons.



On Saturday, December 3, the 6C02 from Stoats Nest Junction to Eastleigh East Yard was seen passing platform 5 at Clapham Junction behind Class 70 No. 70807.

Class 70 No. 70809 pulled a train of short wheel based loaded mineral wagons on a 6Z36/09.44 on December 19, from Ravenstruther to Longport. When seen passing through Lancaster this train was 101 minutes early at 13.25.

Throughout December the afternoon Carlisle to Chirk (6Z37) loaded log train continued to travel on the WCML via Shap to Preston. On Thursday, December 29, and again on the following day, this service was pulled by Class 70 No. 70809.

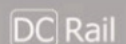
Class 66 No. 66847 made an unexpected sight through Stockport with the 6C94 Crewe Basford Hall to Thorpes Bridge Junction Engineers' train on January 9.

A Ravenstruther to Longport Pinnox diagram ran on January 10, hauled by Class 56 No. 56078.

Making what is believed to be the first visit of a Freightliner Class 70 to Scarborough on January 10, and captured at Seamer as it returned to York, No. 70007 was on route learning duties for a forthcoming engineering job. ANDY MASON



WCR's Class 47 No. 47812+Class 57 No. 57313 top-and-tailed an ECS rake of Northern Belle coaches on Sunday, December 18, on a 5Z60/09.43 from Carnforth to Crewe. From Crewe this train departed at 11.33 on a circular tour of North West England taking in Liverpool Lime Street, Hellifield and Lancaster.



An unexpected sighting at Woodlesford on January 11, was DCR silver liveried Class 56 No. 56091 running light engine on the 10.54 Leeds Midland Road-Wembley via



Digging in as it tackles the West Coast Main Line climb to Shap at Greenholme on January 16, LSL Class 47 No. 47805 Roger Hosking MA 1925-2013 whips up the snow hauling a rake of empty stock from Crewe to Carlisle. PAUL J BERRY

Doncaster-Gainsborough-Lincoln-Peterborough-March-Cambridge and Stratford.

Locomotive Services Ltd

LSL's blue Pullman liveried Class 43 Nos. 43055+43059 along with matching coaching stock ran on Tuesday, December 20 the 405 miles from Cardiff on a 1Z61/06.27 to Edinburgh via Birmingham and Shap, returning to Cardiff later running as 1Z63/16.27. Earlier the train had moved ECS to Cardiff from Crewe via Hereford.

LORAM

Class 37 No. 37607 with a DBSO on the rear of a test train on Saturday, December 10, ran from Slateford to Inverness and return later that day as far as Dalwhinnie where the train was terminated possibly due to snow lying on the tracks preventing the recording taking place.

Class 73 Nos. 73961+73962 in top-and-tail formation with Nos. 6260+1256+999550+977969 on a test train were observed twice at Littlehampton on December 12, within three hours working a Tonbridge-Littlehampton-Brighton-Tonbridge working. MPV unit No. DR90908+DR90958 made various visits to Littlehampton on December 12, working a

Horsham to Horsham RHTT. Matisa tamper unit No. DR75502 visited Littlehampton on December 19.

Colas Rail Class 37 Nos. 37099+37175 top-and-tailed a train of Network Rail yellow liveried coaching stock on Tuesday, December 20, on a 1Q47/11.00 from Derby to Carlisle via Whitehaven.

On December 21, GBRf Class 73 Nos. 73962 +73961 top-and-tailed a 1Z53/13.00 Derby RTC to Eastleigh test train south through Market Harborough. SB Rail's Dynamic Tamper No. DR75013 was stabled in the downside long siding in Lancaster on the afternoon of Friday, December 30. Earlier that morning this unit had been turned on the triangle at Morecambe South Junction.

Network Rail's DBSO No. 9702 top-and-tailed with Colas Rail Class 37 No. 37175 was also seen at Stockport while working a 3Q18 Derby RTC-Doncaster West Yard overnight test train on January 9.

Our thanks

Thanks for information go to: Henry Allum, Paul Atkinson, Gene Collins, Mike Cooper, Andrew Culliford, Barry Knock, Stuart Hicks, Sean Morris, Bob Morrison, Richard Moxon, Mark Reynolds, Terry Smart, Mike Thompson, Craig Wellum and Chris West.



Above: London Underground 4-TC set No. 438428 was taken from West Ruislip depot to St Leonard's Works for maintenance on January 9, the working pictured at Appledore (Kent) headed by 'Grid' No. 56081. CHRIS LIVINGS

Left: Another unusual driver trainer job was on January 13, when GBRf's No. 92023 worked from Willesden to Harwich International and back, where it is pictured. It is thought to be the second visit of the class to Harwich after a railtour in 2009. MIKE COOPER

Stock Update Track Record



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BUTLIN

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

LOCOMOTIVES

Allocations

37069 XHSO-XWSS
37423 XHSO-XWSS
43056 EFPC-SBXL
57306 XHSO-XWSS
57312 XHSO-XHAC
66070 WQ/WQAA-TO/WBAE
90009 FE/DHLT-CG/DFLC
90045 CG/DFLC-FE/DHLT

Liveries

BR blue: 69007
DB Cargo red: 66054, 66244
GBRF: 67027

Grey: 37606 (37508)
Trainload Metals: 37109
+ Progress Rail branding: 08523

Newly arrived –
to be renumbered
77502-66307
77503-66308

Returned from France
66026

Named
69007 *Richard Trevithick*

Names removed
66050 *EWS Energy*

For Sale
50050
60012/32/36/37/48/52/68/77/
78/84/89/93

Preserved
125 Preservation Society:
43045/60

Stored/stopped locations
Basford Hall: 90045
Gresty Bridge: 37069, 37423,
57306
Laira: 43022
Nene Valley Railway: 43045/60



BR Mk.2FTSO No. 72617 is pictured at its new home at the MFN club, Shipley Gate, Eastwood, Nottingham on December 18, following its sale by the Ecclesbourne Valley Railway. Built in 1973, it was converted for push/pull use as part of the Gatwick Express fleet. The carriage is air-braked and for over 15 years has been used as a static catering seating area. During the journey to its new home, it had to make a tricky move along Long Lane, under the Erewash Valley Line (using temporary rails), to access the MFN site. Sources suggest the carriage will now be used for wedding events. STEVE DONALD

Roberts Road: 66306-08
(CB1001, 77502/03)
Toton: 66026

Operational
66070/90, 90009

Disposals
Sims Metals, Newport: Arrival
dates corrected: December 7:
43196; December 8: 43087

MULTIPLE UNITS

Allocations
170453-61/72-78
NL-BG
170512/13/35 TS/EJHQ-DY/
EMHQ
197111/12 newly delivered HQ/
HLHQ
315837/57 sent for disposal
701051 newly delivered HQ/
HYHQ
710375 newly delivered HQ/
EKHQ
720117/20 newly delivered HQ/
EBHQ
730019-22 newly delivered HQ/
EJHQ
777140 newly delivered HQ/
HEHQ

Liveries
SWR: 450070,450114
+ Luton Airport Express logos:
360119
Lily's Pantry branding
removed: 802106
Yellow mask removed: 800321

Names removed
323221 *Northfield*

Renumbered
170424-170924

Now in passenger traffic
196001/06
196109
197002/06/07/08/09/13/15/18
231007
720116/18/20
720541

Returned to traffic
350127

Preserved
Llanelli & Mynydd Mawr
Railway: 315856

Sold for further use
Llanelli & Mynydd Mawr
Railway: 153374 as a cafe

Stored/stopped locations

Barrow Hill: 170512
Bletchley: 230003-05
Brighton: 313202/14/17
Clacton: 321303/25/30
Crewe LNWR: 197112
Ely: 156470/73/97/98
Ilford: 321313/21
Kirkdale: 777140
Litchurch Lane: 701033,
710270
Lydney: 315856
Oxley: 730019/20/21/22
Tyseley: 196004/07/08
Wembley: 321301/04/17/24,
701051, 720103/17, 720508/44
Wolverton: 197111
379020/29, 730102

Disposals

C F Booth, Rotherham: Arrival
dates: December 20: 315853.
Cut dates: December 12: 63072
(321410); December 13: 78104
(321410); December 21: 77952
(321410), 71989 (321447);
January 9: 78129 (321447);
January 11: 63103 (321447)

Sims Metals, Newport: Arrival
dates: December 22: 57763
(158763), 57803 (159102);
January 5: 315837/57

HAILED COACHING STOCK

Allocations

11028 sent for disposal
42173 sent for disposal
42217 sent for disposal
42310 sent for disposal

Preserved

125 Preservation Society:
40904, 42355/57

Sold:

West Coast Railway: 3097, 3119/
21/23/41/46/47/49, 4991/98, 5009

Stored/stopped locations

Nene Valley Railway: 40904,
42355/57

Disposals: C F Booth,

Rotherham: Arrival dates:
January 16: 42195; January 17:
42217, 42310; January 18: 42173

EMR Kingsbury: Arrival date:
January 18: 11028

■ STOCK CHANGES CORRECT
AS OF JANUARY 22, 2023.



Rail Operations Group Class 37 No. 37611 *Pegasus* hauls West Midlands Trains Class 730 No. 730012 past Chorlton, south of Crewe, on January 13. STUART J HOOD



Ballingranne is the former junction for the North Kerry line to Tralee, closed in 1975. It remained a crossing point on the Foynes line until May 1988 when the cabin was closed, and loop disconnected. Since work began in September, the Foynes line has been extensively cleared of almost 20 years of growth. Ballingranne is seen on October 25, looking towards Foynes after an initial clearance, and again on January 14, after an extensive devegetation revealing platforms and buildings. Contractor Sisk is due to start rebuilding the line this month. HASSARD STACPOOLE

Foynes Line reopening takes big step forward

€65m contract let for reconstruction to Sisk, with 2025 the opening date target.

THE Foynes Line reconstruction took a significant step forward on January 9, with the award by Iarnród Éireann to John Sisk and Sons of a €65 million contract for the first phase of works to reinstate the mothballed 42km-long Limerick to Foynes rail line for freight services.

Sisk's phase one work will focus on clearing vegetation, replacing track, sleepers and installing a new ballast bed, renewal of bridges, lineside fencing and

culverts, works to level crossings and public road crossings and the installation of infrastructure necessary to move to phase two of the project.

As previously reported, vegetation clearance by local contractors began in September, clearing the line of almost 20 years' growth back to the boundary fences. Sisk will start mobilisation with major works scheduled to start this month, and be completed before the

end of 2024. It is expected once the structures, including the replacement of Robertstown viaduct near Foynes, and ballast bed are renewed, track will be relaid from the Foynes end.

In November the Irish Government confirmed €104m funding for the project and IÉ has said that €39m will be used for the renewal of road infrastructure at public level crossings and at accommodation level crossings.

Work is expected to be completed in 18 months, allowing the line to be handed over to IÉ for phase two in the autumn of 2024 when the signalling is due to be installed, including for road level crossings.

In December, IÉ programme manager David Vaughan briefed Limerick councillors on the project and confirmed that the line would reopen for freight in 2025 and said there would be no obstacle to reintroduce

passenger services as long as the appropriate infrastructure is provided.

Mr Vaughan said: "There would not be a whole lot involved in switching over, other than the provision of stations."

He added: "The track infrastructure, bridges, drainage – all that doesn't change. It is the provision of stations, with platforms, shelters, ticket machines and parking that has to be considered."

Green signal for public trains at Maam Cross

THE Connemara Railway at Maam Cross took a major step forward when it was issued with an operating licence for the narrow gauge railway by the Commission for Railway Regulation (CRR) at the end of November.

The CRR certification enables the commencement of revenue-earning passenger movements at the railway for a period of up to five years from certification. This makes the Connemara Railway the eighth heritage railway in the Republic of Ireland.

Authorised for use on the railway are Deutz LM194 and two four-wheel passenger carriages. This also makes the subsequent change from 3ft gauge to 5ft 3in gauge easier as a proven method of operation is in place.

Work continues reconstructing the railway infrastructure, which has seen the narrow gauge line at the Clifden end removed through the former cattle dock,

and the track used to extend the running line towards the Galway end of the site. The track was removed to allow further extension of 5ft 3in track, to allow the laying of a siding through the cattle dock.

Agreement has been made with the Railway Preservation Society of Ireland (RPSI) for the purchase from the stored Dublin heritage set of 1956 built CIÉ Bar Car No. 2421 and Laminated Brake Standard No. 1916, and they are due to move to Maam Cross soon.

Jim Deegan, director of the Connemara Railway said: "The granting by the CRR of an operating licence is a significant milestone in returning trains for public use after an absence of 88 years, offering train rides later in 2023. We are also grateful to the RPSI for agreeing to sell to us our first operational 5ft 3in carriages which will allow us to offer trains when we have laid enough track."



On January 7, the Downpatrick and County Down Railway diesel gala saw ex-CIÉ G Class Deutz loco No. G617 operate the 1415 Inch Abbey-Downpatrick service following the failure of B 141 Class GM No. 146. It is seen crossing the Quoile Bridge with CIÉ Park Royal No. 1944, UTA 70 Class Intermediate No. 728 and CIÉ Laminated Brake Generator Second No. 3223. FINBARR O'NEILL

Downpatrick diesel gala proves a sell-out

AFTER an absence of three years, Downpatrick and County Down Railway (DCDR), in conjunction with the Irish Traction Group (ITG), held a sold-out Diesel Gala at Downpatrick on January 7, featuring former NIR DEMU No. 458 and former CIÉ and IÉ locos Nos. 146, A39R and G617.

As well as passenger runs, some carefully managed lineside sessions were run, ranging from photo stops to run pasts, in an area fenced off from the track, with the day starting off with rides behind resident 141 Class No. 146 and the recently acquired Ballast Plough Van from Iarnród Éireann within the station limits.

Gala attendees were then taken lineside to the North curve to photograph No. 146 hauling its ballast train and No. A39R with the carriage rake. The day finished with No. G617 hauling most of the afternoon trains between Downpatrick and Inch Abbey due to No. 146 failing, with No. 458 operating the last train.

DCDR chairman Robert Gardiner said: "This was our first such event since 2019, and what started out as a 'mini gala', to do something different this new year, snowballed very quickly into a massive event. This was the first time we had done lineside run pasts for photography, and this especially seems to

have gone down a treat.

"We could easily have sold double the number of tickets and I was absolutely amazed at the distances people had travelled – from Birmingham to Cork, Dublin to London, specifically for the event.

"Everyone's support and enthusiasm are greatly appreciated. We're looking forward to our next one hopefully debuting the 80 Class."

The railway is now closed for a period of maintenance and hopes to open for the annual St Patrick's Day parade in Downpatrick, providing a shuttle service between Inch Abbey and Downpatrick on March 17.



The Connemara railway has been granted an operated licence. The recently reconstructed signal cabin has now had mains power connected and is seen on January 14. Initial operations will be on the temporary 3ft gauge line which has been extended further towards the Galway end of the site. NOEL ENRIGHT



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All change in southern Germany

Latest section of new high speed line opens – and Go-Ahead begins operation of its second contract in Bavaria.



On December 11, the first day for the new line and the new IRE200 services, two IRE200 trains are timed to pass at the new Merklingen-Schwäbische Alb station. No. 193231 is nearest camera on rear of a train to Wendlingen. KEITH FENDER

SIDELINES

Amsterdam Metro station memorial to Lancaster crew

A PLAQUE was unveiled at Noorderpark station on the Amsterdam Metro on December 20 commemorating the crew of a wartime RAF Lancaster bomber that crashed in the area exactly 80 years before. The Lancaster flying from RAF Woodhall Spa had been part of an air raid targeting the German city of Duisburg but was shot down near Amsterdam. All seven British and Canadian airmen on board were killed.

Siemens locos for India

SIEMENS has won a \$3.2 billion contract to build and maintain 1200 new electric locos for Indian Railways. The prototype 9000HP locos should be delivered in 2024 with the rest built over the next 11 years at the new Dahod loco factory being built by Indian Railways in Gujarat. Siemens will maintain the new fleet for 35 years at Vishakhapatnam, Raipur, Kharagpur and Pune depots.

Indian Railways is investing heavily in electrifying with the aim of electrifying the entire broad gauge network. In addition, dedicated new electric freight railways are being built. The new Siemens locos are designed for freight traffic on both.

New line in Mongolia

MONGOLIA has added a new line to its rail network connecting Zuunbayan and Khangai, near the border with China. The 226.9km line was opened officially in late November and built in just eight months in 2022 by a public-private consortium. Chinese Railways are planning to build a line to connect with it from the south and the Mongolian government hope it will enable expansion of export traffic.

GERMANY added 60km of high speed line to its network when the Wendlingen to Ulm high speed line opened at the timetable change on December 11.

The 250kph line, which has 37 bridges plus 12 tunnels representing nearly half the line's length as they total over 26km, runs south of the older classic line between Stuttgart and Ulm via Geislingen (Steige). The new line is only equipped with ETCS Level 2 Baseline 3 cab signalling and those trains without it – which include older DB Intercity trains plus SNCF TGVs used for services to Munich – cannot currently operate on the line and still use the old route.

The new line had been under construction since 2010 and forms the first part of the future Ulm-Stuttgart Hauptbahnhof route, the rest of which is being built and which will open fully when the new underground main station in Stuttgart opens from December 2025. Until then, the existing route from Stuttgart is used as far as Plochingen, and from there the secondary line to Wendlingen is used. At Wendlingen a single track connection to the new line ultimately (post 2026) designed for use by freight services is being used by ICE passenger services and the new IRE200 regional trains.

The new line has a single

intermediate regional station serving the town of Merklingen and its surrounding area. A new hourly 200kph regional service – promoted as IRE (InterRegionalExpress) 200 (for 200kph operation) is being operated by DB Regio between Ulm and Wendlingen serving Merklingen. This service uses a pool of six leased Class 193 Vectron locos working top and tail with second hand 200kph regional coaches previously used between Munich and Nuremberg. With the opening of the second part of the line to Stuttgart in late 2025 these trains will be replaced by the fleet of Coradia Stream EMUs on order for the Baden Württemberg state owned leasing company SFBW.

Contract

Go-Ahead began operation of its second Bavarian contract on December 11.

The 12-year contract covers a network of services centred on Augsburg and two new fleets supplied by Siemens have been ordered to operate the services which amount to 7.4million train kilometres annually. The start was not as smooth as planned because delivery of some of the trains (12 x five-car Desiro HC and 44 x Mireo three-car EMUs) has been delayed due to supply chain problems for components – and operation of



Bayern Bahn No. 140850 arrives at Wörnitzstein with service RB/DPN 63065 14.05 Donauwörth - Aalen Hbf on January 3. Other services on the RB89 route that day were operated with loco No. 111036 and DB EMU No. 425116. D.LANGHAM

the new service was disrupted due to problems with the trains, especially the couplers, which did not work properly in the ice.

Before the contract began, Go-Ahead, which like most operators in Germany is short of trained staff, had proposed to run buses instead of trains on the RB89 inter-regional route serving Aalen and Donauwörth for several months. However, following intervention by the Baden Württemberg transport authorities an interim solution

has been found with DB Regio and private company Weser Ems Eisenbahn GmbH (WEE) sharing the operation of services.

To the surprise of enthusiasts, two of the locos used by WEE were ex-DB Class 140 electrics owned by Bayern Bahn which is based nearby; this was the first scheduled use of Class 140s for passenger trains in around two decades. In mid-January one of the Class 140s was still in use along with an ex-DB Class 111 loco.

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New locos, new lines

BANGLADESH Railways (BR) has modernised its loco fleet in the last three years with EMD design metre gauge and broad gauge locos, both using the EMD 710 engine design, delivered from manufacturers in South Korea and the USA.

The BR network is a mixture of both broad 1676mm (5ft 6in) gauge and metre gauge track, although in recent years the once larger metre gauge part of the network has been partly converted to dual metre and broad gauge. BR is also building new lines with plans for a 126.25km line connecting Darshana on the border with India and the country's third largest city Khulna announced in late 2022.

American firm Progress Rail, which owns the former EMD business, is delivering 40 new type GT42AC six axle broad gauge locos to BR as Class 6600 in 2021/22. Similar locos have been sold to other railways in Asia and South America. In addition, 100 model GT38ACL, metre gauge, 100kph mixed traffic locos have been ordered, in several batches, from Hyundai Rotem funded by the South Korean government's development aid budget.

The locos, designated Class 3000 by BR, were built at Hyundai Rotem's Changwon factory and the first 10 were delivered from 2020, with the

next batch of 20 delivered in 2021/22. Hyundai Rotem had previously built EMD GT18 design A1A A1A locos for BR; 39 of these were delivered 1999 to 2013 numbered as Class 2900.

The arrival of the new locos has relegated most of the remaining Alco-engined locos on both gauges to freight, or they have been stored. Rather amazingly a small number of the 1953 vintage EMD built type B12 metre gauge locos remain in use mainly for freight or engineering trains.



Left: The new metre gauge GT38AC locos have taken over some important passenger trains but also work freight as No. 3013 is seen doing at Rangpur on November 14. MARK TORKINGTON

Below: Newly delivered BR broad gauge GT42AC No. 6618 is seen at Parbatipur on November 15. MARK TORKINGTON



Union Pacific to refurbish 600 diesel locomotives

US Class 1 railroad Union Pacific (UP) and Wabtec have begun a three-year programme for 600 Union Pacific locos which will see 525 type AC44/AC6000 15-20 year old locos modernised with reconditioned engines equipped with Wabtec's 'FDL Advantage' branded high pressure fuel injection system.

A fleet of 75 older GE Dash 9-44CW DC traction motor-equipped locos will be rebuilt with the modernised engines and converted to AC traction motors to become model AC44C6M. The rebuilding, which also includes new cabs for the

locos will be undertaken at Wabtec sites in Dallas and the former GE factory in Erie, PA.

Wabtec and UP developed the specification together for the rebuild programme which is expected to improve fuel efficiency by 18%, overall reliability by 80% and increase tractive effort by 55%.

Each rebuilt loco will emit 350 tonnes less CO2 per year than prior to rebuilding. Rebuilding the loco is cheaper than buying new and should extend their life by another 20 years, after which a further life extension rebuild is possible.



Union Pacific ES44AC No. 5387 leads two more six axle locos with an eastbound freight at West Chicago, Illinois on June 7, 2022. The train has just crossed a diamond crossing over the former Elgin, Joliet and Eastern Railway that runs around the west of Chicago. KEITH FENDER



Nearly 100 years old – 1925 built E77 10 at Dresden Hauptbahnhof on arrival with one of the special trains on December 11. D LANGHAM

Veteran electric back on the main line

ONE of the oldest working electric locos in Europe returned to main line passenger work in late 2022 hauling special trains.

The loco, No. E77 10, was built by Lokomotivfabrik Krauss & Company in Munich in 1925 and was initially allocated to depots in Bavaria.

It was one of 56 similar 1-B-B-1 Class E77 machines. They worked passenger and freight trains around Leipzig and Halle and initially in Bavaria from 1923 until 1945, when 50 of the 53 that had survived the war in what became East Germany

were shipped to the Soviet Union as wartime reparations.

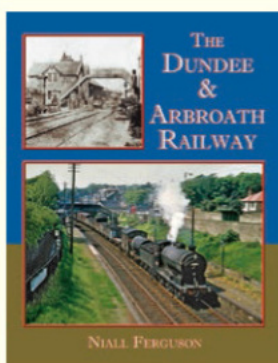
One loco survived in what was to become West Germany, but was scrapped in the 1960s and two others were scrapped earlier as beyond repair due to wartime damage. After use in the Moscow area, 38 of the locos were returned to East Germany in 1952-53 but most were not usable. Ten were overhauled and remained in use until the mid-1960s.

All but No. E77 10 had been scrapped by 1966 and it survived as it was used as a

static transformer in Halle and later Dresden. Preserved by the East German authorities in 1971, it was returned to working order in 1979 and most recently had a full overhaul in 2013; given the low mileage run annually it should be available for special trains for a few more years before needing another overhaul.

In December the loco, now owned by the DB Museum, was used from its base in Dresden to work short special trains down the Elbe Valley to Bad Schandau near the Czech border.

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THE DUNDEE & ARBROATH RAILWAY NIALL FERGUSON

The Dundee & Arbroath Railway, which opened for traffic in 1836, was the second of no fewer than four early railways in Tayside, three of which were based in Dundee. Originally independent, it was acquired in turn by the Scottish North Eastern Railway and then the Caledonian Railway, before the opening of the Tay Bridge brought it into the joint ownership of the Caledonian Railway and the North British Railway. With the 1923 Grouping, the Dundee & Arbroath then became a joint LM&SR and L&NER line before eventually becoming part of British Railways (Scottish Region). The line remains open today as part of the East Coast Main Line between London and Aberdeen. This book is the product of over forty years of research and includes around 250 illustrations, many not previously published, with a colour section, maps and signalling diagrams. The genesis and construction of the original 5ft 6ins gauge line is described, followed by its subsequent history down to the present day. The book complements the author's previous works on the Dundee & Newtyle and Arbroath & Forfar Railways.

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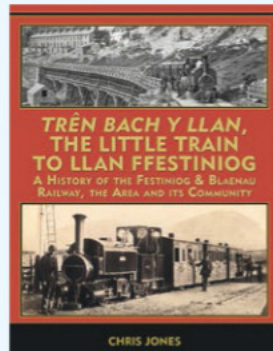
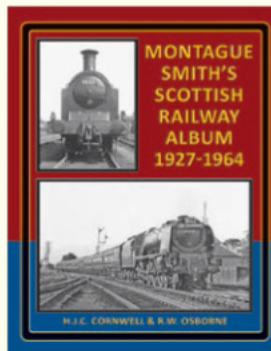
MONTAGUE SMITH'S SCOTTISH RAILWAY ALBUM 1927-1964

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The late Montague Smith was a Scottish railway enthusiast who devoted much of his life to a study of the steam locomotive. His 'home territory' was in and around Glasgow and down the former Caledonian stretch of the West Coast Main Line as far as Beattock. In this book, we make our way from Glasgow Central to Symington, junction for the Peebles Branch on which 'Monty' took many photographs while holidaying in Biggar (the most important intermediate town on the branch) for the whole of August for many years. There he got to know many of the Carstairs enginemen who worked the branch and formed close and lasting friendships with a number of them. He became a regular and popular footplate guest of many drivers and, having learned much of their craft, was entrusted to drive both passenger and goods trains. Often with a camera to hand, he took many photographs, not only of the locomotives but also of their crews and other railwaymen involved in the work of the branch. Most of the locomotives were of Caledonian Railway origin, McIntosh and Pickersgill 4-4-0s and 0-6-0s, but early LM&SR standard classes such as 'Compounds', '4F' 0-6-0s, '2P' 4-4-0s and Hughes 'Crab' class 2-6-0s also played their part, and there were also some former G&SWR Drummond 2-6-0s. However, larger and more modern engines such as parallel boiler 'Royal Scots' and 'Princess Royal' Class 'Pacifics', as well as streamlined and non-streamlined 'Duchess' Class 'Pacifics', also feature in our journey from Glasgow to Symington. Day trips to Edinburgh, Stirling and Perth are also included and illustrate a mixture of former North British Railway and standard L&NER classes. Many of the photographs also identify the enginemen and other railway staff featured.

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FRENCH NARROW GAUGE ALBUM

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'Have you ever thought that the railway world ends at Dover or that there is no connection between the green painted engines which run beneath the white cliffs and those rather peculiar machines which appear in pictures of Continental railways? Although the railway ends at the Channel's edge, the timetables do not and one day recently the evening railcar of the Société Générale des Chemins de fer Économiques from Cayeux-sur-Mer to St Valéry-sur-Somme and Noyelles ran ten minutes late and nearly hit a cow, all because of a delay on the Southern Region of British Railways.' The opening words of *Narrow Gauge Railways of Europe* (Allen & Whitehouse, 1959) was a seminal book which introduced many British railway enthusiasts to railways overseas. In the 1950s, holiday expectations began to change and railway enthusiasts began to look further afield, sailing across the Channel to France. In France the narrow gauge was far more extensive than in Britain. Across the Republic as a whole, narrow gauge public railways at one time ran something approaching 12,000 miles of route. France was once a narrow gauge nation par excellence. This enormous network of narrow gauge railways was developed between 1870 and 1925, to open up what was essentially a country of small towns and rural villages. Motive power on the French narrow gauge ranged from lightweight 0-6-0T tram engines to hefty 0-6-6-0T Mallets, together with all sorts of colourful and exotic railcars. British photographers like Pat Whitehouse, Eric Russell, Lance King and John Snell were enchanted by this variety and captured as much as they could on colour slide film in the 1950s. This album sets out the highlights of their adventures in glorious colour with entertaining accounts of their travels, and then brings the story right up to date with the digital photography of José Banauda, Peter Lovell and Steve Sedgwick in the most colourful and comprehensive account of the French narrow gauge for many years.

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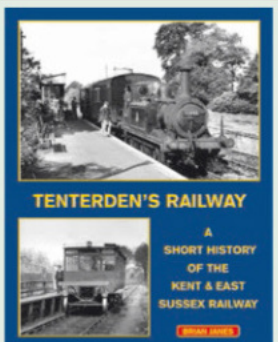
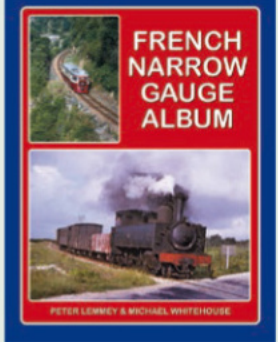
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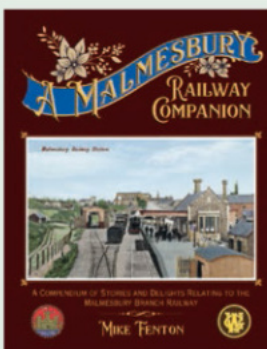
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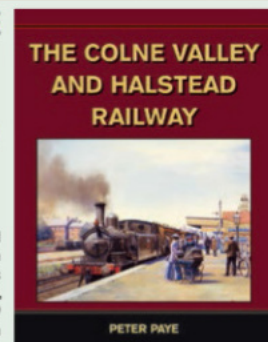
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THIS is an excellent addition to the published photographic material depicting London's complex railway system in the years 1948 to 1967, when steam was still king.

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The great terminus stations feature, along with a plethora of loco shed, junction, lineside and other local station scenes. London Transport steam activity is not neglected either. Locomotives from the BR era together with pre-Grouping and the 'Big Four' companies are all represented – the sheer variety is amazing.

These were truly 'glorious years' for rail enthusiasts and we can only lament that so much of this fascinating scene has now disappeared. Very strongly recommended. **RSS**
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The Sandstone Steam Railway – The Story Continues

By David Richardson

FOR anyone who has not heard of South Africa's Sandstone Steam Railway, this book will open your eyes to one of the most ambitious preservation projects anywhere in the world.

Over the last 30 years, a huge farm has become home to large numbers of withdrawn steam locos from all over southern Africa, most restored back to working order. Two separate two-foot gauge lines have been built, one featuring gradients of up to 1:20 offering passengers round trips of around 25km. In British terms, it is rather like Statfold Barn on a huge scale, plus the Welsh Highland, but all on one site.



The book describes the history of the railway and how it came to exist, almost by accident alongside long running efforts to preserve agricultural machinery. The trials and tribulations of first trying to operate the nearby state railway's 1067mm gauge line with steam, followed by the decision to build two-foot gauge running lines that eventually expanded to form today's 30km system, is described. Adventurous trips all over southern Africa to find and rescue steam locos followed, whilst the original farm carried on making money to pay for all the preservation activities.

This large format, hardback book is very well illustrated. As well as telling the story of the railway there are detailed descriptions of all the locomotives, rolling stock, and all the other non-rail exhibits (and even its wildlife, which includes meerkats) in its 216 pages. Very highly recommended. **KF**
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Kingston-upon-Hull – Images of a Rich Transport Heritage

By Neville Stead

KINGSTON-UPON-HULL was Britain's third largest port and biggest deep-sea fishing facility in the 1960s. There were 11 docks covering 200 acres and 12 miles of quays; 150 trawlers operated out of Hull until the Cod War of the 1970s and EU quotas. The city even retains its own independent telephone network to this day. As such, it is no surprise that Hull also has an extraordinarily rich and varied transport heritage.

In this excellent book, Hull-born Neville Stead has assembled over 200 superb quality monochrome images that portray the railways, docks, Humber ferry paddle steamers, trams, vintage motor and trolley buses. Many scenes reflect the city as it was before the Second World War blitz of 1941 did so much damage. The images included by the author reflect the period from the 1930s until the 1960s. The trams ceased operation in 1945 and the trolley buses in 1964. The author includes fascinating autobiographical details from his time living in the city.

Over half the book is devoted to the complex railway system that also served the large docks network. This was an era when steam was 'king'. The road transport section evokes the great names of British bus manufacturers such as Bristol, Guy, AEC and Leyland.

All in all this is a wonderful evocation of a vanished era – a time before the

building of the Humber Bridge, when Hull seemed truly remote. Not to be missed by anyone interested in our wonderful transport history. **RSS**
Published by Bellcode Books
Available through www.amazon.co.uk and others
112 pages, softback. £15.99

Exploring Britain's Disused Railways North West England

By Mark Jones

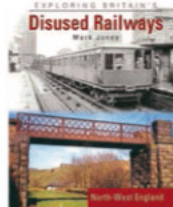
INTENDED to be the first in a series covering various regions of the UK, this book provides a comprehensive account of disused railway routes in the North West of England.

Mark Jones takes the reader on a journey around the region, dividing his insights into chapters covering geographical areas. Also covered are tracing and identifying trackbeds and the exploration of former tramroads.

The old railway lines take centre stage, though. Summaries on each combine some brief historical context, with the book's main purpose of explaining what remains of them today. Over 200 photographs are featured, the majority of which document trackbeds, station sites, bridges and tunnels post-closure.

For anyone thinking of putting on their walking boots, it is worth noting, however, that this book is best used for inspiration rather than as a yard-by-yard ramblers' guide. While outline maps introduce each chapter, the author recommends Ordnance Survey or Google Maps to pinpoint locations. Although some sections of the featured lines are now official trails and footpaths, not all can be walked in their entirety and following alignments can require the use of unofficial paths or prior permission from landowners.

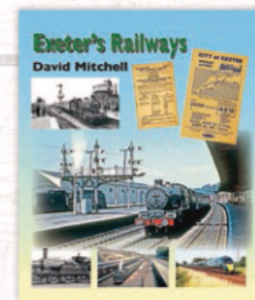
That said, whether you are a casual reader of railway publications or an avid explorer, given that it covers an area stretching from Cheshire to Cumbria, the chances are that you will find plenty of interest within this volume. **GP**
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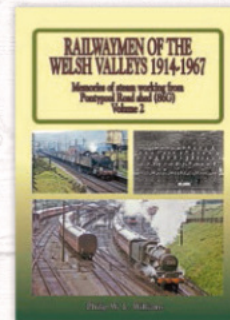
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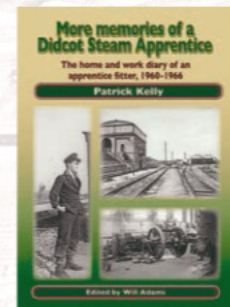
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- Argentina: Broad gauge Steam & La Trochita Aug 26th – Sep 8th
- Bosnia-Herz.: 'Kriegsloks' in Mine & Line Service Oct 21st – Oct 28th
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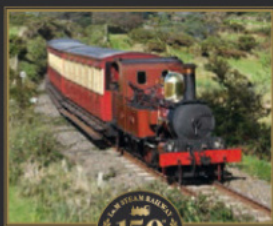
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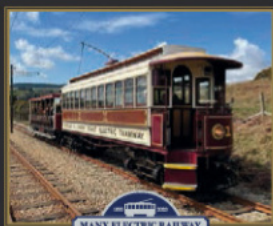
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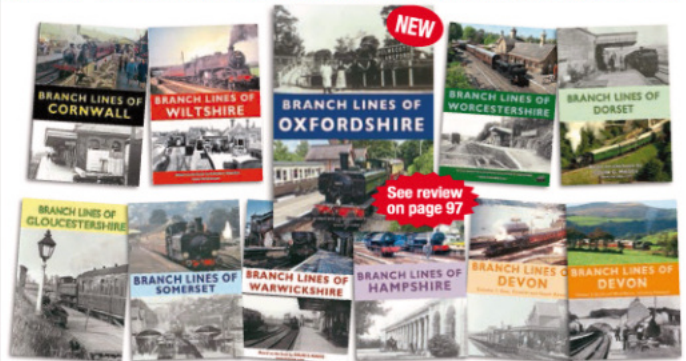
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Prize crossword

■ Puzzle compiled by WILL ADAMS

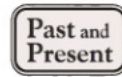
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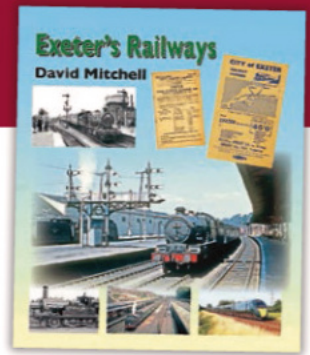


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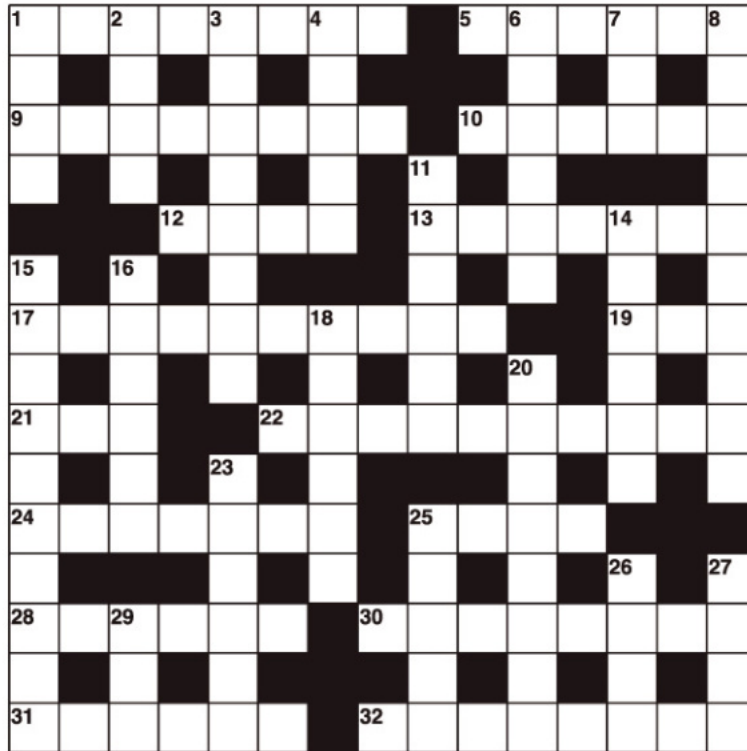


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Across

- 1 and 12 across Preserved 'Battle of Britain' No. 34053 (3,5,4)
- 5 Of a steam loco, suffered from water carried into the cylinders (6)
- 9 Berks & Hants Line station (8)
- 10 ___ & Hibaldstow, former GCR station south-west of Barnetby (6)
- 12 See 1 across
- 13 Type of mechanism that drove Stanier's 'Pacific' No. 6202 (7)
- 17 Heritage railway with stations at Carrog and Corwen (10)
- 19 'B1' 'Antelope' No. 61018 (3)
- 21 See 7 down
- 22 Company whose Edinburgh terminus was Princes Street (10)
- 24 Station between Hull and Selby (7)
- 25 James ___, Class 60 No. 60060 (4)
- 28 '___ Car', Bulleid's 'pub on wheels' (6)
- 30 'Waverley Route' summit (8)
- 31 See 26 down
- 32 Bird providing the former name of 'A4' *Walter K. Whigham*, later 'A1' No. 60139 (3,5)



Down

- 1 Groups of carriages permanently coupled and used together (4)
- 2 22 across ___ & Barnsbury, North London Line station (4)
- 3 Former Bradford station, 1850-1973 (8)
- 4 and 6 Title of the *RM*'s monthly news digest (5,6)
- 7 and 21 across ___ & Scholar Green, North Staffordshire station immortalised in Flanders & Swann's 'Slow Train' (3,3)
- 8 Two-way tickets valid during 24 hours (3,7)
- 11 ___ Road, 'Waverley Route' station (6)
- 14 James ___, GWR Chief Engineer and General Manager (6)
- 15 'Royal Scot' No. 46102 (5,5)
- 16 'Warship' No. D829, and a Pullman Kitchen Car (6)
- 18 Bulleid's 0-6-0+0-6-0T articulated steam locomotive (6)
- 20 Cambrian Railways Junction for lines to Machynlleth and Bulth Road (4,4)
- 23 Bird providing the former name of 'A4' *Andrew K. McCosh*, later 'A1' No. 60131 (6)
- 25 George ___, F. W. Webb's successor on the LNWR (5)
- 26 and 31 across GWR No. 6019 (4,5,1)
- 27 NER junction for the Easingwold branch (4)
- 29 ___ Railway, Cambrian Railways branch from Caersws, west of 20 down (3)

February crossword entry form

Name _____

Address _____

Postcode _____

Tel _____ Email _____

Send completed form (photocopies are accepted) to: February 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 April 2023 issue. The winners will be the senders of the first all-correct solutions opened in our office. **You can also 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

Across: 1 Crosshead 6 Elgar 9 Alton 10 High Speed 11 Kent 12 Ducie 13 Eton 16 Chariot 17 Hunting 19 Polmont 21 Ddaullt 22 Elms 24 Wrong 25 Snow 29 North Pole 30 Hotel 31 Barnt 32 The Fernie

Down: 1 Clack 2 Olton Hall 3 Sand 4 Exhaust 5 Dogfish 6 East 7 Greet 8 Red Knight 14 Ripon 15 Angus 16 Coppernob 18 Islington 20 Turnout 21 Dunmere 23 Morar 26 Wylde 27 Chat 28 Shoe

November winner: Andy Dunican, Torquay.

Runners-up: Paul Wright, Lincoln; Steve Pitman, Leeds.

Solution to the December issue

Across: 8 Hamilton 9 Harold 10 Nene 11 End 12 Pewsey 13 Albert 15 Llanrwt 17 Lydeard 19 Hemyock 22 Pwllheli 24 Valley 25 Arthur 27 Eil 28 City 29 Lord of 30 The Isles

Down: 1 Waverley 2 Lime 3 Street 4 Ansdell 5 Shiplake 6 Brow 7 Elmers 14 Ewell 16 Royal 18 Ryecroft 20 Chertsey 21 Linette 23 Warcop 24 Velvet 26 Hyde 28 Cess

December winner: Tom Kane, Preston.

Runners-up: Michael Findley, Bourne; David Costigan, Gosport.

The closing date for this month's crossword is Friday, March 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

JANUARY'S mystery photo (right, by Nick Pigott) are the level crossing gates at Murcott Road, Bicester, the second set of MoD security gates behind being a clue.

This month (below), we are asking where these cars are parked, a clue being that the rails are still in use.



Next month

The March issue will be on sale on March 1, 2023. Thank you for choosing *The Railway Magazine*

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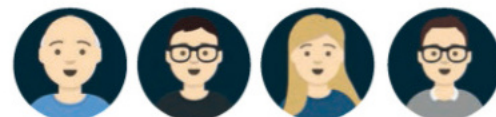
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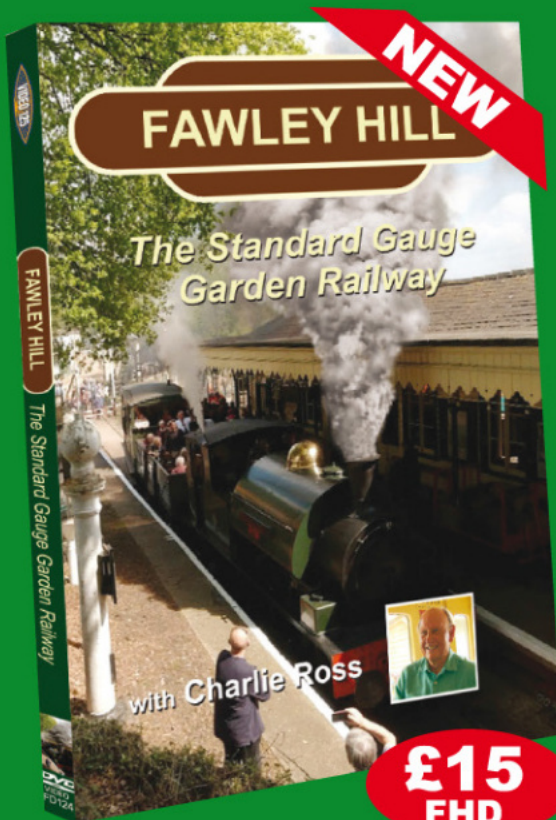
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BBC Bargain Hunt's Charlie Ross takes a detailed look around the Late Sir William McAlpine's full-size railway and museum, built in his own back yard. Having been acquired over five decades, Sir William's collection is truly massive.

The film starts at the beginning of the year when the ex-BR class 03 diesel shunter is started up. There's a lot of steam action too, with the resident 0-6-0 saddle tank engine, seen charging up and down the incredible 1 in 13 gradient of the hill line on training and public open days.

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.

There's so much to see and appreciate in this unique private railway.

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