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Remembering the last big year of steam dominance

'62



The RAILWAY

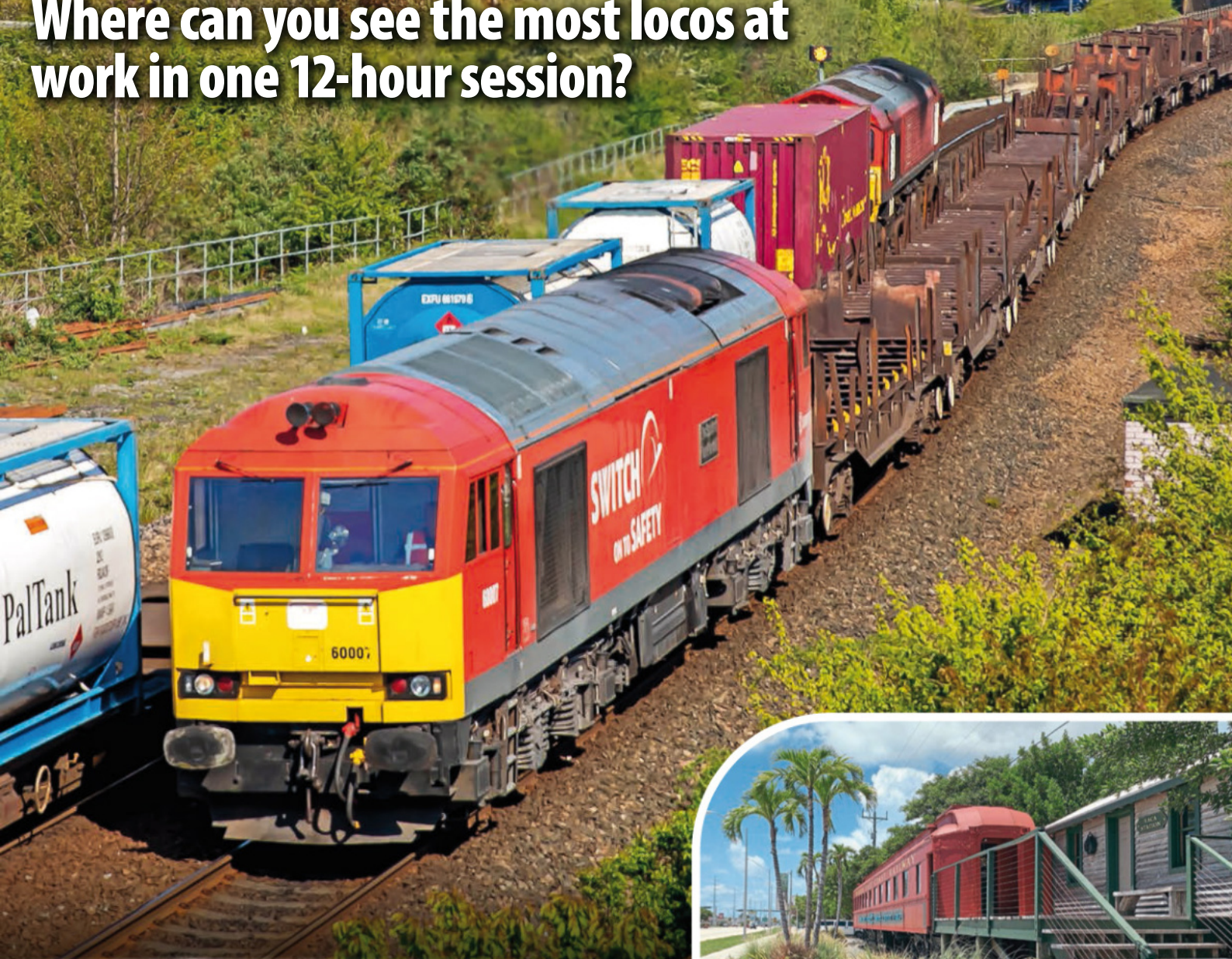
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March 2023

Magazine

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The next will be on sale on April 5, 2023.



With viaducts like this one stretching to the horizon, Henry Flagler's 'Overseas Railroad' linked up the Florida Keys in the early decades of the 20th century, until disaster struck in the form of a powerful hurricane. TOM INGALL

The 50 loco challenge

THERE was a time, and not all that long ago either, when seeing fewer than 50 locos in a day would have counted as an unexpected disappointment.

Ever since Privatisation in the mid-1990s, however, the number and variety of locomotive-hauled passenger and freight traffic has ebbed away – most notably with the introduction of multiple units to services on the CrossCountry network and the West Coast and Great Eastern main lines, plus the withdrawal of HSTs from East Coast and Great Western inter-city work, the loss of wagonload and trip freights, and the introduction of Class 66s as the 'standard' freight loco.

All of which means that today, even though passenger and freight traffic can be described as healthy – and still above pre-Privatisation levels, despite the Covid pandemic – you will often



TRAIN OF THOUGHT Editor's Comment

struggle to see more than a few locos at work at any one place and time. Gone have the days of tipping up at the likes of Carlisle, Crewe, Birmingham or Bristol and expecting to fill pages of a notebook.

So, we asked the question: is it still possible to see more than 50 at work in any one location during a single 12-hour spotting session?

The results of our survey are revealed on pages 42-47 and make for very interesting – often surprising – reading. And if you know of anywhere that you think could beat our Number 1 spot, then please do let us know.

Island hopping, by train

Another surprising read this month is the incredible tale of how an American industrialist built a railway more than 100 miles across the chain of islands that are the Florida Keys in the early 20th century (see pages 30-36).

The Overseas Railroad – which did literally run 'over sea' for much of its route – was a monumental engineering feat built to connect the mainland with

sea traffic to and from Cuba and the Panama canal, but which ultimately succumbed to the region's natural enemy – its frequent hurricanes.

Although it was a relatively short-lived enterprise, the proof of the original idea remains, as today the route connects the islands as part of the USA's longest south-north road.

PAUL BICKERDYKE, Editor

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March 2023. No. 1,464. Vol 169. A journal of record since 1897.

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No. 58023 is due to become the inaugural Class 58 to run on the Severn Valley Railway.
TONY MIDDLETON



On the cover

MAIN IMAGE:
A busy scene at Bovesfield (Teesside) on April 29, 2022 as No. 60007 heads a Lackenby to Scunthorpe working and passes an unidentified Class 66 hauling an intermodal train. But where in Britain is the best place to see locos at work? See our feature on page 42 to find out.
ALEX AYRE



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Class 416 2-EPB has been restored to running condition and now the national network beckons. ROBERT BAINES

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No. 37403 on a BLS railtour on February 12. GEOFF GRIFFITHS



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THE PAST IN THE PRESENT: Locomotive Services Ltd has recreated a Scottish push-pull set to operate with Crewe Diesel Preservation Group's No. 47712 *Lady Diana Spencer*, one of the original 12 allocated to the push-pull pool in the late-1970s. The inaugural public outing was due to run by the operator's Intercity brand as a three-day tour of Scotland on February 24-26, taking in Crewe, Edinburgh, Glasgow and Inverness. Here DBSO No. 9707 leads No. 47712 at Slindon (Staffordshire) on February 9 as the 5P55 Shrewsbury Coton Hill to Crewe test run. BRAD JOYCE

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1962 was a year of change that saw diesel traction begin to dominate over steam power, but there

were still some great steam performances to be had, as John Heaton FCILT finds out.

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PRACTICE & PERFORMANCE: A year of change – p22



LOCATIONS: Where to see locos in Britain – p42

Counting the spiralling costs

The Bluebell and Mid-Hants railways have implemented financial restraint measures, while the Severn Valley Railway announces plans for compulsory redundancies to save money.

By Gareth Evans

HOT on the heels of the Severn Valley Railway (SVR) adapting to survive (see last issue), two other major heritage lines have announced a raft of measures to control expenditure.

Following the resignation of Bluebell Railway plc chairman Geoff Mee, Paul Churchman, who has served as chairman of the Bluebell Railway Preservation Society, now also chairs the Bluebell Railway plc.

In a stark warning of the importance of control costs, he said: "Everyone needs to be aware that times are hard. We are among many railways that are facing the same problems. We have seen our electricity costs go from £300 a day to more than £1000 a day. The cost of coal has more than doubled and there is no sign of this easing either. It is simply impossible to pass all this on to our passengers, as we would end up charging them £100 for an adult return!

"We need to look inwards to see what we can do to mitigate that. The directors and managers are looking at ways we can get more passengers in, be more efficient with the services we run, consolidating trains, removing days we don't think will earn us any money and adding more premium products such as the 'Golden Arrow' (on-train dining) where we can.

"Every area of the business is under scrutiny to see how we can turn the loss to break-even. This won't be achieved this year, but as long as we are strict with our spending, efficient with our operation and grow our passenger numbers over the next couple of years, I would hope we can get to a break-even point."

He also warned projects will be reviewed – whether they are delayed or even axed. "We have to be brutal to survive. We also need to look at the assets we own and if a new home can be found for something we are unlikely to ever restore, and there is no compelling reason to keep them, we may need to take tough decisions like we did with the 'Yankie' tank No. 30064."

Mid-Hants issues

In a memo, Watercress Line CEO Amanda Squires revealed that Steam Illuminations ticket revenue (November to January) amounted to around £650,000, which was considerably lower than the budgeted £1.05million. Year-on-year sales improved somewhat during the last three weeks of the run and finished 15% down on 2021 numbers overall. "The event made a profit, but it was far lower than expected, which is especially challenging during our quiet winter season as there are fewer opportunities to generate replacement income," she said.

Ms Squires also drew

attention to the impact of inflation. "It costs in the region of £1500 to coal a locomotive for a day, compared to around £600 this time last year."

The Government-backed loan taken out to help cover losses arising from Covid-19 restricted operations has expensive monthly repayments which will continue to increase as interest rates rise.

"It is imperative that we take decisive action to conserve cash," explained Ms Squires. "Every single pound counts. This is not just for exceptional or elective items, but day-to-day costs including materials, consumables, stock, services or food, as well as standing expenses such as equipment rental."

Measures taken include reviewing staffing structures; reassessing core operations; identifying saleable assets; stopping activities or changing how they are delivered; renegotiating contracts and supplier relationships; revising processes; and continual rigorous cost control measures.

She added: "It will be necessary to increase ticket prices while demonstrating increased value, targeting growth of certain groups – such as families – with new ticket types and narrowing the percentage difference between on the day and advanced ticket prices. We will also introduce additional events less impacted

by the high cost of running locos and ensure existing events are genuinely profitable."

SVR cutbacks

Meanwhile, the SVR is about to begin a consultation period for compulsory redundancies, likely to affect up to 18 paid roles, across the railway and at all levels.

Since the announcement that managing director Helen Smith is to leave the SVR at the end of February, she has been working closely with Jonathan 'Gus' Dunster, who is taking over as interim MD. Ms Smith is to become chief operating officer at St Aubyn Estates, helping to look after St Michael's Mount.

She said: "We know that the timetable of reduced running days and reduced services does not sit comfortably with everyone, but it is absolutely necessary to help cut costs. It will be reviewed in mid-May, and if appropriate and the demand is there, we can increase what's on offer."

As reported last issue, cost-saving measures implemented at the SVR include timetable reductions, only carrying out essential work on rolling stock and infrastructure, and a large-scale reduction in salary costs – plus an ambitious reduction of utility costs.

Ms Smith added: "Taking 2022 and 2023 together, existing measures mean we will have identified a saving of £650,000

in staff costs. This has been achieved by not filling vacancies and redeploying existing staff to cover. We are also having to allow for a significant statutory increase to minimum wage levels. However, the board tasked Gus, the senior leadership team and me with making an additional £300,000 in staff cost savings this year."

Mr Dunster said: "SVR (Holdings) PLC is working closely with both the SVR Charitable Trust (CT) and the SVR Company Ltd. The CT will make significant contributions this year, and we are extremely grateful to the SVR Company Ltd for their donation of £40,000 towards our utility costs – although to set this generous amount in context, it only accounts for 16% of what we need to save."

Mr Dunster has also made clear the situation regarding steam loco overhauls at the railway, saying no plans will be made for future overhauls until at least some of the current projects are completed. These include Nos. 4150, 82045, 13268, 75069, along with painting 'West Country' *Taw Valley* into its new wartime black identity as No. 21C127 – plus *Dunrobin*, an external contract for Beamish Museum.

"Past experience has taught us that running too many overhauls concurrently isn't the most efficient way of managing these complex projects," he concluded.

A RETURN TO WINSLOW: A train has arrived at Winslow, on the revived East West Rail line between Bicester and Bletchley, for the first time in almost 30 years. This view on the right is taken looking east at the new station from the cab of Freightliner's No. 66542 on February 15, just minutes after the first new track had been laid. Below is a similar view of the last train to call at the old station on May 31, 1993 – Class 117 DMU set No. L420 forming the BLS's 'Thames & Chiltern Rambler II' – after which the line was mothballed and fell into disrepair. Both photos by PHIL MARSH



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Ed Stevenson's No. 58023 will be making its preservation debut at the SVR gala in May. TONY MIDDLETON

Preserved 'Bone' to star at Severn Valley spring gala

A CLASS 58 is to make its first ever appearance as a preserved loco at the Severn Valley Railway's Spring Diesel Gala, writes *Chris Milner*.

In what is an incredible scoop for the SVR, No. 58023 will appear at the four-day gala, which runs from May 18-21. No Class 58 has been seen in operation in Britain since the withdrawal of the entire class

in 2002, and the appearance of the 'Bone' is a momentous event in diesel locomotive preservation.

Currently the only operational class member of the 50 built at Doncaster between 1982-87, No. 58023 was in service for less than 15 years before withdrawal in July 1999. It languished in store until purchased for preservation in 2016. Named *Peterborough Depot*, the privately owned loco

is currently residing at UK Rail Leasing's Leicester depot.

The latest addition to the gala line-up takes the number of classes appearing at the spring gala to 13. Alongside the visiting Class 58 will be the SVR-based Class 42 No. D821 *Greyhound*, which secured its place in history as the first diesel locomotive to appear in preservation 50 years ago.

"We're pulling out all the stops for this event," said Jonathan 'Gus' Dunster, the SVR's interim managing director. "Securing No. 58023 is a real coup – this loco is going to be an absolute cracker at our event and we're extremely grateful to its owner Ed Stevenson for agreeing to its first appearance in preservation for the SVR's special celebrations."

Greenford trial to go ahead after Vivarail collapse

GWR acquires assets to secure future of battery-powered Class 230 project.

By *Graeme Pickering*

GREAT Western Railway has agreed a deal to purchase Vivarail assets that will allow it to proceed with in-service trials of the collapsed company's pioneering battery-electric Class 230 unit, originally due to begin last year.

The project – the first of its kind, utilising Vivarail's patented 'Fast Charge' system (which will use a conductor rail installed in the bay platform at West Ealing, activated by the presence of the train, to recharge the batteries), was initially delayed by challenges posed by the train and infrastructure. Hopes of a January 2023 launch were then dashed when Vivarail entered administration.

The United States-based Railroad Development Corporation, Vivarail's main financial backer, confirmed it did not intend to offer the company any further funding. Neither searches for alternative sources of finance nor a buyer proved successful.

A notice of approval relating to administrators Grant

Thornton's proposals for winding-up the business and disposal of assets was filed in February.

GWR has agreed contracts to buy intellectual property, rolling stock and equipment connected with development of the Fast Charge system and high-performance battery technology. Nine of Vivarail's staff have transferred to the train operator to support the trials and project development.

More battery use

GWR says supporting the wider introduction of battery-powered trains on the UK rail network remains the intention. Prior to Vivarail's insolvency, shakedown tests with the battery-electric unit, No. 230001, had been taking place on the Bedford-Bletchley (Marston Vale) Line.

"We're currently checking equipment at Bletchley before testing can resume," a GWR spokesman told *The RM*. "We'd hope to commence a trial by the start of summer. We need to be satisfied the technology has been fully tested and trialled

before it can enter passenger service, so it's difficult to put a timescale on this at present."

Ironically, there seems no prospect of the three diesel Class 230s allocated to Bletchley depot re-entering service on the Marston Vale route. London Northwestern Railway (LNR) says this is "neither feasible or desirable". It points to "significant reliability issues", including an average of three engines per week having to be changed.

Maintenance had been carried out by Vivarail technicians, but LNR says it was "not feasible" for it to re-employ them. A bus replacement service has operated since the company went into administration in December and will continue until LNR can arrange a cascade of suitable trains. It has no other sets short enough to operate on the line.

It is understood consideration has been given to using Class 150s and Class 153s once again, although any decision will depend on agreement with the Department for Transport and current operators.

LNR leased the Class 230s from Lombard North Central, which could receive around £3.95 million after termination of the agreement. Depending on their market value, this would be raised either from the sale of the trains on behalf of the administrators or paid from funds held in trust.

Transport for Wales

Uncertainty over the continuation of fleet support for the five Transport for Wales three-car diesel-battery hybrid Class 230 units has, however, been successfully resolved.

Ordered for use on Wrexham-Bidston services, the trains will be maintained as originally planned at Stadler's Birkenhead North depot. TfW told *The RM* it has established an "in-house" team, including a procurement specialist, to carry out routine maintenance on the fleet there.

A TfW spokesman added: "We are well advanced in obtaining the necessary spares to allow the trains to restart testing and driver training in the near future ahead of passenger service later in 2023".

SIDELINES



Cairngorm Mountain funicular reopens

THE Cairngorm Mountain Railway, which claims to be Scotland's only funicular railway, reopened on January 26, following significant engineering works and testing. The 1¼-mile (2km), 6ft 6¾in-gauge line takes snowsports enthusiasts and other mountain visitors to the top of the slopes at 3500ft (1065 metres) in around five minutes.

The railway opened in 2001 but has been closed since October 2018 due to structural issues. Reinstatement work has included strengthening the viaduct and installing a new control system.

SWR extension

THE Department for Transport has given South Western Railway a two-year extension to its National Rail Contract first awarded in May 2021. The new contract will run until May 2025.

SWR is currently taking delivery of 60 ten-car and 30 five-car Class 701 trains built on Bombardier/Alstom's 'Aventra' platform. Branded 'Arterio' by SWR, these will replace the 455, 458 and 707 fleets – but, although more than half the '701s' have been built since the first was delivered in June 2020, there is still no date when they will enter service after being hampered by the pandemic, software issues, and manufacturing defects.

The '701s' are being stored at Marchwood, Worsop, Feltham and Clapham Yard.

Obituary: Noel Playfair

NORTHERN Ireland Railways' only qualified steam driver Noel Playfair died suddenly on January 16. Noel, 62, a senior York Road-based driver, was taken ill while preparing a locomotive transfer to Dublin at Portadown.

Noel started his career at Carrickfergus in 1979 and became a trainee driver in 1983. After passing out, he became a steam fireman before being passed out as a steam driver in 1996.

NIR Head of Rail Services Richard Knox paid tribute, saying: "We were shocked to learn of Noel's sudden passing. He was renowned across the business, as an enthusiastic and committed member of our railway team. Many will remember him as the 'Royal Steam Train Driver' for Queen Elizabeth II on June 28, 2016, when she travelled to open the new station platforms at Bellarena."

RPSI chairman Dr Peter Rigney said: "For the past couple of decades Noel really was Mr Steam NI, ever available to help the society operate its annual programme of steam trains – often at personal cost and inconvenience. He will be greatly missed."

SIDELINES

'Prairie' visit

WATERMAN Railway Heritage Trust's GWR 'Small Prairie' No. 5553 arrived at the Bodmin & Wenford Railway in mid-February, where it is to remain on hire for the 2023 season. Now based at Peak Rail, the 2-6-2T's last BR shed allocation was 83E St Blazey. The '4575' was tested on the Cornish heritage line on February 16 when it double-headed with GWR 0-6-0PT No. L92 (5786).

Nene Valley visitors

THE Nene Valley Railway is to host two visiting steam locos in the coming weeks. LNWR 'Coal Tank' No. 1054 is to star in the March 25/26 Victorian Weekend – and Aveling & Porter Works 2-2-0WT *Blue Circle* (9449/1926) is also due to be in steam at Wansford. LNER 'A4' No. 60007 *Sir Nigel Gresley* is to haul public trains on the NVR on April 7-10 and 15/16 – the 4-6-2's first visit to a heritage line in 1950s BR blue livery since overhaul.

'Manor' milestone

A MAJOR step forward with the overhaul of Eristoke Manor Fund-owned No. 7802 *Bradley Manor* was made in January at Tyseley Locomotive Works. The new cylinder blocks had their first trial fitting on the chassis to check overall fit and alignment, and to mark-up measurements before removing again for further work.

First of new DLR trains unveiled

Introduction of new fleet set to be completed by 2026.

By Graeme Pickering

MAYOR of London Sadiq Khan visited the Docklands Light Railway (DLR) depot at Beckton on February 8, for the unveiling of the first of 54 new trains which are due to enter service on the system from next year.

Spanish manufacturer CAF was awarded the contract in 2019 to supply 43 of the new five-car sets, which was subsequently increased to 54 sets. These 11 additional trains are being financed by the Department for Levelling Up, Housing and Communities, following a successful bid by Transport for

London for support from the Housing Infrastructure Fund.

The new units will replace the DLR's B90/92 stock and increase capacity as part of plans to support jobs and housing growth in the areas served by the system. Their interior features include air conditioning, mobile device charging points and real-time audio and visual travel information. In addition to three dedicated wheelchair spaces, there will be three multi-use areas which can also accommodate pushchairs, bicycles and luggage.

Testing will initially take place overnight and during some



CAF will deliver 54 five-car trains for the Docklands Light Railway, which are due to enter service between 2024 and 2026. TFL

planned closures on the network, although in later phases, the trains will run during the day, pathed in gaps

between normal services.

All 54 of the new trains are expected to be introduced by 2026.

Future uncertain as Class 69 fleet withdrawn for modifications

GBRF'S re-engineered Class 69 fleet has been withdrawn from traffic pending a solution to technical issues with the six locos that have entered traffic so far. Unconfirmed reports say that extreme vibrations can occur at higher power notches.

The locos have been converted from redundant Class 56s fitted with a General Motors 12N-710G3B-T2 two-stroke power unit, GM alternator and new electrical cubicle by Progress Rail at Longport, Staffordshire.

At the time of going to press, Nos. 69001-69004 had been taken to Longport,

No. 69005 was at Doncaster Roberts Road depot and No. 69006 at Tuebrook Sidings, Liverpool. Despite being completed in January (see last issue), the seventh member of the fleet, No. 69007 has not been officially accepted into traffic, while No. 69008 (the former No. 56038) appears complete but has not yet been registered on TOPS.

A GBRF spokesperson said: "In consultation with our maintenance partner, we have decided to withdraw the fleet from service for eight weeks to allow for improvements. The fleet is expected to return to active service in April."



Class 69 Nos. 69002 *Bob Tiller* CM&EE and 69004 pass Stone as OZ69 Willesden Up and Down Relief to Longport on February 3. BRAD JOYCE

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NRM 'Western' joins Didcot's GWR line-up

By Peter Nicholson

REDEVELOPMENTS at the National Railway Museum (NRM), York required *Western Fusilier* to be loaned out for five years. Didcot Railway Centre was the first choice to provide a home for this period, and they were most pleased to accept it.

Without prior announcement, the hydraulic arrived at Didcot by road on January 28. The last leg of the journey from the sidings into the railway centre were by rail due to the lack of road access. This was in the hands of DB Class 66 No. 66087.

No. D1023 is one of seven survivors of the C-C diesel-hydraulic class of which 74 were built at BR Swindon and Crewe Works in 1961-64. It was completed at Swindon in September 1963, and was withdrawn in February 1977. It worked

several notable services during its latter days on BR including the last 'Western'-hailed railtour, the 'Western Tribute'. In 1973, she was the final BR hydraulic loco to have a general repair at Swindon. It passed to the National Collection and was placed on display at York in 1977 and has been in the museum's care ever since.

The loco is not operational and the NRM has no plans to get it working. While visiting Didcot it will largely be stored under cover and on view to visitors in the locomotive works.

The loan provides an opportunity for Didcot to further illustrate the history of the Great Western Railway and its development into British Railways Western Region. The chances of a long-term loan of any of the other preserved 'Western' diesels was small so Didcot relishes this opportunity.



Now on a five-year loan to the Great Western Society, Didcot, from the NRM, Class 52 now D1023 *Western Fusilier* has joined the many GWR steam locos on static display. JOHN CRANE

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Meteor Power's Nos. 37207 and 08649 inside the lifting shop at Wolverton Works. ALL PHOTOS TAKEN ON FEBRUARY 9 BY PHIL MARSH

Battery '37' ready to start work

Meteor Power has developed a battery conversion system for locomotives that offers a greener, cheaper and quieter solution for freight or 'super shunter' work.

By Phil Marsh

FORMER Type 3 diesel No. 37207 and shunter No. 08649 have been converted to run on batteries following three years of research and development by Meteor Power.

The '37' will start the main line certification process later this year, while the '08' is awaiting painting before commencing customer trials.

Meteor began working on converting No. 08649 to battery power in 2020. A 300kWh battery and bespoke traction system were fitted to replace the failed diesel engine, with support coming from Innovate UK and the Department for Transport. Covid-19 delayed a planned public launch, but an initial demonstration of the loco moving under its own power was carried out online from a workshop at Silverstone in April 2020.

The company's development roadmap always targeted larger main line locomotives, so redundant Class 37 No. 37207 was acquired as the next step up for conversion to battery power.

Works test run

Meteor's founder and chief executive officer Mike Edwards told *The RM*: "37207 successfully travelled a mile-and-a-half within Wolverton Works on battery power last June, as part of the first outing of its test programme.

"The original implementation introduced a very capable control and traction system – including regenerative braking

and individual axle traction control – for more precise and controllable power at the rail. Since then, we have optimised the power delivery and introduced new safety and control procedures."

A scalable 500kW rapid charging module has also been developed, with multiple

units able to be used in parallel, which Meteor says offers an 80% charge in 30 minutes. More importantly, the '37' conversion was seen as the first in a long line of main line freight locomotive conversions, and further developments are planned to boost the tractive effort and

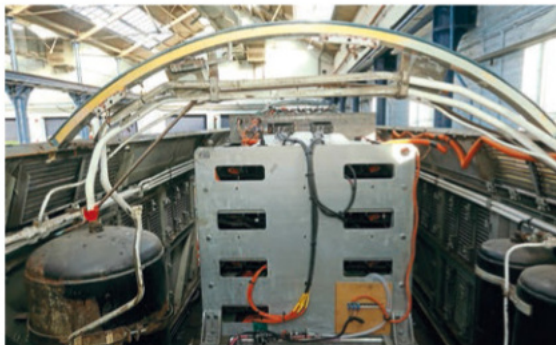
acceleration to suit most types of rail freight demand.

Class 66 next

The system's modular approach is designed so that almost any type of locomotive can be converted by combining different elements to suit particular requirements, and Mr Edwards says that Meteor

now hopes to start work on a Class 66 conversion later this year.

After three years of investment, the company is confident that new conversions will take around eight months to complete, depending on the donor loco's condition, which is far less time than ordering a brand new locomotive.



The stripped out former engine room of No. 37207 with the first battery pack fitted.



A view of No. 37207's No. 2 end cab from the former engine room.



No. 08649 sheeted over ready for painting ahead of going out on customer trials.



The stripped out cab of No. 08649.



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Revenue growth is main goal in new Great British Railways plan

The Government has set out revised proposals for how a new Great British Railways organisation will oversee post-pandemic railway operations in England.

By 'Industry Update'

ALTHOUGH the plan to create a new rail agency in England has been postponed, the intention remains to establish Great British Railways in a revised format to that originally proposed.

The new plans were revealed in the 2023 George Bradshaw lecture on February 7, by the Secretary of State for Transport Mark Harper. He acknowledged there is a lot of frustration in the industry, with a determination now to end what is seen as the current period of drift, and deliver a seven-day-a-week system that is nimble enough to meet post-pandemic changes in demand.

He reflected that it is a testament to the industry's huge economic potential that has led the Government to back the Integrated Rail Plan to improve Pennine routes, construct HS2 between Euston and Manchester (although notably no reference was made to the truncated eastern leg to reach East Midlands Parkway), and the East West Railway (Oxford to Milton Keynes/Bedford).

But other issues remain. There is the risk that infrastructure spending will be wasted if the way the railway is run remains stuck in the past. It cannot be right that Sunday services are dependent on traincrew volunteering to work overtime and this is why, during the current period of industrial action, the Government has identified the need to modernise working practices as an essential part of future reform.

Financial black hole

The pandemic has made a bad problem worse, as the economic model that depended on five-day commuting is now out of date. Season ticket purchases are only 28% of previous demand, which is costing the industry £175 million per month, while costs continue to rise.

The situation is unsustainable, as Government support amounts to £1000 per household annually, while rail travel accounts for no more than 2% of total journeys made.

As revenue has declined, expenditure has escalated to a total of £22.4 billion in the 2021/22 financial year, of which Network Rail accounted for £11.2 billion (including £2.8 billion in financing costs). The overall cost for the network and train operations five years ago

in 2017/18 was £18.1 billion, so the cost has grown by 24% since then. The introduction of new rolling stock has been one cause, with charges going up from £2.2 billion annually to £3.0 billion, resulting in a drive to withdraw older types from service.

Major reform needs to break this cycle of financial decline, and this can be done by enhancing the role of the private sector – not just in running services, but in maximising competition, innovation and revenue growth across the industry – which it was delivering before the pandemic.

There has to be a 'customer first' culture, which means change must come to the current industry structure, and Great British Railways will be established to bring a truly commercially-led industry. The location of the GBR headquarters will be announced before Easter, and there will be five regional centres working

in partnership with key stakeholders. A Strategic Freight Unit will also be established that reflects the untapped potential for growth that requires national coordination to improve the competitiveness of operations.

“Government support amounts to £1,000 per household annually, while rail travel accounts for no more than 2% of total journeys made”

There has been a lot of misinformation about GBR. It is not 'Network Rail 2.0' or a return to British Rail, but will be an arm's length body ensuring a balanced approach to both infrastructure and operations

that delivers a highly performing railway. This is certainly needed more than ever, as illustrated by decisions such as closing both the main Anglo-Scottish routes for engineering work at the same time over the weekend of February 18/19, or the inability for football fans in North West England to travel to the May 2022 Cup Final (Liverpool v Chelsea) as the West Coast route was closed.

Simplified ticketing

There will also be simplified ticketing, moving towards 'single leg' pricing and a model that is more comparable with the aviation sector. There is no intention to alter the planned increase of 5.9% in controlled fares from March 5, which is the largest rise seen in recent times, although if the past formula had been used (of an increase based on the retail prices index in the previous July), it would have been an eye-watering 12.3%.

Reform will also enhance

the role of the private sector, which has proved its worth by doubling passenger numbers over the two decades since Privatisation, made possible by a £7 billion private investment in rolling stock. The Government has no intention of turning its back on that expertise and will ensure a return to allowing the leaders of train operating companies to manage and direct their operations, which they are not able to do at present given Department for Transport controls.

The Government also intends to support more open access services, recognising the benefits to customers and taxpayers that the East Coast Main Line operators Hull Trains, Grand Central and, most recently, Lumo have demonstrated. They have offered greater choice, lower fares and more direct links, and are seen as having the potential to play a more important part in the industry's future.



The Government has committed to large rail projects such as the TransPennine Route Upgrade – which included this work over Christmas towards resiting the station at Morley to allow electrification and raised linespeeds. NETWORK RAIL



Scotland's five-year plan for rail calls for a 10% rise in freight carried. On June 2, 2022, Colas's No. 70802 runs north near Blackford (Perth and Kinross) with the 10.17 Workington to Aberdeen empty calcium carbonate tanks. IAN LOTHIAN

ORR issues final warning to Avanti

NO punches have been pulled by the rail regulator in a blunt letter to Avanti West Coast on February 10 in response to the submission of a recovery plan for timetable production. This is the result of a continued failure to allow passengers to book in advance within the 12-week industry timeframe.

In noting the submission, the Office of Rail and Road advised Avanti that it will be held to account for delivery of the improved plan, which will be monitored for effectiveness on a weekly basis given that previously promised recovery has not been sustained.

The earlier plan was compiled in October last year after many trains were taken out of the timetable as a result of an overtime ban by traincrew, which resulted in short-notice cancellations reaching 16%.

The company, which is a joint venture between FirstGroup (which has a 70% holding) and Italian national operator Trenitalia (30%), was awarded the West Coast Partnership franchise and commenced operations in December 2019. The contract was to run until March 2030, and had the task of introducing the initial HS2 services that were expected to start in 2026.

New deal due

In the event, First Trenitalia and the DfT agreed to terminate the WCP franchise at the earlier date of March 31, 2026 as part of the abolition of the franchise system. But that deal was replaced in September 2020 with an Emergency Recovery Measures Agreement put in place to provide continuity during recovery from the coronavirus pandemic. This included a continuation of the role as the shadow operator for future HS2 services.

The ERMA was due to expire on October 16, 2022 but was extended until the end of March 2023 under broadly the same terms and conditions. Discussions are ongoing regarding a longer-term National Rail Contract, but performance issues must be casting a cloud over its finalisation.

Transport Scotland aims to raise standards

OBJECTIVES for the development of rail services and infrastructure requirements for the five-year period between April 2024 and March 2029 have been set out by Transport Scotland on behalf of Scottish Ministers.

Network Rail continues to own the infrastructure, but is subject to a ring-fenced budget in Scotland to operate, maintain and renew routes in line with principles set out in a High Level Output Statement (HLOS).

The budget is formally documented in the Statement of Funds Available (SoFA), amounting to £4.2 billion over the five-year period – although the figure is subject to final regulatory review, with concern that an increased number of extreme weather events may require additional funding.

The strategic priorities are that a safe, robust and reliable service will be delivered – both to retain existing passengers and freight, and to attract new custom from other transport modes by optimising the use of capacity. The management of costs must achieve value for money for the taxpayer, fare-payer and freight customer, who ultimately provide the income to fund railway operations.

Scotland's National Transport Strategy promotes the use of sustainable rail services for more passengers and freight forwarders in response to climate change, with greater resilience and preparedness for severe weather events. Emphasis is also placed on maintaining connectivity with other modes, with timetables that provide reliable connections to meet passenger needs.

Clear priorities

To deliver these objectives, Network Rail is required to have a clear understanding of the priorities of Scottish Ministers and provide a devolved train planning organisation that produces a timetable that reflects Scotland's geography, economy and operating characteristics.

The condition of the network must allow train operators to achieve a Public Performance Measure of 92.5% for day-to-day operations, which includes enabling the Caledonian Sleeper services to meet their 'right time' target. Network capability should also reflect a need to ensure freight cancellations and lateness do not exceed 5.5%.

Freight operations in Scotland saved 58 million lorry miles in 2021/22, and modal shift from road haulage and the

growth of rail freight is an essential part of targets for a reduction in transport emission of pollutants. An increase of 10% in rail-hauled net-tonne-kilometres is the ambition for the period.

The HLOS requires NR, in conjunction with passenger operators, to produce a strategy by the end of 2024 to promote and facilitate charter operations in Scotland and maintain structural clearance for vehicles used by heritage operators. This will remove the need for the time consuming annual reapplication to run vehicles over previously authorised routes.

Cross-border passenger and freight services are an important sustainable transport option compared to road and air, and Scottish ministers require NR to ensure that at least one such route is available at all times, with consultation taking place if this is not possible due to exceptional circumstances.

There must be support for the Rail Decarbonisation Action Plan in Scotland, which includes continued investment in electrification, with a need for NR to continue to develop an efficient technical specification for overhead line equipment that drives down the cost to allow a business case to be made for financially viable projects.

ARRIVA CALLS FOR OPEN ACCESS SUMMIT

By Chris Milner

ARRIVA Trains UK, which runs Chiltern Railways, CrossCountry, the London Overground concession and open access operator Grand Central, is calling on the Government to hold an open access summit.

The call follows comments made by Transport Secretary Mark Harper at the annual George Bradshaw Address on February 7, in which he said: "Open access operators will play an important role in the industry's future, especially as we grow new markets and make best use of spare capacity on the network."

Responding to the speech, Arriva Trains managing director David Brown said: "We are calling for an Open Access Summit bringing together Government, the regulator, industry, Network Rail and the Great British Railways Transition Team to collectively work through the barriers and blockers and agree practical steps for unleashing more of these innovative services, including through making best use of unused capacity on the network."

Grand Central's operation, which runs from King's Cross to Sunderland and Bradford Interchange, was launched in 2007 by rail entrepreneur Ian



Yeowart before being bought by Arriva in 2011. It had plans to begin a Blackpool North-

Euston service in 2021, this was but abandoned after the coronavirus pandemic struck.

Other UK open access operators are Hull Trains, Lumo, Eurostar and Heathrow Express.

Left: Open access operator Grand Central 'Adelante' set No. 180106 approaches Eaton Lane foot crossing, south of Retford, on August 8, 2019 with the 07.56 Bradford Interchange to King's Cross. CHRIS MILNER



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OO Gauge (1:76 Scale)

Dapol - Steam locos



4S-001-01S Class 78xx 'Manor' 4-6-0 7800 'Torquay Manor' in GWR green shirbutton emblem - Digital sound fitted... £280.87



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Diesel locos



4D-005-000 Class 59/0 59005 'Kenneth J Painter' in Foster Yeoman... £147.22



4D-005-001 Class 59/1 59103 'Village of Melis' in ARC... £147.22
 4D-005-001D Class 59/1 59103 'Village of Melis' in ARC - Digital Fitted £175.72



4D-005-002 Class 59/2 59206 'John F Yeoman' in DB Schenker... £147.22
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4D-005-003 Class 59/2 59204 'Vale of Glamorgan' in National Power... £147.22
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H4-46Pack-301L Pack of 4 coaches (4BT, 4T, 6C123, 6BT) in LNWR - working lighting... £150



H4-46Pack-401L Pack of 4 coaches (4BT, 4C12, 6T, 6BT) in SECR - working lighting... £150



H4-46Pack-701L Pack of 4 coaches (4BT, 4T, 6CL, 6BT) in SR Olive green - working lighting... £150

Heljan - Diesel locos



1420 Class 14 Train pack D9553 in BR green and four 'Dogfish' wagons in BR black... £313.65



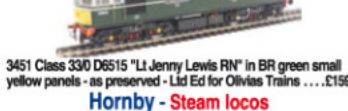
3346 Class 33/1 D6580 in BR green small yellow panels NEW... £178.46



3368 Class 33/1 33101 in BR blue white cab surrounds NEW... £178.46



3369 Class 33/1 33114 'Ashford 150' in Network SouthEast blue high intensity headlight NEW... £178.46



3451 Class 33/0 D6515 'Lt Jenny Lewis RN' in BR green small yellow panels - as preserved - Lid Ed for Olivias Trains... £159

Hornby - Steam locos



R30039 Class E2 0-6-0T 326 in SE&CR green... £60.29



R30232 Liverpool and Manchester Centenary (1930) Pack With 0-4-2 'Lion' and Three Coaches... £215.99



R3987 Class 9F 2-10-0 92194 in BR Black Late Crest £228

Diesel locos



R30153 Class 50 50044 'Exeter' in original Network SouthEast NEW... £201.59

Electric locos



R3569 Class 71 E5005 in BR blue (RRP £206.99) BARGAIN... £99

HSTs



R30096 Pair of Class 43 HST Power Cars 43136 'Railway Heritage Trust' and 43189 in First Great Western Green and Gold... £326.69



R30098 Pair of Class 43 HST Power Cars 43004 'Caerphilly Castle' and 43155 'Rougemont Castle' in GWR Green... £326.69

EMUs



R30081 Class 390 'Pendolino' 4 car EMU 390119 'Progress' in Avanti West Coast Pride... £287.50

Train sets - analogue



R1283M Royal Scot trainset in Hornby-Dublo style packaging LMS coronation loco, two coaches, and oval of track... £387

Coaches



R40051 Stanier Period III 57' BTK Brake Third Corridor D1905 5792 in LMS Coronation Scot blue NEW... £54.44
 R40052 Stanier Period III 57' BTK Brake First Corridor D1961 5053 in LMS Coronation Scot blue NEW... £54.44
 R40053 Stanier Period III 57' FK First Corridor D1960 1070 in LMS Coronation Scot blue NEW... £54.44



R40054 Stanier Period III 50' RK Kitchen Car D1912 30085 in LMS Coronation Scot blue NEW... £54.44
 R40055 Stanier Period III 65' RFO First Class Vestibule D1902 7508 in LMS Coronation Scot blue NEW... £54.44
 R40056 Stanier Period III 57' RTO Third Class Vestibule D1961 9033 in LMS Coronation Scot blue NEW... £54.44
 R40058 Stanier Period III 57' RTO Third Class Vestibule D1961 9004 in LMS Coronation Scot blue NEW... £54.44
 R40059 Stanier Period III 57' RTO Third Class Vestibule D1961 9035 in LMS Coronation Scot blue NEW... £54.44



R40055 Stanier Period III 65' RFO First Class Vestibule D1902 7508 in LMS Coronation Scot blue NEW... £54.44
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R4878A Collett 57 'Bow ended non-corridor composite' (Left-hand) W8237W in BR crimson (RRP £59.49) BARGAIN... £25



R4861A Collett 57 'Bow ended non-corridor brake third' (Right-hand) in BR crimson - W4951W (RRP £53.99) BARGAIN... £25

Wagons



R60101 Loriot Y well wagon in BR grey - DW41990 NEW... £42.29

N Gauge

Dapol - Steam locos



2S-017-007 Class 7MT 4-6-2 'Britannia' 70050 'Firth of Clyde' in BR green early emblem NEW... £133.07
 2S-017-008 Class 7MT 4-6-2 'Britannia' 70051 'Firth of Forth' in BR green late crest... £133.07



2S-017-009 Class 7MT 4-6-2 'Britannia' 70010 'Owen Glendower' in BR unlined green late crest... £133.07

Steam train packs



2S-017-010 East Anglian train pack Class 7MT 4-6-2 'Britannia' 70039 'Sir Christopher Wren' in BR green and four Gresley teak coaches in BR crimson and cream £238.68

DMUs



2D-009-008 Class 121 'Bubble Car' W55026 in BR blue/grey NEW... £128.52



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K10-1674 Class 8000 5-car Bi-Modal Multiple Unit 'Azuma' 800209 in LNER... £178

O Gauge (1:43 Scale)

Dapol - Wagons



7F-048-009 HAA MGR coal hopper BR freight brown cradle - 350816 NEW... £55.04
 7F-048-010 HAA MGR coal hopper BR freight brown cradle - 350254 NEW... £36.04

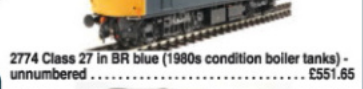
Hattons Originals - Coaches



H7-TC115-001 Gresley Teak coach Diagram 115 Corridor Third unnumbered in LNER Teak (RRP £249) BARGAIN... £130



H7-TC186-001 Gresley Teak coach Diagram 186 Open Third unnumbered in LNER Teak (RRP £249) BARGAIN... £130

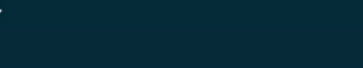


H7-TC186-002 Gresley Teak coach Diagram 186 Open Third unnumbered in LNER Teak (RRP £249) BARGAIN... £130

Heljan - Diesel locos



2774 Class 27 in BR blue (1980s condition boiler tanks) - unnumbered... £551.65



2775 Class 27 D6382 in BR two-tone green small yellow panels £551.65
 2777 Class 27 27032 in BR blue Highland Rail stop emblems - weathered £568.65



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Ten-mile Chiltern tunnel passes halfway point

After 18 months of excavation, the tunnel boring machines are over five miles into their 10-mile underground journey.

TUNNEL boring machines *Florence* and *Cecilia* have passed the halfway point in their excavation of the 10-mile, twin bore tunnel that will take HS2 under the Chiltern hills between West Hyde and South Heath in Buckinghamshire.

Since being launched in May and June 2021 respectively, the 2000 tonne, 170-metre (558 feet) long TBMs have removed more than 1.3 million cubic metres of chalk and flint during the course of their underground journeys. This quantity of material would be sufficient to fill more than 500 Olympic swimming pools, and it will be used to create chalk grassland at the tunnel's southern portal as part of 127 hectares (314 acres) of new landscaping and wildlife habitats.

In addition to the boring and lining work, engineers have completed the excavation of the five shafts that will provide ventilation for emergency access to the tunnel. At the nearest to the southern portal (close to Chalfont St Peter), the first breakthrough from the tunnel's cross passageway to the shaft has also been finished. The other shafts are located at Chalfont St Giles, Amersham,



A lined section of the tunnel with some of the equipment being used to complete its construction. HS2

Little Missenden and Chesham Road.

"The whole team has put in a fantastic effort over the last year-and-a-half and I'd like to congratulate the crews of both *Florence* and *Cecilia* for passing this important tunnelling milestone, and thank them for all their hard work," commented HS2 Ltd's head of tunnel engineering Martyn Noak.

Round the clock

Named after nursing pioneer Florence Nightingale, TBM *Florence* is driving the southbound bore and *Cecilia* (named after astronomer Cecilia Payne-Gaposchkin) is working on the northbound one. Both TBMs are operating around the clock, crewed by teams working in shifts. Each requires 17 people to operate it, supported by more than 100 people on the

surface managing logistics and maintaining progress.

Described by HS2 as a "self-contained underground factory", the TBMs dig stretches of tunnel and then line them with concrete wall segments which they grout into place, travelling around 15 metres a day. So far, more than 56,000 of these precast, fibre-reinforced concrete segments have been put into place.

SIDELINES

Council funding for Tameside petition

MEMBERS of Tameside Council's executive cabinet have agreed to allocate up to £50,000 to support its petition against the Parliamentary Bill for the Crewe-Manchester section of HS2.

Although the council has expressed overall support for HS2, it has raised concerns that the Bill as currently drafted could lead to the closure of Metrolink's Ashton-under-Lyne route (east of Manchester) for around two years, to allow for realignment associated with HS2 construction work at Piccadilly station.

The council says that a proposed replacement bus service, operating between Ashton and Piccadilly Gardens, would be inadequate and create extensive disruption for Metrolink passengers. It believes such a lengthy closure could lead to increased car use and a potential impact on passengers returning to the system after the line reopens.

It wants the route to remain open for as long as is practical during HS2 works at Piccadilly station and is seeking an amendment to the Bill to allow a tram shuttle service to operate between Ashton and New Islington, from where a bus connection would be provided. As part of this plan, a tram depot at Ashton Moss is proposed.

Depot planning approval granted

BIRMINGHAM City Council has granted initial planning approval for the HS2 depot at Washwood Heath.

Trains for the high-speed route will be maintained, serviced and stabled at the depot, which will incorporate a maintenance building, facilities for drivers and cleaning teams, and HS2's Network Integrated Control Centre.

Demolition of existing buildings and groundworks have already taken place in preparation for construction on the site, two miles north-east of Birmingham city centre.

First pier built for Curzon 3 viaduct in Birmingham

THE first of 30 piers has been completed for the 300 metre-long Curzon 3 viaduct in Birmingham.

Five metres (16ft) tall, the

distinctive V-shaped support was created in two stages by pouring concrete into formwork. The mix incorporated ground granulated blast-furnace slag (GGBS), which

has a lower carbon footprint than traditional concrete.

The piers on Curzon 3, one of four connected viaducts that will form the approach to HS2's

Curzon Street station, will each be between five and six metres in height. Four of the supports, over Digbeth Branch Canal, will be of a steel tripod design.



The first pier of the Curzon 3 viaduct, with Birmingham's Bullring shopping centre in the background. HS2



A computer-generated image of how the completed Curzon 3 viaduct will look. HS2

Foundations completed for longest viaduct

AFTER almost two years of work, the last of the 292 concrete piles that will form the foundations of HS2's Colne Valley Viaduct were installed during the final week of January.

With a length of 3.4

kilometres (2.1 miles), the structure will be the UK's longest railway bridge – 100 metres (328 feet) longer than the Tay Bridge. It will carry the high-speed route across a series of lakes and waterways near Hillingdon on the north-

western edge of London.

Construction teams have been working from the north and south ends of the viaduct to complete the foundations and 56 piers. Assembly of the deck, which will consist of 1000 precast concrete segments

fabricated on-site, began last year and more than 500 metres of the viaduct structure has so far been completed.

HS2's main works contractor Align JV and subcontractor KJV are responsible for the scheme.

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Railways in Parliament

by
Jon Longman

Improving connections

RACHAEL Maskell, the York Central MP, wanted to know what steps the Government is taking to support multi-modal interchanges at stations.

Transport Minister Huw Merriman replied: "The Government is committed to improving integration between rail and other modes of transport to improve journeys for passengers.

"The long-term cycling and walking plan of July 2020 set out 33 actions to increase cycling and walking, including improving cycle rail integration and improving bike access on trains.

"Between 2012 and 2022, the Government provided more than £40 million to create new secure bike spaces at stations. The Government's National Bus Strategy, 'Bus Back Better', sets out our goal for improving integration between buses and other modes of transport. Our ambitions include seeing more bus routes serving stations and better integration between buses and trains on both timing of services and ticketing."

Franchise archives

LORD Faulkner of Worcester asked whether the Department for Transport (DfT) has kept archive records of all Train Operating Company (TOC) franchise agreements since Privatisation, and what is the archive and disposal

policy for privatised railway-related documents.

Transport Minister Baroness Vere of Norbiton replied: "The DfT does keep archive records of all TOC franchise agreements since 1994, and subsequent rail contracts. The DfT adheres to the legislative guidance for retention and archive of documentations as specified under the Public Records Act 1958 (as amended by the Public Records Act 1967) and section 46 of the Freedom of Information Act 2000 published in 2009.

"Other legislation relating to public records which public authorities adhere to can be accessed at the National Archives website."

Combating landslips

RANIL Jayawardena, the North East Hampshire MP, asked whether the DfT is taking steps to introduce enhanced technology-based track inspections to detect embankment subsidence before landslides occur.

Mr Merriman said: "Network Rail (NR), as the infrastructure manager of Britain's railways, continues to review and update the monitoring techniques they use to detect precursors for earthwork failures on the railway embankments they manage.

"These enhancements are informed by geotechnical experts and include increasing the use of remote sensing,

photogrammetry, CCTV, distributed acoustic sensing and inclinometers. These are among other tools to enable NR engineers to target measures to reinforce slopes, add protection and improve resilience in the long term."

Counting GBR votes

MID-DERBYSHIRE MP Pauline Latham asked the Government how many votes each of the six shortlisted locations for the new national headquarters for Great British Railways received in the public vote conducted between July 5 and August 15 last year. Mrs Latham's constituency is the location for one of the shortlisted candidates, Derby, which is competing to be the home of the GBR HQ alongside Birmingham, Crewe, Doncaster, Newcastle-upon-Tyne and York.

Transport Minister Huw Merriman said: "We will announce the chosen location for the Great British Railways Headquarters before Easter. A number of factors are being considered, including the result of the public vote. The number of votes cast for each location will be made public when we announce the winner."

Stansted adjustments

HUNTINGDON MP Jonathan Djanogly wanted to know when more frequent Stansted Express services will be restored.

Mr Merriman said: "Stansted Express services are operated by Greater Anglia, which continues to carefully monitor passenger numbers on the route. Targeted adjustments to service levels will be made when required. Greater Anglia continues to work closely with Network Rail and Manchester Airport Group, which manages Stansted Airport, to ensure service levels are adequate.

"In terms of passenger numbers at Stansted Airport station, the last data set available relates to April 2019-March 2020 and shows that there was an estimate of 8,474,784 station entries and exits. Later data is not yet available. The Office of Road and Rail produces this data and it will be made available in due course."

Railcard statistics

DUNDEE West MP Chris Law requested a breakdown of figures of how many people applied for a Disabled Person's Railcard in each year since 2018.

Mr Merriman replied: "Details of an individual's qualifying disability are not recorded centrally for Disabled Persons Railcard holders or applicants. Therefore, information on how many people with Multiple Sclerosis [or a number of other disabilities that Mr Law noted in a series of questions] applied for a Disabled Person's Railcard is not available."

10 MINUTES 10 QUESTIONS

This month it is the turn of Network Rail chairman Peter Hendy, officially known as The Lord Hendy of Richmond Hill CBE, to face the tough questions from Steven Knight.

PETER Hendy was knighted in the 2013 New Year Honours, having been awarded a CBE in 2006. He became a peer in 2022 as The Lord Hendy of Richmond Hill, of Imber in the County of Wiltshire.

He was educated at Latymer Upper and the University of Leeds, where he graduated in economics and geography in 1975. He then joined London Transport as a graduate trainee and had various senior bus operating roles, becoming deputy director of First Group's bus operations in London and Southern England.

In January 2001 he became Transport for London's managing director of surface operations, leading what has been described as the largest long-term investment programme in London's transport network in generations.

He has a 'can-do' approach and was appointed chairman of Network Rail in July 2015. He is also chair of the London Legacy Development Corporation and a Trustee of the London Transport Museum and Science Museum Group.

Peter owns two former London AEC Routemaster buses and organises the bus service which runs once a year to the isolated and abandoned Wiltshire village of Imber, which is surrounded by military firing ranges on Salisbury Plain and is normally closed to the public.

Q. What was your first ever job?

Delivering meat for our local butcher on a bike with a basket on the front. I took over from my elder brother John... and

now we're both in the House of Lords! My first transport job was conducting the Continental Pioneer route 235 bus up Richmond Hill in the summer of 1969.

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

Of course! I grew up in Hayes, then Ealing, in West London; I could hear the sound of steam (real Swindon-built masterpieces) racing along the main line as I went to bed. And I went to school on the Tube, and used to see the last steam locos on a public railway in Britain passing Acton Town: LT's ex-GWR '57XX' pannier tanks.

Q. What attracted you to your current role?

I never formally applied: I don't think they had anyone else who'd do it! And it was a relief to find a way to move on from Transport for London (TfL), which I loved (and still do), but I had done nine-and-a-half years as commissioner.

Q. What has been your biggest achievement?

For my organisations: keeping the London transport system going after '7/7' (the 2005 terrorist attack), and during the 2012 Olympics; both shared with thousands of wonderful TfL and contractors' people; I got the medals, they did the work. They are all great.

For me: learning to drive a bus (I still do) and enabling the running of a steam train on the Tube for its 150th anniversary in 2013.

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

May 2018. A collapse of the service and of passenger confidence. And the railway was so fragmented that only the Secretary of State was responsible. That was awful, and wrong. At least at TfL I was responsible for the whole thing. Hence the need for reform!

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

Introduce the rail reform bill into Parliament before the next crisis in the rail industry caused by fragmented responsibilities.

Q. How do you relax away from work?

I drive one of my Routemasters, enjoy my family, and occasionally have a trip on the British Pullman.

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

We need reform – urgently! Great people, hindered by fragmented responsibility.

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

Still enabling economic growth, creating jobs, building houses, helping social cohesion, and contributing to sustainability... as the railway has done since 1825.

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



Network Rail chairman Peter Hendy, known formally as The Lord Hendy of Richmond Hill CBE. NR

Well, I was on the last daylight train on the Great Central (18.38 from Marylebone), the last steam train on the Isle of Wight, and the famous 'Fifteen Guinea Special' – the last BR steam train in August 1968; I'm probably the last remaining current railway employee to have been on that train.

And – if you want any further confirmation that I'm an enthusiast – it was me who got *Flying Scotsman*, on its inaugural trip back on the East Coast Main Line in 2017, diverted from the Doncaster goods line at 15mph to the up main at full line speed. It would have been entirely disrespectful to a railway legend to do otherwise.



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- ★ Steam charter on the Chanteraines Railway in Paris
- ★ Pithiviers steam train and museum
- ★ Baie de Somme steam train
- ★ 10 steam locomotives at the Ajecta Festival
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7
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Monday 11 September 2023



8
DAYS

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- ★ Steam on the Embsay & Bolton Abbey Steam Railway
- ★ Tour & Tasting at the Saltaire Brewery
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9
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8
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- ★ Discover the Pilatus Railway, Europe's steepest cog railway
- ★ Travel across the stunning Brünig Pass by train to Brienz
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DEPARTS: Saturday 27 May or Saturday 16 September 2023



14
DAYS

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- ★ Explore medieval Mirepoix
- ★ Taste Blanquette de Limoux sparkling wine
- ★ Visit the charming towns of Foix and Ax-les-Thermes
- ★ Trundle past mysterious Cathare Castles on the 'Train Rouge'

- ★ Visit the medieval walled city of Carcassonne
- ★ Experience a cross border rail adventure to Spanish Catalonia
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CLASS 777

Merseyside's long-awaited arrival

Graeme Pickering looks at how the Liverpool City Region-owned units, the first of which are now in service on the Kirkby line, form part of Mayor Steve Rotheram's plans for a 'travel revolution' on Merseyside.

THE first members of Merseyrail's fleet of 53 new Stadler-built Class 777 trains are finally in service – more than six years after the deal was approved and two years later than originally expected.

Rolling almost silently into Liverpool Central to form the 10.50 to Kirkby on January 23, No. 777049 had the honour of working the class's very first public service.

A Merseyrail leaflet explaining the features of the new units proclaimed: "Your new trains are here!" The word 'your' is particularly important in this instance as, unlike the Class 507 and Class 508 electric multiple units they will replace (leased

from Angel Trains), the Class 777s are publicly-owned. They were purchased from Stadler by Liverpool City Region Combined Authority (LCRCA) as part of a £500 million investment, including associated preparations – such as the rebuilding of Kirkdale depot in Liverpool, upgrades to the third-rail traction power supply, and platform height changes to accommodate the train's retractable steps (deployed when the doors open to allow level boarding).

"They are lighter and brighter, cleaner and more sophisticated, but they are also fully accessible and that's the big difference that people will see," Liverpool City Region Mayor Steve Rotheram explained as we

waited to head down to the platform for No. 777049's debut. "Anybody with a disability where you have to wait for somebody to come with a ramp won't need them anymore because they've got level-access boarding."

Beyond the section of the concourse roped off for media interviews, anticipation was also growing as local people and enthusiasts gathered for the long-awaited first journey. Helping to spread the word to regular Merseyrail travellers, who he said will notice a "massive difference" to their journeys, Mr Rotheram even posted the departure time of the first train on Twitter the previous evening.

After its debut round trip in revenue-earning service, Merseyrail Class 777 No. 777049 – the first of the class to be introduced – stands at Liverpool Central on January 23. GRAEME PICKERING



Challenges

Since the ink dried on the contract with Stadler to build and maintain the new fleet, the project has had more than its fair share of challenges. Covid-19, along with associated travel restrictions (which, for a time, prevented Stadler engineers travelling to the UK to carry out fleet support work), was followed by the 'pingdemic' – a surge in people self-isolating after close contact with others who had the virus. For Merseyrail, this made running timetabled services a struggle, let alone having sufficient staff for new fleet testing and training. A factory flood added to the problems.

The way the units are to operate required new arrangements with trade unions. Last year, members of the RMT agreed a new permanent role of train manager (TM) to replace that of guard. The full duties of the new position become effective once all of the Class 777s have been introduced. The TM will continue to undertake a safety-critical role, retaining duties including train evacuation and protection, and perform ticket inspections and customer service tasks.

Although they will play a part in train dispatch (stepping off the train to ensure passengers are alighting and boarding safely and operating a signal to the driver when this has been completed), the role of activating and opening/closing doors and checking it is safe to do becomes that of the driver, who will also monitor onboard platform train interface (PTI) cameras before and during departure.

Drivers represented by ASLEF accepted an offer from Merseyrail regarding the operational changes in mid-January, paving the way for the first services to begin.

On-board features

One of the most noticeable features of the Class 777s is their wide, doorless gangways. These make the four-car articulated units feel like a single vehicle that is easy to move through, giving a much greater sense of space than the three-car Class 507/508s. There will be no need to grapple with opening and closing windows in the new trains; air conditioning helps maintain a comfortable temperature throughout.

Areas have been specifically designed for wheelchairs and bicycles. Seating is two+two in both airline and bay configurations (USB and three-pin charging points are provided), with some tipped-up seats to allow additional room for pushchairs and luggage.

Perch seats are located in the gangways and vestibule ends. Throughout the vehicles, digital passenger information screens display journey information and the real-time location of the train.

There are two differences that passengers will need to bear in mind – changes to platform stopping positions and the need to open the doors themselves by pushing a button.

Lights surrounding the doors will turn green when it is safe to board and red (accompanied by a warning noise) when about to close.

Noticeably quieter, with a smoother ride, and lighter and more powerful than the outgoing fleet, the Class 777s also feature regenerative braking and energy-saving lighting, some of the main saloon lights



Still attracting plenty of interest on its first day of duties, Class 777/0 EMU No. 777049 forms a lunchtime arrival from Liverpool Central at Kirkby on January 23. All three Kirkby diagrams are expected to be worked by the class from March 6. The Merseyrail network will be extended from here to the new station at Headbolt Lane, due to open in the summer, utilising the Class 777/1s that can use battery power to work over the non-electrified route east of Kirkby. GRAEME PICKERING



The vestibule area of the Class 777. Regular users of the Class 507/8 units (where doors were opened remotely by the guard) must get used to using a push button to open the doors on the new trains. The door surrounds are lit in green when it is safe to alight and board and red (accompanied by a warning tone) when they are about to close. A step folds out from the doorways to provide a level surface onto the platform for boarding. MERSEYTRAVEL



The new trains feature dedicated spaces for wheelchairs. MERSEYTRAVEL



Folding seats provide more space for pushchairs and luggage. MERSEYTRAVEL



There is also dedicated space for bicycles. MERSEYTRAVEL

switching off when conditions are bright enough for them to not be required.

The timetable for the Kirkby line, where the Class 777s are initially being introduced, was temporarily reduced to facilitate driver training. All three diagrams are expected to transfer to Class 777 operation by March 6.

Network roll-out

Further infrastructure modifications have been taking place in readiness for the units working on other parts of the Merseyrail network. Liverpool Central was closed to all Northern line passengers between 22.00 on February 26 and end of service on March 1 for track alterations to accommodate eight-car services.

Mayor Rotheram said he is reluctant to give an exact date, but he expects the whole fleet to be in operation “within the next 12 months or so.” He sees the Class 777s as part of a “travel revolution” for the Liverpool City Region, which includes plans for a London-style integrated transport system.

Forty-six are Class 777/0 electric multiple units (EMUs) and seven are Class

“Possibilities exist for expanding the network to Preston, Warrington, Wrexham, Crewe and Runcorn East.”

777/1 IPEMUs (independently-powered electric multiple units), with the facility to operate on battery power beyond the current boundaries of the system, thus avoiding the need for further electrification. In electric mode (like the standard Class 777s and the fleet they are succeeding), the Class 777/1s are capable of 75mph. In battery mode they can do up to 50mph, with a range of about 35 miles.

The Merseyrail network will be extended eastwards from Kirkby (the current boundary with Northern, which runs services to and from Wigan Wallgate) to serve a new station at Headbolt Lane, due to open this summer. Seven IPEMUs will be sufficient to cover this, but LCRCA has the option of ordering up to 50 additional Class 777s from Stadler to bolster the fleet for future needs.

Possibilities exist for expanding the network, including from Ormskirk to Burscough and Preston via Rufford and Croston; Hunts Cross to Warrington (via the Cheshire Lines Committee route); Bidston to Heswall, Shotton and Wrexham; Chester-Crewe and from Ellesmere Port to Helsby, Frodsham and Runcorn East.

Despite the Department for Transport’s rejection of a business case to reconnect Skelmersdale to the rail network via a new link from the Kirkby-Wigan line, Mayor Rotheram says it should not be ruled out: “We’ve said we will work with Lancashire County Council and we will work with the Government to see whether there are things we can do, because our new trains with the batteries could get to ‘Skem’ without the third rail.”

Liverpool City Region Combined Authority signed a build-and-maintain contract with Stadler for the new trains, the deal including the rebuilding of the depot at Kirkdale for the servicing the fleet of 53 four-car units. With members of the old Merseyrail fleet in the background, No. 777003 eases its way out of the depot. MERSEYTRAVEL



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The summer of '62



1962 was a year of change that saw diesel traction begin to dominate over steam power, but there were still some great steam performances to be had, as John Heaton FCILT finds out.

IN retrospect, the summer of 1962 was pivotal in the annals of British locomotive history. The balance between steam and diesel power started to weigh more heavily in favour of modern traction, as 'Deltics' held sway on the East Coast Main Line, swathes of the United Kingdom saw steam only infrequently, and the locomotive doyens of the 'Big Four' railway companies began their inevitable trudge to the scrapyards. It was to be the last summer of the 'Kings' and, while steam was to hang on another six years, each year to 1968 would see fewer strongholds in which refuge could be sought.

One might think this turning point would have been the subject of Practice and Performance articles at the time. Delving into *The Railway Magazine* archive, O S Nock was concentrating on the new motive power but railing against the fading of the light, saying that his log of 'Hymek' Type 3 No. 7009 on a hefty 14-coach Bristol-Paddington express had not started from Bath as briskly as some 'Castles'. The message was that most steam locos could match the output of their replacement diesels at far less capital expense, and it would have been more effective to develop steam technology until and unless electrification was possible. Who is to say he was wrong, but perhaps that development of

steam technology had actually taken place with the Standard locomotives of the early 1950s until the strategy had... run out of steam?

However, the concerns of current commentators that IETs on diesel power scarcely match the IC125s they have replaced is little different from those expressed when English Electric Type 4s ousted 'Coronations', or double-chimney 'A3s', let alone 'A4s'. Mr Nock did concede defeat to 'Deltics' though, but only on performance, not cost.

Some of my 1962 summer was spent on a wooden fence opposite Huddersfield Hillhouse steam shed. Locals were formed of Metro-Camm DMUs, expresses were formed of smart but soulless Trans-Pennine six-car DMUs or Type 4 diesels. Tank engines still operated local parcel trains, 'Black Fives' and 'Jubilees' all the 'extras', 'WDs' and Stanier '8Fs' most of the freight. But was that the growl of an English Electric Type 3, late one evening on an up coal train, drifting on the still night air as I fell asleep?

New Street to Derby

Those who were more mobile in pursuing their railway interests were treated to a wide variety of available motive power to record. Looking at the collection Ted Patten has donated to the Railway Performance Society

archive, he sampled a staggeringly wide variety of traction.

Starting on Ted's home ground of Derby, steam was still to be found among the new diesel 'Peaks' on cross-country workings, especially on the relief trains, which continued to interest enthusiasts as late as the 1980s by providing Class 25s and their like. The 1962 equivalent of the Class 25s were the 841 Stanier Class 5s (the full fleet having been reduced by one the year before following the collision of No. 45401 with 'Jubilee' No. 45630 *Swaziland* at Dallam).

The range of steam performance was far wider than we would expect nowadays of course, depending on the condition of the locomotive, its fuel and the motivation of the crew. There were no prizes for making up time other than personal satisfaction, but that paid no bills. On Saturday, August 9, 1962 Ted joined the 12.37pm Birmingham-Leeds relief at New Street; an eight-coach load of some 245tons tare, 250tons gross, hauled by Sattley 'Black Five' No. 44805 in the hands of Grimsthorpe driver Bruce, on diesel timings.

Departure was just 17sec late on a 44min schedule to Derby that included 3min recovery time. Speed had reached 67mph approaching Water Orton when there was a severe brake application to 51mph through

Further north than its run in our Birmingham to Derby log in Table 1, 'Royal Scot' No. 46123 heads through Dore & Totley on its way towards Sheffield in July 1960. COLOUR-RAIL



TABLE 1: BIRMINGHAM NS-DERBY MIDLAND

Loco	Stanier 4-6-0 No. 44805			Stanier 4-6-0 No. ?			'Royal Scot' No. 46123			'Royal Scot' No. 46100			BR/Sulzer Type 2 No. 25288								
Load*	8/254/-			8/-/-			11/-/-			12/364/-			10/334/355								
Train	12.37pm rlf Birm-Leeds			2.08pm rlf Bristol TM-York			8.30am Cardiff-Newcastle			5pm Bristol TM-York			16.25 rlf Weston SM-Leeds								
Date	June 9, 1962			June 12, 1962			April 14, 1962			July 5, 1961			August 11, 1979								
Recorder	E Patten			E Patten			E Patten			G J Aston			I Umpleby								
Miles	Timing Point	Sch	M	S	MPH	Sch	M	S	MPH	Sch	M	S	MPH	Sch	M	S	MPH				
0.00	BIRMINGHAM NS d	0	0	00	T	0	0	00	½L	0	0	00	25½L	0	0	00	3L -44/sigs37	0	0	00	37½L
2.10	Saltley	4	4	27	45	4	4	53	41	4	4	38	46	4	4	20	42	4	3	05	50
5.35	Castle Bromwich		8	00	62/67/brake		8	25	61/66		8	11	59		7	43	59		6	36	71/tsr20
7.60	Water Orton	9	10	09	51	9	10	29	64/73	9½	10	28	60	9½	9	58	64/67	10	9	39	43/tsr50
11.80	Kingsbury	12½	14	20	63/61	12½	14	17	65	13½	14	23	65/66	13½	13	53	63/61	13	13	58	63
15.45	Wilnecote		17	48	65/-		17	39	60		17	45	65		17	25	66				
17.35	TAMWORTH a									20	20	04		20	19	40					
17.35	p/d	17½	19	28	65/64	17½	19	34	52	23	21	50		23	25	34		17	18	51	71/-
21.55	Elford		23	15	68		23	18	73		6	15	63/64/sigs		6	17	65				
24.95	Wichnor Jct	24	26	14	69	24	26	05	77	9½	10	15	33	9½	9	26	67	22	24	43	75
28.85	Branston Jct		29	35	69		29	14	67		15	58	50/sigs		13	06	54				
30.20	BURTON on T a		30	31	17		30	31	17	15½	20	56		15½	15	26					
30.20	p/d	29	31	08	40	32	33	39		18½	22	04		18½	18	55		26	29	19	54
32.30	Clay Mills Jct	[3]	33	45	54	[3]	3	29	60		4	06	55	[1]	4	03	51		31	32	58/-
34.90	Repton & W		36	22	60/sigs25		5	49	68		6	49	60		6	52	55				
36.40	Stenson Jct	39	39	06	39	11	7	06	75	8½	8	19	60	9½	8	28	59/61	32	35	15	66/sigs
39.80	Pear tree & N		42	40	68		10	15	40/45	[3]	11	42	61	[2]	11	56	52	[4]	38	32	45/sigs
41.20	DERBY a	44	44	48		16	12	47		17½	15	00		17½	14	24		41	41	39	

Note: * Vehicles/tare/gross tonnes

the station. 65mph was resumed through Tamworth, rising to 69mph at Barton & Walton before taking the Burton-on-Trent restriction at a cautious 40mph, possibly signal checked. After reaching 60mph at Repton & Willington, where what was definitely a signal check to 25mph intervened, Stenson Junction was passed at only 39mph as driver Bruce accelerated to touch 69mph even after Pear Tree & Normanton station. This was not quite enough to be right time at Derby; 65sec late (see Table 1).

The following Tuesday, Ted Patten was back at New Street for the 2.08pm Bristol Temple Meads to York relief, also an eight-coach load, just ½min late. This 'Black Five' was slower getting away than the previous week's run, but neck-and-neck by Kingsbury Junction after the brake application in the first run.

This driver was more ambitious though, working the train up to 77mph by Wichnor Junction before its booked Burton-on-Trent stop. This was not quite good enough to keep

the sharp 30min timing, but there was a 3min recovery allowance to come. Nevertheless, the anonymous Stanier 5MT reached 75mph by Stenson Junction, before a 40mph signal check through Pear Tree, which was insufficiently severe to prevent a 1min early arrival, again on diesel timings.

Table 1 also includes a Class 25 on a summer Saturday relief from Weston-super-Mare to Leeds, running 37½min late from New Street and timed by RPS linechart editor Ian Umpleby. There is little to choose between No. 25288 with 10 coaches and the 'Black Fives' on eight, two temporary speed restrictions being almost counter-balanced by 4min recovery time.

The 'Black Fives' had probably felt like a step down from the journey Ted had enjoyed two months earlier with the 8.30am Cardiff-Newcastle, which had produced 'Royal Scot' No. 46123 *Royal Irish Fusilier*, a Saltley loco for just a year. The load was 'eleven', no doubt heavily laden at 11.30 from Birmingham New Street on a Saturday. The log is included in

“The message was that most steam locos could match the output of their replacement diesels at far less capital expense”

TABLE 2: CHELTENHAM SPA TO BIRMINGHAM NEW ST

Loco	'Royal Scot' No. 46100				
Load	12/364/-				
Train	5pm Bristol TM-York				
Date	July 5, 1961				
Recorder	G J Aston				
Miles	Timing Point	Sch	M	S	M.P.H
0.00	CHELTENHAM d	0	0	00	4½L
0.93	High Street		2	18	37
2.41	Swindon Road		4	15	54
5.19	Tredington		7	03	64
7.23	Ashchurch	12	9	26	30tsr 43
9.45	Bredon		12	13	49
12.15	Eckington		15	00	64
17.98	Abbotswood Jct	23	20	43	56
20.50	Spetchley		23	19	61
24.58	Dunhampstead	30	27	19	63
26.48	Droitwich Road		29	06	65
29.15	Stoke Works Jct	34	31	46	58
31.34	Bromsgrove a	37	35	02	-
<i>Banked by '9F' 2-10-0 No. 92079 to Blackwell</i>					
31.34	Bromsgrove d	39	36	21	
31.48	MP 5½%		36	59	22½
31.98	MP 5¼%		38	39	16
32.48	MP 5¼%		40	29	17
32.98	MP 5¾%		42	05	19
33.48	Blackwell	47	43	31	22
34.98	Barnt Green	49	46	01	49
38.59	Northfield		49	54	63
39.91	King's Norton	54½	51	20	39
41.08	Bournville		52	50	48
42.18	Selly Oak		54	11	46
44.24	Church Rd Jct	59½	56	56	44
45.19	BIRMINGHAM N S a	62½	59	41	32

Note: Original log implies train was banked from Bromsgrove station



Saltley-based 'Black Five' No. 44805 is captured at Birmingham New Street in the early 1960s, with the city's famous Rotunda building just visible still under construction in the background. COLOUR-RAIL

PRACTICE & PERFORMANCE

Table 1 not because it was particularly good, but because there are very few of 'Royal Scots' on this route.

Departure was a disappointing 25½min late, so a clear run was unlikely. The '7P' express passenger loco matched the lighter-loaded 'Black Fives' to Kingsbury Junction and achieved a maximum speed of 65mph before braking for the Tamworth stop. There were two signal checks before the call at Burton-on-Trent, then a 61mph maximum before Derby, making up 2½min of the 3min recovery time. With the help of smart intermediate station work, at least no further time had been lost despite the ad hoc pathing.

Bristol to Brum

By 1962, 'Royal Scots' had lost many of their top duties, such as Midland Main Line expresses to 'Peaks' and Liverpool-Leeds jobs to English Electric Type 4s. Further research turned up an interesting run by Mr G J Aston through from Bristol Temple Meads to Derby with the 5pm to Newcastle on July 5, 1961. Gerald Aston was a senior operations manager on the London Midland and had travelled to Bristol behind No. 45626 *Seychelles* on 13 vehicles, 400tons tare, via Worcester, losing 10min.

Railway Performance Society steam specialist Michael Rowe informs me the only

steam turns on Birmingham expresses from Temple Meads in the summer of 1961 were the 8.40am and the 5pm. Mr Aston would have known this, of course, and probably the booked loco that day – not just a 'Royal Scot' but the *Royal Scot* No. 46100. Of course, this was really No. 46152 that had exchanged identities with the original No. 46100 before its trans-Atlantic trip in 1933.

A top speed of 67mph was sufficient to reach Gloucester Eastgate 2min early, but a diversion to the relief line from Engine Shed Junction, contributed to a 4½min late departure from Cheltenham Spa Lansdown, which had been reduced to 2min late approaching Bromsgrove.

The 12-vehicle, 364tonnes tare train stopped to collect '9F' 2-10-0 No. 92079, which counted as two 0-6-0 pannier tanks on the table of assisting power. No wonder Mr Aston had made it in his way to catch this train! There was a slight acceleration between Mileposts 54¼ and 53¾ on the climb of Lickey and the summit was passed, after the gradient had eased, at 22mph (see Table 2).

Had both locos been on the front, this would have needed about 1850 equivalent drawbar horsepower (edhp), so each loco was probably working within its comfort zone. If we say the '9F' might have needed 350hp to achieve this performance 'light loco', could

Royal Scot have climbed Lickey alone with this train? To produce 1500 edhp was well within the compass of the class if the train had been allowed to attack the bank at 60mph and drop speed to say 17mph with this load of around 385tons gross.

After 1½min overtime loading letter mails at Birmingham, the 'Scot' had a 3min deficit to recover (see Table 1). An adverse distant signal at Saltley cost another ½min, but running in the mid-60mph range to Tamworth recovered it. However, No. 46100 needed to take water and had to draw up to the column, leaving 5½min late. A Burton-on-Trent stop was scheduled only 15½min away, but the train was still wound up to 67mph. Sloppy station work cost another ½min, the operations manager noting 'no men at the front end'. Three minutes' recovery time reduced the delay to 3min on arrival at Derby at 8.29pm.

Staying with the concept of Type 2 diesels assuming the work of Class 5 steam locos, Ted Patten had a run from Birmingham New Street to Crewe with the 09.25 to Liverpool in August 1962. Class 24 No. D5005 was handed 11 bogies, 375tons tare and 392tons gross. It made a good attempt to keep time until a heavy temporary speed restriction (TSR) intervened before Norton Bridge costing no less than 5min. The Sulzer was able

TABLE 3: PADDINGTON TO BIRMINGHAM SNOW HILL

Loco 'King' 4-6-0 No. 6011
Load 12/414/-
Train 2.10pm Padd-Birkenhead
Date May 7, 1962
Recorder E Patten

Miles	Timing Point	Sch	M	S	M.P.H
0.00	PADDINGTON d	0	0 00	½L	
1.25	Westbourne Park	4	4 10	23	
3.25	Old Oak CW Jct	6½	8 10	37	
4.80	Park Royal		10 44	37	
7.80	Greenford	12	-	-	
10.05	Northolt Jct	14½	17 16	56	
12.10	West Ruislip		19 32	54/59	
14.80	Denham		22 26	54	
17.45	Gerrard's Cross		25 34	48/47	
21.70	Beaconsfield		30 47	54/68	
26.55	HIGH WYCOMBE	33½	35 49	34	
28.80	West Wycombe		39 24	45	
31.55	Saunderton		42 59	45	
33.05	MP 23 Summit		44 59	45	
34.70	Princes Risborough	44	46 46	60	
37.40	Ilmer Halt		49 17	69/71	
40.10	Haddenham		51 36	70/72	
44.05	Ashendon Jct	54	55 00	68/63	
47.45	Brill & L		58 07	70/76	
50.45	Blackthorn		60 33	73	
53.40	BICESTER N		63 07	64	
57.20	Ardley		67 09	55/51	
62.40	Aynho Jct	69½	76 08	13	
63.95	King's Sutton		78 02	55	
67.50	BANBURY	80½	81 39	62/63	
73.60	Claydon		87 39	60/61	
76.75	Fenny Compton		90 42	60/74	
81.20	Southam Rd & H		94 44	72	
83.55	Fosse Road		96 39	82/83	
87.35	LEAMINGTON SPA	99½	100 04	39	
89.30	Warwick		102 30	50/36	
93.45	Hatton	107½	108 15	42	
97.65	Lapworth		113 20	58	
100.20	Knowle & D	115	116 19	48	
103.60	Solihull		120 09	56	
107.35	Tyseley	122½	123 39	69	
109.35	Bordesley		125 37	58	
110.65	BIRMINGHAM S H a 129		127 36		



Another 'Royal Scot' to feature in Table 1, plus Table 2, is class doyen No. 46100 *Royal Scot*, captured here at Nottingham MPD on September 2, 1962. J F HENTON



Storming up the climb of Hatton Bank, near Warwick, in the 1950s is 'King' No. 6011 *King James I* and the 2.10pm Paddington-Birkenhead. T WILLIAMS



'Castle' No. 7019 *Fowey Castle* rounds the curve into Banbury with a northbound working on May 24, 1962. COLOUR-RAIL

to regain 56mph before the 1-in-398 gradient to Whitmore brought it down to 50mph. Six minutes of recovery time was insufficient to compensate for both the trackwork and a 5min stand outside Crewe before arriving 7min late.

If an 11-coach stopping train might have seemed a stiff task for a Class 24 or a 'Black Five', the Patten collection has a run with a 'Black Five' given 15 coaches on a Sunday Euston-Manchester service in December 1961, which was recorded from Stafford to Stoke-on-Trent and had difficulty restarting from a signal stop south of Stone.

'King' and 'Castle'

Meanwhile, over at Birmingham Snow Hill, the '8P' GWR 'King' 4-6-0s were still undertaking London express work as the sun set on their last summer. Not for them relegation to secondary or tertiary duties. If they were to be humbled so, then the scrapyards were perhaps preferable. Ted's last 'King' run was from Paddington with the 2.10pm to Birkenhead on May 7, 1962, with No. 6011 *King James I* in the hands of Wolverhampton Stafford Road driver W Broad and fireman C Stone.

Details of the load have not survived, so I have worked on a guesstimate of 12 coaches, 414tons tare. The start was by no means auspicious, losing 1½min out to Old Oak and failing to reach 60mph before Gerrard's Cross, passing High Wycombe 2½min late, and ½min was dropped on the climb to Milepost 23 at 45mph. Downhill through Blackthorn, speed rose to 76mph before a slowing through Aynho Junction, then rattling the windows of Banbury station at 62mph, 1½min late. The speed at Fosse Road touched 83mph before the slowing through Leamington. Warwick

was passed at 50mph and the 1-in-110 of Hatton bank brought a minimum of 36mph before reviving to 42mph through the station, 45sec late. Tyseley was taken at 69mph and Bordesley at 58mph. The schedule did not specify recovery time, but it was clearly there, and driver Broad obviously knew it, as a clear run into Birmingham Snow Hill achieved a 1min early arrival. The 110½miles had taken 127½min on a 129min schedule. A

performance befitting royalty (see Table 3).

The following month, Ted was at Snow Hill again taking the 4.20 Wolverhampton Low Level-Paddington hauled by 4-6-0 No. 7019 *Fowey Castle*, a postwar member of the famous class barely 14 years old. Solihull-based RPS member David Adams recalls a 4.50pm Fridays-

only timetabled relief to the 5pm 'Inter-City' named train, worked by a 'Castle', unusually with a Stourbridge Junction crew relieved at Leamington by Old Oak locomen, who often made spectacular starts. No. 7019 was working an eight-coach, 253tons tare, 270tons gross train scheduled that Friday afternoon of June 22, 1962 (with Stafford Road driver Lockley and fireman Lewis) to leave Snow Hill at 4.45pm through to Paddington nonstop, so it might have been a 'relief to the relief'.

No excuse then for losing time on the start, but none was needed as it flew through Knowle & Dorridge at 69mph to reach 75mph before Lapworth, having sliced 2min off the 13½min schedule. That meant adverse signals were likely and a check from Hatton to Leamington was to cost 3min. Speed was held at 56mph up the 1-in-187 gradient through

TABLE 4: BIRMINGHAM SH TO PADDINGTON

Loco 'Castle' 4-6-0 No. 7019
 Vehicles/tare/gross tons 8/253/270
 Train 4.20pm Wolv L L-Padd
 Date June 22, 1962
 Recorder E Patten

Miles	Timing Point	Sch	M S	M.P.H
0.00	BIRMINGHAM SH d	0	0 00	
1.30	Bordesley		2 32	50
3.30	Tyseley	5½	4 51	56/61
7.05	Solihull		8 40	60
10.45	Knowle & D	13½	11 41	69/75
13.00	Lapworth		13 44	74/75/sigs
17.20	Hatton	21	17 53	40/63/sigs34
21.35	Warwick		23 35	47/40/tsr -
23.30	LEAMINGTON SPA	26	26 28	49/56
27.10	Fosse Road		30 35	55/63
32.30	Knightcote IBS		35 55	61
33.90	Fenny Compton		38 14	54/53
39.55	Cropredy		43 30	68/70
43.15	BANBURY	45	46 47	64
46.70	King's Sutton		49 50	71/72
48.25	Aynho Jct	50	51 13	-/58
53.45	Ardley		56 07	65
57.25	BICESTER N		59 13	78
60.20	Blackthorn		61 31	74
63.20	Brill & L		64 07	63/64
66.60	Ashendon Jct	66½	67 28	57
70.55	Haddenham		71 07	68
73.25	Ilmer Halt		73 35	61/54
75.95	Princes Risborough	76½	76 29	55
77.60	MP 23 Summit			52
79.10	Saunderton		79 55	60/65
81.85	West Wycombe		82 32	50/54
84.10	HIGH WYCOMBE	85½	85 28	43
88.95	Beaconsfield		90 33	63
93.20	Gerrard's Cross		94 08	76
95.85	Denham		96 12	82/83
98.55	West Ruislip		98 14	75/74
100.60	Northolt Jct	104	99 54	75
102.85	Greenford	106	101 38	83
105.85	Park Royal		104 03	60/sigs
107.40	Old Oak CW Jct	110	107 06	20/45
109.40	Westbourne Park	114	110 25	33
110.65	PADDINGTON d	118	113 23	

Note: IBS=Intermediate Block Signal

PRACTICE & PERFORMANCE

Fosse Road. A lively 78mph through Bicester North resulted in Princes Risborough being passed in 76min 29sec on a 76½min schedule, High Wycombe in 85min 28sec, schedule 85½min.

One might have thought the hard work for driver Lockley and his fireman was now finished, with 32½min left for the final 26½miles to Paddington, but this was not the case. *Fowey Castle* managed 83mph after Denham and again at Greenford before a crawl over the last three miles from Old Oak for which 8min were allowed and 6½min were taken. Paddington was reached in 113min 23sec from Snow Hill on a 118min schedule for 110½miles (see Table 4).

Exeter 'ACE'

Ted's journeys ranged far afield. On the evening of May 9, 1962 he set off on the 'Comet' from Manchester to Euston to stay with relatives overnight. The following day he caught the 'Royal Duchy' from Paddington to Exeter, leaving London at 08.30 with a single 'Warship' running to an 80mph limit and calling at Reading, Newbury, Westbury and Taunton – taking all of 3hr 11min to reach Exeter 2min early at 11.39.

What next? Well those enthusiasts who were travelling by train in 1962 will be there before me. The 12.19 to London Waterloo was the 'Atlantic Coast Express', the 10.20 from Ilfracombe (including the Torrington portion). Bulleid 'Battle of Britain' Pacific No. 34081

92 Squadron had simply to take its train up the bank to Exeter Central, where the formation would be expanded to 11-bogies, 364tons tare, and the Light Pacific would be replaced by 'Merchant Navy' No. 35014 *Nederland Line*.

Our recorder did not register the identity of any bankers or the cacophony of whistle crows that usually accompanied steam era departures of up Southern Region trains from Exeter St David's, but he did record the name of the Exmouth Junction crew who worked *Nederland Line* forward from Exeter Central: driver Billen who, like driver Broad on his 'King', was only a few months from retirement, and fireman G Smith, almost certainly Graham Smith, who was to be appointed a traction inspector as I transferred to Exeter in 1983. What a pity I did not discover this log when I had chance to discuss it with him. We exchanged Christmas cards long after our mutual retirements.

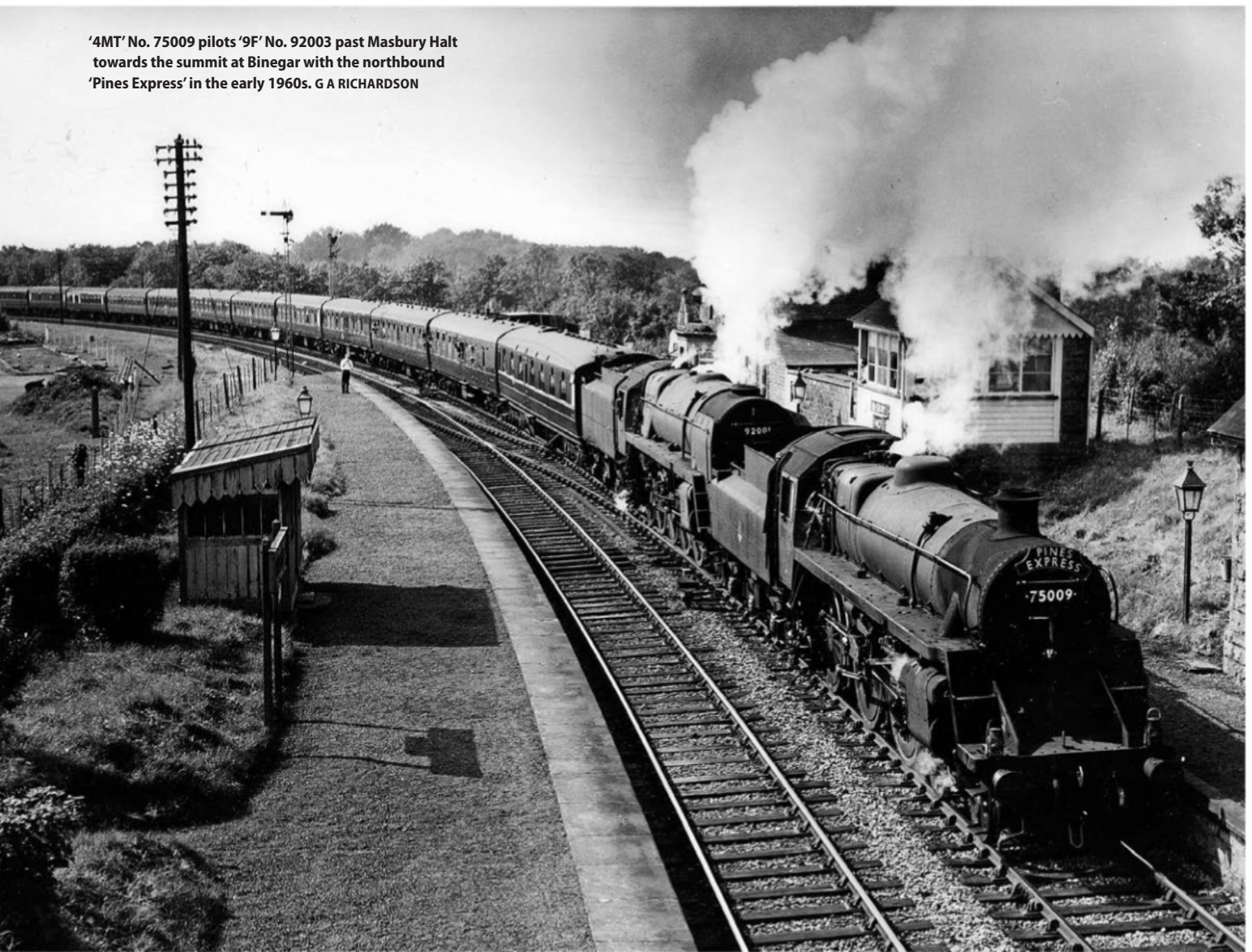
Graham was a quiet but determined individual with a strong sense of duty and loyalty to the 'green badge', which the Southern men referred to with pride even 30 years after this run with the 'ACE'.

The start from Central was steady, passing Exmouth Junction at 29mph, but the acceleration to 76mph at Broadclyst was exceptional as the route's star train attacked the 1-in-100 towards Whimple, with speed dropping to 56mph at MP161¼, accelerating back to what must have been all of 70mph before a decisive Sidmouth Junction stop.

The crew had made short shrift of the 17min schedule, taking just 13min 49sec for the 12.15miles. Fast forward 60 years to discover this is the fastest steam run over this section of the 246 examples in the RPS archive (see Table 5). The only faster run in the archive is by experimental diesel No. 10201, and that had only seven coaches, although today a Class 159 DMU is booked 11½min from Central to Feniton (as the station on the site of Sidmouth Junction is now known).

Ted does not mention the probable attachment of the two coaches from Sidmouth/Exmouth – the station allowance was only 2min. Whatever the load, the task in hand was now to run the 76 miles nonstop to Salisbury in 74min. Speed rose to 80mph in the predictable locations. Chard Junction was passed at 69mph, the (maximum) 1-in-120 gradient restricting progress to 62mph at Hewish. A TSR at Hardington put the 'ACE' 8min in arrears through Yeovil Junction at a stirring 75mph as speeds followed the gradient profile, with 56mph at the top of the 1-in-80 towards Milborne Port and the MP113¼ summit, and a maximum of 85mph in the dip before 66mph at Buckhorn Weston tunnel. This exciting run touched 81mph through Gillingham, dropping to 58mph on the 1-in-100 to Semley. Another 81mph after Dinton was still not enough to recover the lost time though, as Salisbury was reached in 77min 59sec. The Exmouth Junction crew handed over to Salisbury's driver Cambery and fireman Hopkins, and our intrepid recorder

'4MT' No. 75009 pilots '9F' No. 92003 past Masbury Halt towards the summit at Binegar with the northbound 'Pines Express' in the early 1960s. G A RICHARDSON





Storming through Porton Ex SR, to the east of Salisbury, is 'Merchant Navy' No. 35014 *Nederland Line* with the down 'Atlantic Coast Express' in the early 1960s. W PHILLIP CONOLLY

headed home via Waterloo and 'Peak' No. D97 from St Pancras.

S&D treat

Finally, we come to a journey which could be said to capture the spirit of the age. Ted began at Derby behind 'Peak' No. D125 in the through Bournemouth West coaches of the 10.26 from Sheffield Midland, reaching Birmingham early with 12 coaches after 5min recovery time on the station approach. The notes suggest that the whole Sheffield train went through to Bournemouth, with no inkling of what had happened to the normal Manchester 'Pines Express'.

King's Norton was passed in just 8½min, which would seem a fast run even today, but then the schedule was 12min. The statutory crawl at that time down the Lickey Incline was observed before the diesel settled for 70mph on the then 75mph line limit most of the way to Cheltenham, gaining 8min on the steam-based schedule.

The 'Pines' proceeded without much ceremony via Gloucester Eastgate to Mangotsfield North Junction, where it took the line via Warmley to Bath Green Park, running early at 68mph on this now closed route to the Roman spa city.

Here a special treat was in store, as '9F' 2-10-0 No. 92233 backed down with Standard Class 4 4-6-0 No. 75009 as pilot. Midford and Wellow, Shoscombe and Binagar were soon to be consigned to railway history, but today the noise of the 'Pines Express' locos rent the Somerset countryside. The maximum speed to Radstock was 42mph and, after a signal check at Midsomer Norton, the climb to Masbury summit (finishing at 1-in-63) was carried at a minimum speed of 26mph.

Green Park to the first stop at Evercreech Junction took 51min38sec against a 56min schedule. The '9F' discarded its pilot and went on alone nonstop through Templecombe, then calling at Shillingstone and Blandford Forum before an exhilarating run at 70mph down the 1-in-100 to Bailey Gate and its calls at Broadstone, Poole and finally Bournemouth West. This speed was about 8mph faster than normal judging by spot check on the RPS archive.

The Bournemouth arrival was scheduled for 5.32pm, but the delays on the last few miles caused a disappointing 3½min late arrival on the 366min schedule. How we miss the spectacular old Somerset & Dorset, but the prospect of travelling from Sheffield to Bournemouth via the outskirts of Bristol is perhaps better left as a relic of bygone times. ■

TABLE 5: EXETER CENTRAL TO SALISBURY

Loco MN 4-6-2 No. 35014
 Vehicles/tare/gross tons 11/364/*
 Train 10.20 Ilfracombe-Waterloo
 Crew Dvr Billen/F'man G Smith
 Date May 10, 1962
 Recorder E Patten

Miles	Timing Point	Sch	M S	M.P.H
0.00	EXETER C	0	0 00	7L
1.05	Exmouth Jct		3 00	29
2.85	Pinhoe		5 17	60
4.70	Broadclyst		6 54	76
8.40	Whimple		10 04	64/56/70
12.15	SIDMOUTH JCT a	17	13 49	
0.00	d	19	15 10	3L -/51
4.60	Honiton		7 11	44/43/81
11.50	Seaton Jct		14 20	73
13.05	MP 146¼		15 32	80
14.80	Axminster		16 53	75/68
19.90	Chard Jct		21 07	69
25.30	Hewish		26 10	62/60
27.95	Crewkerne		28 44	73/77/15tsr17
31.50	Hardington		35 31	27
33.20	MP 126¼		38 20	39
34.50	Sutton Bingham		39 54	60
36.75	YEOVIL JCT	37	42 05	75/78
41.35	Sherborne		45 50	70
45.00	Milborne Port		49 35	56
45.90	MP 113½		50 33	56
47.40	Templecombe		51 57	79
49.70	MP 109¾		53 35	85
51.95	MP 107½		55 22	66
54.20	Gillingham		57 15	81
58.30	Semley		60 54	58/75
63.30	Tisbury		65 14	73/75/70
67.60	Dinton		68 50	74/81
73.40	Wilton S		73 46	38
74.30	MP 85¼		75 06	50/52
75.90	SALISBURY a	74	77 59	

Note: Load probably 13c.430/- tons from Sidmouth Jct

"How we miss the spectacular old Somerset & Dorset, but the prospect of travelling from Sheffield to Bournemouth via the outskirts of Bristol is perhaps better left as a relic"

TABLE 6: GLOUCESTER EASTGATE TO BOURNEMOUTH WEST

Loco 'Peak' Type 4 D125
 Vehicles/tare/gross tons 12/-/
 Train 10.26 Sheffield-Bournem'th W
 Date July 31, 1962
 Recorder E Patten

Miles	Timing Point	Sch	M S	M.P.H
0.00	Gloucester E d	0	0 00	T
1.80	Tuffley Jct		4 06	42
5.55	Haresfield		8 15	60
6.90	Standish Jct	10	9 41	55
10.35	Frocester		13 12	62
12.45	Coaley		15 07	68
14.85	Berkeley Road	19	17 19	65/60
20.05	Charfield	24	22 16	65/64
21.95	Wickwar		24 02	65
26.65	Yate	32	28 23	64/20tsr 17/45
31.40	Mangotsfield N Jct	38	35 41	33
32.95	Warmley		38 04	48
35.25	Bitton		40 31	68
37.65	Weston		46 57	68/69
			sig stop	49.00-50.27
41.60	BATH GREEN Pk a	55	52 35	
Locos	Std Cl 4 No. 75009 + 9F 92233			
0.00	BATH GREEN PK d	61	59 15	1½E
0.50	Bath Jct	2	1 41	24/22/45
4.35	Midford	10	9 22	41/33
6.75	Wellow		13 17	41/40
8.60	Shoscombe		16 04	42/43/sigs
10.65	Radstock N	19	19 37	14/38
12.50	Midsomer N a		24 37	sig stop
12.50	d		27 04	
14.50	Chilcompton		32 53	26
17.05	Binagar		37 39	39/26
18.65	Masbury Halt	42	40 30	-/50
21.85	Shepton Mallet	47	44 45	39/53
24.90	Evercreech New		48 38	45/47
26.43	EVERCREECH JCT a	56	51 38	
Loco	9F 2-10-0 92233			
0.00	EVERCREECH JCT d	61	60 03	2½E
2.77	Cole		4 52	46
7.03	Wincanton		10 48	-
10.25	Templecombe Jct	16	15 01	51/53
13.90	Stalbridge	21	20 18	35/56
17.87	Sturminster N	27	25 24	43/48
20.92	Shillingstone a	31	32 39	
0.00	d	34	37 06	½L
5.71	Blandford F a	9	8 18	
0.00	d	11	11 07	½L
5.87	Bailey Gate		7 42	70/sigs28
7.68	Corfe Mullen S	10	10 39	36/58/sigs
10.60	Broadstone a	17	16 00	
0.00	d	18	19 11	1½L
1.29	Creekmore H		2 29	51/58/sigs
3.43	POOLE a	7	8 24	
0.00	d	9	13 14	5½L
1.82	Parkstone		3 21	43
4.35	BOURNEMOUTH W a	10	7 59	3½L

Help preserve a rail legacy

VOLUNTEERS have been the lifeblood of the heritage railway sector from its very inception... millions of hours from many thousands of enthusiasts over many decades have built and maintained so many of the attractions we perhaps today take for granted as being fixtures on our tourism and heritage landscape.

The tasks undertaken range from the hidden and thankless, to the 'glamorous' and public-facing. Raising funds, raising steam, applying for grants, lending expertise, lending muscle, some requiring technical expertise or simply a steady painting hand... there are so many roles.

Before the Covid-19 pandemic and subsequent cost of living crisis hit the UK, many heritage groups were thriving. Most weekends through the year saw enthusiast galas or family events at various locations around the UK. But many places were mothballed as lockdowns were imposed, and some events have simply not returned as groups struggle to fully recover, with many volunteers leaving the sector.

Be the answer

Now, heritage lines and groups around the UK are calling out for help... and maybe YOU could be the answer – not by dipping into your wallet, but by giving some valuable time.

Volunteering allows you to get 'hands on' in your hobby, and getting involved with your local railway brings many benefits, such as making new friends, becoming more active, going behind the scenes in areas you may not have a chance to as a regular visitor... and it can lead to exclusive opportunities and experiences.

The volunteers of the past have helped create so many wonderful places, locomotives and opportunities... why not step forward and help preserve that legacy by giving your local line a call?



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FREE POLO SHIRTS!!!

Volunteers needed

At

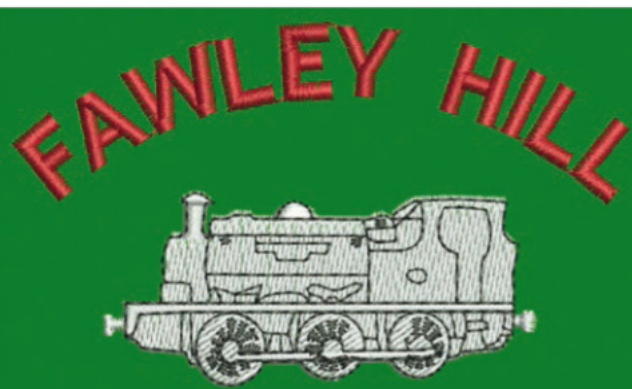
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Email info@sklr.net to join our friendly team



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Visit www.avlr.org.uk for details and registration

Narrow gauge in North Staffordshire.

Trains every Sat, Sun & Bank Holiday April to October
Apedale Community Country Park,
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Argentina



Photos: Bernd Seller

Coaches, wagons, locomotives: all rolling stock is now around 100 years old, and also 100 % authentic on this fantastic line!

La Trochita – tiny gauge – as the locals call their 250 mile long narrow gauge railway in southern Argentina, compared to the broad gauge line to San Carlos de Bariloche, this 750

Isle of Man: Steam Charters und Manx Electric	Apr 23 rd – Apr 29 th
South Africa: Two 25NC in mainline service waiting list	Jun 23 rd – Jul 4 th
Argentina: Broad gauge Steam & La Trochita	Aug 26th – Sep 8th
Bosnia-Herz.: 'Kriegsloks' in Mine & Line Service	Oct 21 st – Oct 28 th
UK: Welsh Narrow Gauge Explorer	Nov 1 st – Nov 13 th
Pakistan: Broad Gauge Steam and Semaphores	Nov 24 th – Dec 5 th
Pakistan: Diesel at the Bolan Pass	Dec 4 th – Dec 8 th
Eritrea: Mallets to Asmara & camel market in Keren	Jan 6 th – Jan 17 th

mm gauge appears to be really small. But La Trochita is the longest preserved narrow gauge line in the world. In Buenos Aires we'll add some standard- and broad gauge steam to the tour.

La Trochita is sandwiched between the endless plains of Patagonia and the high mountains of the Andes, South America's predominating mountain range. Combining rapid weather changes between dark skies, looking like the end of the world, snow storms, hail showers and crystal clear, deep blue skies, you'll find an enormous range of impressive situations and photographic opportunities which cannot be found on any other steam railway in the world. This railway is unique in many respects, nothing compares to it.



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By rail to sea!

Tom Ingall tells the extraordinary tale of how Florida's Key West became one of the world's most unlikely railroad termini.

YOUR case is packed and you are Florida bound. For many, particularly families, 'The Sunshine State' is the ultimate holiday aspiration. They are doubtless lured by the sprawling campus of four Walt Disney theme parks, created from swampland just south of Orlando, where in 2019 just shy of 60 million people visited them. While the visionary creator died before he saw the project open in 1972, his legacy is an unprecedented global tourism machine.

But I would argue that Disney is not the father of Florida as a destination. If anyone deserves that title, industrialist and entrepreneur Henry Flagler must be in contention. Without him, the great East Coast resorts of Daytona Beach, Palm Beach and even Miami would not exist as they do today. The latter city would even bear his name were it not for his modesty, but you will find him commemorated on streets and businesses the entire length of the Atlantic Coast, his contribution to shaping modern Florida celebrated over hundreds of miles.

Flagler became a very rich man after co-founding the Standard Oil Company (part of which survives today as ExxonMobil) with John D Rockefeller in 1870. This article could never hope to be a biography, but very broadly his life story can be divided in two. The first half sees him build a business empire, while facing accusations of sharp practice and fighting political opposition. But he was undoubtedly savvy and driven, with even Rockefeller



A portrait of industrialist Henry Morrison Flagler (January 2, 1830 to May 20, 1913).

crediting Flagler as the brains behind Standard Oil.

In 1877, however, his first wife's illness put his life on a new path. On doctor's orders, he and his family travelled from their home in New York to Jacksonville (at the northern tip of Florida), where for the first time he experienced the warm climate and a reprieve from his business-driven life. After his wife's death, Florida became the stage on

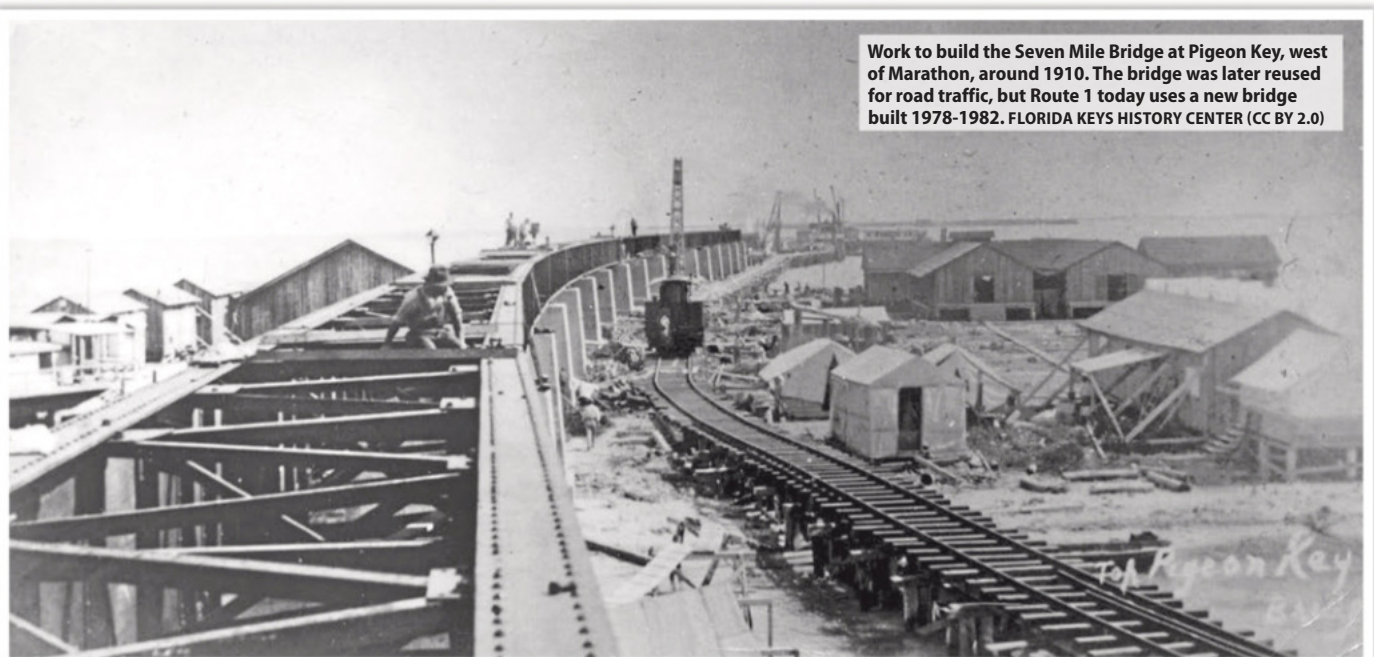
which the second act of his life was played. Other wealthy people followed his path to the emerging state, and their patronage was key. Flagler built hotels to accommodate them, buying out, extending and developing existing railroads to transport the visitors. He extended lines through undeveloped land and, wherever he went, development followed. To mangle a phrase, the rest is geography.

The Florida East Coast (FEC) railroad network was the line on the map everyone followed. He was not immediately interested in extending south of Palm Beach, believing he had found his natural terminus, but the weather would change his mind. A deep freeze in 1894 blighted the area causing hardship to locals. The myth runs that the founders of a small settlement 60-odd miles to the south sent Flagler a bouquet of orange blossom to show they were unaffected by the cold. More likely, they made him a land offer he could not refuse. And so by 1896, the first trains were arriving in what would go onto be known as Miami, a city the entrepreneur invested heavily in, and it was he who suggested the native American name would be most appropriate for the new metropolis.

Folly or wonder

By now in his mid-60s, Flagler's greatest adventure – his 'folly', or 'the eighth wonder of the world', depending on your point of view – was still ahead.

The Florida Keys are a string of islands spilling out to the south-west from the



Work to build the Seven Mile Bridge at Pigeon Key, west of Marathon, around 1910. The bridge was later reused for road traffic, but Route 1 today uses a new bridge built 1978-1982. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)



Today's US Route 1 road largely follows the route of Flagler's Overseas Railroad along the Florida Keys to Key West. ONTHEWORLDMAP.COM



Florida East Coast Railway steam shovel No. 2 working at Key Largo in February 1907. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)

bottom of the state. Some are just a few metres wide, others more substantial. At the far of the end of the chain is the city of Key West, an isolated outpost that was once Florida's largest and wealthiest city. Its trade was built on fishing, wrecking (a highly aggressive form of maritime salvage) and cigar making. Militarily, it was a significant outpost, commanding a point in the sea between the Atlantic Ocean and the Gulf of Mexico. It is also only 90 miles to Havana, thus much closer to Cuba than Miami.

“He gave his staff a simple four-word instruction: ‘Proceed to Key West’ ”

In 1896, National Geographic published an article by Jefferson Browne (a man born on Key West) entitled ‘Across the Gulf by Rail to Key West’. In it he said: “It is not too much to say that upon competition of the Nicaragua Canal, Key West will become the most important city in the South,” going on to suggest Flagler was the man to build

a continuous railroad south from Miami to the island.

Flagler and Browne (who was also president of Florida's State Senate) had met some years before to discuss the idea. So the article was essentially a public ‘pitch rolling’ as, even before its publication, legal processes and land acquisition for the scheme were ▶



Crowds gather at Key West to greet Henry Flagler arriving on the first train on January 22, 1912. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)

already underway. The ‘Nicaragua Canal’ Browne refers to is now known as the Panama Canal. For Flagler, it was the excuse he needed to proceed. Miami had not given him everything he wanted. He still desired a deep-water port where goods could be unloaded from ships onto his railroad.

A rival, Henry Plant, had brought prosperity to Florida’s west coast, connecting Tampa Bay to the nation’s railways. While the canal was some years away from completion, Flagler reasoned Key West would be much closer to it and therefore the first port that ships bound for the United States could reach, creating a clear competitive advantage. Furthermore, following the 1898 war with Spain, Cuba was firmly under American influence. Thus the planets aligned, Flagler had his reasons, the Keys would have their railroad.

Survey’s completed and key personnel recruited, he gave his staff a simple four word instruction which would be oft repeated: ‘Proceed to Key West’. His railhead by now was at the tip of southern Florida, but more than one hundred miles still remained to his intended destination.

Initially, engineers proposed the formation would all be built on solid embankments between the islands, as the water is generally not more than a few feet deep. However, the local population – while very much in favour of the line – protested against the suggestion; such a ‘wall of land’ would inhibit the movement of the tides between Ocean and Gulf (and indeed long after the railroad opened, Britain was among nations to complain it had altered the course of the Gulf Stream current). Keys dwellers also feared the terrifying storm surges that accompanied the region’s hurricanes, and a solid boundary would potentially cause more flooding. The US Government stepped in to insist on six miles of bridges, although fate would force Flagler to increase this to 18 miles.

Deadly setbacks

The headaches began immediately. At Key Largo, the workforce stumbled upon a mile-wide lake that had not been charted before.



An eastbound train approaches Pigeon Key on the Seven Mile Bridge. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)

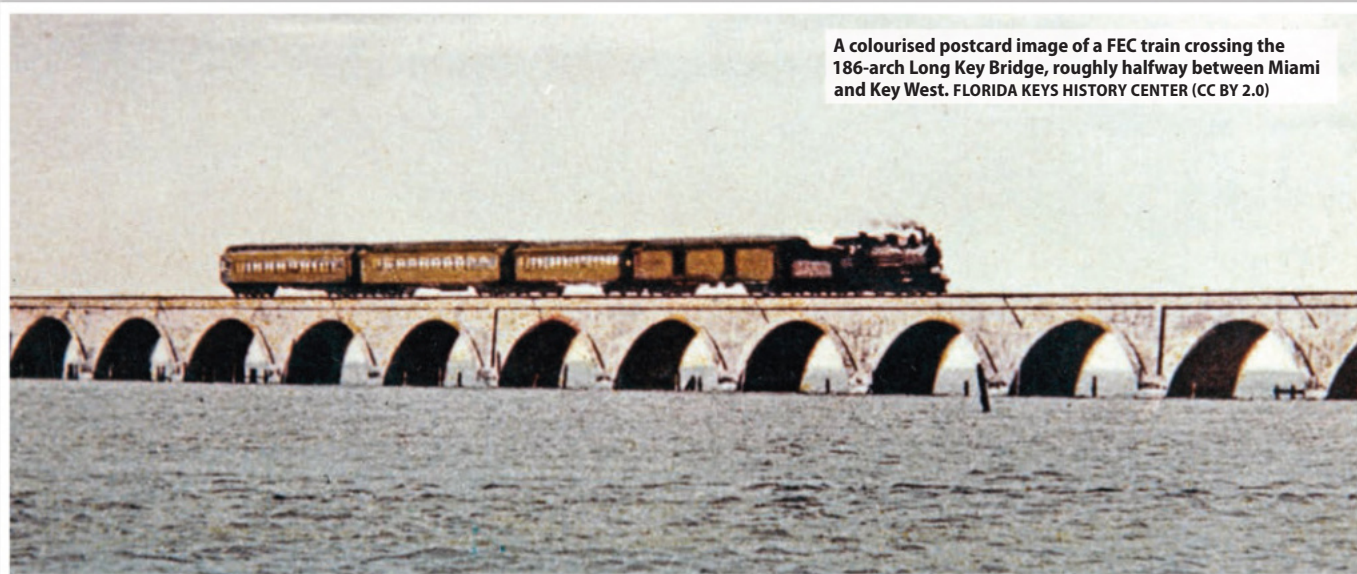
Wryly dubbed ‘Lake Surprise’, it was not deep but the bottom was too unstable to support piling. Here a long embankment would be needed, but it was a long process, which meant other work groups further along the Keys would have to be supplied by ship.

The hired labour was its own challenge, comprising a wide range of nationalities and abilities. Some had been tempted by the promise of prepaid travel to the South and the notion of an island paradise, but instead it was sweltering heat and unrelenting attacks by mosquitoes that awaited. The lowest paid received around a dollar-and-a-half a day and, because Flagler was a strict teetotaler, the construction camps were dry. Unsurprisingly, many collected their first week’s pay and were

never seen again. The average number of workers on the job was 2500, but the total over seven years was 20,000.

However, one deadly factor would trump all others. In October 1906, the first of three major hurricanes battered the area and hundreds of men were killed, most notably when a dormitory boat was obliterated. It took a year for work to resume, but there would be proper lodgings in camps from then on, while engineers constructed refuge canals where floating equipment could be towed and potentially sunk in shallow water to be protected from violent weather.

Even the method for constructing the permanent way would be overhauled. Previously, native limestone had been used to



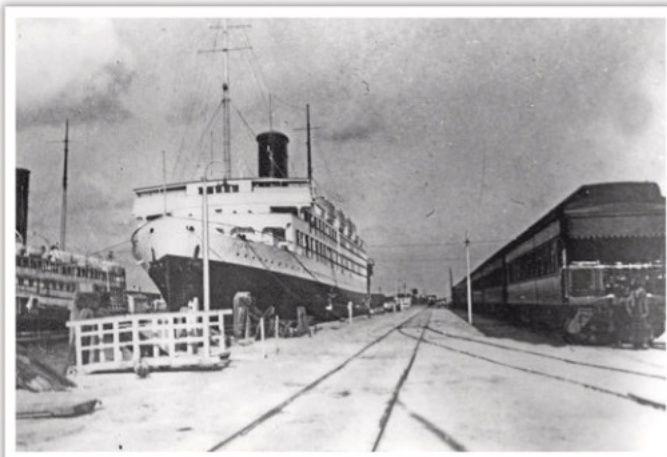
A colourised postcard image of a FEC train crossing the 186-arch Long Key Bridge, roughly halfway between Miami and Key West. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)



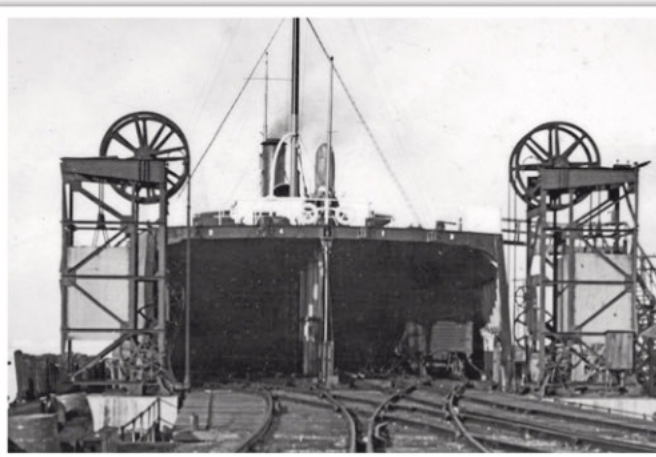
FEC 401 Class No. 431 at Long Key on an unknown date. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)



Cuban pineapples being repacked at the Trumbo Point railroad yard (Key West) for shipment to the North. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)



A train in the station at Key West with connecting ship on the pier alongside. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)



A view of the railroad ferry at the pier at Trumbo Point (Key West). FLORIDA KEYS HISTORY CENTER (CC BY 2.0)

top the formation, but even large boulders could be scattered like pebbles by the wind and storm surges. Instead, great quantities of marl (a sedimentary rock) were dragged up from the sea floor, poured over the limestone, and left to harden as it dries. Miles of siding spurs were built to reach deposits and haul them back to the main line. The 1906 hurricane was the lesson from nature that proved why more bridges than embankments were needed.

When the railhead reached Long Key (at the end of the Upper Keys), the first serious distance of open water was ahead: two miles across to Conch Key (and the start of the Middle Keys). A bridge was built comprising 186 reinforced concrete arches of 35ft each. Building it was a relentless process of piling onto the seabed, building cofferdams using waterproof cement imported from Germany, constructing wooden forms on land and shipping them out to sea. But the final result was a triumph and its elegance quickly saw it promoted to poster boy of the project, appearing on the FEC's publicity material.

The Long Key Bridge was finished by early 1908 at which point the metals stretched 106 miles from Miami. Passenger services to Knights Key (at the western end of the Middle Keys) were able to begin and a dock was constructed allowing steamships

to connect with Key West and Havana. Here was another moment that Flagler could have abandoned the full vision; his health was poor, his name had been tarnished by a Government-brought case citing poor treatment of his workforce (the company was acquitted on direction of the judge) and, with the most significant engineering challenge ahead, some questioned his commitment.

The final push

When progress did resume, local newspaper *The Key West Citizen* was ecstatic, with an article saying: “[Key West] dreams of the not far distant day when she will be a large and bustling and important city”. However, the project was dealt another terrible set-back in mid-April 1909, when the chief engineer died, succumbing to diabetes, and his successor was driven to work through the forthcoming storm season due to Flagler's advancing age.

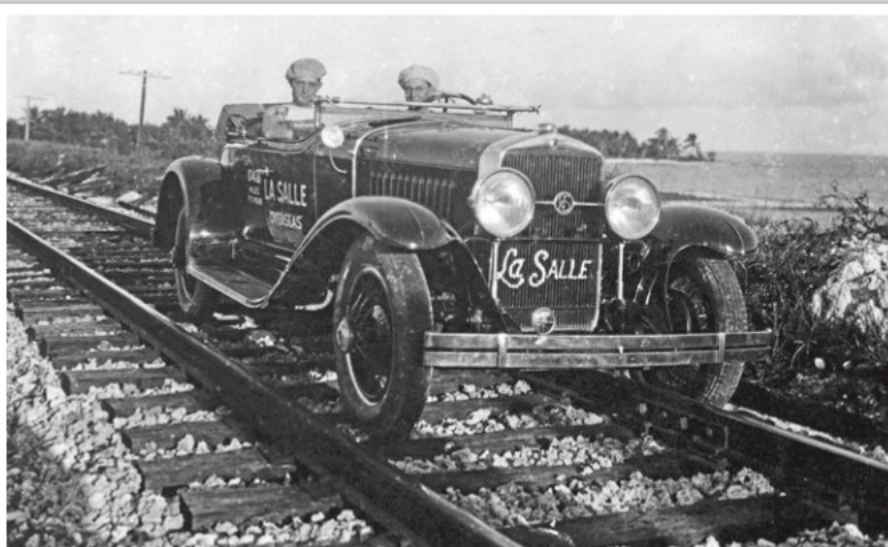
Reaching the Lower Keys required the Florida East Coast to construct a seven-mile bridge. It actually comprised four individual structures: three formed of steel beams on

concrete supports, including a 250ft swing section, and a final stretch formed of 210 concrete arches (similar to those of the Long Key Bridge)

In October 1909, nature once again baited Flagler when a second major hurricane swept up from Cuba, but lessons had been painfully drawn from 1906. The number of workers killed was much lower and, while unsecured steel beams on the new bridge were swept into the sea, viaducts and piers stood fast. Miles of completed railroad were destroyed, but services and building work resumed within a month.

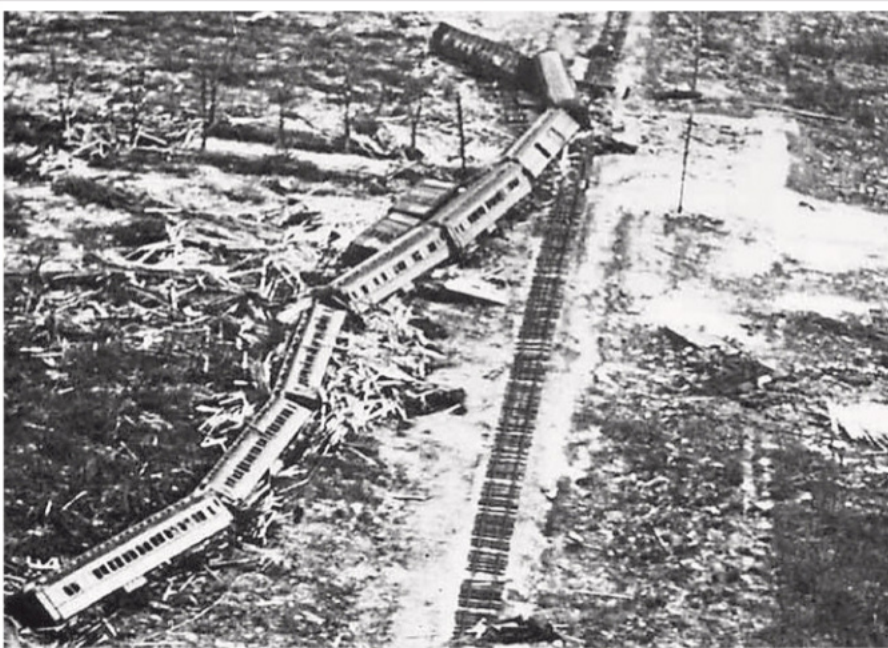
One more large bridge across the Bahia Honda channel was required to reach the destination. This gave the engineers a different challenge: a shorter distance, but much deeper water than they had encountered so far, reaching 30 feet in places and, mindful of the potential size of storm surges, the design approach was different. Concrete arches were employed in the run-up to the central section, but otherwise great metal cages were attached to piers, with ▶

“The glitterati of New York could travel on the ‘Havana Special’ to the end of the Keys for a connecting steamer to Cuba”



A car drives along the tracks at Long Key in 1927 as part of a publicity stunt by luxury car brand LaSalle, a subsidiary of General Motors, to promote car use over railways. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)

“The road would finish the job the railway had started, transforming the economy to one firmly founded on tourism”



Above: The aftermath of the 1935 hurricane, which toppled this rescue train killing hundreds of people, washed away miles of permanent way, and ultimately led to the closure of the railway to Key West. STATE LIBRARY OF FLORIDA



Left: A ground level view of the devastation caused by the 1935 hurricane. STATE LIBRARY OF FLORIDA

the rails running through rather than on top of them. The third major hurricane hit in the middle of 1910 and its force punished the Lower Keys where construction work was focused, being enough to displace one of the foundations for the bridge's centre span.

Meanwhile, work was beginning on a suitable terminus. Flagler wanted passengers to be able to cross directly from platform to ship, and for railroad cars to be equally easily transferred. As Key West was already heavily populated, more than 100 acres of fill material was dredged from the island's shore to build up enough land for hundreds of wagons to be stored and a 1700ft permanent pier.

Opening day

It had taken 17 years and cost an estimated \$30,000,000 (based on a 1916 valuation), but on January 22, 1912 a six-car train – including Flagler's own personal sleeper carriage – crossed Seven Mile Bridge and carried on the remaining 40 miles into Key West. Nothing would ever be the same again, for the city and the residents turned out in great number to reward their benefactor with a hero's welcome. But he was then frail, almost blind and, having achieved his goal of riding into Key West, he never returned. Less than 18 months later he was dead.

Regular services started the following day, and the glitterati of New York could now travel on the 'Havana Special' express to Miami, then across the water to the end of the Keys for a connecting steamer to Cuba. It was proudly advertised as being formed of modern carriages with electric lighting and fans, and 'only two nights en route between Havana and New York'. 'Oil-burning locomotives' promised 'no cinders, no dust' and 'car windows can be opened for the enjoyment of the pure refreshing sea breezes.'

Flagler's death spared him from having to admit his faith in booming freight had been misguided. The export trade involved US-bred pigs, as pork was considered a delicacy in Havana; inbound came pineapples and, after prohibition laws came into force in 1920, so too did alcohol – albeit smuggled in creative ways.

Trains were timetabled to take 4½ hours for the 160 miles between Miami and Key West. The prevailing speed limit on all bridges was 15mph (and they were closed to traffic altogether when wind speeds climbed above 50mph) and crossing Seven Mile Bridge alone took 30 minutes. The last FEC timetable to feature the Overseas Railroad advertised a weekday round trip from Miami for \$4.75; on a Sunday it was \$2.50; and for \$24 you could add Havana to your itinerary.

A swift end

By the early 1930s, motoring was on the rise and legislation had been passed to build a road to Key West. General Motors produced its own newsreel shorts to support the main cinema features of the day. One flickering edition of 'Chevrolet Leader News' from 1935 promoted the construction of roads along the Keys. 'Out to sea in an automobile!' proclaims the narrator as it



After closure, much of the railway was converted into a road, this view showing supports being added to the Seven Mile Bridge for a two-lane highway. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)



The abandoned station at Key West after most of the track had been lifted. FLORIDA KEYS HISTORY CENTER (CC BY 2.0)

begins, aping the way the railroad had sold itself. Great floating dredgers are filmed pulling marl from the seabed, ready to form the new route.

Next comes a brief shot of a 4-8-2 crossing the graceful arches of Long Key Bridge. The newsreel commentary grudgingly acknowledges the presence of the train, but notes “there’s only one round trip per day.” The solution offered demonstrates the past truly is a foreign country: drive your car onto the railway and bounce over the sleepers between the islands that the road does not yet reach. “There’s plenty of time between trains!”, reassures the voiceover. The film ends with a car turning onto a brand-new road, which we are assured will soon be swarming with tourists on their way to Key West. But, just as nature had fought Flagler, it would soon also make a mockery of GM.

The first Monday in September is the Labor Day national holiday in America. In 1935, this fell on September 2 and was a day that brought terrifying devastation

across the Middle Keys when they were hit by the most intense Atlantic hurricane ever to make landfall. Atmospheric pressure fell to the lowest ever recorded in the USA (892millibar) and winds climbed to 200mph. Warnings were shared from September 1, but it was not until 2pm the following day that an emergency train was requested to help evacuate residents and hundreds of First World War veterans working on construction of the new road.

Being a public holiday, it took time to steam a locomotive, assemble a train and dispatch it from Miami. At Homestead, engineer J J Haycraft decided to turn the entire formation on a wye track (a triangular junction) so he could reverse it along the length of the Overseas Railroad and then drive forward out of the storm. The train was further delayed by a drawbridge open to boats and then a loose cable brought down by the winds became caught around the loco’s cab roof.

The rescue effort fought its way through the howling gale, eventually reaching

Islamorada in the Upper Keys at 8.20pm. Hundreds of men, women and children scrambled to board, but fate had lost patience. A tidal surge some 20 feet high swept in, tossing the entire train on to its side. Only the locomotive (Alco 4-8-2 No. 447) remained upright. Its crew survived, but more than 400 souls were lost to the storm. Forty-two miles of permanent way were washed away, though the bridges all survived.

Aftermath and today

With Flagler dead, the USA in the grip of the Great Depression and the FEC itself at best indifferent to the future of the Overseas section, rather than stomach the projected \$1.5 million estimate for repairs, the entire route was sold for \$640,000 and would become the new road.

The single-track rail bridges had cantilevered concrete sections placed on top of them for a two-lane highway. Bahia Honda Bridge, with its metal superstructure, had the road placed on top with an ungainly hump in ▶



How the Old Bahia Honda Bridge (in the Lower Keys, west of Marathon) looks today with its 1972 replacement road bridge in the background. This view is looking east from Spanish Harbour Key towards Bahia Honda Key. TOM INGALL



A bust commemorating Henry Flagler in the Key West Historic Memorial Sculpture Garden. TOM INGALL



This FEC railway carriage was rescued from Pigeon Key and now forms part of the Crane Point Museum on the site of the railway station at Marathon, ironically alongside railway's replacement Route 1 highway. TOM INGALL

the middle. Rails that had once carried trains were ripped up to become the guard fences preventing cars plunging into the water. A train stranded in Key West was transported back to Miami by barge. Key West itself had declared bankruptcy some years before, but the road would finish the job the railway had started, transforming its economy to one firmly founded on tourism – the jewel at the end of the Key's string of pearls.

Today's Key West-bound traveller follows the trail Flagler's workforce blazed. You cross Lake Surprise, swing right onto Key Largo and keep going for another 106 miles. The distance is counted down by little green mile markers at the side of the road. You will still hop islands, but now on roads not rails.

In some places, the land is thin enough that the road builders had no choice but to

enhance what the railroad left behind. Mostly though, new bridges form today's US Route 1, widened in places to dual carriageways. At mile marker 81 (Upper Matecumbe Key) you pass the memorial to those lost in the 1935 hurricane. Miami to Key West can be driven in three hours, somewhat swifter than the train.

The railroad extension gives a good account of itself though. Many bridges still stand, now in use as fishing piers and jogging tracks. Alongside its modern replacement, the Florida East Coast's Seven Mile Bridge remains, bar a few missing spans. The first portion has recently been restored, so a land train can reach Pigeon Key, a tiny spec of an island that was once home to hundreds of railway builders, and now there is a museum on site.

At Marathon (on Key Vaca, and apparently named by a railway worker who described the construction of the Overseas line as 'a regular Marathon') there is a passenger carriage from the FEC, rescued from Pigeon Key. It sits on the site, and alongside a re-creation, of the original railway station. Nearer to Key West, Bahia Honda Bridge – the last of the major structures to be built – is slowly rusting away. It may be a forlorn monument, but given the violent tendencies of the weather, its mere survival without maintenance is a testament to the men who designed and built it.

At Key West itself, the small but excellent Sails to Rails museum tells the story of the city and the railway. It is partly housed in a converted FEC paymaster's car, where the workforce would have queued to receive their wages.



Above: The Sails to Rails museum at Key West tells the story of the city and the railway and is partly housed in a converted FEC paymaster's car, where the workforce would have queued to receive their wages. TOM INGALL

FLORIDA EAST COAST RAILWAY CO. FLAGLER SYSTEM					
DAILY SCHEDULE EASTERN STANDARD TIME					
PM					AM
10:05	Lv. New York	Ar.			6:45
3:35	Lv. Washington	Ar.			1:05
5:25	Lv. Savannah	Ar.			10:57
10:00	Lv. Jacksonville	Ar.			7:15
10:50	Ar. St. Augustine	Lv.			6:20
12:05	Ar. Daytona Beach	Lv.			4:56
12:30	Ar. New Smyrna	Lv.			4:30
3:40	Ar. Fort Pierce	Lv.			1:25
5:00	Ar. West Palm Beach	Lv.			11:55
6:13	Ar. Fort Lauderdale	Lv.			10:38
6:28	Ar. Hollywood	Lv.			10:27
7:00	Ar. Miami	Lv.			5:00
12:20	Lv. Key West	Ar.			3:45
6:20	Ar. Havana	Lv.			9:45

THE HAVANA SPECIAL

Right: The timetable for the 'Havana Express' linking New York to Cuba via rail and sea. TOM INGALL

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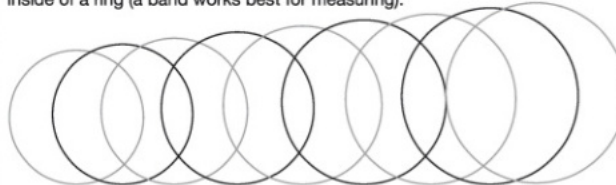
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Hanging by a thread

The future of the world's oldest pier railway currently hangs in the balance as the Hampshire rail and ferry link between Hythe and Southampton seeks a new operator.

Paul Stanford and Phil Marsh report.

HYPHE Pier is the official Guinness World Record holder as the oldest continuously operating pier railway. Despite its somewhat ancient appearance, it is not a preserved railway but a daily commercial railway operation, part of a key rail and ferry link operated by Blue Funnel between Hythe and Southampton.

The fact it has survived for more than 100 years says much about the dedication of the staff, volunteers and owners to provide a service to the local community. But in December, a closure announcement was made, stating that it was no longer viable, and that the rail and ferry service was due to

stop running at the end of 2022. Passenger numbers had not returned to their pre-pandemic level, plus the proposed reopening of the main line Fawley branch line from Hythe to Totton and Southampton suggested the future was bleak.

Following the announcement, however, a number of companies have come forward with an interest in taking over the operation. This had led to a stay of execution, with Blue Funnel continuing to run the service while future options are considered.

Infrastructure

The first rails on the 700-yard (640m) pier

were laid tramway-style, flush with the pier deck in 1909. Wagons with passenger luggage – and, indeed, passengers – were initially hand-propelled by pier staff.

The railway as it currently exists was established in 1922 with a separate right of way for the 2ft gauge line running along the pier. It used 20lb flat-bottom rail mounted on sleepers attached to the pier deck, with a third-rail electrical pick-up to power the three Brush locomotives that were acquired from the Ministry of Munitions at Avonmouth. The railway has no signals, with the electric train shuttling push-pull style between the Pier Head landing stage and Hythe Town stations. ▶

A view of Hythe Pier Head station looking back towards the shore. Note the luggage-carrying truck at the front of the train.

UNLESS STATED, ALL PHOTOS TAKEN ON JANUARY 9 BY PHIL MARSH



PIER RAILWAYS

The lifebelt-carrying locomotives are coupled to the landward (Hythe) end of the train, and there is a driving cab in the passenger vehicle at the seaward end for movements to the ferry.

In 1944, King George VI visited Hythe to see Royal Navy commandos preparing for the D-Day landings, and a plaque was placed in the coach that carried him.

The line today still fulfils the passenger function for which it was built, but it also

carries freight in the form of a four-wheel tank wagon conveying fuel for the ferry. The train also has a luggage wagon at its seaward end.

Infrastructure consists of a straight single line, with two sets of points at the landward end for stabling and access to the workshops. Only the running line is electrified, other movements being human-powered.

The Hythe Pier Heritage Association, established in 2018, has started to refurbish

the pier, its buildings and railway. Staff and volunteers keep the railway running with limited resources, using the compact on-site workshop to maintain the vintage rolling stock.

The workshop at the shore end features a pit and various engineering tools. One carriage was under restoration in January, with serious frame corrosion issues being resolved. Its roof panels had been joined and fibre-glassed, while the American-designed Ackley Hand brake, dating from 1901, was also being overhauled. This design was chosen as it requires minimum cab space; it comprises a winding mechanism with vertical wheel and the gear mechanism enclosed above floor level.

Locos and stock

When the pier railway was upgraded in 1922, the operator acquired three 2ft gauge battery electric locomotives (built in 1917 by Brush of Loughborough) from the mustard gas factory at Avonmouth, Bristol. Two of these, Nos. 16302 (currently under restoration) and 16307 (operational), were converted to third-rail operation and still work the line. Modifications included removing the batteries and adding collector shoes for traction current. The third machine was dismantled for spares and, as far as is known, never ran at Hythe. No. 16307 is named *Gerald Yorke* after the original pier railway engineer who masterminded the introduction of loco-hauled passenger trains on the pier.

A sister loco to the two at Hythe, No. 16303 exists in its original battery form and was restored at Amberley Chalk Pits Museum in 2017. This one gives a good idea how the Hythe locomotives looked when they arrived from Avonmouth, with a bonnet either



Inside the cab of No. 16307.



Inside the cab of one of the 'driving van trailers' at the seaward end of a passenger carriage.



A side view of No. 16307, with a lifebelt attached to the rear of the cab (left).



Pier Head station, taken looking out to Southampton Water with third-rail-powered electric loco No. 16307 *Gerald Yorke* at the landward head of a train.



Above: The view passengers get inside carriage No. 4.



Right: A three-coach train and No. 16307 at the pier railway's Hythe Town station.

side of the cab for the battery equipment. The three locos were reunited at Hythe during a visit by No. 16303 in the summer of 2022.

The line has four steel-framed bogie passenger coaches with wooden bodies and sliding doors, offering passengers an unimpeded view during the ride, the wooden seats adding to the vintage ambience. The carriages are screw-coupled to each other and have lateral leaf spring-type buffers acting as shock absorbers between each vehicle.

Although badged as built by Drewry Car Company, they were actually constructed by Baguley Car Company – a common occurrence not limited to rolling stock. Two of the four coaches are driving van trailers, and

“Despite its appearance, it is not a preserved railway but a daily commercial railway operation.”

one of these always features at the seaward end to support the push-pull operation.

The fare, which includes the ferry and train ride, was just £6 in January. Aside from travelling on a totally unique railway, the ferry passes cruise liners moored up at Southampton, and – for the eagle-eyed – railfreight car traffic operations can be seen at the Eastern Docks.

The ferry berth is adjacent to Red Funnel's fast services to Cowes, so other journey opportunities are possible.

Staff said in January that if passenger numbers continued at the level they were after the December announcement, then the line would survive – although a sample journey on January 9 carried just four passengers from Southampton and about 15 on the return.

Hopefully, the line will survive, but readers can offer support by using it if possible. See www.hytheferry.co.uk for more details. ■

■ *The authors of this article have donated their fee to www.head-shunt.com, the charity helping the railway family be mentally well.*



The Hythe Town station platform is not quite at the end of the line, and this view is taken looking landward from the platform to the workshops and siding.



Carriage No. 4 under restoration in the workshop back on October 1, 2017. PAUL STANFORD



Looking back from the workshops to Hythe Town platform, showing the non-electrified section of track.



The braking system and cab floor of second Hythe loco No. 16302 under renovation.



The workshop includes this small pit area, where a carriage frame and roof are seen being worked on.

The 50 loco challenge

Dave Richardson goes on the hunt to find out if there's anywhere in Britain where you can still see 50 locomotive movements in one 12-hour spotting session.

AS older readers will often relate – and some younger readers may get bored of hearing! – there was a time when you could see literally scores of locos at work during the course of a day, even into the 1970s and 80s after steam had been phased out. Multiple units were mainly confined to shorter routes, meaning locos were in charge of most medium and long-distance passenger trains, while freight activity was intensive – especially in areas of heavy industry where coal, steel and chemicals were the main types of traffic.

Nowadays, however, loco-hauled trains can be a rarity in many areas and you can often go on fairly long journeys with little hope of seeing one. But there are some still centre of activity for both freight and passenger trains worked either by locos or High Speed Train power cars (which we will consider as locos for the purposes of this survey). So, is there anywhere you can see 50 loco movements during a 12-hour spotting marathon?

For our survey, we used 08.00-20.00 on Tuesday, June 14, 2022 – which was in the week before the first rail strikes. Information was collated using the excellent Realtime Trains website (www.realtimetrains.co.uk); double-headers count as two locos, as do HST-powered trains; and passenger trains are only counted once regardless of how many times they might pass through a particular location.

Activity at Derby can be lifted by workings to and from Loram (RTC) or the Alstom Works at Litchurch Lane. January 27 saw No. 47739 reverse out of Alstom with new EMU No. 720121 before heading off to Wembley and onward delivery to Greater Anglia. PAUL BICKERDYKE



Like many places, the loco count at Warrington Bank Quay is a shadow of what it once was, but there are still interesting workings to see – including pairs of '90s' on intermodal workings, such as Nos. 90021+90020 on May 16, 2022 which were heading the 4547 Daventry to Mossend. ANDREW JEFFERY

Disappointments

There were some major disappointments in the survey, especially when reflecting on locations in their heyday. Warrington Bank Quay, for example, produced only 20 loco movements – and that is counting double-headed trains powered by Freightliner or DB Cargo Class 90s. The loss of coal trains to Fiddler's Ferry Power Station means hardly any traffic now uses the low level line passing under Bank Quay, but at least there is variety

with Classes 60 and 88, as well as '90s' and the ubiquitous '66s'.

Staying with the West Coast Main Line, Carlisle too was a shadow of its former self with just 19 loco movements, including double-headed '90s' and a pair of '68s' on nuclear flask traffic. This is a location where hardy souls used to stay up all night to watch freights, sleepers and parcels trains, but even watching from 20.00-08.00 overnight on June 14/15, it would have produced only 24 movements.





Eastleigh is one of the few places you can still see shunters busy at work, RSS's No. 08683 seen in the yard near the station on July 29, 2022, with the consist of the 6026 engineers' service from Hinksey Yard (Oxford). STEVE STUBBS

The only place in Scotland to get above 20 was Whifflet, near the northern end of Mossend Yard, but that needed double-headed '90s' to reach even this modest figure. Stirling or Perth are the places to go in Scotland if you like HSTs, but these stations see very little freight.

Some places once considered as 'railway towns' fared little better – such as Derby, with only 10 loco movements plus a couple of CrossCountry HSTs. Many freights avoid Derby by veering off at Stenson Junction, a few miles to the south-west, but variety and less usual loco types still make Derby worth considering. Test trains coming off the Railway Technical Centre (now Loram) are powered mainly by Class 37s or HSTs, and new stock leaving Alstom Works at Litchurch Lane are usually hauled by Classes 37, 47 or 56. Traffic to and from Chaddesden Sidings can produce '56s' and '60s', so you might be in luck.

Eastleigh notched up a creditable 24 movements, mostly intermodals bound for Southampton Docks and engineering trains, with the Class 69-powered gypsum train from Mountfield being a highlight. This is one of very few locations where you can still see Class 08 shunters at work, two being provided for the East Yard and virtual quarry adjacent to the station. It is also one of the locations where you can boost your tally of locos by viewing a nearby depot or works, with the Arlington facility having resident Class 07 and 08 shunters, as well as hosting '57s', '66s', '73s', HSTs and preserved locos on a regular basis. It is very difficult to see anything in the former Eastleigh depot, now run by Arriva, but locos also stable adjacent to the station.

York station has never been good for freight, with most flows using the avoiding lines

that veer off on the southern approaches, and you will need powerful binoculars to identify these locos from the platform ends. But some of the remaining freights do pass through the platforms now, and another attraction is the Class 68-powered TransPennine Express (TPE) services to Scarborough, which operate as a shuttle from York but with a few trains also serving Manchester. There was a single Class 91 diagram from King's Cross on the day of our survey, and a DRS loco or two stabled by the station add interest – but you might be better off choosing Church Fenton (24 movements), the station south of York where the Leeds and Selby lines diverge. Here

you will see most of the freights passing York and some Class 68 diagrams, but not the York-Scarborough shuttles.

Moving south

Moving further south, Banbury (24 movements) is also a good choice if you like '68s', albeit with fewer diagrams on Chiltern's Marylebone to Birmingham and Kidderminster route than before the pandemic. Intermodals make up most of the freight, with all of these also passing through Didcot (32 movements) at the junction of the Great Western Main Line and the route north via Oxford. ▶



While some freight uses the York avoiding lines, others pass through the station adding to the variety of locos that can be seen there. On February 8, 'Tug' No. 60076 heads south with the 06.24/6H12 Tyne Dock-Drax. PAUL BICKERDYKE

WHERE TO GO

Aggregates, engineering trains, cars for export and waste can also be seen at Didcot, which has a yard and stabling point adjacent to the station, and a small depot and fuelling point viewable from the West Car Park. The northbound route accounts for most freights, with some also using the main line on east/west traffic flows. A few freights use the west curve (linking the Oxford and Swindon lines), which can only be seen in the distance from the west end of platform 1, and these include trains powered by Colas and DCR.

There are two locations in London worth visiting for freight, but neither is straightforward. Willesden Junction would make our top six if there was any one place you could watch all movements, but there is not. The best spot is a footbridge just to the south of the high level platforms, where you can observe West London Junction (27 movements), but this is not always the safest of areas, so it is best avoided except in a group. Here you will see freights bound for the North London Line, Kensington Olympia and South Acton, but you cannot see trains heading via Wembley Yards for the Gospel Oak-Barking route, which runs alongside Willesden Junction's low level platforms.

At Acton Main Line (31 movements) you can see the parade of aggregates trains heading for locations in the South and East that arrive in the adjacent Acton Yard as 'Jumbo trains' from the Mendips quarries. Intermodals, oil, waste and cement trains can also be seen here, but you will not see trains exiting the western end of the yard, including empties returning to the Mendips. Travel one stop to Ealing Broadway to see what is at the western end, and you will also pass the loco holding sidings.

Top six

We are still well short of our target of 50, so what are the top six? When choosing which places to recommend, we are taking into account not just the number of trains powered by locos or HSTs, but also the comfort factor. Just as you probably would not want to spend 12 hours on the footbridge at Willesden, would you really want to spend that length of time by the lineside with no facilities, or at a station with no toilets or catering, and very little shelter or seating? Westerfield, on the Felixstowe branch, had 35 movements but has no facilities – and no variety either, as every freight is Class 66-powered. Water Orton near Birmingham had 33 movements, but again no facilities.

Sixth place: Peterborough (35)

Situated at the junction of the East Coast Main Line and routes to/from East Anglia, Peterborough's appearance in the top six is due almost entirely to the booming intermodal traffic to Felixstowe, the country's biggest container port. No fewer than 22 of the 32 freight movements were of '66s' hauling intermodals, with GBRf having the lion's share, Freightliner half a dozen and DBC just two. GBRf has a small depot a mile or so north of the station (viewable from trains heading towards Stamford or Grantham), and light engine movements from here to Whitmoor Yard are common. DBC also has a crew base, but the BR-era depot it inherited appears disused.

Other freights to be seen here include engineers' trains, aggregates, sand from Middleton Towers and the Plasmor traffic from Bow to Heck. LNER Class 91 diagrams (King's Cross-Leeds/York and return) bring the total loco movements up to 35, and it is also worth pointing out the variety of passenger traffic to be seen here. Units operated by LNER, CrossCountry, Greater Anglia, Thameslink, Great Northern, East Midlands Railway, Hull Trains, Grand Central and Lumo can all be seen at Peterborough – an unrivalled range.

Fifth place: Chesterfield (35)

A popular spotting place during the heyday of East Midlands industry, Chesterfield still manages a place in the top six with bulk loads being the main freight traffic – aggregates (7) and cement (3) both originating in Derbyshire. Intermodals, engineers' trains and light engines to/from nearby Toton are also in evidence, and a pale shadow of the once dominant coal industry can still be seen in the imported flow from Immingham to Ratcliffe, one of only three coal-fired power stations still operating. No single operator is dominant, with DBC (10), GBRf (10) and Freightliner (9) level pegging, and DRS and Colas providing one movement each. The four power cars operating on two CrossCountry HST diagrams bring the total to 35.

A case could be made for including Toton Yard (31) rather than Chesterfield, as most of these freights can be seen at both locations. The inclusion of locos visible on Toton depot or stored in the yard would certainly boost the total, but would that be cheating? The embankment opposite the depot offers panoramic views, but if you want any shelter then bring a tent!

Fourth place: Doncaster (36)

It is pleasing to find that one of the great 'railway towns' still makes the grade, and this is even more surprising considering that an avoiding line takes traffic from South Humberside towards Sheffield and the East Midlands, while traffic heading in the same direction from Belmont and Decoy Yards also bypasses the station.

“Some places once considered as railway towns fared little better”



Banbury is on the north south route for freight, mostly intermodals to and from Southampton Docks, but also other traffic like this occasional MoD working from Kineton to Bicester, seen on May 15, 2018 behind GBRf's No. 66732. PAUL BICKERDYKE



On the other side of Oxford from Banbury is Didcot, where there is the added interest of the Railway Centre in the former shed adjacent to the station. Providing a contrast between new and old on October 29, 2022 is DB Cargo's No. 66041, while GWR 'Large Prairie' No. 4144 lurks in the background. GARETH EVANS

Freight here is very varied with the inevitable intermodals, engineers' and aggregates workings supplemented by steel, waste, oil, sand and even coal. DBC is the top operator with GBRf not far behind, and Freightliner, DRS and Colas all maintaining a presence. Class 91 diagrams add interest, but the planned introduction of Class 68s on the Manchester-Cleethorpes route was confined to crew training runs at the time of writing.

Passenger traffic is almost as varied as at Peterborough with LNER, CrossCountry, Northern, TransPennine Express, East Midlands Railway, Hull Trains, Grand Central and Lumo all represented.

Not included in the 36 total are any locos to be seen alongside the station in the West Yard (Class 37-powered test trains often stable here, while a '67' acts as a 'Thunderbird') and one of two '08' shunters hired to the Works operator Wabtec. If you arrive by train from the south, you will see more locos in the various yards either side of the main line, while arrivals from the Sheffield direction pass the EMD/GBRf depot at Roberts Road and adjacent Hexthorpe yard.

Third place: Barnetby (38)

Gone are the days when photographers would flock here for the fine array of semaphore signals, now swept away, but this Lincolnshire village is still worth considering and could get better if the TPE Class 68s become established. All the freights heading to/from the Immingham area pass through here before diverging in three directions: towards Scunthorpe/Doncaster, Lincoln, or Retford. Despite being only about 40 miles from Doncaster, many of Barnetby's freights will not be seen there.



Peterborough offers both freight and passenger locos, the latter in the form of LNER Class 91s working between King's Cross and Leeds/York. On June 4, 2022, No. 91109 waits to head south with a Leeds to London working. A '66' can be seen in the background at the head of an intermodal train. PAUL BICKERDYKE

This is the only location in our top six where intermodals do not appear and where heavy industry still dominates freight flows. Iron ore and coal are hauled from Immingham to the steelworks at Scunthorpe, while imported coal and biomass head for the power stations at Ratcliffe and Drax. Oil trains from the Immingham refineries are another important flow, with DBC accounting for 30 freight movements in total, and GBRf and Colas also having a presence. Colas – which also stables locos at Barnetby – took over the Lindsey oil trains from DBC in 2022.

As many of the hauls are short distance, you will see some of the same locos two or more times in 12 hours. Two DBC '66s'

are usually dedicated to iron ore traffic, another two to Drax biomass, and one to steelworks coal. DBC oil trains are usually Class 60-powered, with Colas using '70s' and sometimes double-headed '56s' on the bitumen tanks to Preston Docks.

TransPennine Express is crew training on the Manchester-Cleethorpes route with regular operation a possibility this year. These would be the most impressive passenger trains seen at Barnetby since Cleethorpes-King's Cross trains ended over 30 years ago.

The station offers basic shelter but no other facilities, but the Whistle & Flute pub (with guest rooms) is right by the entrance and highly recommended. ▶



Variety is still to be had at Chesterfield, where on April 3, 2022 Nos. 88004+68018 passed through with a Daventry to Mossend working diverted from its usual WCML route. A Northern Class 195 DMU can be seen in platform 2. ROBERT FALCONER

WHERE TO GO

Second place: Newport (37)

When you consider that South Wales coal is virtually a thing of the past, and that its other heavy industries have been in deep decline, it is perhaps surprising that Newport does well in our survey. The reason is not freight but HST operation, although this will cease by the end of the year. However, more Class 67-hauled passenger trains coming on stream for TfW will help Newport stay worthwhile.

Most freights and all passenger trains at Newport can also be seen at Cardiff Central just 15 miles down the line, but with some important exceptions. Most of the freights coming in and out of Tidal Sidings at Cardiff Docks can only be seen at Newport, also intermodal trains bound for Wentloog terminal beside the Newport-Cardiff main line, and aggregates trains bound for Machen Quarry. Also seen only at Newport is the now regular traffic to Sims in Newport Docks for scrapping, with regular convoys of redundant EMUs, loco-hauled stock, HST stock and HST power cars, with ROG Class 37s usually provided as traction.

It is sad to see HST power cars heading for scrap, and Great Western's four-car formations on secondary services will be phased out by December. Power cars are branded as 'Castle Class' with cast nameplates of castles in its territory, reviving names such as Cardiff, Caerphilly and Kingswear once worn by copper-capped 4-6-0 steam locos. Six daily GWR HST diagrams passed through Newport during the 12-hour period covered by our survey, linking Cardiff with Taunton, Exeter and Penzance, but these will be reduced from May and again from



TransPennine Express plans to introduce more Class 68-powered 'Nova 3' sets on the route between Cleethorpes and Manchester, but this working with No. 68020 on June 13, 2022 was just a training run – the 5B73/09.26 Cleethorpes to Manchester Piccadilly. GEOFF GRIFFITHS

September, so time is pressing. However, there are now five daily Class 67-powered services operating, although at the time of writing DMUs (Class 175, or even '150s' and pairs of '153s') were often substituted. Transport for Wales now uses Mk.4 stock with DVTs on push-pull services via the Welsh Marches route to Chester and Holyhead, with Manchester being added following acquisition of more Mk.4 sets that Grand Central was due to use.

Did someone mention freight? Yes, Newport managed to notch up over 20 movements, the dominant traffic being

DBC-powered steel trains shuttling between Margam and Llanwern steelworks, east of Newport. DBC also operates oil trains from Robeston, near Milford Haven in West Wales, to destinations including Westerleigh (near Bristol) and Theale (near Reading) using Class 60s. Freightliner and DRS operate to the Wentloog intermodal terminal, while GBRf runs some aggregates trains and also a steel flow from Margam to Dee Marsh, near Chester. Colas also gets in on the act operating Class 56-powered log trains from Baglan Bay – meaning what Newport lacks in freight volume, it makes up for in variety.



This view at Barnetby was once dominated by a fine collection of semaphore signals, now all swept away. DB Cargo's No. 66080 heads east towards the station on August 20, 2021 with the 4R50/10.31 Drax to Immingham. GEOFF GRIFFITHS

“Would you really want to spend that length of time with no facilities and very little shelter or seating?”



Sadly the loco count at Newport can often be boosted with the passing of railway vehicles bound for scrapping at Sims scrapyards in the nearby docks. One such working on January 10, 2022 saw ROG's No. 37611 hauling HST power cars Nos. 43070+43079+43053 on their last journey. MARTIN TURNER

First place: Nuneaton (50)

Three locations, all in the Midlands and all on the West Coast Main Line, were considered for our top six before awarding the all-important Number 1 spot to this important junction.

In terms of sheer numbers, Nuneaton was slightly bettered by Tamworth (54), which was a famous place in steam days when hundreds of spotters gathered in a field to watch traffic on the WCML and the Birmingham-Derby main line, which passes through the high level platforms. The problem with Tamworth now is that to identify all locos, you would literally have to stand all day at one spot where steps lead down to the WCML up platform, and remain ever vigilant – which is not an inviting prospect. For the record, the WCML at Tamworth saw 30 loco movements (including five double-headed) and the upper level 24, plus two HST diagrams.

Stafford (40) was also considered, with all the WCML freights seen at Tamworth also seen here, plus traffic heading towards Wolverhampton or Bescot – including engineers' trains and aggregates, and intermodals bound for the East Midlands via a spur at Lichfield. But Nuneaton is our first choice, as this is a five-way junction with the WCML running towards Rugby and Stafford, the route to the East Midlands and East

Anglia carrying much freight, and also flows from the Birmingham direction (including Lawley Street, Birch Coppice and Hams Hall intermodal terminals, and Bescot), and via Coventry towards Oxford and Southampton.

Intermodals are the dominant flows, with Freightliner operating about half of all freight workings, funnelling traffic towards the Midlands, North and Scotland mainly from the docks at Felixstowe, London Gateway and also Southampton. GBRf has an increasing presence, especially on routes heading east, while DBC and DRS join Freightliner in serving the giant Daventry distribution centre, with DRS operating Class 88s. Double-headed '90s' are on offer from Freightliner and DBC, especially on the Scottish routes.

Other flows include aggregates, car carriers and engineers, with light engine movements from Leicester sometimes providing unusual power. New EMUs on mileage accumulation runs provide variety from the 'Pendolinos', '350s' and '170s', which are Nuneaton's usual passenger fare.

We hope you have enjoyed our survey, and perhaps you have your own suggestions for good places to see locomotives at work; if so, please do get in touch with the editor. Wherever you go, travel by rail, stay safe and enjoy; use websites like Realtime Trains to check what has been operating recently, especially for the up-to-date picture with loco-hauled and HSTs, and you may be surprised by the variety still on offer. ■



Nuneaton is our winner with loco-hauled traffic running east/west and north/south, the loco count being boosted on September 16, 2022, by LSL's No. 90002 powering one of the company's short-lived Friday workings from Euston to Manchester. CHRIS MILNER

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Visiting the Great Central Railway for its Winter Steam Gala, 'S15' No. 506 hauls a mixed freight at Woodthorpe on January 29. Gavin Thomson

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Readers' Platform



■ **LAST month's front cover** featured an image of 'Scotsman' from 1928, colourised by Ian MacCabe of The Gresley Society, but the original black & white image should have been credited to Brian Stephenson and the excellent Rail Archive Stephenson collection. We apologise for this omission - Ed

Leicester shed days

I LIVED just half a mile from Guide Bridge from 1943 to 1966, and no mention was made in the February issue of No. 60103's period on the former Great Central route, when allocated to Leicester 38C from June 1950 to November 1953.

During this time it was almost a daily sight through Guide Bridge on Marylebone to Manchester (London Road) services, when nobody took a great deal of notice of it.

David Slack
By email

My early train spotting days were at the Great Central Railway in Leicester. Quite a few 'A3' locomotives were stationed in Leicester shed number 38C. Leicester shed did not have a good reputation in turning out locos in tip top condition.

Probably the worst impression I had of *Flying Scotsman* stationed there was the locomotive being used for 3 carriage duties on suburban trains to Rugby Central.

Don Cazzini
Dublin

Darlington overhaul

I enjoyed reading all about *Flying Scotsman* and what it has achieved over the years, but I couldn't find any mention of the time the locomotive spent in the North Road Works, in my home town of Darlington, being overhauled from late 1964 to April 1965. When the work was completed, North Road held an open day on April 3, 1965 with No. 4472 in exhibition finish, plus classmate No. 60052 *Prince Palatine*, and 'A2s' Nos. 60528 *Tudor Minstrel* and 60532 *Blue Peter*.

As a thank you to the 120 staff that worked on the overhaul, Alan Pegler organised a special train from Darlington to Peterborough using the 'Tees-Tyne Pullman' coaches and an observation car.

Sam Hewitt
By email

Memories from Down Under

I MOVED to Australia in January 1969 and was there without a break until 2001. I took a keen interest in steam locomotives and, of course, greatly appreciated *Flying Scotsman* being based in Melbourne from November 1988 until August 1989. I was able to see the locomotive regularly, but the one occasion that stands out in my mind most powerfully is its final trip from Melbourne to Sydney on August 6, 1989.



No. 4472 arriving at Kingswear in summer 1973.

1973 Dartmouth stay

FROM Kingswear, there is a mile of level line to Britannia Crossing, which was a halt often used by cadets from the Naval College across the river in British Railways days, but which was still in operation when the line was taken over as a heritage operation.

If a passenger at the halt wanted to

join a train hauled by *Flying Scotsman* then, after boarding the consist had to reverse back to Kingswear to get a run at the steep hill up towards Churston, as its driving wheels were good for speed but less good at making a standing start on an incline.

Nigel Wilday
Exmouth

exactly what to do'. He climbed onto the back of the tender, lifted the lid over the water tank filler and slammed it down as hard as he could. The drunks soon emerged with their hands over their ears, suffering from early onset of hangover!

Frank Dumbleton
By email

Going full circle

WORKING at Pyewipe Junction early shift on a Saturday in the 1960s, we'd had notice of No. 60103 coming on a special from the Tuxford direction, possibly going to Cleethorpes. Someone let a coal train proceed the special and it derailed between Clifton-on-Trent and Skellingthorpe, blocking the line in both directions.

My shift came to an end and I went to Clifton to investigate what was to happen. I knew the signalman and he allowed me into the 'box'. No. 60103 had just arrived and it was soon ascertained it would go no further. Alan Pegler came in to the 'box' to be given the news and I remember his response to this day - "bloody charming, short of water and short of coal, bloody charming" - then he left the 'box'!

Fast forward about 55 years and I am now a volunteer on the Great Central Railway working at Quorn and Woodhouse. At the recent winter gala, I spoke to a gentleman of a similar age. He explained he had been a signalman in the '60s and worked near Tuxford. When I told him I was at Pyewipe, he asked if I was there when No. 60103 was stopped by the derailed coal train. Obviously my answer was yes, and I explained the visit to Clifton-on-Trent. He replied: "Well I was the one who was told to let the coal train go in front of the special and I have regretted it ever since!"

Roger Bryant
By email

The most famous loco?

I OFTEN start a slide show with the question, "What is the world's most famous steam locomotive?". The answers always include *Flying Scotsman*, *Mallard*, and *Stephenson's Rocket*. Then I tell them the correct answer is *Hogwarts Castle!*

Rob Pritchard
Malvern,

The first 60km of rail from Melbourne to New South Wales has two lines of 5ft 3in gauge and one of 4ft 8½in. On this particular Sunday three trains ran in parallel: two Victorian Railways R Class (North British) 4-6-4 locomotives Nos. 707 and 761, with *Flying Scotsman* on the standard gauge.

I learned that Sir William (Bill) McAlpine was travelling in the front carriage of the locomotive on the middle track (R 761). Because my brother, Richard Horne, who was an architect on British Rail for many years, knew Bill well, and I had the privilege of visiting him at his home near Henley-on-Thames, I went up to the front carriage and introduced myself. I was welcomed enthusiastically and invited to join him and his party to have a few drinks and chats to celebrate the travels of *Flying Scotsman*.

That was a day that will stay with me for the rest of my life.

Dr David J de L Horne
Melbourne, Australia

Global view

IN 1961 I moved to Knebworth and saw No. 60103 as it then was a frequent sight, and I saw it the day Alan Pegler purchased it in 1963 amidst great fanfare.

In 1970 I went to sea, and sailing into San Francisco in 1972 encountered a pretty sad looking No. 4472 on the wharf. Subsequently Alan Pegler was a lecturer on my ship *Arcadia*.

In 1974 I emigrated to Australia, and was delighted to see No. 4472 several times running to and from Sydney.

I don't know if it is some sort of obscure record, but I feel very privileged to have seen *Scotsman* on all three continents it has graced.

Michael Allen
Blue Mountains, Australia

A sobering thought

MY own recollection of *Flying Scotsman* is from a Saturday evening at King's Cross in 1968. The loco had returned from a railtour and a large crowd gathered. Two drunks managed to get into the cab and disappeared into the corridor tender. The police were reluctant to follow them into the confined space and persuade them to come out.

A wise railwayman then said: "I know



LAIED UP AT CARNFORTH: I noticed there was a gap in your story in 1992. That September, I was on holiday in the Lake District and visited Carnforth Steamtown, where I was very surprised to see *Scotsman* in the shed looking in a sorry state.

Mike O'Connor, Yate, Bristol



★ STAR LETTER

Remembering Peter

It's all in code

I REFER to the article in the December 2022 issue under the above heading. I worked on the railway from 1957 to 1961 and used a code not mentioned. The code was never written down or sent by telegraph or any other means, but was only verbally spoken. The code was OCS and could be used by railway staff when using a station's public refreshment rooms. It was used when paying for your purchases and meant 'On company service', entitling the person to a discount. I used it many times.

Clive Washbourne
By email

EMUs in the cold

FURTHER to Mr Sangwine's letter (February), from 1960-90 I worked for a company supplying equipment for the Class 320s and other units. I queried the -25C requirement with the engineers at Derby and was told that one of the coldest areas in England was Kent, where once in eight years – on average, temperatures as low as -20C could be experienced.

David P Obrey
By email

The 'Kenny Belle'

IN the February issue, the RTCS item was about the 'Kenny Belle' and wondered why it existed and wasn't in the (public) timetable. Very simply, it existed to serve the staff of a Royal Mail sorting office near Kensington Olympia, and trains ran to fit with shift patterns – two northbound trains in the morning peak, and two southbound trains in the evening peak.

I was service planning manager for Network SouthEast's South West sector from 1986 to 1990, and thought it was absurd that the service wasn't advertised to the public. I made best use of the resources by running as many trips as I could, resulting in nine pairs of trains during the peaks each day.

I had cause to go to Kensington Olympia one evening soon after, and used this service. I was delighted to travel on a 4TC unit that was nearly full, justifying my decision.

Michael Donovan
By email

MY understanding of the reason for running the 'Kenny Belle' is that, although not a private train as such,

I WAS saddened to read of [former *Railway Magazine* editor] Peter Kelly's death in the February 2023 issue, and wish to express my deep sadness at his passing.

I was privileged to meet Peter when he was working for East Midlands Allied Press (EMAP) in Peterborough and he encouraged me to begin my journalism by writing articles and providing photographs for *Rail Enthusiast* – of which he was editor at the time. Whilst only employed on a freelance basis,

Peter encouraged without seeking any reward – save that of seeing his protégés making a success of the opportunities he provided as they made efforts to 'go the extra mile' in gratitude for his support.

I recall joining him on the North Yorkshire Moors Railway in April 1983 when he tasked me to photograph the recently arrived Class 17 No. D8568, still retaining its Ribble Cement livery, and we shared a ploughman's lunch at the Goathland hostelry that later became

famous as part of the Heartbeat TV show. Lunch was extended by an interesting raconteur and a friendship that may have been distant over time but never forgotten.

The world of railway journalism will be all the poorer for his passing and I send condolences to both his colleagues and family for their sad loss at this time. He was a big man with an even bigger heart.

Fred Kerr
By email



Even more railway bears

I READ with interest the article about Hunslet Bear (December issue). I support heritage railways and decided to add some of their bears to my 'hug' (the collective name for teddy bears). They are (from left): Chuffer

(Embsay), Scooter (Bluebell), Summer (East Lancs), Dunstan (Aln Valley), Dale (Wensleydale) and Higson (NYMR).

Dunstan is proud to be a founder member of the Aln Valley and, speaking on behalf of his pals, says:

'Apart from Summer, who was only adopted in 2020, we have been members for many years and all visited each other's lines.'

Gerry Ball
Morecambe

it was intended only for staff working at the headquarters of the Post Office Savings Bank in Blythe Road, London W14. Presumably they all lived in South London?

The imposing former headquarters building is still standing, but no longer used by the National Savings Bank and is,

I believe, an archive or something of the sort. It is immediately to the rear of the Olympia Exhibition Centre.

Edward Spearey
Chippenham

Scrap rail has value

YOUR correspondent Mike Critchley (letters, January issue) raised a matter of concern for over a decade – an exponential growth of scrap or usable steel rail abandoned in lengths and piles, or littering tracks and recesses. Representations to Network Rail have at least secured an acknowledgement of the facts, but despite a sustainability policy, no promise of any phased recovery.

The global iron and steel industry accounts for 5% of total CO2 emissions, and on average 1.9 tonnes of CO2 are emitted for every tonne of steel. An authoritative correspondent from Tata UK reports that in approximate terms, 1 tonne of scrap steel used in production instead of primary iron ore processing avoids the emission of 1.5 tonnes of CO2; and it reduces the amount of new raw materials that have to be extracted and transported, with associated carbon and other impacts.

The Rev Paul Anthony Newman
Winchester

No ticket checks

I RECENTLY travelled by train from York to Hull to Leeds, taking advantage of Northern's discounted ticket offer.

Outbound from York, the guard checked tickets once on the two-carriage unit before the first stop. No further checks

were made after any of the seven stops. The barriers were open at Hull. The same procedure on the journey to Leeds – one ticket check, but there are barriers at Leeds. Passing through the unstaffed intermediate stations, signs were on the billboards warning of the impending £100 penalty fares.

Sadly, my experience of travelling to Hull is far from unusual. There is nothing to prevent passengers travelling large distances on the railway without a valid ticket. The £100 fine, if actually collected, is unlikely to deter fare evaders.

As *The Railway Magazine* keeps pointing out, passenger revenue lost on the railways runs into millions of pounds. Whoever is running the trains needs this money, or is nobody really bothered?

John Watmough
By email



Dover Diesel

Further to the recent correspondence regarding Dover seafront and the railway, I have found a photo I took in the early 1960s when diesel had taken over (showing a Class 03, possibly No. D2084 – Ed). The location of my shot is much nearer the Eastern Docks, with the white cliffs in the background.

John Reed, By email

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MEETINGS

WEDNESDAY, MARCH 1

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

Lutterworth Railway Society. Lutterworth Bowls Club, Lutterworth LE15 4RB. 19.30. 'Cross Country and Secondary Routes around Yorkshire': Chris Pratt.

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'A Tenth Colour Rail Journey': Paul Chancellor.

Railway Correspondence & Travel Society (RCTS) (Furness, Lakes & Lune branch). Station Hotel, Carnforth. 19.30. 'DRS and Railfreight': Eddie Pollock.

THURSDAY, MARCH 2

Bath Railway Society. The Museum of Bath at Work, Julian Road, Bath BA1 2RH. 19.30. 'The British Military Train to Berlin – the Berliner' and 'The Bridport Railway': Douglas Beazer.

Great Central Railway Society (Sheffield branch). The Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'An A to Z Guide to GCR Locomotives': Bob Gellatly

Lutterworth Railway Society. Lutterworth Bowls Club, Lutterworth LE15 4RB. 19.30. 'Cross Country and Secondary Routes around Yorkshire': Chris Pratt.

Norfolk Railway Society. United Reformed Church Hall, Norwich NR4 6QR. 19.30. 'All change on the Wherry Lines' and 'Exploring the Elizabeth Lines': Andy Wright.

Nuneaton Railway Circle. Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. 'The Moseley Collection – Part One': Robin Mathams.

RCTS (Milton Keynes branch). The Quadrant (Network Rail building), Elder Gate, Milton Keynes MK9 1EN. 19.30. 'The LMS-Patriot Project': Colin Hill.

Talking of Trains. Library Hall, Surbiton KT6 6AG. 19.00. 'On the route of the South Yorkshireman': Dick Crane.

FRIDAY, MARCH 3

Kettering & District Locomotive Society. Commarket Hall, Kettering NN15 7QA. 19.45. 'That was the year that was – 1962': Geoff Plumb.

RCTS (Bristol group). St Teresa's Church Hall, 71 North Filton BS34 7PL. 19.30. Annual meeting followed by 'A Roger Newman Tribute'.

Stephenson Locomotive Society (SLS). Newport Community Hub, Middlesbrough TS1 5NQ. 19.00. Centre annual meeting followed by 'The Long Drag': Tony Metcalfe.

SWRS. The Manor, Slough station. 19.30. Manor Hall Museum Artefact Talks.

SUNDAY, MARCH 5,

Railways Remembered. Phoenix, Midland Street, Leicester LE1 1TG. 14.30. 'The Big Four' (archive films). Rob Foxon. Box Office: 0116 242 2800.

MONDAY, MARCH 6

Mid Hants Railway Preservation Society (Croydon group). St Mary Magdalene and St Martin's Church, East Croydon CR0 6QD. 'British Rail – a new history': Christian Woolmar.

Peak Rail Association (Sheffield branch). The Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'The Hill Railways of India': Mike Fish.

Plymouth Railway Circle. St Edward's church hall, Peverell, Plymouth PL3 4PG. 19.30. Fifty years with the 50s': Geoff Hudson.

TUESDAY, MARCH 7

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Gravesend DA12 1BB. 19.30. 'The History of Croydon Airport': Robin Vince.

Locomotive Club of Great Britain (Bedford branch). St John's Church Hall, Bedford MK42 0DL. 19.30. 'The Final 10 Years of Lincolnshire Railways': Mike Fowler.

Southern Electric Group (South Hampshire branch) and Light Rail Transit Association (Southern Area). Eastleigh Railway Institute, Eastleigh. 19.30. 'Tram Cine Library': John Laker.

WEDNESDAY, MARCH 8

Bradford Railway Circle. Bradford Mechanics' Institute Library, Bradford BD1 1SZ. 14.00. 'Excursions 50 Years Ago': Roger Hepworth.

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Gravesend DA12 1BB. 19.30. Zoom meeting. 'Rail Mail': Chris Taft.

Locomotive Club of Great Britain (LCGB) (Dorking branch). Friends Meeting House, Butter Hill, Dorking RH4 2LE. 19.30. 'Steam throughout Germany with IGE Tours': David Heal.

North Yorkshire Moors Railway (York area group). St Lawrence's Church Hall, York YO10 3WP. 12.00. 'The History of the Derwent Light Valley Railway': Jonathan Stockwell.

RCTS (Sheffield branch). Sheffield Scouts and Guides, 60-68 Trippet Lane, Sheffield S1 4EL. 19.30. Annual meeting followed by 'More gems from the archive': Mick Brownhill.

SLS. Abbot Hall Social Centre, Kendal LA9 4DN. 19.30. 'The Yorkshire Coast': Austin Hughes. Talking of Trains. Library Hall, Surbiton KT6 6AG. 19.00. 'The Paris Metro': Mike Bunn.

THURSDAY, MARCH 9

Continental Railway Society. St Paul's Church Centre, Marylebone, London NW1 6NJ. 19.15. 'Portugal 1969 & 1970 – Digitised colour slides': Geoff Plumb.

LCGB (St Albans branch). St Bartholomew's Church, St Albans, Herts AL1 2PE. 19.30. 'The Peter Blad Collection – The Story Continues': Bryan Cross.

Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'UK Steam in the Preservation Era – with a touch of the modern railway': Jack Boskett.

South East Essex Railway Society. Friends' Meeting House, Leigh-on-Sea SS9 1NB. 19.30. Test Track Night.

FRIDAY, MARCH 10

SLS. Newcastle Arts Centre, Newcastle-upon-Tyne NE1 1SG. '60s Memories': Ken Page.

SWRS. The Manor, Slough station. 19.30. 'Railway Ramblers': SWRS members Keith and Lawrie.

SATURDAY, MARCH 11

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

MONDAY, MARCH 13

RCTS (Ipswich branch). Greenfield Church Hall, Ipswich IP2 0SQ. 19.15. 'Swindon Works – The Golden Years (part 4)': Rev Canon Brian Arman.

SLS. Lauriston Hotel, Ardrossan KA22 8EA. 19.30. 'More railways round the world': Neil Hoskins.

Southern Electric Group (Sussex branch). Zoom meeting. 'Railways of the 1980s – Part 2 – 1983-86': Andrew Marshall.

TUESDAY, MARCH 14

Great Western Society (Bristol group). Room 4, BAWA, Filton, Bristol BS34 7RF. 19.30. 'Swiss Mountain Railways – Part 1: Interlaken and Lake Brienz': Robert Heron.

LCGB (North London branch). Parish Room, St Michael's Church, Wood Green, London N22 8HE. 19.30. Annual meeting.

Pewsey Vale Railway Society. Woodborough Social Club, Woodborough SN9 5PL. 14.45. 'Meiningen Steam Locomotive Works': Ken Birbeck.

RCTS (Cambridge branch). The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. 'Cambridge Area Railways Yesterday and today – Part 2': David Scudamore. Branch secretary Tony Field. Contact: rctscambridge@gmail.com

RCTS (Merseyside, Chester and North Wales branch). Visit to Doncaster. Contact: Alan Turton 01606 854227 or Merseyside@rcts.org.uk

RCTS (Croydon & South London). Small Hall, East Croydon United Reformed Church, Croydon CR0 5LP. 19.30. TBA.

RCTS (East Midlands branch). Nottingham Mechanics, Nottingham NG1 4EZ. 19.30. 'Five Decades of Derailments': Mike McCoughlin. Contact: branch secretary David Coxon 0115 941 7353.

The 8E Railway Association (Northwich branch). The Gladstone Club, Northwich CW9 5RB. 19.45.

Wells Railway Fraternity. Wells Town Hall, Wells, Somerset. 19.30. 'The British Transport Police': Bill Rogerson.

WEDNESDAY, MARCH 15

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

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'Pot Luck': David Whitlam.

Talking of Trains. Library Hall, Surbiton KT6 6AG. 19.00. 'Ashford to Hastings revisited': Dick Crane.

THURSDAY, MARCH 16

Aln Valley Railway. Barter Books, The Old Station, Alnwick NE66 2NP. 19.30. 'The Bedlington Iron Works': Barry Mead.

Grimbsy & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'Rails on the Isle of Man': Jason Cross.

Lutterworth Railway Society. Lutterworth Bowls Club, Lutterworth LE15 4RB. 19.30. Annual meeting.

Marlow & District Railway Society. Bourne End Community Centre, Bourne End SL8 5SX. Also on Zoom. 19.30. 'Getting over Covid, Strikes & Christmas': Mark Hopwood, Managing Director, Great Western Railway.

Norfolk Railway Society. United Reformed Church Hall, Norwich NR4 6QR. 19.30. 'Rail/Sea/Rail by Sir Morton Peto': Trevor Garrod.

Nuneaton Railway Circle. Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. 'The Ken Winett Collection': John Rawlinson.

RCTS (Cheltenham branch). Victory Club, Burlington House, Cheltenham GL50 2SY. 19.00. 'Memories of the Last Steam around Gloucester': Chris Baldwin.

RCTS (North East branch). Darlington Cricket Club, Feethams, Darlington DL1 1SG. 19.00. 'An Evening with Jim Sedgwick'.

RCTS (Surrey branch). Woking United Reformed Church, Woking GU22 7HA. 19.15. Branch meeting.

RCTS (West Riding branch). Saltire Methodist Chapel, Shipley BD18 3HJ. 19.30. 'Colour Rail Journey': Paul Chancellor.

FRIDAY, MARCH 17
Great Western Society (Taunton group). Village Hall, Stoke St Mary, Taunton, Somerset TA3 5BY. 19.30. 'Steam Recreations': Don Bishop.

LCGB (Central London branch). Keen House, London N1 9DA. 19.30. 'Paxette Plus – monochrome memories from over 60 years ago': Graham Stacey.

SWRS. The Manor, Slough station. 19.30. 'Train to Fame': Mike Swift.

SATURDAY, MARCH 18

Railways Remembered. The Town Hall, 57-59 Broad Street, Chipping Sodbury, Gloucestershire BS37 6AD. 14.30. 'The Big Four' (archive films): Rob Foxon. Details: 0116 289 0531.

SLS. Friends' Meeting House, Mount Street Manchester M2 5NS. 14.00. 'Into the Jaws of Death – Working and Dying on Britain's Railways c1890-1939': Dr Mike Esbeter.

MONDAY, MARCH 20
Leicester Railway Society. Braunstone Civic Centre, Leicester LE3 2PP. 19.30. 'The Closure of the Rugby to Peterborough Line': Gavin Ramsey and Michael Chapman.

Plymouth Railway Circle. St Edward's church hall, Peverell, Plymouth PL3 4PG. 19.30. 'The Classic Traction Review of 2022': Steven Andrews.

RCTS (Merseyside, Chester and North Wales branch). Town Crier, junction of City Road and Station Road, Chester CH1 3AE (opposite station entrance). 19.30. 'Merseyside Fleet Replacement: An Update': David Powell.

RCTS (Northampton branch). Weston Favell Parish Hall, Northampton. 14.00. 'Walking the Woodhead Route – Part Two': Stephen Gay.

RCTS (South Essex branch). Shenfield Parish Hall, Shenfield CM15 8BL. 19.30. Zoom meeting. 'Railway Engineering: A Driver's Eye View': Andy Grimmett.

TUESDAY, MARCH 21

LCGB (North West branch). Red Lion Hotel, 9 Ash Brow, Newburgh, Wigan WN8 7NF. 19.30. Members' and visitors' digital photographs.

RCTS (Humber side branch). The Black Beauty, Keddington Road, Scunthorpe DN17 2QH. 19.30. 'A tenth Colour-Rail Journey': Paul Chancellor.

RCTS (Croydon & South London). Redhill. 14.00. TBA.

RCTS (Thames Valley branch). Didcot Civic Hall, Didcot OX11 7JN. 19.00. 'Current GWR Scene': Mark Hopwood, Managing Director, Great Western Railway.

COMPILED BY JON LONGMAN

SLS. Langdon Square Community Centre, Coulbey Newham TS8 0TF. 14.00. 'Railways of North-East Lincolnshire Past and Present': Phil Eldridge.

WEDNESDAY, MARCH 22

RCTS (Chichester branch). Basil Shippam Centre, Tozer Way, Chichester PO19 7LG. 19.15. 'Great Train Robbery 1963': Ian Boskett.

Talking of Trains. Library Hall, Surbiton KT6 6AG. 19.00. 'The North Woolwich to Palace Gates branch': Jim Connor.

THURSDAY, MARCH 23

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Gravesend DA12 1BB. 19.30. 'Roaming around London': Geoff Brockett.

Railway Club of the New Forest. Village Hall, Brockenhurst. 19.30. 'One Man and his Camera': Frank Thurlby.

Railways Remembered. The Memorial Hall, Grimsby Road, Cleethorpes DN35 8AH. 19.30. 'Bygone North-East Lincolnshire Transport' (archive films) and book launch. Rob Foxon. Details: 0116 289 0531.

Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'The Last Years of Iberian Steam': Jeremy Nicholls and Geoff Cryer.

South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea, Essex SS9 1NB. 19.30. 'Unfulfilled Promise – the Aborted Northern Line extensions': Richard Delahoy. (NB: This summer's SEERS Walk will be along part of the route on July 18).

FRIDAY, MARCH 24

Railway Club of the New Forest. Village Hall, Brockenhurst. 19.30. 'American Railways': Bob Quinn.

SWRS. The Manor, Slough station. 19.30. 'Wombles Genre': Hattie Frankl and '38 years an OAP': John Coke.

MONDAY, MARCH 27

LCGB (Brighton branch). Brighton Model Railway Club Room, London Road Station, Brighton BN1 4QS. 19.30. 'The Joe Kent Files: Images of the Bluebell Railway': Keith Goodsell.

TUESDAY, MARCH 28
RCTS (East Midlands branch). Nottingham Mechanics, Nottingham NG1 4EZ. 19.30. 'Great Central Railway Signalling': Tom Inggall. Contact: branch secretary David Coxon 0115 941 7353.

WEDNESDAY, MARCH 29

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'More scanned memories': Tony Caddick.

Nuneaton Railway Circle. Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. 'The Electric Railways of Merseyside': Charles Roberts.

Talking of Trains. Library Hall, Surbiton KT6 6AG. 19.00. 'Journeys' End-London Underground's terminal stations': Dick Crane.

THURSDAY, MARCH 30

Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'A Tenth Colour Rail Journey': Paul Chancellor.

FRIDAY, MARCH 31

SWRS. The Manor, Slough station. 19.30. Hobbies and interest talks by SWRS members.

MONDAY, APRIL 3

Peak Rail Association (Sheffield branch). The Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'Building a Clan – The Hengist Project': Chris Jones.

Plymouth Railway Circle. St Edward's church hall, Peverell, Plymouth PL3 4PG. 19.30. 'Railway Renaissance': Ian Munday.

TUESDAY, APRIL 4

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Gravesend DA12 1BB. 19.30. 'The Break Neck and Murder Railway – Part 1': Ken Mumford.

Southern Electric Group (South Hampshire branch) and Light Rail Transit Association (Southern Area). Eastleigh Railway Institute, Eastleigh. 19.30. 'Tallyllyn Railway': Eric Nichollass.

FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
MARCH 1923

Vincent Raven on electrification

A PAPER read before the Great Western Railway (London) Lecture and Debating Society by Sir Vincent Raven, Technical Adviser to the London and North Eastern Railway, brought out a number of interesting points.

It is generally admitted that many of the claims advanced in favour of main line electrification are now beyond question, particularly in regard to such matters as the saving in engine preparation and shed time as compared with steam practice, the fact that tractive capacity is not limited by the boiler capacity of individual steam locomotives, ease with which double-heading can be adopted, superiority in starting heavy loads, more rapid acceleration, regenerative braking and, in particular, the possibility of approximating the speed of freight trains more nearly to that of ordinary passenger trains, thereby increasing line capacity and probably avoiding the necessity for laying additional tracks and making costly widenings.

The lecture indicated very strongly the case in favour of electrification, main line, suburban and freight; the main trouble is the cost of conversion and the fact that so great a change can only be made by degrees and must be achieved in the natural course of development.

50 YEARS AGO
MARCH 1973

York museum goes ahead

A CONTRACT for building the new National Railway Museum at York has been awarded to Shepherd Construction Limited of York, and work is to begin immediately on conversion of the old York North (Clifton) engine shed.

It is anticipated that building work will be completed and the museum handed over to the Department of Education & Science in July 1974. It would then have to be stocked and furnished, and it is not expected to open before September, 1975, though this date would coincide with the 150th anniversary of the opening of the Stockton & Darlington Railway.

To enable preparations to be made for the movement of exhibits, the Museum of British Transport, Clapham, London, will close after normal hours on Easter Monday, April 23, and the present York Railway Museum on December 31, 1973.

The former steam shed will now be completely remodelled to form the main exhibition hall, the two electrically-driven turntables enabling greater flexibility in display, while the connection to the main line will simplify installation and removal of exhibits.

20 YEARS AGO
MARCH 2003

Two miles of track lifted

IN what must be one of the most brazen and daring thefts ever carried out on the British railway network, thieves equipped with lorries and heavy contractors' plant moved onto a former double-track main line in January and spent six days lifting no fewer than two miles of track before

residents became suspicious.

The theft took place on the Leamside line, a former freight-only route kept in mothball pending possible reopening. By the time the alarm was raised, the criminals had taken away 313 tons of materials worth £250,000. Quick work by British Transport Police led to the arrest of three men at the scene and the recovery of the scrap metal before they could sell it.



20 YEARS AGO: The last run of Glasgow's Class 303 'Blue Trains' on December 30, 2002, was reported in our March 2003 issue. Units No. 303011 and 303088 wait at Helensburgh Central with the return to Drumgelloch of the farewell special, which had a send-off from a lone piper. CHRIS MILNER

RCTS Britain's leading Railway Society

The RCTS: then and now

THE Ffestiniog Railway's two 'Quarry' Hunslet *Blanche* and *Linda* have appeared in the pages of the Railway Observer on multiple occasions over the last five decades or so.

The two 2-4-0STTs (originally 0-4-0STs) were built by the Hunslet Engine Company in Leeds in 1893. They were built for service on the main line of the Penrhyn Quarry Railway.

Blanche was named after Blanche Georgina Fitzroy, who was married to Edward Sholto Douglas-Pennant (the third Baron Penrhyn). *Linda* was named after Linda Blanche Douglas-Pennant, the daughter of the aforementioned Baron and his wife Blanche. There was also a third locomotive, *Charles*, which is now preserved in Penrhyn Castle Museum.

Both locomotives worked until 1962. *Linda* was stored at Port Shed from August 24, 1940 until May 18, 1950. It had a derailment on October 8, 1958 and worked its last trip on July 11, 1962, breaking down at Felin-Hen. *Linda* was offered for sale for £1500, but this price was considered to be too high by both the Ffestiniog and Tallylyn railways.

In comparison, *Blanche* had a rather uneventful service life. Like *Linda*, it received the kind of maintenance that would be expected for a regularly-used engine such as replacement boilers and

tanks over the years, but did not suffer a lengthy period in store as *Linda* did. *Blanche* was responsible for working the last steam-hauled service over the Penrhyn Quarry Railway on July 27, 1962 and was then offered for sale for £2500. As with *Linda*, the Ffestiniog and Tallylyn railways both believed this price to be too high.

Both locomotives ultimately ended up on the Ffestiniog Railway. *Linda* arrived at Minfordd on July 14, 1962 and was steamed the following day. However, it was not initially purchased, but hired from the Penrhyn Quarry Railway for £50 a week. *Linda* was derailed at Squirrel Crossing on September 5, 1962. Astonishingly, this was due to the wheels being at the slightly narrower Penrhyn gauge of 1ft 10.5in, rather than the Ffestiniog gauge of 1ft 11.5in. It was regauged for the 1963 season, fitted with vacuum brakes, and equipped with a temporary tender. The Ffestiniog purchased *Linda* in December 1963 for £1000 and was fitted with a new tender for the 1964 season.

Blanche was purchased for £2000 and arrived by lorry on December 17, 1963. The wheels were adjusted to the Ffestiniog gauge, and the loco saw service during the 1964 season.

In 1970, *Linda* was rebuilt as a 2-4-0STT and in October of the same



Blanche and Linda running round the stock of a special service at Blaenau Ffestiniog on 12th October 2019, which was operated in conjunction with UK Railtours' 'Snowdonian Panorama Tour'. MARK KELLY/RCTS

year was converted to oil-firing, as it was considered that this reduced the likelihood of lineside fires. Similarly, *Blanche* was converted to oil-firing in 1971 and also rebuilt as a 2-4-0STT. *Linda* was converted to a gas-producer coal-firing system in 1985, but reverted to oil firing in 1986. In 2013 both locomotives reverted to coal firing.

In the last decade or so, both locomotives have expanded their

horizons by running on the Welsh Highland Railway, and in 2011 *Linda* also ran on the Statfold Barn Railway. *Blanche* is currently in traffic, whilst *Linda* is awaiting overhaul. We can however be confident that we will be able to enjoy the sight and sounds of these locomotives for many years to come.

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

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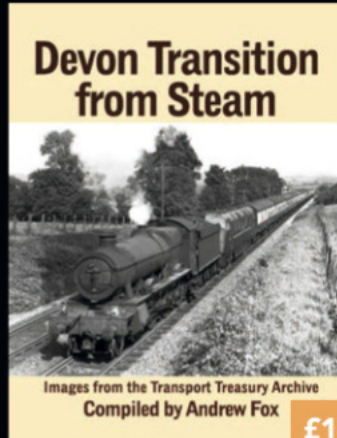


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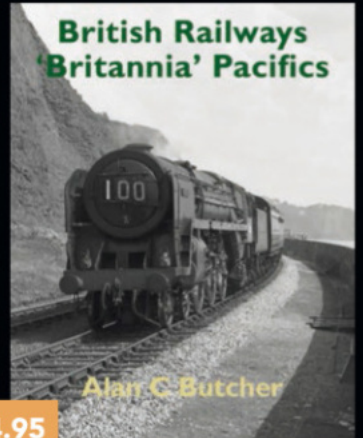


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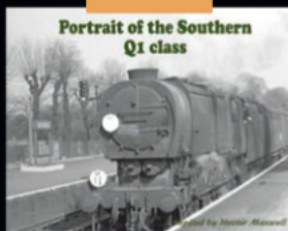


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Panorama

CITY BY NIGHT: With The Shard and St Paul's Cathedral lit up in the background, Thameslink EMU No. 700033 leaves Farringdon for St Pancras on December 20, 2022, passing another '700' waiting in the southbound platform as a Metropolitan Line 'S8' Stock train departs towards Barbican on the LUL metals on the left. ANDREW JEFFERY



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Panorama



SOUTH YORKSHIRE SHUFFLE: The points are set for Type 3 No. 37403 *Isle of Mull* (top-and-tail with 'Hoover' No. 50008 *Thunderer*) to snake across from the East Side Loops at Brightside, north of Sheffield, on February 12, to head towards Meadowhall with the Branch Line Society's 'Technical Cobra' tour from Derby to Pontefract Monkhill. The train later continued on to Falkirk Grahamston as a way of returning the SRPS stock to Bo'ness after the previous day's BLS tour around South London (see also photo on page 91). GEOFF GRIFFITHS



REMAINS OF THE DAY: As the last rays of winter sun disappear over the horizon, DMU No. 156451 heads north past Crag Foot towards Silverdale on January 25, with the 2C37/16.02 Lancaster to Carlisle. STEVE SIENKIEWICZ

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CUMBRIAN 'SCOT': Seen from Flodder Beck, which flows beneath the West Coast Main Line at Docker Viaduct in Cumbria, LMS 4-6-0 No. 46100 *Royal Scot* passes overhead with the Preston to Carlisle leg of Saphos Trains' 'Lakelander' tour from Rugby on February 11, later hauling the train back from Carlisle to Carnforth via the Cumbrian Coast Line. Electric No. 90001 powered the other legs, with diesel No. 47810 at the rear throughout. 'Royal Scot' classmate No. 46115 *Scots Guardsman* was also out in Cumbria that day hauling the Carnforth-Carlisle-Preston legs of the Railway Touring Company's 'Winter Cumbrian Mountain Express' from Euston. ANDREW JEFFERY

POETRY IN MOTION: Neatly capturing the essence of motion, this close-up of BR Standard Class 5 No. 73082 *Camelot* was taken near Quorn, Great Central Railway, on December 31, 2022 during an organised photographic charter. JACK BOSKETT

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CONTRASTING COLOURS: Carnforth-based LMS 4-6-0 No. 46100 *Royal Scot* hauls 'The Winter Cumbrian Mountain Express' on February 11 at Barrows Green, near Oxenholme on the West Coast Main Line. ROBERT BATTY



P60 STEAM

Class 25 in Hughes condition



P72 CLASSIC TRACTION

Shunter gets brake upgrade



P82 TRACTION & STOCK

New Class 805s on the move

ALSO INSIDE:

P65 INDUSTRIAL
P66 NARROW GAUGE
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Corwen canopy takes shape

Llangollen Railway hopes to open its new western terminus to the public by the second quarter of this year.



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SIDELINES

Annual passes return

THE West Somerset Railway has reinstated its annual pass, which offers unlimited travel throughout the season on standard timetabled running days. Valid for a period of 12 months from the date of issue, the pass also entitles the holder to a 10% discount in the Buffer stop gift shop in Minehead. The range includes Individual Adult Pass: £120; Additional Individual Young Person Pass (aged 5-15 years): £60; Option 1 Family Pass (2 adults & 2 young people) £300; Option 2 Family Pass (1 adult & 2 young people) £200. Visit www.west-somerset-railway.co.uk for further details. The new season is due to start on March 18.

Important points

NEW pointwork costing over £300,000 has been installed at the eastern (Sheringham) end of Weybourne station on the North Norfolk Railway. The turnouts allow trains to use the two platforms as well as the locomotive depot. The work, carried out by contractor Trackwork, with many components prepared off-site to enable the removal of the old rails and sleepers and installation of the new pointwork, was completed in a little over three weeks so public services could operate during the February half-term break.

No. 20 to Didcot

FURNESS Railway No. 20 is to visit Didcot Railway Centre for the April 7-10 Easter weekend streamings. The Ribble Steam Railway-based 1863-built 0-4-0 is due to complete nine steam days at Didcot during its visit. It is planned to run No. 20 alongside 1897-built Didcot resident GWR 0-4-0ST No. 1340 *Trojan*. With vintage carriages also in use, it is hoped to be able to offer a Victorian styled weekend.

Polar success

THE Mid-Norfolk Railway has enjoyed its biggest and most successful Polar Express season to date, carrying in excess of 40,000 passengers. The 2022 operation used a 10-coach train comprising ex-Greater Anglia Mk3s. The full Polar Express experience began with a pre-journey stage show, before heading off to the 'North Pole'. On the way, the passengers were entertained by the conductor and chefs – and enjoyed hot chocolate and cookies, before receiving their first gift of Christmas from Santa Claus.

THE Llangollen Railway's (LR) new Corwen station project reached a key milestone on January 24, when a large 51-metre crane arrived on site to erect the 26 1-ton canopy roof frames.

Malpas-based contractors Plant & Robinson Construction Limited undertook this major exercise, supported by the Corwen volunteer team, along with other LR staff and volunteers.

Before being lifted into position, each of the frames was assembled from 11 sub-components by the contractors' team. Six frames were successfully assembled, lifted and welded into place by the end of the 24th, with all 26 in place by January 31. Roof purlins and wiring conduit for lighting were installed in early February – and the installation of roof cladding was well underway by mid-February.

The canopy has been funded by a £191,000 UK Government Levelling Up Grant, arranged through Denbighshire County Council. Local Clwyd South MP Simon Baynes, who has provided vocal support to the railway through the grant application process, visited the station on January 31 to inspect progress.

The station is on an embankment, commanding stunning views across both the town and into the surrounding mountains. The canopy covers a significant proportion of the station platform and acts as a roof for the station building. The location can see high winds and the Corwen project team have worked closely with suppliers to develop a rigorous and strong engineering solution that will ensure the canopy stands safely over the station for many years. Alongside the new steelwork, the structure includes ornate



Corwen station canopy seen from above. Installation of roof panels was well underway by mid-February. The car park is on the right while the signalbox is just visible at the top of the image. RICHARD WALLIKER/LRT

columns that support the canopy, which once formed part of Blackfriars station in London and were donated by Network Rail. Platform edging stones have been recovered from Liverpool Lime Street and Bala Junction, while the signalbox once stood at Weston Rhyn and has been stored at Carrog for several years.

LR Trust chairman Phil Coles said: "This is another important step in the extension of the line to Corwen. We have faced many challenges but we are determined to realise the original vision of our founding members in getting the railway permanently back to Corwen. The total cost of extending the line from our original temporary station at Corwen East is expected to be £1.25m.

"What has been done so far is a marvellous achievement, especially when you consider that most of the station has been built by our small but dedicated team of Corwen Project volunteers. They have an average age of 67, with some of them in their late seventies, but

show no signs of running out of steam!"

It is hoped that Corwen station will be open to the public by the second quarter of this year and the much-anticipated occasion will be celebrated with a special gala event. The date will be confirmed as soon as possible.

In the meantime, the 2023 timetable is now available on the railway's website at llangollen-railway.co.uk with services timed for Carrog operation.

Loco developments

Painting and final assembly has begun on LR Trust-owned GWR 0-6-0PT No. 7754, which was reunited with its tanks on February 1. It is hoped to have the loco ready for the high season and Corwen opening event.

Work also continues to return privately-owned resident GWR 2-8-0 No. 3802 to traffic. The inside motion was being refitted in mid-December and the loco is expected to be on the roster towards the middle of the year.

The overhaul of BR '4MT'

2-6-4T No. 80072 also continues to progress, with refurbished tanks delivered back to the railway on January 14 and a brand-new bunker and rear cab assembly nearly completed by local engineering fabricator Barnett Engineering. An appeal has also been launched to raise £3000 to fabricate a new ashpan and the Llangollen Standard 4 Group's sales shop at Carrog continues to open throughout the winter. Anyone interested in supporting or donating to the project is asked to email Paul Bailey on paulbaileywincham@yahoo.co.uk.

The Llangollen Railway Great Western Locomotive Group's small Prairie No. 5532 is now under an overhaul agreement with LR Trust. Plans for completing the loco are due to be discussed at the group's AGM on March 18. It is hoped to move the boiler to Tyseley later this year for overhaul and subject to funding and other support, the aim is to have the loco, which is yet to steam in preservation, operational in around three years' time.

Improvements to Llangollen motive power depot continue (*TRM* November 2022). A new coal and ash store has been built in the yard and the water tank will soon be relocated near this to allow the shed's long blocked-off fourth road to be opened up.

Movement of the oil, lighting up stores and loco diesel fuel tank from Pentrefelin will allow ease of loco preparation, watering and fuelling to be improved. New drainage has also been installed along the departure road to dry this area up during wet weather. Steel sheets will also be fitted to the shed doors and the fencing between yard car park and neighbouring residential properties upgraded.

ON THE ROSTER:
LBSCR
'Terrier' No. 72 Fenchurch has now entered public service at the Bluebell Railway in its original 1872 Stroudley Improved Engine Green livery, following overhaul. The 0-6-0T is seen working the 16.00 from Horsted Keynes through Monteswood on February 14. DAVE BOWLES



Bulleid progress at Bluebell

THE overhaul of SR No. 34059 *Sir Archibald Sinclair* is progressing well at the Bluebell Railway's Sheffield Park workshop.

Most of the work on the chassis has been finished and the cab has been removed ahead of trial fitting the boiler onto the frames.

The boiler has been rolled over onto its side to give access to the interior of the firebox and thermic syphons to allow for more stays to be finished.

The flue and smoke tubes are awaiting fitting with the ends of the tubes being cleaned prior to insertion into the tubeplates. The superheater elements are also on site.



BACK IN YORKSHIRE:
L&Y Class 25
No. 52044 returned across the Pennines to the Keighley & Worth Valley Railway on February 1. It is now in Hughes condition – which it has not appeared in since 1959. Among the tasks carried out on the loco during its stay at the East Lancashire Railway, was a new smokebox door with securing dogs rather than the centre dart it has carried throughout its time in preservation. No. 52044 was on the roster during the February half-term break – including on Tuesday, February 14 when it was caught on camera attacking the steep gradient out of Keighley station with the 10.50 Keighley-Oxenhope. The loco is due to operate on weekends throughout the summer, hauling the line's vintage trains.
STEVE SIENKIEWICZ

Another Barry wreck steams!

HISTORY was made at the East Somerset Railway (ESR) on February 11, when GWR 2-6-2T No. 4110 moved for the first time in preservation under its own steam, following restoration from Barry scrapyard condition.

After languishing at Woodham Bros. until 1979, No. 4110 became the 100th locomotive to leave the Barry scrapyard when it was preserved by the now dissolved GWR Great Western Preservation Group at Southall Railway Centre. Purchased by the West Somerset Railway in 2015, it remained at Minehead until February 2019 when, due to lack of funding for the restoration work, it was sold to the Dartmouth Steam Railway (DSR).

The 5101 Class arrived at Cranmore for restoration in January 2020. Following completion, it is due to operate at the ESR for three years.

No. 4110 is set to be in action at the ESR's March 18/19 steam gala – which is also due to

include GWR 'Small Prairie' No. 4555 and BR '2MT' 2-6-0 No. 46447 – plus Barclay 0-4-0ST *Lady Nan* (1719/1920), which has been out of action for over a year when a hole was found in the main steam pipe. The two smokebox steam pipes were also found to be in poor condition once removed and several attempts at cast iron weld repairs by contractors were not fully successful. Following the manufacture of new steam pipes, the boiler was ready for presenting to the insurance inspector by early February.

No. 4555 is due to return to Dartmouth in the spring once No. 4110 has proved itself and is fully in service. No. 4555 is however, planned to return to Cranmore in 2024 when it will cover for No. 46447 when its 10 year boiler ticket expires.

During the gala, GWR '42XX' 2-8-0T No. 4247 will also be able to be seen inside the workshop – having taken the place of No. 4110. Dismantling of the No. 4247, which relocated from



No. 4110 will carry BR unlined green with later crest. STEVE MASTERS/ESR

the Bodmin & Wenford Railway (BWR) to the ESR in mid-January 2022, is now underway for overhaul for use on the DSR

The biggest known issue is the condition of the loco tyres, but replacements have already been bought and are ready to fit at South Devon Railway

Engineering. It is expected that No. 4247's overhaul will take two years and once complete and running in trials are finished, the loco will return to the DSR.

Meanwhile, the ESR's permanent way gang have been working on replacing one of the points at Mendip Vale

station. The previous turn out was badly worn and the radius of the track was just too tight for No. 4110. The replacement point has been made up of all new timbers, some new rail and some existing stock chairs, as well as parts kindly donated by the DSR.

Tyseley Locomotive Works to celebrate 'Castle' centenary – and public tours return

THE centenary of the GWR 'Castle' Class is to be commemorated at Tyseley Locomotive Works (TLW) on June 17/18, when Didcot's No. 4079 *Pendennis Castle* will join residents No. 5043 *Earl of Mount Edgcumbe*, No. 7029 *Clun Castle* and No. 5080 *Defiant* – the latter on static display.

Nos. 4079 and 7029 were last

together in steam at Tyseley in March 1967 – while No. 4079 was last at Tyseley prior to the 'Great Western Envoy' special train to Didcot on May 29, 1977, immediately prior to its export to Australia.

The Saturday morning will feature a line-up of all four Castles around the turntable, followed by turntable

demonstrations and a three 'Castle' cavalcade in the afternoon. Other attractions will include depot passenger shuttle trains hauled by No. 4079; miniature railways, including the Sutton Miniature Railway; the workshop gallery will be open; and society stalls.

On the Sunday, 'Shakespeare Express' trains will be worked

by No. 5043 in the morning and No. 7029 in the afternoon – with the midday departure double-headed by No. 5043 and 7029. Ride behind both locomotives (one each way) on the Stratford-upon-Avon midday departure.

Tickets will be available in advance from www.vintagetrains.co.uk – and on the day. Subject to availability, a

walk-on service is offered only in Tourist Class on the 'Shakespeare Express'.

In a separate development, Vintage Trains is to re-introduce public access to TLW with a pilot scheme of guided tours – on Saturdays May 27, June 10, July 8, August 5 and September 2. Prebooking essential as numbers are limited.

Galas spring into action

SIDELINES

'B12' overhaul moves forward

THE Midland & Great Northern Joint Railway Society has confirmed that Riley & Son (E) Ltd is to be contracted for the mechanical overhaul of the engine chassis and tender of its LNER 'B12/3' 4-6-0 No. 8572.

The engine chassis and tender are expected to move to Heywood, Lancashire by early March once space becomes available in the contractor's workshop. The boiler overhaul will be undertaken by the North Norfolk Railway Engineering Team in the Weybourne boiler shop and is being prepared for a non-destructive examination by a specialist contractor, from which a detailed scope of the work required to overhaul the boiler can be produced. Visit www.mandgn.org if you would like to donate towards the appeal.

Fundraising models

CONTINUING the cooperation between the General Steam Navigation (GSN) Locomotive Restoration Society and the Midway Queen Preservation Society, (a GSN shipping Co ship), a fresh batch of limited edition OO gauge wagons has been produced to raise funds for both societies.

Produced by model manufacturer Dapol, the 14T Rectangular Tank wagons are available to buy from www.35011gsn.co.uk in either grey or bauxite at £17.50 each. The £4.50 post and packing price is the same for buying a single wagon or both colour versions together.

Churchward 'County' Board strengthened

THE Churchward County Trust (CCT), the group behind new-build 4-4-0 No. 3840 *County of Montgomery* has strengthened its board of directors/trustees with the appointment of Duncan Ballard. A well known figure in the heritage railway sector, Mr Ballard has been involved with the Severn Valley Railway for many years, where he currently serves as head of steam engineering based at Bridgnorth.

CCT chairman Gary Boyd-Hope said: "Duncan's knowledge of steam loco engineering will be invaluable as the build of *County of Montgomery* progresses at Tyseley. Together with our engineering manager, Bob Meanley, and engineering liaison, David Bradshaw, I am confident that we now have the best team in place to drive the loco's construction forward."

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New season offers a host of steam special events at a number of heritage lines across England.

SPRING is in the air – and with it the traditional steam gala season, offering plenty of interest for enthusiasts on several standard gauge heritage railways.

The Swanage Railway's March 24-26 Spring Steam Gala is to feature two visiting BR 'Standard' locos – Locomotive Services Group's BR '7MT' Pacific No. 70000 *Britannia* and BR '4MT' 2-6-0 No. 76084 from the North Norfolk Railway.

Alongside the resident loco fleet including SR Bulleid Pacifics No. 34028 *Eddystone* and No. 34070 *Manston* and SR 'U' No. 31806, the visiting loco will haul trains along almost the entire length of the branch line – from Swanage to the River Frome and back – almost 10 miles each way.

The North Norfolk Railway has confirmed that Swanage Railway-based SR Bulleid Pacific No. 34028 *Eddystone* is to star in the line's April 14-16 Spring Steam Gala. The Pacific will work alongside home fleet locos which include GER 'Y14' 0-6-0 No. 564, BR '4MT' 2-6-0 No. 76084, BR '9F' 2-10-0 No. 92203 *Black Prince*, Somerset & Dorset '7F' No. 53809 and WD 2-10-0 No. 90775 *The Royal Norfolk Regiment*. While the exact loco line-up is due to vary each day, the intensive timetable will feature selected double-heading, nonstop expresses, local stoppers and demonstration goods trains.

Debut

The Great Western Society's 4-6-0 No. 4079 *Pendennis Castle* will be headlining the Severn Valley Railway's (SVR) GWR-themed April 14-16 Spring Steam Gala. This will be the first time in its 99-year history that No. 4079 will appear in passenger service



Left: With 2023 being the centenary of the establishment of the 'Big Four' grouping, it has been decided to apply LMS livery to the Lancashire & Yorkshire Railway Trust's 'Pug' 0-4-0ST No. 19. Recreating its LMS livery and No. 11243 until sale into industrial service in 1931, the loco is pictured at Bury MPD on February 10. JOHN SAGAR

on a UK heritage line – the loco entered traffic at Didcot Railway Centre last year following a lengthy overhaul.

Resident fleet performers are due to include GWR 4-6-0 No. 4930 *Hagley Hall* and GWR 0-6-0PT No. 7714 newly painted into BR livery.

The gala is also expected to see the formal relaunch of GWR 'Manor' 4-6-0 No. 7812 *Erlstoke Manor* into passenger service following overhaul.

After the gala, No. 7812 is due to move to the West Somerset Railway (WSR) in late April where it will spend the summer season on hire. No. 7812 will return to the SVR in the autumn, to take up duties for the rest of the season, especially during the run-up to Christmas, which is traditionally the busiest time of the year at the SVR.

A taste of the North of England is to be on offer at the Bluebell Railway April 21-23 Branch Line Gala Weekend which is due to feature a pair of Lancashire & Yorkshire Railway locos.

Andy Booth's 'A' 0-6-0 No. 52322 is to join LYR Trust's 'Pug' 0-4-0ST which has recently been repainted into LMS livery as

No. 11243. The third visiting loco also has a northern connection in that it was built for the construction of the Manchester Ship Canal – Mike Hart's Hunslet 0-6-0ST *Hastings*.

The following weekend, attractions at the WSR's April 28-May 1 Spring Steam Spectacular are set to include three 'Manor' 4-6-0s. No. 7812 *Erlstoke Manor* is due to be in action alongside No. 7822 *Foxcote Manor* and No. 7828 *Odney Manor*. The railway has promised there will be plenty of double-headed 'Manor' action throughout the event.

Attractions

In mid-February, further announcements were expected to be made regarding visiting locos for the WSR gala.

No. 4079 *Pendennis Castle* is also due to star in the Gloucestershire Warwickshire Steam Railway's (GWSR) May 12-14 Cotswold Festival of Steam, re-creating the sight and sound of a 'Castle' on the ex-GWR main line as part of the event's 'Cheltenham and Gloucester Steam Days' theme. Another guest loco will be 'Pug' 0-4-0ST No. 11243.

A further welcome entry on the roster for the gala is BR '4MT' No. 75014 *Braveheart*. Due to arrive Taddington in early March, the Dartmouth Steam Railway (DSR) owned 4-6-0 is set to remain on the GWSR until after the gala. It is the first time a member of the class has visited the line in preservation.

Richard Johnson, chairman of GWSR PLC said: "This will be a welcome three-month addition to the GWSR's fleet and we are very grateful to the DSR for lending one of its locos to us. It fills a gap left following the withdrawal of GWR 2-8-0T No. 4270 on expiry of its boiler certificate in January this year, and before the under-overhaul GWR 2-8-0 No. 2807 returns to service later in the year.

"No. 75014 is in fact, an entirely appropriate engine to be on our railway, as during the 1950s and 1960s, other members of the class regularly worked over our line and in the wider Cheltenham and Gloucester areas."

No. 4270 departed Taddington for undercover storage at the One:One Collection in the old Hornby warehouse at Margate in early February.

Way forward agreed for Ruddington rail operations

THE wheels are in motion for public services to resume on the standard gauge line at Ruddington after an absence of approximately three years, following a new agreement – which will also see the Nottingham Heritage Railway again being referred to by its original trading name of Great Central Railway (Nottingham) Ltd.

A change to the articles of association of the Great Central Railway (Nottingham) Ltd was unanimously approved by shareholders at the AGM on January 21, which provides

a welcome new relationship between supporting charity East Midlands Railway Trust (EMRT) and GCR(N).

The key change removed a clause in the articles which prevented any one party from owning more than 10% of the shares issued in GCR(N). Now, EMRT, the charity which owns the freehold of the railway, can convert its longstanding loan to GCRN Ltd into share capital to acquire a majority interest in the company. In future GCR(N), as it seeks to reopen the line and run trains, will be the commercial arm of the charity. This change

injects working capital into GCRN and removes the burden of uncertainty caused by the loan.

EMRT chairman Dr David Rae, said: "The Boards of both companies have been working towards this agreement for the past year and we are relieved to have the support needed from shareholders to conclude it. It means that GCRN Ltd can now work with the backing of EMRT to reopen the railway whilst the Trust safeguards the railway line, track and infrastructure."

The change follows a £million investment in the line to replace

a major bridge, renewing the momentum to restart trains and connect with the eight-mile Great Central Railway in Leicestershire. The boards of EMRT and GCR(N) are united in this aim. Their initial focus will be running trains between their base at the Nottingham Transport Heritage Centre, approximately two-and-a-half miles to Rushcliffe Halt.

The two boards will be supported by the LNER (GC) Heritage Trust, the volunteers' membership organisation which aims to take a more active role.



LSWR 'T3' No. 563 takes shape at the Flour Mill workshop in the Forest of Dean, Gloucestershire.



The tender continues to progress at the Swanage Railway's Herston works. 'M7' No. 30053 is in the background. BOTH: NATHAN AU/SRT

Final push to complete 'T3' for Swanage service this year

THE Swanage Railway Trust's 563 Locomotive Group has launched an appeal to raise £85,000 to return its LSWR 'T3' 4-4-0 No. 563 to steam this year, for the first time since 1948 – enabling the loco to help to celebrate the centenary of the Southern Railway and the 185th anniversary of the London and South Western Railway's formation.

The group said it started 2023 strongly on the fundraising front, with its last declared target of £100,000 at the end of 2022 already reduced to £70,000, as a result of a legacy

and continuing donations.

However, a further £15,000 is also now required for new tender springs which it had been hoped could be refurbished, but some of them now need replacing. Fitting new parts will help ensure No. 563 is reliable when it returns to traffic.

The overhaul of the engine continues to progress at the Flour Mill workshops in the Forest of Dean. Following completion of the boiler stays, the boiler was test fitted in the frames. The new front tube plate fits up against the new angle ring and the new smokebox.

The tubes, which are already to hand, will soon be installed and the boiler will be ready for its hydraulic test. After this and a steam test, it is expected to be relatively straightforward to put everything back together again.

Meanwhile, work on the tender chassis is progressing in parallel at the Swanage Railway's Herston workshops and on the tender tank at contractors in Badminton.

The tender tank, which appears to be in better condition than expected, is expected to return to Herston in the coming weeks

for refitting to the frames.

The T3 is being painted in the LSWR's livery Drummond Green with brown borders and a lining of black and white – which it carried between 1893 and the formation of the SR in 1923.

Visit www.swanagerailwaytrust.org/t3-appeal for details of how to donate. Cheques payable to the Swanage Railway Trust and endorsed '563 Locomotive Group' on the back can be sent to: 563 Locomotive Group, Swanage Railway Trust, Station House, Swanage, Dorset, BH19 1HB.

'Money Match March' helps boost GCR reunification

THE Great Central Railway (GCR) plans to push ahead later this year with constructing the next stages of its project to reunify the surviving Leicestershire and Nottinghamshire sections – and this March every pound donated to the scheme will be matched by another from a donor up to the value of £150,000.

Three phases of the seven-phase project are now ready for track to be laid on them.

These include a new bridge to carry GCR heritage trains over the Midland Main Line, the refurbishment of the bridge over the Grand Union canal and as of November 2022, the replacement bridge over the A60 road.

Ongoing fundraising means there is more than £1.4 million pounds ready to spend on the next phase of the work – the factory flyover. Expected to cost around £2.8 million, it is actually two stages of the

project combined; a bridge across a factory car park and another to cross Railway Terrace Road in Loughborough.

Subject to securing the relevant permissions, work could begin on site later this year – and once work has started, it will continue as far as available funds allow.

Andy Fillingham, chairman of Friends of Great Central Main Line said: "Rather than just having money in a bank account fighting inflation, we

have decided to get building again as soon as possible. However, we need to raise more money to complete the Factory Flyover. 'Money Match March' has always been popular with supporters as it's a chance for their donation to go even further. If we successfully match all the money, our totaliser will leap up to an incredible £1.8 million pounds."

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

DIARY

Until March 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 11/12, 17-19, 25/26 East Lancashire Railway: Ride with the Lady of Legend (2999)
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 Specials
Mar 25-Apr 6, 11-28 South Devon Railway: Heritage Steam Train Experiences
Mar 27 North Yorkshire Moors Railway: Opening day
Apr 1-Oct 29 Lakeside & Haverthwaite Railway: Daily steam
Apr 1/2, 4-6, 8/9, 11-13, 15/16, 22/23, 29 Spa Valley Railway: Heritage Trains
Apr 2 East Anglian Railway Museum: Steam Day
Apr 4-13 Isle of Wight Steam Railway: The Great Railway Easter Hunt



BACK IN BLACK: '9F' No. 92214 returned to its original unlined BR black livery in time to star in the Great Central Railway's January 27-29 Winter Steam Gala. As reported last issue, the loco previously carried a lined green livery and City of Leicester nameplates. The 2-10-0 is pictured approaching Loughborough with the 9.15 minerals from Leicester North on January 28. The event featured two visiting locomotives – BR 'SMT' 4-6-0 No. 73082 Camelot from the Bluebell Railway, and Urie 'S15' 4-6-0 No. 506 from the Mid-Hants Railway. NICK GILLIAM

Steam & Heritage Track Record

Full steam ahead for Goods Division

Bluebell Railway volunteers pull out the stops ahead of a revenue earning job for the heritage wagon fleet.

It has been all systems go for the Bluebell Railway Goods Division, which cares for the line's heritage wagons. Just over halfway through the month of February, members of the team had outshopped two wagons in the space of a couple of weeks – with a third close to completion.

Due to a forthcoming filming

job requiring the use of a number of restored wagons, volunteers have been working extra hard at Horsted Keynes to ensure as many as possible of the fleet are available for traffic.

The first wagon to be outshopped in February was SR Engineers Dropline Open No. ED 62002. Previously featured in *The RM* in July 2022,

the ballast wagon has been finished in the bright orange livery it carried when it was originally restored 20 years ago. It serves as the group's contribution to the centenary of the Southern Railway.

The second wagon to be finished in February was SR eight plank No. 37786. Originally only due to receive a repaint this year, some rot was discovered – and as a result, three planks have been replaced.

Not far behind is the SR Bulleid Open Wagon No. 12058, which is one of the carriage and wagon projects shortlisted for the Morgan Award for Rolling Stock Preservation at the Heritage Railway Association Annual Awards.

Meanwhile, a range of merchandise is now available to buy from the group's online shop at bluebell-railway-goods-division.square.site/s/shop – including models, mugs, photographic prints and fridge magnets.



BOND FILM RELIC: The Nene Valley Railway is inviting offers for a vehicle which starred in a popular film made on the line. LMS CCT No. 37066 retains the modifications made to its end doors for the 1982 film *Octopussy*, starring Roger Moore as James Bond. The wooden body is in poor condition but is restorable. The vehicle has recently been moved from Peterborough to Wansford so is in running condition. Offers are invited by email to Keith Parkinson on signalengineering@nvr.org.uk. The door modifications for its role in the film are visible in this view taken at Wansford on January 29. GARETH EVANS



SR Engineers' Wagon No. ED 62002 after being outshopped at Horsted Keynes. BRGD



Bulleid Open Wagon No. 12058 looking mostly complete at Horsted Keynes on February 19. BRGD



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Future of 'Austerity' is secured

NORFOLK Heritage Steam Railway Ltd (NHSRL), owner of Hunslet 'Austerity' *Norfolk Regiment* (3193/1944), has donated the 0-6-0ST to the Northampton & Lampport Railway.

A spokesman for NHSRL said: "We are all advancing in years and realise that we can no longer properly maintain No. 3193 *Norfolk Regiment*. Our sole concern is to ensure the continued health of the locomotive, so we have decided to transfer ownership to Northampton & Lampport Railway.

"We know the line well and have respect for the organisation's expertise and enthusiasm. We are confident that it will operate the loco and care for it as well as we could have done ourselves – probably better.

"We trust that our cherished locomotive will have a long and active life."

Hawarden return edges closer

Foxfield Railway volunteers push on with locomotive overhaul and restoration projects.

THERE has been significant progress in the long-term overhaul of Bagnall 0-4-0ST *Hawarden* (2623/1940) at the Foxfield Railway. The boiler successfully underwent hydraulic and steam tests in the late autumn before being reunited with the frames just before Christmas. The loco is now structurally complete, but with several piping jobs to do before steam testing can begin. However, it is expected to be available for service during 2023.

Locomotive owner Dave Scragg has had major repairs done to the boiler, including new front tubeplate, outer firebox throatplate and firebox sides all round, alongside an inner firebox throatplate, all of which involve new firebox stays and boiler



Bagnall 0-4-0ST *Hawarden* at Blythe Bridge following reassembly on February 3. DAVE SCRAGG

tubes. In addition, the loco has had a new smokebox.

There has also been major progress with the 10-year overhaul of Hunslet 'Austerity' 0-6-0ST *Whiston* (3694/1950). This loco has had all the required side stays replaced, leaving just the new crown stays to fit in the new year, before the boiler was

removed from the frames. Owner Steve Turner has also constructed a new smokebox.

Avonside 0-4-0ST *Millom* (1563/1908), which is under long-term restoration, has had its new connecting rods machined, and a significant amount of new boiler platework has been ordered and made.

Vintage Carriage Trust-owned 0-6-0WT *Bellerophon*, built in 1874, is also being overhauled. Work has centred on dismantling and boiler work, with palm stays being replaced in the firebox end. A new smokebox has also been ordered. It is expected that little work will be needed on the chassis, which has had much remedial work carried out during the last 10-year service life, and it is hoped the loco may well be able to celebrate its 140th anniversary in 2024.

Like many other lines, the Foxfield Railway has plenty of work in hand over the closed season. Hawthorn Leslie 0-4-0ST 'Marston Thompson & Evershed

No 3' (3581/1924) was restored to working order and much used in 2022. It is currently having attention to its axleboxes and will be ready for 2023.

Fellow 2022 stalwart Kerr, Stuart 0-4-0ST No. 4388, built in 1926, has, despite its diminutive size, proved a good performer during the running season.

During the winter it is having attention to its brake rigging.

The third working locomotive for 2022 was the Beyer Peacock 0-4-0ST works number 1827, built in 1879, which was working its last few months before boiler overhaul.

A new smokebox was fitted to allow the locomotive to work its last few turns before the boiler was lifted for the 10-year examination and a fairly soon return to service.

Finally, 'Austerity' 0-6-0ST *Wimblebury* (3839/1956) was on loan to the Pontypool & Blaenavon Railway but has now returned for attention at Caverswall Road.



0-6-0WT *Bellerophon* under overhaul at Blythe Bridge. VCT

May moves from Beamish to Quainton

PECKETT 0-4-0ST *May* (1370/1915) has been purchased for further use at Buckinghamshire Railway Centre (BRC). Originally bought by Dr Peter Beet for preservation at Steamtown, Carnforth, in 1975, *May* eventually passed to his son, Chris Beet, who has now sold

the loco on. It has latterly been at Beamish.

A BRC spokesman said: "This purchase has only been made possible by the generous legacies left by Beverley Potter, Ron Thrift, Derek Mulquin and Forrester Sylvester, to whom we are very grateful. With seven years of its ticket remaining, this

addition to our fleet will provide cover for Hunslet 'Austerity' 0-6-0ST No. 66 (3890/1964), allowing for washouts and maintenance, as well as taking the lead while No. 66 has its overhaul at the end of its ticket in 2025. It will also allow for works to continue on other loco and new overhauls."

New to Coventry Ordnance Factory, the 'R2' moved to GEC Stafford, where it was named *Lady Godiva*. After being bought by Cohens scrap dealer and loco merchant, it was sold to Yates Duxbury, Heap Bridge, Bury and named *May*, where it joined a similar Peckett 0-4-0ST *Annie* (1159/1908).

By coincidence, *Annie* spent time at Quainton Road, but has recently moved to an undisclosed location.

Meanwhile, Sentinel 4wVBT *William* (9959/1956), left the now closed Elsecar Steam Railway in Barnsley on January 25 to a new home at Buckinghamshire Railway Centre.



READY TO RECEIVE REPAIRS: Andrew Barclay 0-4-0ST 'Fambridge' (2157/1943) has now moved to Swindon & Cricklade Railway, where it is to receive a full overhaul. Owned by the Bristol & Somerset Locomotive Company Ltd, dismantling has already commenced. Latterly stored at a private site, prior to that the loco was resident at Mangapps Railway Museum. BSLC



Peckett 0-4-0ST *May* after arrival at Quainton Road on January 24.

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Milestones reached on steam loco projects

NG15 'Kalahari' could steam in North Wales this year – while *Gowrie* takes shape.



NG15 2-8-2 No. 134 pictured in the yard at Dinas following the addition of the overhauled boiler. The cab is a wooden mock-up prepared in advance of cutting metal to construct the new cab. CHRIS PARRY/FF&WHR

DIARY

April 29/30 Bala Lake Railway (BLR) *Holy War* and *Alice* event

April 21/22 Ffestiniog & Welsh Highland Railways 'Snowdonian' train

May 20/21 Westonzoyland Pumping Station Steam on the levels

May 27 Apedale Valley Light Railway (AVLR) military trains

May 28-30 Fairbourne Railway steam gala

RESTORATION of the Ffestiniog & Welsh Highland Railway's ex-South African Railways Société Anglo-Franco-Belge (works No. 2684) NG15 'Kalahari' 2-8-2 No. 134 advanced significantly in January. The boiler, which has been undergoing overhaul at Locomotive Maintenance Services in Loughborough, was delivered to Dinas on January 13. No. 134's rolling chassis was hauled out of the shed and the boiler transferred from the delivery lorry to the loco's frames, with a pause while the ashpan was bolted into position under the foundation ring.

As darkness fell, No. 134, now with a boiler and looking much more like a steam locomotive, was moved into the goods shed. A week later, it was transferred to the loco shed for completion of the restoration, which is being led by Cymdeithas Rheilffordd Eryri/Welsh Highland Railway Society.

The cab will be modified for use on the Welsh Highland Railway to provide more space for the footplate crew and obviate the potential dangers presented by the moving fall plate between locomotive and tender. This has involved adding an extension frame to the loco. In order to check dimensions and clearances, a wooden mock-up cab has been constructed and temporarily located on the loco.

Subject to continued fundraising and completion of remaining tasks, No. 134 could return to steam later this year.

Construction

The Gowrie Locomotive Trust's new-build Hunslet 0-6-4T Single-Fairlie *Gowrie* took a major step forward on January 24 with delivery of the riveted carrier frames to the private 'Workshop X', where the loco is being constructed.

The same transport also brought the driving wheelsets for the power bogie and was followed by another truck carrying the plating for the cab, bunker and side tanks, all laser-cut to size by CTL Seals Ltd. Having arrived in 'flat pack' form, the plates can now be assembled.

These major components were moved into the workshop to join the power bogie frames and arranged in line, providing an impression of what the new-build loco will look like and a psychological boost to the volunteer team led by Alan Freebury, which is

undertaking construction of the new *Gowrie*.

Components for the trailing bogie are also now at

'Workshop X' and are ready for assembly, having been collected from Statfold Barn at the end of 2022.



Hunslet 0-6-4T Single-Fairlie *Gowrie* begins to look like a locomotive, with the major components lined up at 'Workshop X' in late January. Nearest the camera, with the power bogie frames resting on blocks, the newly delivered wheelsets have been rolled roughly into position where the horn blocks will be fitted in due course. Behind the power bogie are the fully riveted carrier frames in grey primer, positioned on trestles. JOEY EVANS/GOWRIE LOCOMOTIVE TRUST

SIDELINES

■ GROUNDWORKS for a half-mile extension to the 15in gauge Sherwood Forest Railway beyond the present Welldale terminus have commenced. The extension will roughly double the current running line, with Welldale becoming an intermediate stop rather than a terminus.

■ THE Railway Heritage Trust has announced the award of a £25,000 grant to the Bredgar & Wormshill Light Railway to assist the relocation of the NER footbridge at Garforth to Bredgar. The bridge, dating from 1900, will become available when the route between Leeds and York is electrified.

■ REVIVAL of the Alford Valley Community Railway has been further boosted by a £50,000 award from the Just Transition Participatory Budget Fund, administered by Aberdeenshire Voluntary Action. The grant enables the purchase of reclaimed high-density plastic sleepers, which will be used to replace every third wooden sleeper from Alston station (where wood will be retained) through to Haughton Park.

■ A SMALL wooden signal box has been erected at the Vale of Rheidol Railway's (VoR) Aberystwyth station, located over the previously open six-lever frame just off the end of the platform adjacent to the water crane.

■ SNOWDON Mountain Railway will reopen on April 1 and, weather permitting, trains will return to the summit from May 13. These will be the first operations to the summit post-coronavirus, Hafod Eryri visitor centre having closed throughout 2021/22.



BOGIE DIESEL DELIVERY: Alishan Forest Railway's Mitsubishi diesel locomotive No. DL-34 touches down on Welshpool & Llanfair Light Railway (W&LLR) metals at Llanfair Caereinion on February 3. Following a period of commissioning and modifications to its coupling and braking systems, it is expected to enter passenger traffic early this season. It is on loan to W&LLR for three years. RUTH DAVIES/W&LLR

Two 'new' locos for Astley Green

TWO diesel locos have been donated to the Lancashire Mining Museum at Astley Green by Specialist Plant in Wellingborough. Both were employed in the tunnelling industry and well maintained, becoming surplus to requirements when they were replaced by battery locos.

They have air-cooled six-cylinder Deutz engines with hydraulic transmission and are fitted with air brakes. One is 2ft 6in gauge, the other 2ft 3in gauge, so both require regauging to 2ft for use on the museum's line.



Perrygrove Railway's new 0-6-OST, pictured at the end of January receiving the finishing touches at North Bay Railway Engineering Services, where it has been built. PERRYGROVE RAILWAY

New Perrygrove locomotive will enter service in April

PERRYGROVE Railway's new 0-6-OST steam locomotive is to make its public debut at Coleford Carnival on Easter Monday, April 10. This was announced at the railway on January 22, when the colour it will be was

confirmed – a 'smoke bomb' was dropped down the chimney of Perrygrove's Keef-built 2-6-2T *Lydia* and green smoke emerged.

The name of the loco will be revealed at the 15in gauge line's April 29-May 1 steam gala.

STR seeks new future for Matheran loco No. 740

SOUTH Tynedale Railway (STR) is exploring options to secure the future of ex-Matheran Light Railway (MLR) 0-6-0T No. 740 (OK2343/1907). The boiler and chassis of the dismantled locomotive are in covered storage, while the cab and tanks are on a wagon in STR's yard. STR has told *The RM* that it wishes to see the loco returned to steam somewhere, but the means by which this is achieved are open to discussion.

MLR No. 740 was originally gifted to the UK by Indian Railways, arriving in Britain in November 1986. Peterborough-based Railworld became its owner in 1991 and it was placed

on loan to the Leighton Buzzard Railway which returned it to operation.

It last ran on July 5, 2008, prior to expiry of LBR's loan agreement and returned to Railworld with a boiler ticket valid into 2011, but it did not steam again and was subsequently dismantled. The loco, in component form, was purchased by the STR, arriving at Alston on January 23, 2015.

No. 740, which features Klien-Lindner/Heywood articulation to its 0-6-0 wheelsets, will require significant work to restore it to steam and the STR says it now realises there is no prospect of it being returned to operational use by themselves.

Large South African diesel loco on its way to Britain

MATT Dolby has purchased South African Railways (SAR) Class 91 diesel No. 91-016, which will shortly arrive in Britain.

The large 2ft gauge diesel is a type which replaced NG/G16 Garratts in SAR service and C H Funkey Bo-Bo diesels (such as *Castell Caernarfon* and *Vale of Ffestiniog* now operated by the Ffestiniog & Welsh Highland Railway) used on the Port Elizabeth Cement branch.

The loco is dual air and vacuum braked and it will have Ffestiniog

chopper couplings. It is not presently known where the loco will be located in Britain, but Mr Dolby has confirmed it could be used anywhere which can accommodate its height and axle loading.

Acquisition of No. 91-016 follows Mr Dolby's purchase last year (*RM*, May 2022) of 2ft gauge 0-10-0T Orenstein & Koppel 10956/1925, which is presently undergoing extensive restoration at the private 'Workshop X' in North Derbyshire.

SIDELINES

■ WEST Lancashire Light Railway is taking delivery of surplus BS 35M rails removed from Southport Pier. The pier was rebuilt in 2002 with a new 3ft 6in gauge railway and battery-powered tram, but services were suspended in 2013 following the discovery of issues with supporting pier columns, operations ceasing in 2015. New decking is now being installed on the pier, hence the availability of the rails.

■ THE major rebuilding of Leighton Buzzard Railway-based (privately owned) De Winton 0-4-0VBT *Chaloner*, withdrawn in 2020, is rated as 80% complete but stalled following the discovery of flaws in the wheelsets. Several months have passed while the wheelsets await attention at a professional workshop. When *Chaloner* returns to service, it will carry a new green livery, replacing the previous black.

■ FOLLOWING the start of track laying by the Glyn Valley Tramway Trust at Chirk station in November (*RM*, January), the first set of points arrived on January 20. They require new timbers and regauging to 2ft 3ins.

■ DAVID Lampert died on January 16 at the age of 80. He was manager of Ffestiniog Railway's (FR) Boston Lodge works between 1997 and 2000, a director of the FR Society from 2000 to 2003, and a long-standing FR volunteer in numerous capacities. He was also a long-standing Welsh Highland Heritage Railway volunteer, where his activities included steam footplate work.

■ JAMES Evans' ex-Dinorwic Hunslet 0-4-0ST *Velinheli* is expected to return to service this year, possibly as early as June. Work on the new boiler is approaching completion at Ffestiniog Railway's Boston Lodge, with the dome on the old boiler (not required on the replacement boiler – see *RM*, August) to be removed and the boiler lifted during February to be replaced by the new unit.

■ MARTIN Shepherd's 1970-built Severn Lamb 0-6-2 *Dougal* is ready to return to Evesham Vale Light Railway service following a cylinder overhaul and fitting of a new injector.

■ ONE of the Welshpool & Llanfair Light Railway's two ex-Bowaters paper railway bogie wagons, latterly used mainly for track maintenance work, went to Alan Keef Ltd in early January for overhaul. The other will receive a similar overhaul in due course.

■ THE wheelsets from the Welshpool & Llanfair Light Railway's 1949-built Baguley-Drewry No. 7 *Chattenden* returned on January 4 following reprofiling at the Vale of Rheidol Railway. They will be refitted to the chassis shortly, pending raising the funding for the loco to undergo a full overhaul.

Diesel Days at Tallyllyn

DIESEL power will take centre stage at the Tallyllyn Railway (TR) on April 22. This year marks the 40th anniversary of TR's ex-RNAD Trecwn (Royal Naval Armaments Depot) Baguley Drewry diesel locos No. 11 *Trecwn* and No. 12 *Sadfan*, hence the unusual, (for the TR) takeover of diesel from steam for a day.

In addition to the ex-Trecwn pair handling full-line trains, TR's 4WDM Ruston No. 5 *Midlander* and Hunslet 0-4-ODM No. 9 *Alf* will work shuttles to Brynglas and some trains over the full line, with *Midlander* also offering 'Driver for a Tenner' opportunities between Wharf and Pendre. The permanent way trolley *Toby* and TR's Tamper will be on display.

Other opportunities to see the TR's diesels will be during the July 'Anything Goes' gala, which will also mark the 150th anniversary of the Glyn Valley Tramway (from which TR has two original four-wheel coaches) and an October 14 Heritage Diesel Day, which will centre on *Alf* and *Midlander*.

Further work for Westonzoyland resident steam loco

THE 2ft gauge vertical boiler steam loco originally constructed by Noel Donnelly and donated to the Westonzoyland Engine Trust in 2019 was taken off the Westonzoyland site in early January for a small team to undertake required work to return it to operation.

A replacement Merryweather boiler (the boiler originally fitted struggled to supply sufficient steam) is available but needs some repairs by a coded welder. Other areas of the loco will be improved before it returns to Westonzoyland for tests, following which a decision will be made on final design details.



The 2ft gauge vertical boiler steam loco with a Merryweather B boiler as fitted when it arrived at Westonzoyland pictured last August. Although superficially a 0-4-0VBT, it has a chain drive and is actually a 4wVBT. CLIFF THOMAS

Tough going for Beamish restoration of Dundee Gasworks No. 2

OVERHAULING the chassis of Kerr, Stuart 0-4-0WT 721/1901 Dundee Gasworks No. 2 continues at Beamish. The frames require significant attention, to the extent that replacement of the frame plates would actually be easier. However, the objective is to restore the locomotive, not effectively replicate it, so issues of distortion (possibly caused by extensive weld repairs undertaken during a previous cosmetic restoration) will be

dealt with while correcting other issues. Meanwhile, the 1944-built boiler is being overhauled by John Fowler Ltd in Cumbria.

Another issue to be resolved concerns the need to face the worn valve faces, a task made complicated by their location within the valve chest atop the cylinders and bolted to the frames through the water tank. A similar problem was encountered during restoration of standard gauge Stephen

Lewin 0-4-0ST *Seaham Harbour* No. 18 was resolved by some 25 hours of hand finishing (*RM*, March 2013).

The locomotive is owned by the Tywyn-based Narrow Gauge Railway Museum Trust and has been on loan to Beamish since July 2017. Exploratory dismantling to check the feasibility of returning it to steam commenced in late 2019 and the decision to proceed with the project was made in early 2020.

Steam Portfolio Track Record



STEAMING TOWARDS THE SEASIDE: SR Bulleid Pacific No. 34070 *Manston* is pictured hauling a Swanage Railway service shortly after departing Norden with a train for Swanage on February 11. MV PIKE



BUILDING UP PRESSURE: A Timeline Events night shoot at Barrow Hill roundhouse on January 25, centred mainly around Kirtley class 156 No. 158A and the Midland Compound No. 10000. Re-enactors, staff and smoke machines helped bring the whole event to life. Steve Allen is pictured playing the role of fireman on Midland Railway 2-4-0 No. 158A. DAVE BOWLES



GLINT ON THE GCR: A photographic charter event was held on January 19/20 at the Great Central Railway, with resident Stanier '8F' No. 48305 hauling the railway's rake of 16T mineral wagons. It was arranged for the loco to face north in the hope of capturing some good back-lit winter light scenes – in particular a golden glint near Swithland reservoir at sunrise. As can be seen, this was achieved on the second day as the 2-8-0 works northwards along the GCR double track. DON BISHOP



WINTER STEAM:
Carnforth-based LMS 'Black Five' 4-6-0 No. 44932 passes Newsholme as the Railway Touring Company's 'The Winter Cumbrian Mountain Express' approaches Hellfield on January 21. West Coast Railways Class 47 No. 47802 was on the rear of the Manchester Victoria to Carlisle and return excursion. JOHN TITLOW

PASSING INTEREST:
Visiting from the Watercress Line, Urie 'S15' 4-6-0 No. 506 passes resident BR '2MT' 2-6-0 No. 78019 on the Great Central Railway at Woodthorpe during the line's Winter Steam Gala on January 27. GEOFF GRIFFITHS

Miniature Track Record



COMPILED BY
PETER NICHOLSON

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The Simkins family are visiting Eastleigh again on August 4-6 with their three superb GCR locos, as seen previously, left to right: Class 8 4-6-0 No. 181, Class 11F 4-4-0 'Improved Director' No. 505 *Ypres*, and Class 8K 2-8-0 No. 102. **ANDREW SIMKINS**

Trolleybus Museum installs a railway

THE 7¼in gauge Sandtoft District Railway (SDR) is being laid at the Trolleybus Museum, Sandtoft near Doncaster.

A previous line, the Sandtoft Miniature Railway, was operated from 1983 until closed in 2000 due to 'operational difficulties'. Portable lines have been run on occasions since then.

The private 7¼in gauge Ise Valley Railway (IVR), Northamptonshire was offered to the museum, including several small petrol locos built by the late Dave Pucci when the adjoining property was put up for sale. This 600m-long railway is being incorporated in the museum's re-development and extension. No opening date for the SDR has been announced.

Gearing up for the season

Eastleigh Lakeside line announces enthusiast events old and new.

THE 7¼ and 10¼in gauge Eastleigh Lakeside Steam Railway (ELSR), Hampshire, is staging many events this season, with four of particular interest for enthusiasts.

A diesel gala is set for March 25/26, but 'Over to You' on June 24/25 is a new and

unusual event. Intending visitors are invited to vote for which locos they wish to see in action over the weekend. They can choose from the large collection of residents via polls on the railway's social media sites. The Simkins family from the Midlands

bring their collection of Great Central Railway 10¼in gauge locos on August 4-6, while September 30-October 1 is the end-of-season and small locos gala including visiting locos.

Visit www.steamtrain.co.uk for details.

WEATHER FAILS TO DAMPEN SPIRITS: The private 7¼in gauge Isle Abbots Railway (IAR), Somerset, held its traditional winter steam-up on December 27, regardless of the wet weather. The latest addition is *Hermes*, a Mardyke 'Hymec' (sic), BoBoDH. New to Belton Light Railway (BLR), National Trust, Belton House, Lincolnshire in 2005, it was No. 4 *Moondial Express*. Replaced at BLR by No. 6 *Michael*, a Mardyke 'Deltic' in BR green, the 'Hymec' has been reconditioned by Mardyke and the IAR. Now re-engined, renamed and repainted from BR green, it is seen with owner Martin Rickitt at the controls, ready to depart from the IAR station, with 0-4-0WT *Resolven* to the right. **PETER NICHOLSON**



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Making preparations for the beginning of spring

Major infrastructure work at Beamish and Seaton as tramways prepare to be busy with visitors once again.



Overhead line inspections taking place at Crich Tramway Village ahead of the new season. NATIONAL TRAMWAY MUSEUM

SIDELINES

Seating reinstalled on 'Bluebird'

WITH reupholstered seating fitted in the lower saloon of London County Council No. 1 'Bluebird' at Crich Tramway Village, completion of the lino flooring is expected to make work on this area of the tram almost complete.

New moquette which is an accurate re-creation of the original seat fabric design was manufactured. In order to return them to their original positions, the location of each seat was recorded before the vehicle was dismantled for restoration.

Gauging calculations

BRIGHTON Tram 53 Society is working on figures for the anticipated cost of regauging the truck it has for No. 53.

The F-Class car, built in 1937, originally had a 7ft truck. The Society has acquired one measuring 6ft 6ins which will need converting from metre gauge to 3ft 6ins.

Work involved is expected to include new axles, new tyres for the wheels and an overhaul of the brakes and motors.

BEAMISH Museum in County Durham says it has invested "tens of thousands of pounds" in new grooved and flat-bottomed rail for its tramway, along with plastic sleepers and new equipment.

A programme to tackle some of the most urgent infrastructure repairs began before the New Year and will continue into the spring. Rail and sleeper replacement work has been taking place in the Town East and Pockerley areas and attention will turn to 'Bog Bend', between Foulbridge and the Town.

While curved sections running through the tarmac in the town can be lifted and replaced, on the cobbled section of the inner circle, welding was undertaken to restore the profile of worn rails. The museum says this is less costly and disruptive than removing them and also overcomes the difficulty in finding a specialist to relay the many cobbles which would have to be lifted in the process.

Maintenance

Seaton Tramway in Devon was closed from January 3 for annual maintenance, reopening for the school half-term holidays on February 11.

Launched in 1970, it uses part of the former Seaton branch alignment and this year work has included attention to Bobsworth Bridge, where beams and girders date back to its days as a railway route. Contractors undertook sandblasting of beams. Installation of new

girders was scheduled along with the application of coating and paint to improve the weather resistance of the bridge.

Volunteers have been restoring and painting the seating on tramcar No. 12 ready for its return to service this season.

Overhead line inspections have been taking place at Crich Tramway Village in Derbyshire, ahead of it reopening to visitors for the 2023 season on March 11.

Contractor Pod-Trak undertook the examination. The museum's in-house engineering team has been cleaning and preparing the tram track for traffic.

Blackpool No. 40 has been lifted and overhauled and Newcastle No. 102, Blackpool No. 166 and London County Council No. 106 have undergone repairs over the winter. Subject to testing, they are expected to return to service during the season.

No. 281 returned to original livery

FYLDE Transport Trust (FTT)-owned Blackpool No. 281 is back in its original colour scheme and on display at the North West Museum of Road Transport in St Helens.

An English Electric Railcoach built in 1935, No. 281 was reconstructed in its present form by Blackpool Corporation in 1960 and subsequently paired with 1960-built trailer car T1 to become one of the 'Progress Twin-Car' sets.

The pair became the prototype set for a permanent coupling between vehicles. As originally formed, 'Progress' vehicles only had controls in the driving cars. They used loops on the system so that the driving car was always leading, but the controls at No. 281's inner end were moved to the outer end of T1 to allow it to operate without being turned. In 1968, No. 281 became No. 671 and T1 was renumbered No. 681.

The set was one of five to be fitted with heaters, low voltage head and tail lamps and given 'Metro Coastlines' livery in 2003. Withdrawn in 2010, it



Returned to its original livery and reunited with its original number, Blackpool No. 281 is part of an electric transport display at the North West Museum of Road Transport in St Helens. FTT

was acquired for Merseytravel's proposed Wirral tram operation, but No. 671 returned to Blackpool in February 2012 in the care of FTT's predecessor, the Lancastrian Transport Trust.

There were no plans to restore it to fully-operational condition (Manchester Transport Museum Society's No. 680 already serving

as an operational example of a single motor car, on loan since 2015 to Blackpool Heritage Tram Tours) so the opportunity was taken to exhibit it at St Helens, where, now reunited with its original livery and number, No. 281 forms part of an exhibition on the development of electric public transport.



VERY VINTAGE: The oldest car in the Seaton Tramway fleet, No. 14 will celebrate its 119th birthday this year. Built in 1904 as open-top double-deck Metropolitan Electric Tramways No. 94, it was withdrawn from service in 1935. Work initially started on restoring it to original condition in the early 1960s, but eventually it was decided to turn it into a single deck vehicle and convert it from standard to 2ft 9in gauge for use on the Seaton system. Work was completed in 1984. No. 14 is seen at Seaton Wetlands Halt on October 30, 2022. STEPHEN GINN

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SIDELINES

Nene Valley's 'Pacer' enters service

CLASS 143 'Pacer' No. 143602, which arrived on the Nene Valley Railway on July 1, 2021, entered service on January 28. It was well received with good loadings.

Wirksworth 'Teddy Bear' for North Norfolk gala

ECCLESBOURNE Valley Railway's Class 14 No. D9537 is visiting the North Norfolk Railway's mixed traction gala on June 9-11. The Ecclesbourne Valley Railway has confirmed it plans to stage a Class 14 60th anniversary event on July 25-28, 2024.

'Chopper' and a 'Teddy Bear' move to Scotland

A volunteer at the Caledonian Railway has purchased Class 20 No. 20166 from Harry Needle. It arrived at Brechin on January 18 from storage on the Wensleydale Railway. The EE Type 1 is currently in HNRC orange livery and is hoped to be operational by this summer. Class 14 'Teddy Bear' No. D9553 arrived at the Caledonian Railway in November from storage at RSS Wishaw, Warwickshire.

Tyseley diesels available to view

VINTAGE Trains (VT) at Tyseley Locomotive Works is holding conducted tours on five days this season: May 27, June 10, July 8, August 5 and September 2. The engineering workshop will not be open, but members of the VT diesel fleet will be on display alongside other diesel stock. Booking is now open, with tickets at £10 for adults and children (aged 10-15) at £5, through the Vintage Trains website. A full open weekend takes place at Tyseley on June 18/19.

'THUMPER' DEMU ARRIVES AT THE BLUEBELL RAILWAY: CLASS 207 DEMU No. 1305 (207202), bought by the Bluebell Railway (RM Jan. P71), was delivered by road to Sheffield Park on January 19. With DTSO No. 60904 in front and DMBSO No. 60130 behind, the 'Thumper' waits in front of Sheffield Park loco shed after the pair had been coupled up. On January 26, the unit ran under its own power to Horsted Keynes, where renovation will take place. TONY SULLIVAN

Last-built Crewe loco for Museum of Scottish Railways

Class 91 record-breaker is handed over for preservation at the Bo'ness & Kinneil Railway.

CLASS 91 ac electric loco No. 91131 (91031) has been loaned to the Museum of Scottish Railways for static display at Bo'ness. This is a fitting location for this celebrity loco, it having been a notable performer on the East Coast Main Line (ECML). It holds the UK rail-speed record of 154mph, achieved on a special passenger train on Stoke Bank on June 2, 1995.

The Bo-Bo loco was one of 31 built by GEC/BREL at Crewe and introduced to traffic exclusively on the ECML in February 1991. It was renumbered 91131 when refurbished at Doncaster in 2002 and carried two names over the years, *Sir Henry Royce* and *County of Northumberland*.

No. 91131 will be displayed initially at Bo'ness in its final LNER red and white colours with



To make way for the 91 in the Museum of Scottish Railways, North British-built Class 84 electric loco No. 84001 has been returned to the NRM York. It is seen arriving by road at Holgate Sidings, York, on January 25. It was then moved on the last leg of its long journey to the NRM by rail, passing through York station hauled by West Coast Railways Class 47 No. 47245 *VE Day 75th Anniversary*. No. 84001 (E3036) is now on display in the NRM's North Shed. BEN KEEGAN/NRM

branding removed until finance is available for a repaint in an earlier livery.

The former Railway Heritage Committee nominated it in 2011 for preservation in the National Collection when withdrawn from active service. For a while, there was a No. 91132, which was originally No. 91123 but renumbered when refurbished in 2001. Now scrapped, it was

involved in Hatfield and Great Heck rail disasters

Marking history

At the same time, the committee nominated two others of the class for preservation, Nos. 91110 *Battle of Britain Memorial Flight* and 91111 *For the Fallen*.

The 225 Group plans to preserve an example as part

of its aims and objectives to celebrate and record history and achievements, and also promote operation of the InterCity225, as detailed on www.225group.org.uk. Currently located at the Crewe Heritage Centre (RM Nov. p79), No. 91120 is only on loan until required by its owners.

The centre hopes to obtain a permanent addition to its collection in the future.

Historic third-rail EMU hopes for return to the main line

THE EPB Preservation Group has launched a project to restore Class 416 EMU No. 5759 for operation on the national network.

The two-car third-rail electric unit (DMBSO No. 65373 and DTS No. 77558), based at Southall depot, London, has been restored for use as hauled stock. It is worked on rare occasions by a diesel-electric loco or, as at the Mid-Hants Railway's July diesel gala, by battery-electric motor luggage van (MLV) No. 68001.

It was moved by rail to Nemesis Rail at Burton upon Trent on January 16 to have three of its four bogies swapped with those from another unit. This is No. 930204, one of its classmates formerly used as a de-icer unit when based at Selhurst. Latterly, with the COVES at Bicester, this unit

received a bogie overhaul not long before withdrawal. One of the bogies fitted to No. 77558 will be overhauled.

The estimated cost of this work is just under £6000 and will ensure the unit can continue to be hauled over the national network to attend open days and galas. It also paves the way for an eventual return to service on the electrified main line. This will be the first of several industry requirements necessary for such operation.

Details of what will be involved, the estimated costs, and timescale of the project are to be announced later. In the meantime, financial support to aid this ambitious project will be greatly appreciated. Visit <https://gofund.me/e76ee6e1> to contribute towards the appeal.



Class 416 2-EPB (Electro-Pneumatic Braking) set No. 5759 was built at Eastleigh Works in 1956. Claimed to be the only non-corridor suburban EMU still in passenger use, it has been restored to running condition by the EPB Preservation Group and now the national network beckons. Its most recent appearance was at the Mid-Hants Railway diesel gala in July. ROBERT BAINES



Royal Deeside Railway receives an ex-Aberdeen Gasworks shunter

THE Bon Accord Locomotive Society, owner of former Aberdeen Gasworks Barclay 0-4-0ST *Bon Accord* at the Royal Deeside Railway, now has another loco from the same works. This is Motor Rail 5763 of 1957, acquired from its long-term home on the Strathspey Railway. The 'Simplex' 4wDM entered preservation in 1973

when transferred from British Gas Corporation's Aberdeen Works, where it was No. 1D. It moved there in 1964 from Inchgreen Gasworks, Greenock, where delivered new and numbered 638.

The aim is for the 85hp, 12-ton diesel to be restored to operate alongside *Bon Accord* at the Aberdeenshire railway.

Delivery of Class 315 to Cynheidre is delayed

THE Class 315 Preservation Society (RM Jan. P70) suffered disruption in transferring its four-car EMU to the Llanelli & Mynydd Mawr Railway (L&MMR) in January due to bad weather and resulting ground conditions.

The unit arrived at Lydney Junction on the Dean Forest Railway, with the cars then to be transported by road to the L&MMR at Cynheidre. The first, DMS No. 64571, was moved on January 9, with the other

three expected before the end of the week. Heavy rain meant plans had to be revised and new dates set. This cloud's silver lining was that it allowed time for alterations to be made to the trackwork to ease off-loading at the L&MMR's ramp and shunting to the Class 315's siding. Members' assistance is needed to enable a new target of having them all in place and connected in time of for the railway's gala on March 18/19.



BACK AFTER BRAKE UPGRADE: The Somerset & Dorset Railway at Midsomer Norton welcomed the return of *David J. Cook* (English Electric D1120 of 1966) on January 12. It left Somerset for Andrew Briddon's Darley Dale workshops in Derbyshire in August 2020. This was for the installation of train vacuum braking equipment so it can now work passenger trains unaided.

The 0-6-0H was delivered new to National Coal Board, Lea Hall Colliery, Rugeley, Staffordshire, remaining there until the pit closed in 1991. It passed into the private Shropshire Loco Collection and later to Somerset & Dorset Locomotives at Yeovil Junction. It returned to an active life with the Somerset & Dorset Railway Heritage Trust in 2003 when bought by a group of members.

It was engaged on a shunting exercise on January 22 and is seen alongside Class 08 No. D4095 (08881) on a train of vans in Midsomer Norton South station. PETER NICHOLSON



Just one of the four Class 315 cars, DMS No. 64571, delivered to the L&MMR at Cynheidre by the end of January. MARK THOMAS

A new experience at NVR

THE Nene Valley Railway is running a diesel-driving event at Wansford on March 31. This is limited to 12 people in two groups of six, so early booking is advised. Each participant is permitted to bring a guest to ride in the accompanying brake van of the goods train being hauled.

The journey includes passing through Wansford tunnel to Yarwell. The loco is No. DL83 (Rolls-Royce 10271 of 1967),

one of three 0-6-0DH 'Sentinels' delivered to London Transport in 1971, having previously seen use at Corby iron ore quarry. No. DL82 is with Great Eastern Traction, Norfolk, but DL81 has been scrapped.

The package is £150 per participant, including a short tutorial, a ride in the brake van when not in the loco cab, and light refreshments. Visit website www.nvr.org.uk to book.

Mixed traffic gala kicks off L&MMR season

THE rapidly developing Llanelli & Mynydd Mawr Railway launches its new season with a mixed traffic gala on March 18/19.

Subject to availability, highlights include the inaugural services by ex-GWR 'Pacer' No. 143612, on loan from the Vale of Berkeley Railway project, brake van rides hauled by 'Sentinel' diesel No. 10222, and short rides in ex-MoD Baguley-Drewry four-wheel diesel railcar No. AD9117, subject to completion of overhaul (RM Feb. P74)

On static display will be ex-European Passenger Services Class 73 'ED' No. 73130, the ex-London Transport/Isle of Wight EMUs and the Class 315 AC electric unit – hopefully, by then with all four cars on site (see separate item), as well as 'Pacer' DMUs and freight stock. A selection of items from the South Wales Cab Yard will be on display.

Gates open at 09.30, with the first train departing at 10.00, then frequently through the day until 15.00. Visit www.llanellirailway.co.uk for further details.

'Delayed' HSTs arrive in Peterborough

TWO High-Speed Train power cars and three trailers are now resident on heritage railway metals in Peterborough following their move by 125 Preservation. The group's HST power cars Nos. 43045 and 43060 plus trailer No. 40904 were due to be moved by rail from Long Marston in early November, but this was cancelled when the Nene Valley Railway's (NVR) main line connection at Fletton Junction was closed for track repairs.

Power car No. 43060 arrived at Wansford station yard by road on January 10, followed the next day by No. 43045, and subsequently, trailers Nos. 42357 and 42355, both of which were latterly in service with LNER.

Following preparation, including a fitness-to-run exam, the set ran from Wansford to Yarwell and return, before heading to Peterborough on January 29. Trailers Nos. 42357



HST power cars Nos. 43045 and 43060 and three trailers moved to Peterborough via the Nene Valley Railway on January 29. The train is pictured rounding the curve away from Wansford. GARETH EVANS

and 42355 were deposited at Overton station yard for storage, while the powers cars and buffet car headed to sidings in the Railworld Wildlife Haven, located alongside Peterborough Nene Valley station and within earshot of the East Coast Main Line.

While it is hoped a short set can be operated on the NVR in future, in the meantime the buffet car will perform a static role serving refreshments and the HST vehicles will provide an additional attraction for Railworld visitors.

WSR gets its 'Teddy Bear' back from Kent

CLASS 14 'Teddy Bear' No. D9526 returned to the West Somerset Railway (WSR) by road on January 20. It has been on hire to the Kent & East Sussex Railway (K&ESR) for 18 months while sister loco there, No. D9504, was receiving attention.

The Diesel & Electric Preservation Group loco has taken up residence at Westridge Loco Shelter at Bishops Lydeard, where it will remain until the start of the WSR's new running season. Following arrival, the 0-6-0DH

was inspected and tested and confirmed as being in full working order and available for service, should the need arise.

No. D9526 clocked up almost 750 hours of use at the K&ESR during its visit.

DIARY

March

4 Mid-Norfolk Railway mixed traction day
18/19 Llanelli & Mynydd Mawr Railway gala
25 Bo'ness & Kinneil Railway diesel day
25-26 Spa Valley Railway diesel gala

April

14-16 Ecclesbourne Valley Railway Twin Peaks diesel gala
14-16 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
18/19 Tyseley Loco Works open days
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
22-24 Mid-Norfolk Railway diesel gala
23/24 IWSR autumn gala
23/24 Swindon & Cricklade Railway mixed traction gala

October

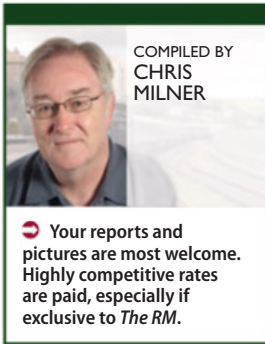
28/29 GW SR mixed traction gala

November

18/19 GCR Last Hurrah mixed traction gala

2024

July
25-28 Ecclesbourne Valley Railway 14s @ 60



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Class 40 will head Pathfinder's special to mark 50th anniversary

IT MAY be hard to believe, but this year marks the 50th anniversary of Pathfinder Tours, which ran its first tour on June 10, 1973, under the F&W name – but more of that in a future issue.

To commemorate running more than 1000 railtours, on June 10, Pathfinder will use Class 40 No. D345 (40145) from the Midlands to Weymouth, which will be hauling Mk.2 blue and grey carriages.

'The Golden Anniversary' tour will begin at Burton-upon-Trent (about 06.40) and call at Tamworth, Coleshill Parkway, Birmingham New St, Barnt Green, Worcestershire Parkway, Cheltenham Spa, head over Sapperton to make a final pick-up at Swindon, then via Reading West, Basingstoke, and on to the south coast resort.

Itinerary

After about three hours in Weymouth, the anniversary train takes on the 1-50 gradient of Bincombe Bank before heading for Yeovil and onto Westbury, then avoiding Bristol itself to set down at Bristol Parkway. Note this is the set-down point for passengers who joined at Swindon, as the return journey takes the Midland route direct to Cheltenham and all the other pick-up points.

Fares start at £139 adult standard (£70 junior) or £536 for a party of four. In first class, the adult fare is £189, junior £149 or £736 for a party of four, and for premier dining class, including breakfast and a four-course evening dinner, the prices are £299 per adult, juniors £259, or a party of four for £1176.

Online booking is open at www.pathfindertours.co.uk or alternatively call 01453 835414 or 834477.

Main line for *Earl of Mount Edgcumbe*

GWR 'Castle' to make welcome return to Tyseley's locomotive roster.

VINTAGE Trains GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe* is poised to return to the main line in March, having completed a 10-yearly boiler overhaul.

Once the loco has undertaken depot trials, followed by light and loaded test runs that were planned for late February, it is due to be back on the main line on March 4, when it will double-head a special train for community benefit shareholders from Birmingham Moor Street to Didcot with WR 4-6-0 No. 7029 *Clun Castle*.

At Didcot, Tyseley's two 'Castle' class locos will participate in a public line-up in front of the loco shed with Didcot's two

'Castles', No. 4079 *Pendennis Castle* and No. 5051 *Dryslwlyn Castle*, before the Tyseley pair return to Birmingham.

Vintage Trains had planned to return *Edgcumbe* to service back in June 2021.

However, failure of the superheater header on *Clun Castle* led to it being fitted with that from No. 5043 until a new superheater could be designed and manufactured as there were no spare four-row GWR superheaters.

With *Earl of Mount Edgcumbe* again being part of the Vintage Trains fleet for its 2023 tours, No. 5043 is expected to operate certain 'Shakespeare Express'

trains, including the morning run on June 18.

No. 5043 will feature at the Castle 100 open weekend at Tyseley Locomotive Depot over the weekend of June 17/18, which will mark the centenary of the introduction of the class and feature a Saturday morning only line-up of four 'Castles' around the turntable – the others being No. 4079 and No. 5080 *Defiant*.

Following the shareholders' special, on March 18 it is planned that both Nos. 5043 and 7029 will tackle the Lickey Incline, but not double-headed. Each loco will work a short out-and-back special. Vintage Trains will operate two out-and-

back specials from Birmingham Moor Street to Worcester Shrub Hill, calling at Birmingham Snow Hill and Stourbridge Junction. At Worcester, the train will be turned and return to Birmingham with an unassisted ascent of the Lickey. *Clun Castle* will work the morning train and *Earl of Mount Edgcumbe* the afternoon train.

A further run with the Castles double-heading is planned for May 13, with a 'Welsh Marches Express' from Birmingham New Street to Hereford. The return will be via Llanvihangel bank and Gloucester.

Visit www.vintagetrains.co.uk for details.



TYPE 3 ON TOUR: The sun is yet to rise, but the Branch Line Society's 'Wolf Hall Thunderer' tour, led by the Scottish Railway Preservation Society's Class 37 No. 37403 *Isle of Mull* is more than an hour into its journey as it makes the station call at Kettering. Later in the day, the tour, with Class 50 No. 50008 *Thunderer* at the rear, visited St Pancras International, Shepperton, Hampton Court, Guildford, Chessington South and London Waterloo, with all proceeds from the railtour being donated to the Martin House Hospice. BEN BUTTERISS

'Last Chance' excursion to traverse 'rare' freight lines

WITH changes afoot that will affect the accessibility and infrastructure standards relating to passenger trains over freight lines, UK Railtours (UKR) is offering customers the 'Last Chance?' railtour on April 8, which will cover some of these lines.

Maintaining train crew route knowledge as well as the track and signalling on freight routes to a standard required for an occasional passenger train can be costly and is why some freight lines will become

difficult to visit in the future.

UKR's tour begins at Finsbury Park (07.10), calling at Potters Bar, Stevenage, Peterborough and Retford, with a Class 90 taking the tour to the Doncaster Yard, where a DB Cargo Class 60 and 66 will attach to the train in top-and-tail formation, with the 60 leading where possible.

From Doncaster, the tour heads to Barnetby, where a break will be taken. Next will be a trip alongside the route of the old Grimsby and

Immingham Electric Railway via the rare Pyewipe Road, which is now retained as an emergency connection, and signalboxes will be opened specially.

Back on the main line, Gainsborough Central via Brigg is the next destination, where a photo stop is planned, before running via Worksop and onto the Deepcar (Sheffield) branch line towards the Stockbridge Steel Works and the Network Rail limit. With no freight traffic, this line has an uncertain future.

Returning to Doncaster Yard to reunite with the Class 90 for the run back to London, the route will be via the 16-mile South Yorkshire Joint Line.

Fares are £129 standard adult and £119 standard junior. First class non-dining is £185, first class dining £299, or £1136 for a party of four. At the time of writing, dining availability of this was limited, but standard class was good.

Book online at www.ukrailtours.com or by calling 01438 715050.



STEAMING THROUGH GLOUCESTERSHIRE: Masquerading as No. 45627 *Sierra Leone*, LMS 'Jubilee' 4-6-0 No. 45699 *Galatea* accelerates past Haresfield Loop on the last stretch to its destination on February 4, hauling 1Z32 from London Paddington to Gloucester with the Railway Touring Company's 'Bath & Gloucester Steam Express'. West Coast Railways Class 47 No. 47802 is just visible on the rear of the train. JOHN STRETTON

Alternative Class 37 for Vintage Trains tour

PLANS to use No. 37240 on a number of diesel tours scheduled by Vintage Trains (VT) is being delayed after it was revealed that the loco needed new wheel bearings.

To ensure the tours still run while the bearings are ordered and fitted, VT will hire in No. 37403 *Isle of Mull* from the Scottish Railway Preservation Society.

The first appearance of 37403 will be on March 11 on a tour from Dorridge via Birmingham Moor Street and Kidderminster to Cardiff and Cwm Bargoed. Seats for this tour begin at £99 for adults.

Further outings for the loco are planned for June 3 on a 'Cumbrian Coast Explorer' to Ravenglass and Carlisle, the 'East Anglian Explorer' to Norwich and Great Yarmouth on July 19, and a 'Jolly Fisherman' to Skegness on July 29. The last two tours are awaiting final confirmation before bookings open.

MARCH: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
March				
1	St David's Welsh Marches	Hereford-Newport, Cardiff-Crewe	LSL Pool	ST
4	Cheshireman	Euston-Northampton-Chester	45699	RTC
4	Shareholder Special	Birmingham Moor St-Didcot	5043 and 7029	VT
4	Golden Arrow Express	W London-Ashford-Minster-Dover-W London	34046 or 70000	ST
11	Stratford Flyer	Manchester Pic-Crewe-Stratford-upon-Avon	WCRC Pool	RTC
16		London Victoria-Bath	LSL Pool	SD
17	Golden Age of Steam	Circular tour from London Victoria	35028	BEL
18	Winter Cumbrian Mountain	Carnforth-Carlisle-Preston	WCRC Pool	RTC
18	Castles up the Lickey	B'ham Moor St-Worcester- B'ham Moor St (am)	7029	VT
18	Castles up the Lickey	B'ham Moor St-Worcester- B'ham Moor St (pm)	5043	VT
25	Edinburgh Flyer	York-Newcastle-Edinburgh	WCRC Pool	RTC
26	Shakespeare Express	B'ham Snow Hill- Stratford-upon-Avon	5043 or 7029	VT
31	Golden Age of Steam	Circular tour from London Victoria	35028	BEL
April				
1	Stratford Flyer	Norwich-Peterborough- Stratford-upon-Avon	46233	RTC
1	Golden Arrow Express	W London-Ashford-Minster-Dover-W London	34046 or 70000	ST

Notes:

WCRC Pool: Locos from 45680/45699/46115/35018/34067

LSL Pool: Locos from 34046/45231/46100/4498/70000

BOOKING CONTACTS

BEL – Belmond
0845 077 2222
MP – Midland Pullman
0800 038 5360
PT – Pathfinder Tours
01453 835414
RTC – Railway Touring Company
01553 661500
ST – Saphos Trains
saphostrains.com
UKR – UK Railtours
01438 715050
VT – Vintage Trains
0121 708 4960

NOTES

- Please be aware 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.
- Tours may start and finish elsewhere.

MARCH: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
March				
11	South Wales Explorer	Dorridge-Kidderminster-Cardiff-Cwmbargoed	37403+ assist loco	VT
18	Great Eastern NOW CANCELLED	Crewe-B'ham NS-Leicester-Norwich-Yarmouth	D345	PF
18-20	West Highland Pullman	Finsbury Pk-Grantham-Mallaig	LSL Blue Pullman	MP
25	Marsh Magician	Bristol TM-B'ham NS-Ellesmere Port-Knowsley	DB 60 + GBRf 60 (tnt)	PF
25	Whitby Jet	Dundee-Edinburgh-Whitby	LSL Blue Pullman	MP
April				
1	The Snowdonian	Euston-Crewe-Llandudno Jct	Unspecified traction	UKR
1-3	Lord of the Isles Pullman	Paignton-Bristol-Kyle of Lochalsh	LSL Blue Pullman	MP

■ Industrial action may lead to the cancellation of tours – check with tour promoter.

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provided us with a question... to find them just visit our website at www.therailwaymagazine.co.uk and the questions below have a direct link to that advertiser. Search for the answer, fill in the form and return it to us and you'll be in

with a chance of scooping a great prize.

Once completed send the entry form to: *The Railway Magazine* March issue Treasure Hunt Competition, Mortons Media Group Ltd, PO BOX 99, Horncastle, Lincs, LN9 6JZ

1st PRIZE

Hornby 00 BR Hawksworth Passenger Brake W325W
Hornby 00 OTA Timber Wagon

Diesels, Dragons & Daffs
by Colin Scott

The Steam Locomotive
by Ken Gibbs

Furness Railway – A View from the Past
by Howard Quayle

The Hejaz Railway
by James Nicholson

2nd PRIZE

Rails to the Sea by John Hadrill
Goodbye Vapeur Francaise by Terence Dorrity

The Heyday of the Class 40s by Gavin Morrison
Green Diesels in Photographs by Brian J Dickson

3rd PRIZE

Across the Tracks by Dundalk Railway Heritage Society & RPSI

The Life of Isambard Kingdom Brunel by Isambard Brunel
Running Out of Steam by Ray Fincham

4th PRIZE

Lost Railways of North Wales by Mark Jones
Bluebell Railway by Keith Leppard

5th PRIZE

FOFNL 25 by The Friends at the Far North Line

■ Entries must be with us by April 19, 2023. ■ Photocopies are accepted. ■ For full terms and conditions visit : www.mortons.co.uk/terms
■ The winner will be chosen at random and contacted

- 1 York Modelmaking provides an online shop and a bespoke laser-cutting service. How big are the firm's largest laser beds? www.yorkmodelmaking.co.uk
- 2 What gauge is the live steam 'Duchess' Pacific in lined BR maroon? www.steamwaysengineering.co.uk
- 3 Which charity do the Friends of Stapleford Miniature Railway events support? www.fsmr.co.uk
- 4 How many surnames are included in the index? www.roaderremembered.org.uk
- 5 How many lodges are in the 47-acre Landal Darwin Forest holiday park? www.darwinforest.co.uk
- 6 What is Peter Maryniak collecting? [Please see the classified pages](#)
- 7 In which city were The Old Station's carriages built in 1968-9? www.theoldstationallerston.co.uk
- 8 What event is planned for September 9 and 10? www.lincolnshirewoldsrailway.co.uk
- 9 How many people can Farndale accommodate? www.hungatecottages.co.uk
- 10 Which charity is the May 27-29 event supporting? www.fawleyhill.co.uk
- 11 What can you save on annual membership by paying with a standing order? www.fofnl.org.uk
- 12 What is the cost for family entry to the Famous Trains model railway exhibit? www.famoustrains.org.uk
- 13 Where will the loco struggle but ultimately reach? www.ffestiniogtravel.com
- 14 In which year did Her Majesty Queen Elizabeth II ride the footplate? www.exbury.co.uk
- 15 Making a fantastic gift, how much is sponsorship for a year of one of the Pit Pony Sanctuary's ponies? www.pitponies.co.uk
- 16 Lawrence of Arabia's first attack on the Hejaz Railway was at Abu Na'am Station. What is the meaning of Abu Na'am? www.thehejazrailway.com
- 17 What is the number of the MK 1 coach the Northampton and Lamport Railway is restoring? www.nlr.org.uk
- 18 Into the Blue offer days out at multiple railways across the UK, but how much is it to drive a train at Sherwood Forest? www.intotheblue.co.uk
- 19 What is the name of the arena hosting the National Garden Railway Show event on April 15? www.nationalgardenrailwayshow.org.uk
- 20 Which is Railholiday's wheelchair-friendly carriage? www.railholiday.co.uk
- 21 How many times a year do members receive a copy of the Lancashire and Yorkshire Railway Society's magazine? www.lyrs.org.uk
- 22 Where and when is the spring meeting of The Gresley Society? www.gresley.org
- 23 How much is joint membership of the Diesel and Electric Preservation Group? www.depg.org
- 24 What is the expected time of departure from Woking on the Railway Touring Company's Dorset Coast expresses this summer? www.railwaytouring.co.uk
- 25 What time does Bancroft Mill Engine Museum open on Steaming Days? www.bancroftmill.org.uk
- 26 How much do you pay for a year's subscription to 24Trains.TV? www.24Trains.tv

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Setting out plans for Plumstead

DCRail secures long-term lease for yard on North Kent line and prepares site for aggregates traffic.

DESIGNS are being prepared by DCRail for the configuration of the yard at Plumstead in South East London for use by aggregates trains.

The freight operator announced in January that it had acquired a long-term lease from Network Rail for the strategic freight site on the North Kent line.

Used until the late 1990s for coal traffic, it has also been utilised in the past for movements of military vehicles, but was more recently a base for construction of the Elizabeth Line. Track has been cleared in preparation for returning it to freight use.

Three sidings are planned, two of around 250 metres, along with

one for wagon repairs, which is shorter in length.

Growth

Plumstead will be DCRail's fifth rail-connected site and it is expected to be used by trains consisting of Class 60 locomotives and JNA-T wagons, delivering supplies for the construction industry, from later this year.

In the last few weeks, the company has added two new flows of traffic to its rail workings, operating between Machen Quarry and West Drayton for Hanson and serving the new Express Concrete plant at Willesden.

Part of the Cappagh Group, it has seen a period of rapid



The Plumstead strategic freight site, pictured in January, will be reconfigured for aggregates traffic by DCRail. DCRAIL

growth in recent years and has made some management structure changes as it looks to develop itself further as a bulk freight business. In January,

Aaron Hickling took over as DCRail managing director, a position which had been held by Garcia Hanson for the last 12 years.

Official launch of Varamis services

FOLLOWING commercial trials which began last November, Varamis Rail officially launched its Mossend-Birmingham International express logistics service on January 9.

Using Eversholt Rail-owned 'Swift Express' prototype unit Class 321 No. 321334, formerly in service with Greater Anglia (which was converted for parcel carriage by Wabtec in Doncaster), Varamis is operating a Monday-Friday return service between Scotland and the West Midlands.

"The increase in online shopping and home deliveries over recent years has accelerated the demand to find a more environmentally friendly solution to moving our parcels, products, or light goods around the UK. One solution is the electrified rail network," commented Varamis managing director Phil Read.

Freightliner extols HVO benefits

THE launch of a container service, inaugurated using a diesel locomotive running on hydro-treated vegetable oil (HVO) has been heralded by operator Freightliner as an "exciting and significant step forward".

Operated in partnership with Ocean Network Express (ONE), the first journey between Southampton and Crewe took place on January 17.

The Class 66 was swapped for a Class 90 at Crewe and the train continued to Freightliner's terminal at Coatbridge in North Lanarkshire.

HVO can be used as a direct replacement for conventional diesel. Freightliner estimates that carbon dioxide equivalent emissions for the whole journey were reduced by around 80%.



CHESSINGTON 'GRID': On Tuesday, January 31, DCRail No. 56091 became the first Class 56 to be used on a service to the reopened terminal at Chessington South. A rarity on the branch, 'Grids' would have been used on aggregates workings to Tolworth in the past, but this is the first occasion that one has operated a train to Chessington since DCRail traffic to the remodelled site began in December 2021. The 10 JNA-T wagons being hauled by the locomotive had formed half of a train loaded at the Isle of Grain, which was split at Willesden 'F' sidings, where the rest of the consist was unloaded. DAVID FLETCHER



PEAK DISTRICT EMPTIES: On January 28, DB Cargo Class 60 No. 60017 heads through Derby station with a Walsall Freight Terminal-Dowlow Briggs Sidings working. Having begun its journey slightly later than its booked 12.09 departure time, the train would arrive at its destination some 29 minutes ahead of schedule. HITESH PARMAR

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West Midlands Metro depot site extension underway

£43million project will more than double capacity at Wednesbury for stabling the growing WMM tram fleet.

WORK has started on a £43 million expansion of the West Midlands Metro (WMM) depot site at Wednesbury.

Local councillors with responsibility for transport joined West Midlands Mayor Andy Street and WMM interim managing director Sophie Allison to mark the start of the project in late January.

The Potter's Lane site is being extended in order to accommodate WMM's increasing fleet of CAF-built Urbos trams. In 2019, WMM, which then had 21 of the Spanish-built vehicles, signed a deal for 21 more.

Eleven of these have been delivered so far, with the remainder due to arrive in the coming months, ahead of next year's expected completion of the Wednesbury-Dudley network extension.



West Midlands Metro interim managing director Sophie Allison (left), West Midlands Mayor Andy Street (centre) and Lee Allen of Midland Metro Alliance (right) with local councillors, as depot extension work at Wednesbury gets underway. TFWM

Junction

Nearby, progress is being made on construction of a junction which will link the existing Wolverhampton-Birmingham route to the new line. Track will be laid on a newly-built incline to meet the existing raised line next to the depot.

Workshop and maintenance areas will be extended and modernised.

A new operations centre, staff facilities and a tram wash will also be added.

Transport for West Midlands is leading the depot project and

the work (funded through the area's City Region Sustainable Transport Funding Settlement from the Department for Transport) is being carried

out by West Midlands Metro Alliance. Space is being cleared to enlarge the depot yard and sidings, as well as the link to the Dudley route.

SIDELINES

Beckton all set for arrivals

AS the Docklands Light Railway (DLR) depot at Beckton prepares for deliveries of CAF-built five-car trains for the system, it is understood that an out-of-use B92 unit will be reinstated for shunting the new vehicles.

No. 88, which last ran three years ago, is thought to have received parts stripped from fellow Bombardier units B90 No. 39 and B2K No. 98 before they were sent for scrap.

The first new vehicle delivery (of a driving car from set No. 201) took place on January 13.

Following an initial order of 43 trains to replace the B90/92 stock and increase capacity, Transport for London is now planning for a total of 54 sets, the first of which is expected to go into service in early 2024.

More tram work at VLRNIC

DUDLEY'S Very Light Rail National Innovation Centre (VLRNIC) is expected to see further use this year as a repair facility for West Midlands Metro trams.

A major programme of body panel replacement work on CAF-built 'Urbos 3' vehicles began after cracks were discovered in 2022.

A proportion of £1.2 million of Very Light Regional Rail Programme funding will be used to purchase equipment to make the centre fully operational and support the repairs, as well as testing for the Coventry Very Light Rail project.

Dogs approved

FOLLOWING a three-month trial last year, the Transport Committee of Greater Manchester Combined Authority has approved plans to allow pet dogs to travel on Metrolink services on a permanent basis. Prior to the pilot, only assistance dogs were permitted on the system.

Farewell South Gosforth

HAVING been opened in October 1923 by the London & North Eastern Railway to house third-rail electric multiple units for the North Tyneside loop, South Gosforth depot in Newcastle closed on January 19, after just short of a century of continuous use.

For the last 43 years, the depot has been the base for the Tyne & Wear Metro fleet, ownership having transferred from British Rail.

Maintenance will be transferred to the recently-completed £70 million depot, purpose-built on the opposite side of the site, in readiness

for the arrival of the first of the system's new fleet of 46 Stadler five-car Class 555 electric trains.

Demolition of the old depot, parts of which have gradually been taken out of use over the last 18 months, will now be completed.

Two weekend line closures were scheduled for track, signalling and overhead line work, ahead of the new facility being brought into use.

A reduction in maintenance capacity during the transition was expected to temporarily lead to fewer peak time trains on parts of the network.



The heavy maintenance area of the old South Gosforth depot, which closed in January. NEXUS

Wearside route reopens after flood damage repaired

ALMOST eight weeks after the route was closed following severe flood damage to an electrical substation, Tyne & Wear Metro services between Park Lane and South Hylton on Wearside resumed on January 13.

Train operations were

suspended on November 17 after a period of heavy rainfall led to water making contact with equipment at Pallion, causing a fire and rendering it unsafe to use.

Engineers from Network Rail embarked upon a complete rebuild of the substation,

which transforms power from the National Grid into a lower voltage current for the Metro's 1500V DC overhead line equipment. This involved the removal of damaged components, rewiring and testing.

Martin Errington, the

infrastructure maintenance engineer who led the work, said: "We have been working alongside industry specialists to restore power quickly and safely, and I am really pleased that passengers can use this section of the Metro line again."

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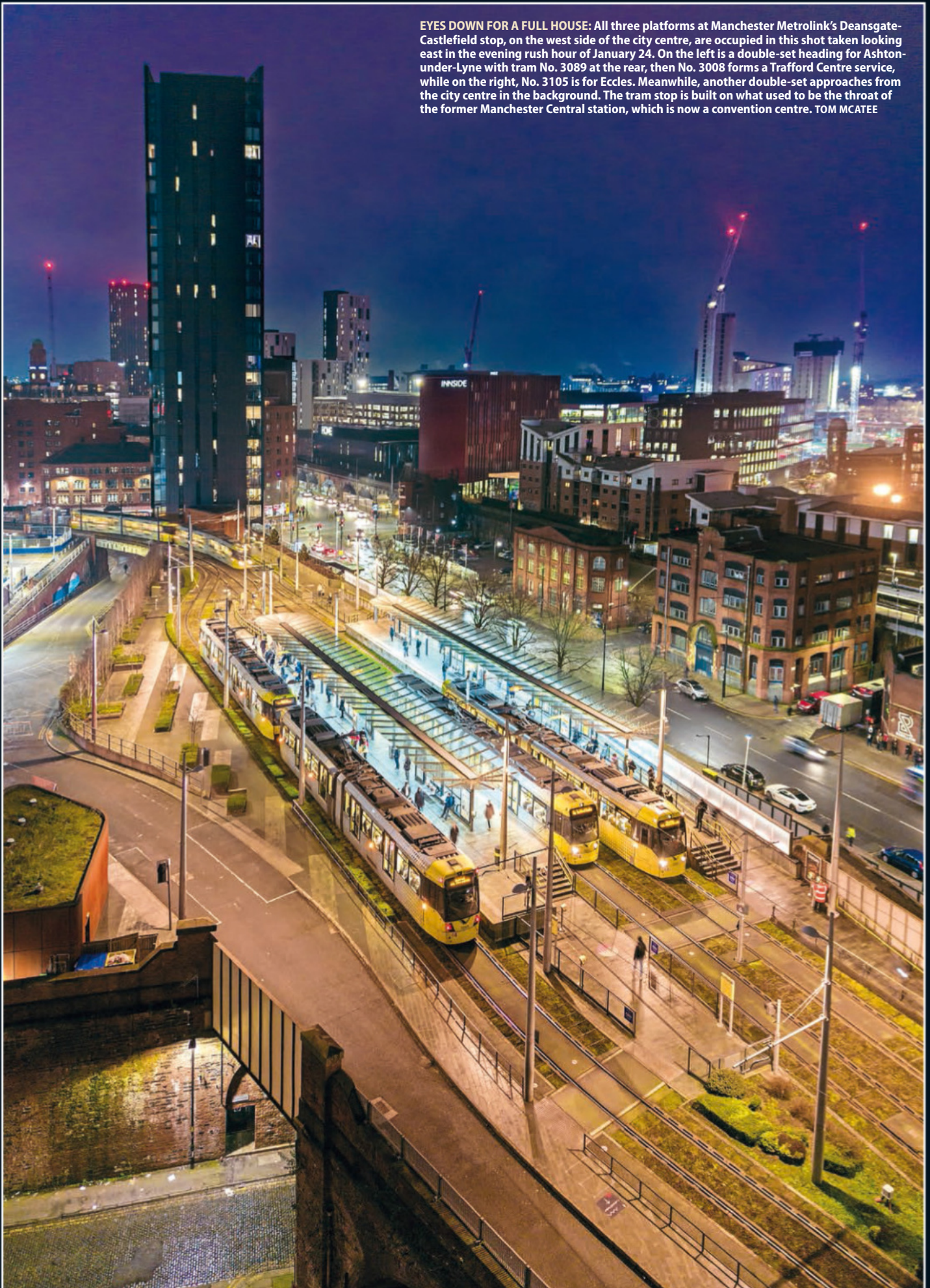
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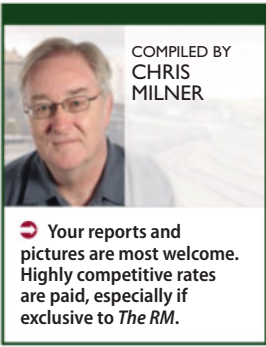
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Metro Portfolio Track Record

EYES DOWN FOR A FULL HOUSE: All three platforms at Manchester Metrolink's Deansgate-Castlefield stop, on the west side of the city centre, are occupied in this shot taken looking east in the evening rush hour of January 24. On the left is a double-set heading for Ashton-under-Lyne with tram No. 3089 at the rear, then No. 3008 forms a Trafford Centre service, while on the right, No. 3105 is for Eccles. Meanwhile, another double-set approaches from the city centre in the background. The tram stop is built on what used to be the throat of the former Manchester Central station, which is now a convention centre. TOM MCATEE





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Council in bid to increase 'Lakes' line capacity

CUMBRIA County Council has produced a Strategic Outline Case (SOC) for developing the Oxenholme-Windermere 'Lakes' line, which sets out a rolling programme of investment to enhance the 10-mile line as part of the Department for Transport's Rail Network Enhancements Pipeline.

The council proposes a dynamic passing loop located west of Burneside, along with a second platform at Burneside to support a two-train operation, as well as line speed and level crossing improvements, together with improved signalling.

As a single line, there is only one train per hour in each direction, which, the council says, limits the ability to support the visitor economy and restricts local community access via rail to health, education and other key services.

The SOC says a package of enhancements for the Lakes line corridor could potentially boost capacity by nearly 50%, adding up to 225,000 trips to the existing 550,000 trips a year on the railway.

Coun Keith Little, Cumbria County Council's cabinet member for transport, said: "We believe creating a dynamic passing loop as part of a major investment in the Lakes line would be hugely beneficial and help deliver a rural transport exemplar which better meets the needs of our residents, visitors and businesses. It would support our visitor economy and its green recovery by providing more sustainable travel to the Lake District."

The branch line was proposed for electrification in 2013, but the idea dropped four years later and replaced with a plan to use bi-mode Class 769 units, which never materialised.

Midlands Connect outlines its Marches plans

Rail enhancement proposals to be put to UK Government as part of the Union Connectivity Review.

SUB-national transport body Midlands Connect (MC) has unveiled its blueprint which, it says, will improve rail services along the Welsh Marches route, as well as into mid and west Wales.

The proposal is a suite of upgrades for rail improvements in Herefordshire, Shropshire and Telford & Wrekin, as well as parts of Wales, and has been created in conjunction with the Welsh Government.

Between Chester and Shrewsbury, MC is proposing faster and a higher frequency of trains, with greater direct connectivity between Telford and Chester. It also wants to review accessibility to train stations, and in doing so identify any barriers people may have in using them for the "first and last mile" of their journey.

For the Welsh Marches route comes a plan to cut journey

times between Cardiff and Hereford to under 60 minutes, with the aim of encouraging more people out of their vehicles and onto the train.

MC will investigate the feasibility of stations between Hereford and Abergavenny to provide better rail access to the rural communities along the Herefordshire/Monmouthshire border.

On the Heart of Wales line, where services run between Shrewsbury and Swansea or Llanelli, MC wants to see faster trains, plus a higher frequency of services. It also proposes enhancing the effectiveness and comfort of the interchange at Shrewsbury. Because of the remote nature of this route, MC also wants improved bus and rail integration for rural communities along the line.

For the busy Cambrian Line from Shrewsbury to



Transport body Midlands Connect has aspirations for a 90mph line speed between Wolverhampton and Shrewsbury, plus a cut to journey times into Wales, both to Cardiff and also Aberystwyth and Pwllheli. On May 17, 2022, Transport for Wales Class 158 Nos. 158734 and 158820 leave Wellington with the 09.23 Holyhead-Birmingham International working. CHRIS MILNER

Aberystwyth and Pwllheli, MC is proposing a cut journey times, maintaining direct services to Birmingham, and optimising connections at Shrewsbury.

MC also wants the Government's support of the Birmingham – Black Country – Shrewsbury rail line as the gateway to the Marches, and wants to see the

line speed increased to 90mph between Shrewsbury and Wolverhampton.

It plans to take this blueprint to the Government for funding, specifically for the schemes as part of the Union Connectivity Review, in conjunction with the Welsh Government. Funding was set aside to progress key projects in the report.

New footbridge is the first of its kind on Network Rail

A NEW footbridge, the first of its type, was opened at Craven Arms, Shropshire, on January 27.

Known as a FLOW footbridge, it has been designed and funded by Network Rail's Research and Development

(R&D) team, collaborating alongside industry specialists.

The bridge aims to provide a faster, more sustainable and affordable option in order to close a number of dangerous foot crossings.

FLOW stands for fibre-reinforced polymer (FRP), lower cost, optimised design, working bridge – but the name also underpins its striking and modular design. The Craven Arms location was chosen as the previous high-risk foot crossing closed some years ago due to the position of a loop line and line curvature that prevented pedestrians from having clear visibility of oncoming trains.

The 21m-long bridge costs about 40% less than traditional steel structures. No concrete is used in the foundations, reducing its carbon footprint, and it weighs half of a traditional steel bridge, meaning lower transport and construction costs. With the majority of construction taking place off-site, installation can occur without disruption to

passenger services. The bridge is equipped with a real-time structural health monitoring system that records how it performs, allowing future improvements to the design and more efficient maintenance, as well as tracking its use.

Andy Cross, programme manager at Network Rail Wales and Borders, who played a key role in designing the bridge, said: "The FLOW bridge was designed, first and foremost, as a safety solution, but our teams have also gone above and beyond to create a quicker and more sustainable option for the future of the railway."

"The versatile design means we have already started looking at fully accessible versions, with lifts and ramps, for other locations where that would be a suitable option."

(See also photo on page 85).



The new 'FLOW' footbridge in position, just north of Craven Arms station. NETWORK RAIL

Work gets underway on new Cameron Bridge station

CONSTRUCTION of the new station at Cameron Bridge on the Levenmouth line has commenced.

The station will be the terminus and one of two new stations on the £116 million Scottish Government-funded rebuilding project of a line that closed to passengers in 1969.

Initial construction work on the new station

will commence with the foundations for the 196m-long platforms, achieved by using more than 100 precast units and approximately 200 cubic metres of concrete.

In late 2022, the platforms of the old Cameron Bridge station were demolished and the spoil moved to the site of the new station about 200m to the east.

The spoil will be utilised within the new station development.

Located just off the A915, it will have 125 car parking spaces with provision for EV charging, and accessible spaces and cycle storage.

The project will take about 10 months and is due to open when the Levenmouth Rail Link begins service in the spring of 2024.

Currently, a mile of new track has been laid and commissioned, which will support construction of the subsequent phases of work on the project. Elsewhere, fencing is being installed, embankments reprofiled, and drainage, cabling and track works are underway on the second mile section. Bridge works are ongoing along the route.

Inverness airport station opens

A NEW £15 million station to serve Inverness Airport was formally opened by Scotland's Transport Minister Jenny Gilruth on February 2, with passenger services commencing the following day.

Work began on the two-platform station in October 2021, and as well as passengers using the airport (800-metre walk), the station will cater for improved travel links to the growing Inverness Airport Business Park and the new town of Tornagrain on the nearby A96. Prior to the construction of the

station, the line at this location was single, so the passing loop between Inverness and Nairn, with the 160m-long platforms, will provide some capacity and resilience improvements.

Built to be step-free, there are 64 parking spaces, 10 with electric charging facilities, and four disabled spaces and cycle parking. Local buses, diverted to call at the new station, will also link the station and airport.

The station will be served by 35 trains per weekday in each direction operating between Inverness and Aberdeen.



ScotRail Class 170 No. 170402 passes through the station ahead of its official opening on February 2. NETWORK RAIL



A computer generated image of the refurbished male toilets. NETWORK RAIL

Toilet refurb for Water-loo

CELEBRATING its 175th anniversary later this year, London's Waterloo station is to have its toilets upgraded as part of a wider programme of work to improve passenger experience.

The project will involve creating a balanced number of female and male facilities, as well as a gender-neutral facility to improve inclusivity. Extra baby changing areas and

improved access will also be created to make it easier for people with reduced mobility, the elderly, and people using pushchairs. During the work, alternative toilet facilities will be provided.

As part of a separate project, plans are also underway to replace the 100-year-old station roof, as well as improve customer information systems and open a new retail offering.

SIDELINES

Broken gas main disrupts services along Fife coast

RAIL services along the Fife coast were disrupted from January 31 for several days after an excavator carrying out ground investigation work on the railway struck a gas main. With an exclusion zone imposed and local evacuations of some properties and a leisure centre, ScotRail, LNER and CrossCountry services were suspended, with rail replacement bus services introduced between Dundee and Montrose. The line reopened on February 2.

Levelling Up cash is heading for Earlestown

A SHARE of £20 million of cash from the Government's Levelling Up fund, which has been awarded to St Helens Borough Council, will be used to provide step-free access for Earlestown and bring an original building back into use as a café and waiting room. Connectivity to the town centre will be improved through enhanced signage.

New stabling point opens at Banbury

FOUR new stabling sidings have been opened for Chiltern trains at Banbury as part of a depot upgrade that has taken six months. The work was undertaken because later this year, almost 1½ miles of track between Princes Risborough and Aylesbury will be realigned to create space for HS2 tracks to pass beneath, during which time access to Chiltern Railways Aylesbury depot will be limited.

MML electrification makes progress

BY late January, Network Rail engineers had installed half of the mast in the step to electrify the line between Kettering and Wigston. Teams are also working to cut back vegetation, ready for the masts to be installed.

Welsh wi-fi boost

TRANSPORT for Wales (TFW) has launched a new on-train wi-fi portal which features real-time information and opportunity for passengers to submit in-journey feedback. The portal uses industry-leading data sources and GPS mapping to provide expected arrival and departure times, onward travel options and other options.

Willenhall demolition

THREE former industrial waste processing buildings have been demolished to make way for new platforms as contractors gear up to build a new station at Willenhall, near Walsall. Once the historic mine workings under the site have been stabilised, construction can begin on new platforms, lifts, stairs and footbridge as part of the £55 million project to reopen stations at both Willenhall and Darlaston, which closed in 1965.

Network Rail in talks over upgrade to telecoms

NETWORK Rail has begun exclusive discussions with a private sector consortium to enter a long-term partnership to upgrade its ageing telecoms infrastructure and improve connectivity around the UK. If a deal can be reached, there will be significant savings for the taxpayer.

The project will accelerate trackside fibre and mast upgrades to future-proof the telecoms network and will also enhance wireless connectivity on trains and in stations. Additionally, data-driven train performance and safety systems will be improved.

Overall, the project will align with the Government's Levelling Up agenda and support current objectives to improve connectivity nationally, particularly in respect of delivering high-quality broadband to harder-to-reach rural communities.

The consortium is a partnership between two private sector businesses – both market leaders in the development of mobile tower and fibre assets.

The parties expect to reach an agreement by mid-2023.

Project to make Port Glasgow step-free

WORK on a £5 million project to improve accessibility at Port Glasgow station in Inverclyde was due to commence with preparatory work in February.

The project will see Network Rail, working with principal contractor STORY, install a new footbridge and lifts. Covered ramped access to the main station entrance at Princes Street

will also be introduced to the station, all designed to make it easier for people with impaired mobility or those travelling with luggage to access the platforms.

The footbridge will incorporate two accesses leading to and from the park-and-ride car park located off Highholm Avenue and also provide step-free access to and from the Gourock

bound platform and the car park. Preparatory work is underway ahead of construction of the bridge, which is due to begin in May.

The project has been funded by the Access for All scheme, with contributions from Inverclyde Council, and is expected to be complete towards the end of the year.



An artist's impression of the finished footbridge and lifts at Port Glasgow station. NETWORK RAIL

Cumbrian viaducts protected from water erosion

CONCERN over the foundations of three viaducts on two key lines spanning the River Eden has now resulted in the completion of protection work which has been ongoing for two years.

The erosion, known as scour, is caused by strong-flowing currents, however, increases in rainfall in recent years has sped up the scour to an alarming rate.

Long Meg viaduct on the Settle & Carlisle line is a 1940s-built

concrete viaduct carrying the goods lines through Carlisle and an adjacent Victorian-built viaduct, and all have been badly affected, leading to the two at Carlisle on the West Coast Main Line being subject to a 20mph speed restriction.

Working with Environment Agency and Natural England, Network Rail used a detailed hydrographical survey of the riverbed that revealed how, over

time, the water had scoured away the viaduct supports.

Undertaking temporary repairs in 2021, a final fix in the summer and autumn of 2022 has concluded with engineers positioning 5000 tonnes of boulders in the river, along with 4000 tonnes of setting concrete. Completion has allowed previous speed restrictions to be lifted. Some of the work and inspections were carried out by divers.



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Converted hydrogen trial train is no more

THE former Class 314 electric multiple unit converted to run on hydrogen as part of the University of St Andrews-led 'Scottish Hydrogen Train Project' has been decommissioned.

A start was made on removing the equipment installed for the trials on the Bo'ness and Kinneil Railway from No. 614209 (formerly No. 314209) in January. It is understood that some of it will be returned to Ballard Motive Solutions (formerly Arcola), which was a partner in the testing that was completed in August and September last year. Portable buildings associated with the project and the hydrogen fuelling facility at Bo'ness have also been removed.

The unit was used as a testbed to demonstrate how existing rolling stock could be modified to operate on hydrogen.

The university told *The Railway Magazine* that there were no updates to share on the project at this current moment.

University helps to develop VR depot tool

EAST Midlands Railway (EMR) is working with the University of Sheffield's Advanced Manufacturing Research Centre to create a virtual reality simulation tool which, it says, will help improve efficiency and effectiveness at Nottingham Eastcroft depot.

Rules, depot processes, and timings of train movements have been incorporated to develop a representative model.

The project has been supported by Network Rail's Performance Improvement Fund and should allow the impact of operational scenarios on capacity and performance to be understood much more quickly than by using conventional methods.

'Made in Wales' fleet is officially launched

Llandudno station hosts inauguration event for CAF-built Class 197s.

WELSH Government Minister for North Wales Lesley Griffiths joined schoolchildren at Llandudno station on January 26 for the official launch of the new CAF-built Class 197 DMUs.

Assembled at CAF's Newport factory, a total of 51 two-car and 26 three-car units will play what Transport for Wales says is a "key role" in its plans to improve customer experience and will be used on long-distance services across the Wales and Borders network.

Featuring leather seats, charging points for electronic devices, passenger information screens and more modern air conditioning and wider doors than the trains in the existing fleet, the first members of the class entered service on the Conwy Valley line in November last year.

'Proud and excited'
"This made-in-Wales fleet signals an important

improvement to rail services and I am sure passengers will enjoy travelling across North Wales lines on the Class 197s," said Ms Griffiths.

Describing them as "the first brand new trains in Wales in a generation", TFW chief executive James Price added: "The construction of our new trains has been four years in the making and we are incredibly proud and excited to formally welcome passengers onto them."

No. 197007 was present at the event, where it was named *Happy Valley*, after one of the area's oldest parks. The name was suggested by Tabitha Shields, from Tudno School, Llandudno, as part of a country-wide competition to find names for the new fleet of trains.

In total, 148 new trains will enter service with Transport for Wales in the next few years. Also part of TFW's £800 million investment in new rolling stock,



Pictured alongside Class 197 No. 197007 *Happy Valley* are naming competition winner Tabitha Shields with CAF's UK director, Richard Garner, Welsh Government Minister for North Wales Lesley Griffiths and Transport for Wales chief executive James Price. TFW

Stadler-built Class 231 four-car diesel multiple units have begun to enter service.

No. 231007 became the first of the 11 sets to carry fare-paying

passengers on Wednesday, January 18.

On that day, it worked from Cardiff to Penarth and to Bargoed and Rhyimey.

FIRST APPEARANCE: ScotRail 'Highland Explorer' units Nos. 153380 and 153305 are pictured on January 22 following arrival at Fort William from Eastfield depot on the first of a series of driver training workings. During the summer timetable, one of the units, which feature bicycle spaces, charging points and improved seating, will form part of a morning service from Mallaig to Glasgow Queen Street and evening return train. GORDON KIRKBY



Class 91s are sent for scrap

A FURTHER trio of Class 91s have been sent to Newport Docks to be scrapped.

Nos. 91112, 91115 (still carrying its *Blaydon Races* nameplates) and No. 91125 left Doncaster Belmont Yard, bound for Sims Metal, behind Rail Operations Group No. 37510 *Orion* on February 3.



LAST APPEARANCE: Pictured alongside Class 800 No. 800016 on its last day in service as a power car with Great Western Railway, Class 43 No. 43022 *Nether Stowey Castle* departs Highbridge & Burnham for Taunton on January 21. It is the first power car from the 'Castle Class' sets to be withdrawn in operational condition. All the trains are due to be removed from service by the end of the year. PETER NICHOLSON



The consist of GB Railfreight No. 56081 and the two Class 805s is pictured approaching Leicester. CHRIS MILNER

Two new Class 805s moved ahead of West Coast Main Line testing

ORIGINALLY due to have moved four days earlier under their own power between Network Rail's Melton Mowbray Rail Innovation Development Centre (RIDC) and Oxley depot at Wolverhampton, Class 805 Nos. 805001/003 made the journey on February 3.

The two five-car units, the first of 13 Class 805 bi-mode sets ordered by Avanti West Coast, had been undergoing initial testing at the RIDC, having emerged from Hitachi's plant at Newton Aycliffe in County Durham late last year.

Avanti says their transfer to Oxley (which will ultimately be the base for the class and the 10 seven-car Class 807 electric units also on order from Hitachi) was delayed due to issues with documentation submitted, specifically concerning the plan

to run them under their own power. In order to avoid further delay and the need to resubmit paperwork, the sets were 'dragged' to their destination behind GB Railfreight Class 56 No. 56081. For main line testing on

the West Coast route, Nos. 805001/003 are permitted under their own power in diesel mode to Crewe and in electric mode north of Crewe. The Hitachi-built sets will replace Avanti's Class 221 'Voyager' trains.

WAGON REPORT

by Steven Fredrick Lappage

PORTERBROOK Leasing expects deep-sea container traffic – currently more than 40% of all rail freight activity – to continue to grow. It is taking delivery of 200 FEA-G (Sgnss) intermodal flats from Greenbrier Europe.

Notably, they are standard 60ft platforms, rather than the short 40ft flats that have been in vogue in recent years.

Assembly of the fleet is being carried out in Poland by Wagony-Swidnica, with the specifications largely similar to the FEA-W (Sgnss) wagons supplied last year to Wascosa for Network Rail infrastructure duties. However, the wagons are being delivered as 100 permanently-coupled twinsets, Nos. 81 70 4663 001-5 to 200-3.

GB Railfreight is hiring the new fleet. Although the company started out as an infrastructure carrier for Railtrack, intermodal now forms the bulk of the firm's business. Ports currently or previously served include Felixstowe, DP World London Gateway, Southampton Western Docks, Southampton Maritime and Tees Dock. Inland terminals that

host GB Railfreight container trains range from Birmingham International Freight Terminal (BIFF at Birch Coppice), Doncaster Railport, Hams Hall, Newell & Wright at Rotherham Masborough and Trafford Park Euro Terminal.

When the latest order is complete, GB Railfreight will have more than 1000 intermodal wagons on long-term hire or lease, mainly from VTG Rail UK. Other types of flats have also been hired for shorter periods from Ermewa and Touax.

More MLA (Ealnos) gondola opens have been delivered by Astra Rail Industries of Romania to Wascosa/Network Rail, Nos. 81 70 5932 371-4 to 430-8.

Other recent arrivals have been 50 JNA-X box opens for Porterbrook Leasing/GBRF. They feature a reinforced main body structure that adds 0.5 tonnes to the tare weight, and a two pipe Knorr air brake system with a separate main reservoir pipe.

Drax Ltd has ordered 30 new IIA-D (Tafoos) bogie biomass hoppers for delivery later this

year. They are intended for a new flow of wood pellets from North Blyth, Northumberland, to Drax power station in North Yorkshire. WH Davis is building the fleet, Nos. 83 70 0698 226-3 to 255-2, at its Langwith Junction workshops.

The downside of massive investment in new JNA-T (Ealnos) stock is that there will be less wagon variety in future. After 35 years of service, the former Foster Yeoman JYA box opens, Nos. OK 3268-3271/273-276/278-296/298-309/311-328, are being retired and replaced by new VTG Rail UK financed JNA-T wagons. Built in 1988 by Orenstein & Koppel of Dortmund, West Germany, the JYAs were, together with the similar JHA hoppers, this firm's only major build for the UK wagon market.

Orenstein & Koppel was better known for its locomotives, such as the line of Montana diesel mechanicals sold to numerous narrow gauge industrial railways during the interwar period.

Recent private-owner retirements have been: JXA

bogie scrap wagon No. VTG 3112; JNA bogie opens Nos. VTG 3412/416; PCA alumina hoppers Nos. 55533/536/541; TTA gas oil/kerosene tanks Nos. VTG 60197/579/580/582/584/586/591/594/598/661/666/676/683/763/768/769/775/874/875/878-880; and TEA bogie petroleum tank No. VTG 88101.

DB Cargo UK disposals to scrapyards have been: OBA drop-side opens Nos. 110045/174/210/451/458; RRA runners Nos. 110538/622;

OCA opens Nos. 112009/015/030/044/081/119/136/230/346/359/368/373/393; ZCA 'Sea Urchin' lowside opens Nos. DC 210111/345; MFA opens Nos. 391265/581; MHA/MPA* 'Coalfish' spoil opens Nos. 39407 1/073*185/199*224/245/271/354/397/518/528/573/583/59 3/614/623/649/663/725/781/7 83/784/945; MTA opens Nos. 39 5014/041/044/046/056/108/15 2/166/189/194/209/226/382/3 84; and MHA open No. 396100. Listed in error previously was MPA* No. 396199*.



Porterbrook Leasing's new JNA-X box open No. 81 70 5932 781-4 was seen in Bescot Yard on January 15. S F LAPPAGE

Traction Portfolio Track Record



CAMBRIAN 'TRACTORS': HNRC's orange-liveried No. 37405 joined with Network Rail's yellow-liveried No. 97304 *John Tilley* to work an observation saloon from Shrewsbury to Barmouth on February 14, No. 37405 being needed to supply the electric train supply. The return working is seen about to cross Barmouth Bridge. GARY THOMAS

FOOTEX-RUGGEX: With Newport Town football club at home to Swindon Town on February 4, plus Wales playing its Six Nations rugby match against Ireland in Cardiff on the same day, black-liveried Mk.4 set Nos. 82227+11321+10330+12323+12222 with loco No. 67020 formed an additional 1Z98/10.36 Swindon to Cardiff and 1L31/18.40 return – the morning working seen at Newport. DAVID HUNT



COUNTDOWN BEGINS: Now that the first Class 777s have entered service on Merseyside (see also pages 18-20), the clock is running down for the ageing Class 507 and 508 fleets they are replacing – such as No. 508111 (in 'The Beatles Story' livery), which is seen leaving Southport on January 30 with the 11.27 to Hunts Cross. STEVE SIENKIEWICZ

S&C SUNSHINE: The sun was shining on this view down Mallerstang Valley, Cumbria, on January 20, as DRS Class 57 No. 57304 *Pride of Cheshire* reaches the summit of the Settle & Carlisle Line at Ais Gill with a lightweight 6K05/12.32 Carlisle New Yard to Crewe Basford Hall departmental working formed of just two wagons. PAUL BIGGS





EBB AND FLOW: Looking almost like a computer-generated impression, this photograph taken on February 6 shows a new train passing under a new bridge, with both reflected in a very still pond. The train is TfW DMU No. 197008, heading away with the 5Z01/08.25 Cardiff Canton to Chester empty stock working on February 6; and the bridge is the innovate FLOW (Fibre-reinforced polymer, Lower cost, Optimised design, Working bridge) that opened just north of Craven Arms (Shropshire) on January 27 (see also Network news, page 80).
ED WEAVER

Operations Track Record



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A correspondent travelled from Manchester to Euston on January 24 and encountered delays due to signalling issues between Milton Keynes and Watford, arrival in London being 15 minutes late. Euston itself was reported very quiet. The return journey was 16 minutes late on arrival at Piccadilly on a lightly loaded train.

Making its first WCML run, AWC's unbranded white Class 805 No. 805001 ran on a 5Q30/08.34 ECS on Monday, February 6 from Oxley Depot in Wolverhampton to Glasgow. On arrival at Glasgow Central at 13.47 this five-car unit departed from platform 2 at 13.58 (5Q31) returning south to Oxley Depot. On the following day the same five-car unit ran to the identical Glasgow-bound schedule.

Although most AWC Anglo-Scottish services in January and early February were worked by Class 390 units; on February 6, the 9577/13.16 London Euston to Glasgow Central via Birmingham was worked by consecutively numbered Class 221s Nos. 221112+221113. Earlier that day No. 221104 ran ECS on a 5Z21/07.48 from Crewe to Glasgow Central.



A visit to King's Cross on Friday, January 20 found Class 91 No. 91119 *Bounds Green*, in InterCity livery, alongside platform 1 at the head of the 1D17/14.03 to Leeds. Driving trailer No. 82223 was at the rear of the train.



The planned battery train trials are expected to take place during 2023, but no date has been announced for the introduction of the converted D-stock given the recent situation surrounding Vivarail which is now in administration. For now, the Greenford service remains worked by Class 165/1 Networker Turbos.

On a sunny January 20, a correspondent made a journey on the 2G24/11.25 from West Ealing to Greenford formed of No. 165127. A little later



No. 165127 was seen again, approaching South Greenford forming the 2G27/12.09 on the return journey from Greenford to West Ealing. No. 165127 was seen for a final time on the day at West Ealing forming the 2G30/12.52 from West Ealing to Greenford.

The following day, Saturday, January 21, a repeat visit to West Ealing found disruption on the Greenford service. No. 165124 had reportedly been working the services in the morning but was declared a failure, having returned to West Ealing on the 2G17/09.37 from Greenford. Consequently, another unit had to be sent from Reading to work the service. A journey on the 2G34/13.52 from West Ealing to Greenford found it formed of No. 165121.

With the lease of the 19 Class 769 tri-mode multiple-units ending on April 1, 2023, there would seem little reason to continue to run them. However, on Monday, January 23 No. 769930 was seen leading No. 769959 through Tilehurst station whilst working as empty stock train 5Z71 from Oxford Up Carriage Sidings to Reading Traincare Depot. The Class 769s were working on their diesel engines.

It has been reported that the last run of a Class 769 with GWR was to be on Tuesday, February 7, over the North Downs Line, to complete the testing of the Automatic Selective Door Operation (ASDO) system, which is also being fitted to the Class 165 fleet. It is also reported that the Class 769 units will be stored at Long Marston.

Had everything gone to plan, during 2023 the Class 769 trimode multiple-units would have been taking over from the Class 165/1 Networker Turbos on the Thames Valley branch lines. On January 23, a correspondent made journeys on several of these branch lines. To sample the Reading to Basingstoke line service, the short hop from Reading to Reading West was made on the 2J35/12.32 from Reading to Basingstoke formed of Class 165 No. 165107, returning on the 12.22 from Basingstoke to Reading formed of No. 165104. This was followed by a visit to Henley-on-Thames using the 2H34/13.15 from Twyford and returning on the 2H37/14.00 to Twyford, both trains being formed of No. 165120.

There was never an intention to use the Class 769 trimode multiple units on the Marlow 'Donkey' service, but the Class 769s were to have been used on the rush hour Maidenhead to Bourne End shuttle. A journey to Marlow was made on the 2B38/15.35 from Maidenhead, formed of No. 165119. Returning later in the evening No. 165119 formed the 2B53/18.54 from Marlow to Bourne End, where it was necessary to change to No. 165127 forming the 2B55/19.05 from Bourne End to Maidenhead. This and No. 165119 on the 2B56/19.05 from Bourne End to Marlow, left Bourne End station almost simultaneously, running side by side until No. 165119 diverged down the Marlow branch.

During a visit to Paddington station on Thursday, January 19, Class 165 No. 165104 was seen

arriving at platform 2 as empty stock train the 5D03/11.19 from Reading. After a few minutes the unit returned west as empty stock train 5D04/12.16 to Reading Traincare Depot.

Class 165 Networker Turbos were once a very common sight at Paddington but have become something of a rarity. The reason for No. 165104 to visit Paddington, arriving and leaving empty is unknown. The information screen on platform 2 described the train as 'Not in Service' and also 'Special Charter'.

As the Hitachi IETs are maintained by their manufacturer, it is unusual to see them at Reading Traincare Depot; however, on Monday, January 23 No. 802004 was noted, from a passing train, at the London end of the depot sidings.



Further new Class 720 units have entered traffic on the following dates: No. 720541 on January 10; No. 720120 on January 20; No. 720103 on January 28; No. 720117; and No. 720508 on February 6.

Meanwhile, new units moved south to Wembley include No. 720117 behind No. 47727 from Derby on January 17, followed by No. 720508 hauled by No. 47739 on January 19. The next day the Class 47 took No. 720544 south and No. 720121 on January 27. Class 47 No. 47727 was back on February 1 taking No. 720119 to Wembley.

Ex-Greater Anglia Class 379s have begun to be transferred

to Worksop for storage and on January 12 No. 379029 was moved north from Ilford by Class 47 No. 47727. That was followed a week later on January 19 by No. 379020 in tow behind the same Class 47. Two more units, Nos. 379030+379005, were moved by No. 47739 on February 9. It is believed more will be moved to the Worksop storage facility on a weekly basis.



The new station opened at Inverness Airport on Friday, February 3. Constructed by Network Rail and costing £14m the station, on the line from Inverness to Aberdeen, consists of a passing loop, two platforms and electric vehicle charging points.



The Saturday-only service from Cleethorpes to Sheffield via Brigg, which was suspended for 'operational reasons' on January 1, 2022, resumed on January 14, 2023. The first service is reported to have been the 2H03/07.53 from Sheffield to Cleethorpes formed of Class 150 No. 150206.

On January 21 the 1C54/09.29 Manchester Airport to Barrow-in-Furness was worked by consecutively numbered Northern Class 195s Nos. 195131+195132. Normally Northern services on this route are operated by single Class 195 three-car units.



Above: Flanked by the castellated retaining walls of the former overall roof (which was damaged during the Second World War), ScotRail Class 380 No. 380009 departs Greenock on January 28, bound for Glasgow Central with the 2G30/10.38 from Gourock. PAUL BIGGS

Left: Two generations of West Coast electric traction are captured at Lancaster on January 28, as No. 86259 *Peter Pan/Les Ross* passes through with the 1Z86 'Winter Cumbrian Mountain Express' from Euston to Carlisle, while 'Pendolino' No. 390115 *Alison* calls at platform 4 with a southbound service to London. BRADLEY LANGTON



Although the majority of TPE services between Scotland and the Northwest of England are operated by Class 397 units, one diagram on the Edinburgh to Manchester Airport route, 1M83 & 1M91 (south) and 1S56 & 1S88 (north), was on Thursday, January 27, worked by Class 802 No. 802214. On the following day this same diagram was worked by No. 802217. However, the 1M83/08.12 from Edinburgh was terminated at Manchester Piccadilly after arriving 37 minutes late and so the Edinburgh-bound 1S56 started from there at 12.27.

Although no WCML passenger carrying services operated between Preston and Carlisle on Friday, February 3, TPE Class 397 No. 397011 ran a 5C85/10.07 from Preston on an ECS working to Carlisle. Later that afternoon the same unit ran south to Lancaster. From there at 14.05 No. 397011 returned ECS north to Carlisle and then back south to Preston to arrive at 16.26.



On Sunday, January 8, Hull Trains services were diverted from Doncaster to London St Pancras via Beighton, Toton and the Midland Main Line. Class 802 No. 802302 *Jean Bishop* worked the 1A91/08.08 Hull to London St Pancras and the 1H03/12.30 London St Pancras to Hull, while classmate No. 802305 *Humber Bridge* worked the 1A94/14.08

Hull to London St Pancras and the 1H06/18.50 London St Pancras to Hull.



The new Class 197 units are entering traffic with the following joining the active fleet: No. 197018 on January 5; No. 197009 on January 10; No. 197008 on January 12; No. 197002 on January 13; No. 197007 on January 17; No. 197021 on January 26; and 197019 on January 31.

New Class 231 units are also entering traffic with the following dates being reported: No. 231007 on January 18; No. 231001 on January 24; No. 231010 on January 27; No. 231006 on February 2; No. 231002 on February 4; and No. 231004 on February 7.

Class 67 No. 67020 in black and red livery was seen at Stockport on February 2, working the 1W65 Cardiff Central to Manchester Piccadilly TFW loco hauled service with DVT No. 82227 on the rear.



New Class 777 No. 777140 was moved from Dollands Moor to Wembley by Class 66 No. 66115 on January 18, being taken forward to Crewe and Kirkdale the following day between Rail Adventure Class 43 Nos. 43465+43484 and 43480+43468.

Following the ASLEF trade union accepting an offer from Merseyrail regarding the

operation of the Stadler Class 777 units, the first of the 53 custom-designed four-car 750V DC third rail units entered traffic on January 23, when No. 777049 worked the 2K17/10.50 from Liverpool Central to Kirkby. The Kirkby line is the first to see the Class 777 operation, as only three trains are required to work the service of four trains per hour. Initially, just a single unit is in use each day. A second unit, No. 777009, entered traffic on January 26.



A correspondent made a journey on December 15 on the 09.34 Northampton-Euston which did not arrive at Euston until 13.02, having taken almost 90 minutes between Watford and Wembley. By mid-afternoon the service had been reduced to one an hour and just before the departure of the 17.45 there was an altercation between the guard, who wanted to get on his way, and the cleaners, who wanted the train cancelling because of overflowing toilets. A compromise was reached, it was agreed the train would stop at Watford Junction for as long as it took for all passengers who needed a convenience break to use the ones on platform 6. The train was delayed for nine minutes to facilitate this for seven passengers.

Further Class 196 units have entered traffic between Birmingham and Shrewsbury with No. 196001 and 196006 on January 10 followed by No. 196109 on January 18.

EMR

In the early morning of January 13, a tree came down across the line at Kibworth which resulted in some early services being diverted via Oakham. Later the same day a signal problem between Kettering and Leicester also delayed and impacted services with numerous cancellations and delays.



A new delivery to Ilford occurred on January 18 when No. 710379 was top-and-tailed south from Derby by Class 37 Nos. 37510+37611. No. 710379 entered traffic on February 3 working the 2C05/06.30 Watford Junction to Euston.



The new Southeastern timetable, with effect from December 12, 2022, has received some criticism, but it is difficult to see that this is justified. An interesting development is the line from Perry Street Fork Junction to Slade Green Junction, which in the previous timetable saw only rush hour services, now has a regular all-day service between Barnhurst and Slade Green.

A journey was made on Thursday, January 26, from Cannon Street to London Bridge, going the long way via Barnehurst, using the 2T41/14.01 from London

Cannon Street to London Cannon Street, which was formed of Networker Nos. 465196+465922.

On January 28, Europhoenix Class 37 No. 37884 *Cepheus* worked Class 465 Networkers Nos. 465903+465906 north for C4 overhaul as the 5Q23/10.41 Slade Green TMD to Doncaster Works, seen passing Market Harborough 35 minutes early.



Class 313 units were in trouble on the evening of January 18, when No. 313204 expired at Havant, losing all its air whilst working the 18.00 Brighton to Portsmouth. The unit needed assistance in the form of No. 313208 working the 18.55 service from Littlehampton. Both services were terminated and returned as ECS to Brighton Depot. More cancellations were to follow as the shortage of Class 313s continued. The 21.00 Brighton to Portsmouth and 22.40 return via Littlehampton and the 21.45 Bognor Regis to Littlehampton were non-runners.

The 19.00 Brighton to Portsmouth with No. 313203 was diverted into Bognor Regis with the return working the 20.29 starting from Bognor Regis. Delays were continuing as the 19.55 Littlehampton to Portsmouth with unit No. 313215 was delayed at Barnham by 15 minutes for route clearance at Havant. The 18.30 Brighton to Southampton with unit No. 377108 was being delayed at Emsworth with

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a 32-minute deficit and was terminated at Fareham with the return 20.26 starting there.

There were more troubles for Southern, Gatwick Express and Thameslink earlier in the day when flooding was a concern between Clayton and Patcham Tunnels after the recent rainfall. Some services were terminated or diverted via a reasonable route. The 13.15 Victoria to Littlehampton got diverted to Eastbourne with the 15.13 return working starting from Brighton. The 13.46 Victoria to Littlehampton was diverted via the Arun Valley with the return working running on its booked route. The main line was reopened in time for the evening peak.

On January 20, a points failure at about 12.00, at Wivelsfield, between Brighton and Haywards Heath, had a knock-on effect for services on the West Coastway between Brighton and Southampton Central which extended into the late afternoon. Traffic problems in the Southampton area, partially caused by the effect of the major landslip at Hook, near Basingstoke, also affected trains throughout the area.

Late running of the 10.28 service between Southampton Central and Brighton meant that stopping patterns were changed, with the calls at Goring-by-Sea and West Worthing cancelled. Our correspondent's intended arrival at Goring-by-Sea at 11.47 was at 12.30, after two changes, at Barnham and Angmering. Later in the day, the 14.30 from Brighton to Southampton

Central was delayed by 15 minutes at Worthing, and eventually terminated at Fareham at 16.08. The following 14.51 service from Brighton to Littlehampton was held at Arundel Junction for 15 minutes and further delays continued throughout the afternoon.

The 15.30 service, which left Brighton 27 minutes late, and similar 16.30 service also terminated at Fareham, also 32 minutes late. The Class 377 sets all returned to Brighton from Fareham, roughly as scheduled. Timetabled services through Fareham were resumed about 18.30.

Observed on January 19 were unit Nos. 377142+387223 at Preston Park working the 13.09 ECS move from Brighton to Selhurst.

Class 313 Nos. 313202/11/14/17 are at Eastleigh being decommissioned prior to scrapping whilst the rest are still in operation until the May timetable. A draft copy of the new timetable for May shows all the Class 313 diagrams replaced by Class 377/3s for the West Coastway services including services from Littlehampton. All Class 313s will be scrapped, except for 'celebrity' No. 313201, which is to be preserved by the NRM.

The 11.57 Portsmouth to Littlehampton on February 8, formed of Class 313 No. 313216 was taken out of service at Littlehampton on February 8 with a number of faults including door issues, and was replaced by No. 313207 which arrived from Brighton Depot to work the 13.09 service to

Bognor Regis. Meanwhile, No. 313216 was taken to Brighton Depot for attention.

Class 377 No. 377159 was seen on a test run from Brighton Depot to Brighton Depot via West Worthing on February 8.



Movements of the Class 701 units reported included No. 701033 being relocated from Worksop to Derby on January 11 by Class 47 No. 47739. New No. 701051 was delivered to Eastleigh from Derby on January 20, hauled by Class 47 No. 47727 now sporting a new blue livery, seen passing through Market Harborough. The same loco took No. 701052 on the same route on January 24.

The following day, the Class 47 took No. 701019 from Eastleigh TRSMD to MoD Marchwood for secure storage, followed the next day by Nos. 701016 and 701022.

On January 30, Class 47 No. 47739 took No. 701049 to Marchwood and Nos. 701038 and 701045 the next day, with No. 701032 following on February 8. Two further moves from Worksop to Derby saw No. 701040 hauled by Class 47 No. 47727 on February 2 and No. 701002 by Nos. 47727+47749 on February 6.

On Sunday, January 15, a landslip near Hook, in Hampshire, damaged the down lines from London Waterloo to Basingstoke. No trains were running on the line due to planned engineering work.

Network Rail asked passengers not to travel between London and south or west of Basingstoke on January 16. Although initially the landslip was expected to have an impact on journeys until the end of service on Sunday, January 22, the problems continued beyond then. On Friday, January 27, a review of services at Hook showed that although there was an approximate hourly service up to Waterloo, no trains were stopping in the down direction.

New SWT unit No. 701018, running as 5Q62, passed Fareham at 10.22 on January 20 on a proving run from Southampton via Eastleigh to Haslemere and Staines. This was possibly the first sighting of one of that class in Fareham.

The scheduled possession between Havant and Guildford on January 21, was cancelled in favour of the major work to repair the landslip at Hook, near Basingstoke.

Class 701 No. 701037, with Arterio branding, was noted from a passing train on Wednesday, January 25, in the carriage siding at Wokingham, the victim of a graffiti attack.

Charter Trains

GBRf Class 56 Nos. 56081+56098 top-and-tailed 'The Class 56 Farewell' specials on January 14: 1Z56/07.24 Wembley Central-Leicester via Oakham, 1Z57/10.49 Leicester-Barrow Hill, 1Z58/13.36 Barrow Hill-Spring Bank South Junction, 1Z59/15.39 Spring Bank South Junction-Peterborough and 1Z60/19.31 Peterborough-

Wembley Central. The following day, the same two Class 56s worked the coaching stock back to base ECS as the 5Z61/12.16 Wembley Yard-Burton-on-Trent Wetmore.

On a day of no WCML passenger services and few freight operations on Wednesday, February 1, WCR's black liveried LMS 'Jubilee' 4-6-0 No. 45699 *Galatea* (running as No. 45627 *Sierra Leone*) along with a maroon Mk.1 support coach and Class 47 No. 47802 worked the 5V42/08.27 from Carnforth to Southall.



Scrap metal trains reported between Cardiff Tidal and Sunderland include No. 66144 on January 19; No. 66142 on January 24; No. 66127 on January 31; and No. 66142 on February 2.

Two trains passed an icy South Greenford station in quick succession on Friday, January 20. First was the 4V27 from Quainton Railhead to Acton Terminal Complex, headed by Class 66 No. 66190, with 66199 at the rear. Less than 20 minutes later, No. 66188, in EWS livery but with large DB logos, followed on the 6O98 from Park Royal Marcon to Angerstein Wharf. The following day, Nos. 66199 and 66087, both in EWS livery, were seen at Drayton Green, top and tailing the 4V27 from Quainton Railhead to Alexandra Dock Junction.

On January 23, the 4O39 from Morris Cowley M.A.T. to

SWR 'Desiros' Nos. 450068+450112 head east from Hook towards Waterloo on the up slow line with the 1T38/10.59 from Portsmouth Harbour on February 8. This was the site of the downside embankment landslip (on the left in this view) on January 15, that closed the South Western Main Line for a week, with full repairs not expected to be completed until February 24. The temporary solution, as can be seen in the background, was to sever the up main line and slew the down main across so that there was one set of tracks in each direction. KEN BRUNT



Southampton Eastern Docks was seen passing Tilehurst station behind Class 66 No. 66027.

The 'Bin-Liner' train 6C03 from Northolt Sidings to Severnside SITA was observed passing Tilehurst station behind Class 66 No. 66068 on Monday, January 23.

Class 66 Nos. 66097+66129 were seen passing Worthing on January 24 top-and-tailing the 21.21 Eastleigh to Haywards Heath long welded rail train.

On Wednesday, January 25, Class 66 No. 66105 was seen passing platform 13 at Reading station at the head of the 6M78 from Tytherington to Quainton Railhead.



Class 66 No. 66415 *You Are Never Alone*, in orange livery, was seen passing Acton Main Line station, on the up goods line, at the head of the 4L36 from Wentloog to Felixstowe North Freightliner Terminal Intermodal, on Monday, January 9.

A Class 66 double-heading with a Class 59 may now be the normal traction for the jumbo trains from Merehead Quarry. On January 9, Class 66 No. 66564, with recruitment poster, and Class 59 No. 59103 *Village of Mells*, in Hanson livery, were seen in the yard from the platform at Acton Main Line station having arrived on jumbo train 6A09 from Merehead Quarry. On the same day, and still at Acton Main Line, Class 59 No. 59004 *Paul A Hammond*, in Aggregate Industries livery, was seen pausing on the down goods loop for a crew change when working the 6Z60 from Neasden Charrington to Merehead Quarry.

Jumbo train 7A09 from Merehead Quarry to Acton Terminal Complex was seen passing Hanwell station on Friday, January 13, hauled by Class 66 No. 66506 *Crewe Regeneration* and Class 59 No. 59203, in orange livery.

FL orange and black liveried Class 90s Nos. 90011+90016 pulled a set of empty container flats on Tuesday, January 17, on a 4S52/07.44 from Crewe to Coatbridge. On Thursday, January 26, this same working of empty flats was headed by Nos. 90011+90005+90016 although only the leading loco had a raised pantograph.

On Monday, January 23, orange liveried Class 66 No. 66605 was seen passing Twyford station working light engine as 0V18 from Allington Hanson Aggregates to Whatley Quarry.

Class 66 No. 66603 was seen pausing for a crew change by Reading platform 13 on Monday, January 23, whilst working the 6B11 from Willesden Southwest sidings to East Usk Yard.

Class 90 Nos. 90013+90014 were sighted passing through Stockport and not on the Styal

Line, working a diverted 4M87 Felixstowe to Trafford Park Freightliner on February 2.

Consecutively numbered Class 90s Nos. 90003+90004 pulled a set of empty container flats on Tuesday, February 7 from Crewe (4S52/07.45) to Coatbridge. When seen passing through Lancaster at 09.30 both locos had raised pantographs.



Class 37 No. 37218 and Class 57 No. 57304 *Pride of Cheshire* top-and-tailed a Network Rail yellow liveried coach on January 19, on a 6Z79/12.51 from Derby to Motherwell.

The 4S43/06.24 Daventry to Mossend Tesco morning container service is usually fully loaded but on Tuesday, January 24, this service was only partly loaded being pulled by Class 66 Nos. 66423+66427.

A 6K05/12.33 Carlisle to Crewe engineer's train on Tuesday, January 24 comprised of 14 low sided mineral trucks was pulled by Class 88 No. 88007 *Electra*.

On a day of very few WCML freight workings on Wednesday, February 1, the 4S43/05.25 Daventry to Mossend Tesco container service passed through Lancaster 67 mins early pulled by consecutively numbered DRS Class 66s Nos. 66122+66123. A few minutes later in the opposite direction the 4M27/05.46 Mossend to Daventry container train pulled by Class 88 No. 88002 *Prometheus* passed through Lancaster on time at 08.50.

Whilst Friday, February 3 saw limited rail traffic movements, Class 88 No. 88007 *Electra* pulled TPE Class 68 No. 68021 *Tireless* running as 0Z21/09.29, a light engine duo from Carlisle to Crewe.

Class 68s Nos. 68001+68016 pulled a single flask payload on Saturday, February 4, on a 6K73/08.29 from Sellafield via Barrow to Crewe through Lancaster at 10.16. A little later at 10.38, also seen passing through Lancaster, the 4S63/06.46 Daventry to Mossend Tesco container train was pulled by consecutively numbered Class 68s Nos. 68006+68007.

GB Railfreight

After the RMT and ASLEF strikes on January 5 and 6, Intermodal freight began to reappear in Harwich Parkeston Quay yard on January 8 and 9 with movements, on notably 4Z28 from Wembley Yard, arriving at roughly 07.30 with No. 66747 *Made in Sheffield* taking over and moving it round to Felixstowe Port later in the morning. Nos. 66723 *Chinook* arrived as 0L23 from Whitmore LDC and No. 66782 on the 0P41 from Ipswich to Harwich PQ yard, taking 6R43 round to Felixstowe while its run mate



Above: The three TOCs that serve Manchester Airport are represented in this shot there on February 2, with (from left) Northern's No. 195107 with a service for Barrow; Transport for Wales's No. 197011 for Chester; and Transpennine Express's No. 185121 for Saltburn. PHIL WALLIS



Right: Despite all the green visible, this is not a Southern service and station but EMR Regional's No. 170923 at Shirebrook with the 12.39 Worksop-Nottingham on February 7. ROBIN STEWART-SMITH



With possibly the first visit of the class to Newport, South Wales, DRS's bi-mode No. 88007 *Electra* is seen just after arriving there on February 10, with the 0Z45 route learning run from Crewe Gresty Bridge. Meanwhile, No. 67010 departs in the background with the 1W57/10.52 Cardiff to Manchester Piccadilly. JUSTIN CAZENAVE.

went round to the Harwich Refinery to create the 6P41 consist of empty condensate tanks to North Walsham. It turned out to be a double-run week with No. 66782 returning from loaded tanks on January 10 and repeated the run on the following two days.

On January 13, a rare light engine movement was booked in the schedules under 0Z92 from Willesden Railnet sidings to Harwich International by Class 92 No. 92023. On the day, its normal duty – the overnight Caledonian Sleeper run into Euston turned out to be two hours late – and with numerous enthusiasts along the GEML route to the N.E. Essex port worried that the diagram would be cancelled at the last minute, it was with relief from all that 0Z92 was activated some 90 minutes late and the Caledonian Sleeper-liveried locomotive duly began its booked trip – only the

second time the Class has been seen at Harwich – the first being an organised railtour in 2009. Captured en route by many railway photographers, it passed through Manningtree at 12.54 and made Harwich International platform 3 by 13.10, where it spent 30 minutes before returning as a 0Z93 to Willesden Intercity Depot.

That weekend, on January 14, the stopover intermodals materialised in Harwich Parkeston Quay yard again and No. 66701 arrived with 4L28 (Doncaster) at a belated 14.20, nearly an hour behind schedule, while No. 66756 Royal Corps of Signals brought 4A03 round from Felixstowe later in the evening, the latter then leaving early on Monday, January 16 as 4S53 bound for Tinsley and the former taking 4R43 round into Felixstowe at 09.30.

Two days later on January 18, No. 66715 *Valour* – *In Memory of*

All Railway Employees Who Gave Their Lives For Their Country was sent over from Peterborough MPD as the usual 0P41 to take charge of 6P41 empty tanks to North Walsham, returning with the loaded set the next day before departing back to Peterborough.

If the Harwich Refinery to North Walsham tank run works just once a week, it is normally a Wednesday out and Thursday return but on Thursday, January 26, No. 66718 *Sir Peter Hendy CBE* arrived at the Refinery gates, seemingly sent over from Felixstowe, and took the 6P41 to the Norfolk repository of the condensate gas from the North Sea oil wells and, with a stopover at North Walsham overnight, returned to the North East Essex refinery on the following day with 6A32.

The normal exit route would be 0E06 to Peterborough MPD later that same evening but

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unusually the Class 66 remained parked up at the west end of Harwich Parkeston Quay over the weekend and made its exit on Monday, January 30 as a double-header attached to stopover intermodal 4R43 round to Felixstowe with No. 66701.

Another stopover in Harwich Parkeston Quay yard that weekend was a 4Z03, hauled by the white-and-blue liveried No. 66780 *The Cemex Express*, arriving from Peterborough Virtual Quarry at around 16.30 on January 28, and leaving for Felixstowe as a 4Y66 on January 30 at 10.45.

Although February 1 was an ASLEF strike day, the cross-country route from Peterborough via Ely and Haughley Junction onto the GEML was operational and No. 66747 *Made in Sheffield*, dispatched from Peterborough MPD in the early hours, provided the traction on the empty condensate tanks from the Harwich Refinery to North Walsham as 6P41, returning the next day with the loaded consist and exiting back to Peterborough light engine as 0E06.

February 4/5 saw two weekend stopover intermodals arriving in Harwich Parkeston Quay yard with No. 66780 hauling 4L03 (Doncaster i-Port) at roughly midday and No. 66702 *Blue Lightning* an hour later with 4L28 also originating from Doncaster i-Port. Both left on February 6 with No. 66702 at 09.30 and No. 66780 at 11.00, bound on the horseshoe-shaped trip round to Felixstowe port via Ipswich, yet bizarrely both ports are visible to each other over the half-mile stretch of the Stour-Orwell estuary.

On Monday, January 9, Class 56 No. 56081, looking smart in BR blue livery, was

seen pausing on the up goods line at Acton Main Line when heading the 5Z56 from West Ruislip LUL Depot to St Leonards Railway Engineering Ltd. The train consisted of the London Underground 4-TC coaches.

Class 66 No. 66736 ran a rake of empty wagons from Wakefield Kirkgate to Llandudno on January 16, where it was loaded with slate and then returning to Bescot. The following day the consist went forward to Walsall behind No. 66736 where it was emptied, and the train then went through to Peterborough. The diagram was repeated on January 30/31, worked throughout by No. 66762.

The second new working into the former Leyland Motors site started on January 18 from Rylstone, taking eight-and-a-half hours and powered by Class 66 No. 66793. It went through Skipton up to Blea Moor to run round then had a one-hour layover at Hellifield. It then waits for an hour at Farington for a path and goes to Springs Branch to run round before coming back north and reversing into the siding about 16.40.

An unusual MoD move on January 18 found Class 66 No. 66742 work from Doncaster i-Port to Kineton. The following day it took a consist from Kineton to Bicester then ran light back to Kineton prior to working a consist south to Marchwood. A change of loco followed on January 24 when No. 66705 worked a rake back from Marchwood to Kineton.

Class 66 No. 66730 pulled a short train of high-sided wagons on Tuesday, January 31, on a 6G04/09.01 from Longtown MoD to Kineton MoD. This train was held in the up loop at Outbeck (south of Lancaster) to allow AWC's London-bound

1M10/09.36 worked by Class 390 No. 390128 to overtake.

Just after midnight on Saturday, February 4, a 6C01/19.20 to Kineton MoD train of empty container flats, pulled by Class 66 No. 66745 was looped into platform 3 at Lancaster. This was to allow the 1S55/23.32 Warrington to Shieldmiur mail train, worked by two unidentified Class 325 units, to overtake at 00.09 using the down through mainline. On February 3, No. 66745 took a consist north from Kineton to Carlisle, going forward to Glen Douglas and back to Carlisle the following day.

A visit to London Bridge station on a cold Friday, January 20 found a Snow and Ice Treatment Train at platform 10. This was the 3Y90 from Tonbridge West Yard to Purley Down Siding via Horsham, West Croydon and Oxted. On departure from London Bridge the train was formed of Class 73 No. 73141 *Spa Valley Railway*, + YXA 99 70 9594003-4+YXA 99 70 9594 007-5, with No. 73201 *Broadlands* at the rear.

On Wednesday, January 25, Class 66 No. 66770 was seen passing Staines station at the head of the 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard.

A new flow commenced on January 26, conveying concrete segments between the Isle of Grain and West Ruislip hauled by Class 66 No. 66726. A further consist was reported on January 30 with No. 66301 in charge.

Towards the end of January, it was reported all Class 69 rebuilt locomotives were to be taken out of traffic and be returned to Progress Rail, Longport.

The exact reason this decision has been taken is not clear, some reports indicating the problem was a due to noise and

vibration levels in the cab.

A press release, said to have been issued by GBRf read: "GBRf Class 69 – Following introduction of the Class 69, and learning from the initial service phase of operation as well as build, GBRf and EMD are taking an opportunity of a change in traction requirements following winter operations to carry out a number of reliability, build quality and cab improvements to the Class 69 fleet. These improvements include to the cab environment, new driver's seat, build quality and arising work. We are working with our supplier EMD to complete this as quickly as possible as a fleet wide program."

Nos. 69007+69003+ 69001+ 69006 went north from Tonbridge to Peterborough on February 1, to await forwarding to Longport. Two days later Nos. 69002+69004 ran direct from Tonbridge to Longport.

GB Railfreight has announced a 10-year deal with leasing company Akiem which will see 11 EMD Class 77 and 66 diesel locomotives transferred from Continental Europe to the UK between January 2023 and May 2024. The Class 77 is a European Class 66, which can be assumed to be redesignated as Class 66 once the out of gauge air conditioner is removed from the cab roofs.

Container loading on the daily 4S47/10.44 Hams Hall to Mossend service continues to be light. On Tuesday, January 24 this service, pulled by Class 66 No. 66782, comprised of just four yellow containers. Three days later, on Friday, January 27 this working, pulled again by No. 66782, conveyed just three containers.

Class 60 No. 60096 was sighted passing through Stockport with 6E24 Liverpool

- Drax Aes Loaded Biomass service on February 2.

On Friday, February 3, Class 66 Nos. 66728+66768 top-and-tailed two High Speed Milling vehicles on a 6X69/07.54 from Bescot to Carlisle. Two days later, the same locomotives top-and-tailed a track maintenance machine from Shap to Bescot.

GBRf has taken over the scrap trains formerly worked by DB Cargo with Class 66 No. 66788 on a Doncaster-Attercliffe-Liverpool diagram on February 7 and No. 66773 on a Liverpool-Swindon-Liverpool diagram the following day.

There is a freight working that runs most days, from Shap stone quarry to a stone plant at Ashton, just south of Wigan, not far from Golborne, hauled by a Class 60 or 66. The train was observed on February 9, worked by Class 66 No. 66762. The train runs from Shap to Tuebrook Sidings, next to Edge Hill station, where the train splits, due to siding length at Ashton, and reverses to head back towards Wigan, where it turns south at Ince Moss Junction, using a rarely used freight line, to Bamfurlong Junction on the WCML where it then turns on to the freight line to the quarry. This line used to run through to St Helens back in steam days. The train is then propelled back to the stone terminal where unloading takes place. Once the train gets back to Tuebrook Sidings, the loco brings the other half of the stone train to Ashton to unload. Unloading at the Ashton terminal takes around three hours.



Colas Rail Class 56 No. 56094 pulled a train of 12 grey liveried 'Land Recovery' trucks from Ravenstuther to Longport 6M38/09.41 on Thursday, January 12. Three days later, on Sunday, January 15, the same loco pulled a similar set of empty wagons on a 4C30/10.33 from Longport north via Stoke-on-Trent to Carlisle.

Through the following week a set of loaded 'Land Recovery' wagons was moved to Longport from Ravenstuther on a 6M38/09.43 pulled by an unidentified Class 70.

On Wednesday, January 18, the 6M38 working was pulled by Class 70 No. 70806 which passed through Lancaster 162 mins early at 13.31. On Sunday, January 15, Class 70 No. 70814 pulled five empty log carrying trucks on the 171 mile journey on the 6C02/12.47 from Doncaster to Carlisle via Wakefield, Burnley and Shap. On the following day, and again on January 18 and January 20, the same locomotive pulled the southbound loaded log train the 6J37/13.50 from Carlisle via Shap to Chirk.

On the afternoon of Sunday, January 29, Class 70 No. 70810 whilst running light on a 0Z98/09.10 from Grangemouth to Bescot, was held in the up



GBRf-liveried 'Hoovers' Nos. 50007 *Hercules* and 50049 *Defiance* were rostered to top-and-tail SWR Class 458 EMU No. 458505 from Clapham Yard at Alstom Widnes for refurbishment on February 14, the 5Q26/11.14 departure seen passing the DIRFT terminal south of Rugby. CHRIS MILNER



Colas 'Grid' No. 56049 Robin of Templecombe 1938-2013 made a rare visit to the Berks & Hants line on February 5, to perform a rail drop to the west of Bedwyn (Wiltshire). The loco had run light engine from South Wales the day before to work this service, the 6C99 Bedwyn to Westbury via Langley (run round) seen at Eddington (circa four miles north east of Westbury). STEVE STUBBS

goods loop at Lancaster. This was to allow AWC's Glasgow to Euston (1M12/11.35) worked by Class 390 No. 390112 followed by the 9M55/11.55 AWC's Glasgow to Euston operated by No. 390121, to take the main line ahead of No. 70810 which moved off at 14.08. Meanwhile, at the same time, Class 70 No. 70809 passed heading north to Carlisle from Longport with 14 empty 'Land Recovery' mineral wagons.

HNRC's Class 37 No. 37405, on hire to Colas Rail, was seen passing through Stockport while working 6C96 Crewe Basford Hall to Bolton Autoballaster wagons for the overnight Network Rail Engineering Works on February 2.

The daytime Ravenstruter (6M38) to Longport southbound loaded mineral train was for much of January hauled by a Colas Class 70 locomotive. However, on Monday, February 6, this service was pulled by Colas Class 56 No. 56094. On the following day this service reverted to Class 70 haulage with No. 70814 in charge.

The Chirk to Carlisle (6Z37) empty log wagon train normally runs overnight but on Tuesday, February 7, this northbound working of 20 trucks, pulled by Class 70 No. 70806, ran in daylight to arrive at Carlisle Colas Yard at 11.50.



On January 17, Class 47 Nos. 47826+47832 took six coaches from Carnforth to Assenta Rail at Hamilton for CET (Controlled Emission Toilet) fitting, returning

later in the day with three coaches whose conversion had been completed.



The 6M89 Middleton Towers to Ravenhead sand train hauled by Class 56 No. 56091 on February 4 failed at Bryn station, Merseyside at around 17.43 with adhesion problems around five miles off its destination. Faced with a continual climb for 2-3 miles it became obvious the train would not be able to reach its destination. The problem was solved the following day by reversing the train to Ince Moss and then splitting the train in two and taking each half through to Ravenhead.

Locomotive Services Ltd

During the week commencing January 16, Locomotive Services ran a special from Crewe to Carlisle and back with Class 47 No. D1935 (47805) hauling a rake of immaculate Mk.2 coaches, believed to be a driver training turn. However, on Thursday, January 19 this ECS service was top-and-tailed by D1935 along with ScotRail liveried No. 47712 *Lady Diana Spencer*. On the following day the diagram reverted to being pulled by just No. D1935.

LSL Blue Pullman liveried Class 43s Nos. 43047+43059 plus matching coaching stock ran ECS on Thursday, January 26 on a 5Z43/09.32 from Crewe to Carlisle and back. This working also ran again on the next day when the Crewe-bound returning service 5Z43 arrived in Lancaster at 15:36 and was held in the up-loop line.

This meant AWC's 1M14/13.35

from Glasgow Central worked by Class 390 No. 390010 and Northern's 1U01/14.47 from Barrow-in-Furness to Manchester Airport worked by Class 195 units Nos. 195109 *Pride of Cumbria* and 195120 could, after calling at platform 4 in Lancaster, take the main line south ahead of the Blue Pullman ECS train.



Class 73 Nos. 73109 *Battle of Britain 80th Anniversary* and 73213 *Rhodaly'n* in top-and-tail mode visited Littlehampton twice during the afternoon of January 18, working the Tonbridge to Tonbridge via Littlehampton, Bognor Regis and Havant Snow and Ice Treatment Train and not long after leaving Littlehampton after its second trip, an unidentified

GMV arrived working a Horsham to Horsham SITT trip. The Class 73s appeared again at Littlehampton the following day on a similar working while the GMVs were Nos. DR92958+DR92908 working a Horsham to Horsham via Littlehampton, Bognor Regis and Havant.

On Monday, January 23, Class 37 No. 37099 was noted, from a passing train, at the head of a Network Rail test train in Reading Triangle Sidings.

Colas Rail Class 37 No. 37421 plus another unidentified Colas Class 37 top-and-tailed a rake of three yellow Network Rail overhead line inspection coaches on Tuesday, January 24, on a 1Q18/19.55 from Preston north to Mossend via Larkhall, Newton and Glasgow Central. When seen pausing at signal PN226 south of Lancaster at 20.38 one coach had a raised and illuminated pantograph.

On February 1, an ASLEF drivers' strike day, the Network Rail Engineers' train 1Q18 Ferme Park to Clacton-on-Sea still ran with Colas Class 37 No. 37219 *Jonty Jarvis* and loaned-in HRNC-owned 37612, but because of no hourly passenger services on the Harwich branch line it made an early 20 minute arrival at Harwich Town at 15.20 and instead of the normal 30 minute wait before returning set off back down the branch to Manningtree with a quick five-minute turnaround.


Our thanks

THE Railway Magazine's thanks for information go to: Mike Blechley, Gene Collins, Mike Cooper, Christopher Horne, Barry Knock, Sean Morris, Richard Moxon, Roger Phillips, Mark Reynolds, Craig Wellum and Chris West.



The Branch Line Society's 'Wolf Hall Thunderer' tour from Derby to South London on February 11 is captured at Raynes Park with the Wimbledon to Chessington South leg. The tour, which was top-and-tailed by Nos. 50008 *Thunderer* and 37403 *Isle of Mull*, also visited St Pancras, Shepperton, Hampton Court and Waterloo. HASSARD STACPOOLE

Stock Update Track Record



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ROG Class 37 No. 37510 Orion hauls withdrawn Class 91 Nos. 91125, 91115 (still carrying its *Blaydon Races* nameplate) and 91112 past Elford, near Tamworth on February 3, with a working from Doncaster Belmont Yard to Sims Metals, Newport, where the locos would be cut up. CHRIS MILNER

LOCOMOTIVES

Allocations

37165 sent for disposal
43180 sent for disposal
43195 sent for disposal
47194 sent for disposal
47368 sent for disposal
47492 sent for disposal
66011 WBRT-WBAE
66067 WBRT-WBAE
66069 WBRT-WBAE
66084 WBRT-WBAE
66090 WQ/WQAA-TO/WBAE
66100 WBRT-WBBE
66105 WBRT-WBBE
66106 WBRT-WBBE
66111 WBRT-WBBE
66117 WBRT-WBAE
66121 WBRT-WBAE
66129 WBRT-WBAE
66130 WBRT-WBAE
66139 WBRT-WBAE
66154 WBRT-WBAE
66174 WBRT-WBAE
66179 WBRT-WBAE
66186 WBRT-WBAE
66187 WBRT-WBAE
66306 newly registered RR/GBLT
91112 sent for disposal
91115 sent for disposal
91116 sent for disposal
91118 sent for disposal
91121 sent for disposal
91125 sent for disposal

Liveries

Colas: 43277
DB Cargo red: 66025
HNRC: 08799
LNER: 91107

Named

08799 *Ian Goddard*

Stored/stopped locations

Barrow Hill: 20066, 20901
Crewe Basford Hall: 90045
Doncaster West Yard: 91131
Laira: 43022, 43160
Longport: 69001/02/03/04
NRM York: 84001
Peterborough: 69007
Toton: 66098, 66149/51
Workshop: 25904

Operational

66090/98, 66149

Disposals

C.F.Booth, Rotherham: Cut date: January 24: 86251
Ron Hull at Carnforth: Cut dates: January: 37165 (the remains of), 47194, 47368; February: 47492
Sims Metals, Newport: Arrival dates: February 1: 43195; February 2: 43180; February 3:

91112/15/25; February 17: 43078; February 20: 91116/18/21.

MULTIPLE UNITS

Allocations

156403 DY/EMHQ-NH/EDHQ
156404 NH-HT
170502/04/10 TS/EJHQ-DY/EMHQ
197042 newly delivered HQ/HLHQ
197113 newly delivered HQ/HLHQ
317341 sent for disposal
317512 sent for disposal
317883/85 sent for disposal
321421/26/27/31/33/41 sent for disposal
508123 sent for disposal
701052 newly delivered HQ/HYHQ

720119/21/22 newly delivered HQ/EBHQ

Liveries

Northern: 156403
SWR: 450012/71/78, 450120

Named

197007 *Happy Valley*
390045 *Birmingham Pride*
390121 *Opportunity*

Names removed

317507 *University of Cambridge*
800 *Years 1209-2009*
321342 *R. Barnes*
321428 *The Essex Commuter*

Now in passenger traffic

197012/19/21
231001/02/04/06-08/10
710379
720103/17/19/21
720508/44
777009/18/49

Stored/stopped locations

Barrow Hill: 156907
Donnington RFT: 197042, 197113
Derby Litchurch Lane: 701002/27
Eastleigh Works: 701010/25/31
Hove: 313203/09/15
Loughborough: 730007/08/09, 730102
Millerhill: 321402
MoD Marchwood: 701016/19/22/32/38/45/49
Oxley: 730011
Tyseley: 196009/10/11, 730018
Wembley: 321303/25/29/30, 701040
Widnes: 458505
Wolverton: 197001
Workshop: 379005/20/29/30

Disposals

C.F.Booth, Rotherham: Arrival dates: February 8: 78151; February 9: 72011; February 10: 78300 (all 321431)
Sims Metals Newport: Arrival dates: January 24: 321433/41; January 26: 321421/27;

February 1: 317512, 317883; February 13: 508123; February 14: 321426; February 15: 317341, 317885

HAILED COACHING STOCK

Allocations

6141 sent for disposal
12202 sent for disposal
12305 sent for disposal
12480 sent for disposal
17080 sent for disposal

Liveries

Carmine & cream: 17013
LNER InterCity: 10300/09/11/15, 11229/79/86/95, 11306/08/18/26, 11406/08/16/18/26, 12205/08/13/20, 12312/13/25/28, 12406/07/20/22/28/29/33/65/67/74/81/85, 82208/11/22/23
Midland Pullman blue & white: 44081
Northern Belle: 10703
TfW: 10321/30, 11320/21, 12222/24, 12323/26, 82200/27
NR yellow: 6392

Disposals

C.F.Booth, Rotherham: Arrival dates: January 30: 12480; February 2: 12305; February 10: 12202
Ron Hull at Carnforth: Cut dates: January: 5491, 10245; February: 5569.
In addition, the following and others may now be cut – confirmation awaited: 2110, 94406
Raxstar at Eastleigh Works: Cut date: January 4: 17080
J. Watson, Stafford: Arrival date: February 9: 6141

■ STOCK CHANGES CORRECT AS OF FEBRUARY 20, 2023.



It is rare to see a diesel locomotive being scrapped these days, but Class 47 No. 47194 was in the process of being cut up by Ron Hull at West Coast Railways, Carnforth on January 28. ROB FRANCE



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Táilte Tours announces Suir Lee Knot excursion

TÁILTE Tours has announced its first trip of 2023 with its Suir Lee Knot tour on April 15. The Cork-based tour will operate to Waterford via Limerick Junction using Iarnród Éireann's 1993/4-built 2600 Class DMUs, on a route otherwise exclusively worked by InterCity Railcars.

One of only two routes still operated under semaphore signals and ETS, the trip includes a stop at Clonmel, the site of one of Ireland's last mechanical cabins.

Carrick-on-Suir will also be called at, allowing passengers a chance to view the Irish Traction Group's C Class loco No. 226 which is now in the final stages of restoration to running order. Tickets for the tour can be booked at www.tailtetours.com

201 Class to visit Sligo on railtour for first time

THE Railway Preservation Society of Ireland has released details of 'The Sligo Leitrim' diesel tour on April 22, which will see the first loco-hauled passenger train visit Sligo since September 2017, marking the first time an IE GM 201 Class has hauled a train to Sligo beyond Longford and the first to M3 Parkway.

The tour departs from Dublin Connolly and proceeds to M3 Parkway where the 201 locomotives will unhook. An 071 Class locomotive will then return the train to Docklands.

A 201 locomotive will haul the tour to Sligo and back.

Visit www.steamtrainsireland.com for full details.

Network to be expanded

Minister confirms that All Island Rail Review will see lines reopened.

TRANSPORT Minister Eamon Ryan, speaking in the Dail on January 23, all but confirmed that several mothballed lines are likely to reopen, initially for freight, as a result of the All Island Rail Review. He said that reconnecting Letterkenny, in County Donegal to the rail network at Derry was likely to be one of the projects to be taken forward.

The review, undertaken by Arup, for the Irish Government and Northern Ireland Executive was due to be published in the autumn of 2022, but delayed because of the collapse of the Executive.

Answering questions on the review, Mr Ryan said returning rail connectivity to Donegal and improving it to the North West will not be cheap and he had discussions with UK and consultants from The UK Union Connectivity Review.

He said: "It would be very expensive because we would need to build a new line. In my

mind, it is the right strategic view in terms of where rail could return in importance to our island and would be transformative, in particular in providing access to the North West."

Responding to the questions about reopening the currently mothballed lines between Rosslare Strand to Waterford and Athenry to Claremorris, Mr Ryan said: "We face a strategic question of whether we abandon it. In my mind, the answer is 'No' – we need to extend it, something which is happening in terms of the services from Limerick to Ennis and Athenry.

The section between Athenry and Claremorris is not just about those two counties. Rather, it is part of a longer route from Ballina and Westport through Claremorris down to Waterford and Wexford.

The western rail corridor is not just a small section between Athenry and Claremorris; it



On June 9, 2006, the last movement on the mothballed Athenry to Claremorris line took place when Iarnród Éireann inspection car No. 723 operated to the buffer stops at Athenry and back from Claremorris. It is expected that the line will be recommended for reopening in the All Island Rail Review initially for rail freight. No. 723 is seen approaching Tuam station gates on the southward run. BRIAN SOLOMON

comprises an entire route. In that context, it starts to make sense."

The Limerick-Foynes line is already being reopened and a spokesperson for Ryan said that the "next part of the jigsaw" is the Athenry-Claremorris

rail line. "This would mean that we would have a rail line from Ballina to Wexford with connectivity to key ports – for people, for freight and for the development of our offshore wind capacity," the spokesperson said.

Navan passenger line expected to be delivered by 2036



On February 9, No. 22055 stands in M3 Parkway having arrived with the 17.00 from Docklands. It would form the 17.43 return. The Greater Dublin Area Transport Strategy confirmed that the line from M3 Parkway could be extended to Navan by 2036. KIERAN MARSHALL

THE National Transport Authority's (NTA) Greater Dublin Area Transport Strategy confirmed that plans to provide a heavy rail passenger line to Navan could be delivered by 2036, as well as extending the DART further to Wicklow, Sallins and Kilcock.

The €25 billion plan published on January 23 outlines the NTA's investment up to 2042 and also includes the development of four new Luas lines, to Finglas, Lucan, Poolbeg and Bray.

Navan is on the freight only line from Drogheda to Tara mines, but plans to restore a rail link to

the town will be using the former MGWR from Clonsilla which was closed in 1963, as the current route is considered too long and lacks capacity.

The release of the NTA's plan follows the Irish Cabinet's signing off of the €750m investment which will see the Clonsilla to M3 Parkway line, reopened in September 2010, extended to Navan. This was originally planned to extend to Navan until it was cancelled in 2016. The proposal for the line is outlined in the plan as a 'medium term' project, to be completed between 2031 and 2036.

Derry line Phase 3 given go-ahead for delivery by July 2026

TRANSLINK has confirmed that funding for Phase 3 of the upgrade of the Line between Coleraine and Derry has been approved by The Department for Infrastructure (DFI).

A spokesperson confirmed that the project will include the complete renewal of 20 miles of track bed between Eglinton and Castlerock including replacement of sleepers and new ballast. This will allow existing 70mph speed restriction be increased to 90mph.

Stuart Wightman, director of public transport operations at the DFI, confirmed the expected start date in correspondence with local rail campaigner Paul Hughes, from the Enagh Youth Forum. He said: "Work on Phase Three of the project will be carried out from August 2025

to July 2026. The line will be closed for up to nine months to facilitate construction."

Mr Wightman also indicated that the DFI is undertaking a separate feasibility study for half hourly train services on the Derry-Belfast line.

"This includes the creation of new halts at Eglinton/City of Derry Airport, Strathfoyle and Ballykelly and this work is due to be complete in Quarter 2 of 2023. This project will be subject to the necessary approval processes as well as the need to secure budget to take forward the project, should it demonstrate value for money. As part of this work, consideration will be given to understanding what works could be undertaken at the same time as the Phase 3 project."



Funding and the go-ahead for Phase 3 of the Derry line upgrade, which will see track relaid and line speeds increased between Coleraine and Derry, was given by the Department for Infrastructure. A feasibility into the provision of three new stations is also due to be completed later this year. No. 3017 departs Waterside with the 09.38 to Belfast on May 4, 2020. CHRIS PLAYFAIR



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Underground link opens in New York

THE new Grand Central Madison station in Manhattan opened on January 25. Built underground and at right angles to the existing Grand Central station above, the new Madison station provides four island platforms for Long Island Railroad (LIRR) services arriving from the east.

The new East Side connection from Queens under the East River had been under construction since 2008, although the LIRR services cross under the river using the double-level 63rd Street Tunnel which was finished in 1975 – although even the upper level used by the Subway was not opened until 1989 due to financing problems.

The LIRR now uses the lower level, but restricted clearances prevent LIRR loco-hauled double-deck trains using the newly added route, so these will continue to use New York Penn station.

More 'Griffins' set for PKP IC

POLISH long-distance operator PKP IC has ordered 20 new 3kV 160km/h 'Griffin' electric locos made by Polish rail engineering firm Newag to add to the 30 delivered in 2020.

PKP IC has also ordered 10 of the multi-system EMSuA version of the Griffin equipped for use under 3kV DC, 15kV AC and 25kV AC catenary, enabling use in all of the standard gauge networks in neighbouring countries.

Electrification gathers pace on Indian Railways network

Government-set targets are helping accelerate changes to traction and gauge.

INDIAN Railways has been undergoing unprecedented investment in the last few years. The country's government has set targets to convert narrower gauge lines to the Indian standard of 1676mm (5ft 6in) and to electrify most of the network. Huge progress has been made and narrower gauge lines are now rare – 5507km of tracks were converted to 1676mm gauge in 2014 to 2019, while another 2907km of entirely new 1676mm gauge line was built in that same period. Furthermore, electrification has replaced diesel locos all over the country, much to the chagrin of local and international enthusiasts looking for narrow gauge or older Alco design diesel locos on any gauge.

Electrification at 25kV AC was mandated for the entire 1676mm gauge network in 2019 and this is set to be complete by about 2025; more than 7000km will be electrified in 2024 alone! The immediate effect of this policy is a significant reduction in work for diesel locos, enabling older Alco-derived classes such as WDM 2/ WDM 3 or WDG 3 (and sub classes) to be stored; replaced on electrified lines by electric locos or EMUs and elsewhere by more modern EMD



design diesel locos introduced this century.

The need for more electric trains has seen new EMU production increase, with the Mainline Electrical Multiple Unit (MEMU) design being delivered around the country. Production of 300-plus EMUs a year is planned and by 2024, the first tilting trains in India may appear.

In addition, Indian Railways continues to source new electric locos, with 1200 recently ordered from Siemens, in addition to the 800 Class WAG-12 double electric 12,000HP locos from a previous contract with Alstom.

Indian Railways management has changed its approach to new traffic development, tendering in 2022 for 90,000 new wagons over three years – an enormous increase on the historic levels of about 2000 a year. Dedicated electrified freight corridors are also being built, separating the very busy passenger railway from long-haul freight.

Above: In the south of India, electrification between Mumbai and Mangaluru (Mangalore) was completed in March 2022, replacing many Alco-design diesels in the process. Green-liveried WAG-9 HC electric No. 33487 heads through Madgoan on December 4, 2022, with the Konkan Railways Roll On Roll Off (Ro-Ro) service. These trucks are loaded at Kolad and Verna and are seen heading for Surathkal near Mangaluru; the drivers stay inside the trucks for the duration of the trip. RICHARD GENNIS

Below: New Mainline Electric Multiple Unit (MEMU) Nos. 228086 and 228085 wait at Verna station on December 2, 2022. These units, capable of 130km/h (80mph) and equipped with modern traction systems and regenerative braking, are currently used between Madgoan and Karwar in the southwest of India. RICHARD GENNIS



North America's Montana Rail Link to cease operation

MONTANA Rail Link (MRL), a regional freight railroad in the western USA, is to cease operation and return the 937-mile routes it operates to Class 1 railroad BNSF. MRL dates back to 1987, when a local businessman

agreed a 60-year lease of the southern Montana main line owned then by Burlington Northern (BN). This removed the cost of maintaining and operating the line from BN while retaining the long-distance

traffic that MRL handed over to BN (later BNSF once the merger with Santa Fe happened in 1995).

MRL operates the lines it leases and between Billings and Spokane, with access rights on BNSF tracks.

MRL locos can be seen as far north as Vancouver in Canada, although most remain on 'their' lines. Early termination of the 60-year lease is subject to approval from Federal regulators; a decision is expected soon.



Montana Rail Link EMD SD70Ace No. 4407 carries livery celebrating military veterans. Along with three similar locos in the more usual MRL blue livery, it is seen just west of Helena, Montana, on October 17, 2022. The four locos are used as bankers as the steeply-graded line crosses the continental divide through the Rocky Mountains to the west of Helena. JON HAYES

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Massive diversion in Australia

DUE to flooding that closed the main east-west route between Sydney and Adelaide, the 'Indian Pacific' Sydney to Perth train was diverted via the state of Victoria and Melbourne –

adding hundreds of kilometres to its route earlier this year.

The normal route via Parkes and Broken Hill in New South Wales was flooded and impassable, although flooding

affected the south of the country as well, fortunately without closing the only other east-west standard gauge rail line. The diversion continued throughout January, and along

with a similar diversion in late 2022, it is reportedly the first time that the long-distance services from Sydney have been diverted in this way in 15 years.

Hauling the diverted train – that was more than 30 coaches long – locos Nos. NR26 and NR27, both in different versions of 'Indian Pacific' livery, cross the Murray River at Murray Bridge, east of Adelaide, on January 19. The levee bank holding the water back at Murray Bridge broke in early January, leading to widespread flooding; the worst since 1956. Two road signs for a submerged road are visible in the foreground. STEVE MCNICOL



€1 billion German contract for National Express

NATIONAL Express has won a 10-year extension of the emergency operating contract it took over in February 2022 to run RheinRuhrExpress (RRX) routes RE1 (Aachen to Hamm) and RE11 (Düsseldorf – Paderborn/Kassel). National Express already operates the other RRX-branded routes and replaced Abellio, which was insolvent, operating RE1/RE11 last year. The new contract is worth about €1 billion over the decade.

120km/h automatic Metro opens to Istanbul airport

THE first section of a 69km-long, fully automated 120km/h metro line serving Istanbul's new airport opened on January 22, operating as line M11.

Initially, the 34km line is running from Kağıthane in the western suburbs. A second section between the airport and Halkalı railway station (the western terminus of the Marmaray cross-Bosphorus commuter line) is nearing completion.

Chinese company CRRC Zhuzhou won the contract to supply 176 automated metro vehicles for the new line.

Turkish network is badly damaged by earthquake

THE large earthquake which struck Turkey and neighbouring Syria on February 6, killing more than 20,000 people, has caused severe disruption to the Turkish rail network, affecting more than 1200km of track and damaging multiple bridges and 175 tunnels, including part of the new 25.5km 'Gaziray' suburban commuter railway Gaziantep, near the epicentre; this opened as recently as November 5.

New EMU fleets enter public service in Czech Republic

TWO new EMU fleets entered traffic in the Czech Republic in late 2022, replacing older trains.

In the South Moravian Region centred on Brno, the first of 37 Škoda-built 'RegioPanter' 25kV AC EMUs entered service in September. Initially, the two-car version of the train was used, but the four-car version was introduced from mid-January.

While the design is not new, the fact that the trains are owned by the regional government's transport authority, JMK, and has its red and white livery, is new.

In total, six four-car Class 550 and 31 four-car Class 530 trains are on order. Each set is named after one of the many wine varieties from South Moravia. They will replace older EMUs and almost all the Škoda-built Class 242 electric locos dating from 1975-81 used in the Brno area during 2023.

In the north of the country, near the German border, Czech private operator Regiojet is introducing seven dual voltage (3kV DC/25kV AC) Pesa 'Elf' two-car EMUs, built in Poland. The trains, which are in distinctive green livery specified by the regional government, will

operate contracted regional services from the northern city of Ústí nad Labem to Děčín and Most.

The new trains have replaced second-hand ex-DB Class 628 DMUs used as an interim solution since 2018 on the fully electrified network. The Pesa 'Elf.eu' trains cost €20.5 million and have been given the designation Class 654 in the Czech numbering system.

Each two-car 160km/h train has seats for 154 passengers and is equipped with ETCS L2 signalling. Unlike the Pesa 'Elf' design in use in Poland, the new Czech units are not articulated.



JMK two-car RegioPanter No. 550 001 leaves Brno hl.n with service Os24421, the 09.59 Tisnov to Židlochovice, on January 14. SHAUN WALLACE



Right: Regiojet 'Elf.eu' No. 954004/654004 at Ústí nad Labem Střekov on December 17, 2022, with a service that will reverse here, bound for Děčín. KEITH FENDER



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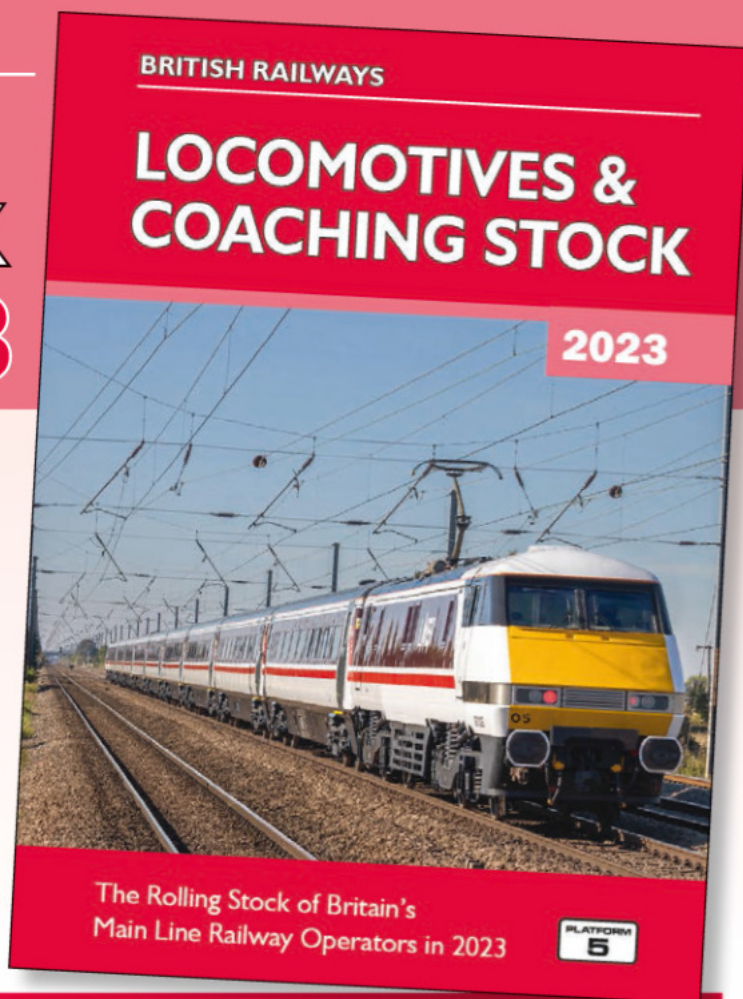
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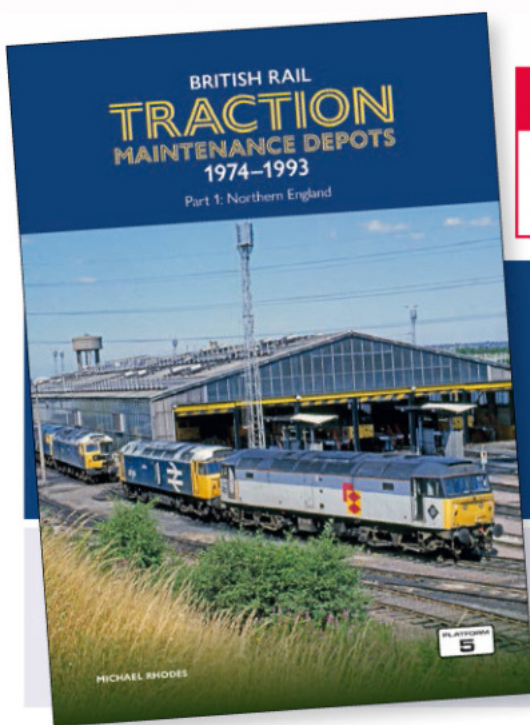


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THE MIDLAND & SOUTH WESTERN JUNCTION RAILWAY

Images from the Transport Treasury Collection

Compiled by Jeffery Grayer

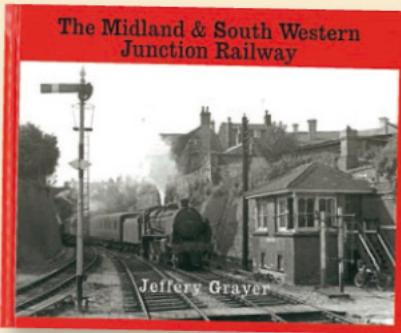
THE Midland and South Western Junction Railway (M&SWJR) was a 61-mile-long cross country railway route which closed to passengers on September 9, 1961. It ran from Andoversford Junction (with the GWR) in the north down through Cirencester, Cricklade, Swindon, Marlborough, Savernake and Ludgershall to Andover on the LSWR main line. The M&SWJR linked the Midlands via Cheltenham with the South Coast and Southampton. After Nationalisation the route was divided between Southern and Western Regions.

Though very little remains of this useful alternative route today other than a single track stretch from Andover for traffic to MOD Ludgershall – the Swindon & Cricklade Railway

Society now has a 2.5 mile section of the M&SWJR as a preserved railway. Here the flavour of the old route is re-created.

Using monochrome photographs from the substantial Transport Treasury archive, Jeffery Grayer has produced an evocative portrait of this long lost railway. We see fascinating photographs depicting the overall route, workings, Swindon Town HQ, varied SR and GWR steam motive power and the melancholy final days in September 1961.

All in all, this is a valuable contribution to our railway history. Perhaps the only slight omission is that a map would have been really helpful for those less familiar with the



geography of this area. Nonetheless, strongly recommended. **RSS**
Published by *Transport Treasury Publishing Limited*
ttpublishing.co.uk
80 pages. £13.50

BACKTRACKING AROUND Plymouth, Looe, Liskeard, Three Stations for Bodmin, Wadebridge & Padstow THEN & NOW

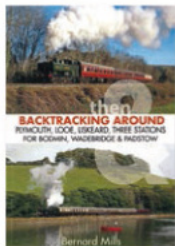
By Bernard Mills

THIS is the fifth volume in Bernard Mills' 'Backtracking Around' Then & Now series, published by Pen & Ink – focussing on the area bounded by Saltash, Looe, Bodmin and Padstow – centres served prior to Nationalisation in 1948 by the GWR and SR.

This substantial publication deals with the railway history of this area in a useful introduction prior to looking in detail at many of the significant changes that have taken place since the 1950s. Railways around Bodmin are a fascinating part of the coverage.

Looking at 'then and now' images of the same scene is a sure way of observing how much has changed in the last 70 or so years. The author has utilised an excellent selection of (mostly his own) high quality colour images to bring this point home to the reader. Updated versions of railway scenes are used whenever vegetation would permit!

This is an excellent addition to the series. Strongly recommended to all with an interest in our railway history. **RSS**
Published by *Pen & Ink Publishing*
168 pages, spine bound flexiback. £18.95

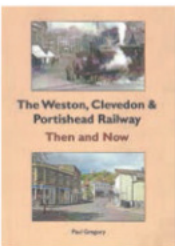


The Weston & Cleveland & Portishead Railway: Then and Now

By Paul Gregory

WHILE GWR branches served Portishead, Clevedon and Weston-super-Mare, a direct line linking these towns was much-needed and proposed in 1884, with construction starting in 1887. After numerous delays, trains eventually ran in 1897 but just between Weston and Clevedon.

It was not until 1899 that the Light Railways Act enabled previous obstacles



to be overcome and allowed the final stretch of the line to be completed, although this was not finished until 1907, and so the Weston, Clevedon & Portishead Railway was finally completed. The line itself was only 14 miles long, although it had 20 stations, including halts and further additional stops for quarries, gas works and wharf links. The line ran through the scenic Gordano Valley, while in contrast it skirted Weston and passed through the middle of Clevedon.

In 1911, Colonel Holman F Stephens was appointed manager and he was able to revive parts of the line that had started to decline.

The WC&PR lasted 43 years and it is amazing that the line which closed in 1940 is, more than 80 years later, still so well followed and admired by railway enthusiasts. This book offers then and now photographs for all stations and stops, some barely indicating the line was there, while others show walkways and trackbed along its route.

The book was also published in 2019, but this new updated version now includes Mud Lane Halt, a new photograph of 'Terrier' No. 2 *Portishead* travelling along the Gordano Valley and details of the new Greenway Pathway between Yeo Bank Lane and Wick Road, which should be open in 2023. There is also a map of the planned route which has already had considerable work completed on it. The fold-out map of the WC&PR at the back offers a detailed route of the line while also indicating other disused railways. All profits from this book will go to the Weston, Clevedon & Portishead Group, which plans to build replica features along the pathway route, and also towards the continued purchase of WC&PR artefacts to add to the history of this once wonderful and unusual railway which linked three seaside towns that were never otherwise directly linked by road.

Published by *C&P Group*, www.wcprgroup.org.uk or email Doug.Warwick@wcprgroup.org.uk, 64 pages, softback. £9.50 plus £1.75 p&p

Watercress Line

By Paul Crook

MIDDLETON Press (MP) is renowned for its trademark series of books which set out to evolve the ultimate rail encyclopaedia, covering each section of the UK network that was (and still is), stage by stage, using archive photographs with extended captions

containing essential historical information, track diagrams and vintage Ordnance Survey maps to produce a handily-sized and highly affordable mini-biography of each stretch.

A new series within the series has just been launched covering Britain's heritage railways, the first being the Mid-Hants Railway, which now markets itself as the Watercress Line. Whereas previous MP volumes have used black and white archive and present day pictures as standard, this one has an extensive colour section among the 170 views on offer.

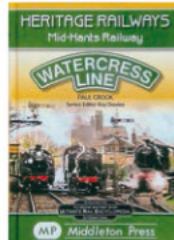
The volume's appearance is certainly timely: on February 4 the railway marked the 50th anniversary of the last BR passenger train over the line.

The volume deals all but exclusively with the history of the heritage line, which takes its marketing title from the fact that historically the arrival of the railway allowed the Alresford area with its chalk streams to become a major centre for growing watercress, a box of which is seen being loaded on to one of the last trains on January 25, 1973.

It was in May 1975 that a share issue was launched in a bid to buy the line. The first three miles of track between Alresford and Ropley were eventually acquired, but the rest of the track was lifted the following summer. Heritage services began on April 30, 1977, and paved the way for a gradual rebuilding of the line back to Alton, with the extension formally reopened on July 24, 1985, establishing the line as one of Britain's premier heritage railways.

The volume follows the classic MP format of looking at the line stretch by stretch, station by station, and gives comprehensive coverage of the home fleet and most guest traction over its first half century. The net result is both an excellent introduction to the line and a souvenir of it, and we look forward to more volumes in this new series.

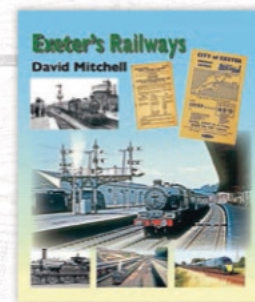
Published by *Middleton Press*, 96 pages, hardback. £18.95 plus £1.75 p&p



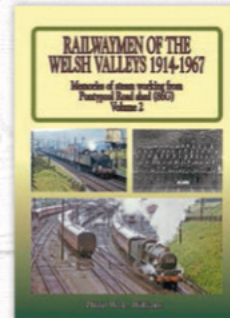
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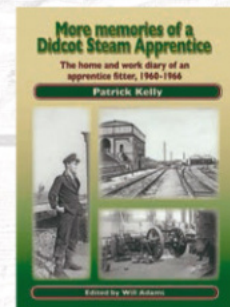
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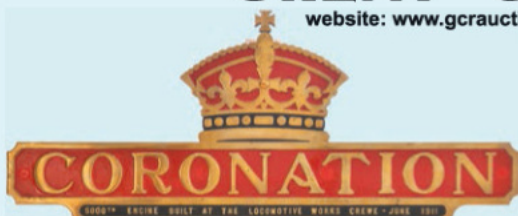


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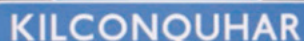
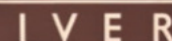
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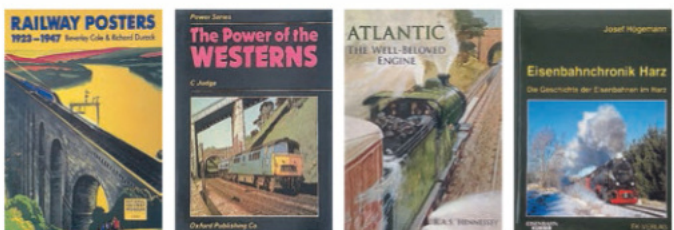
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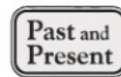
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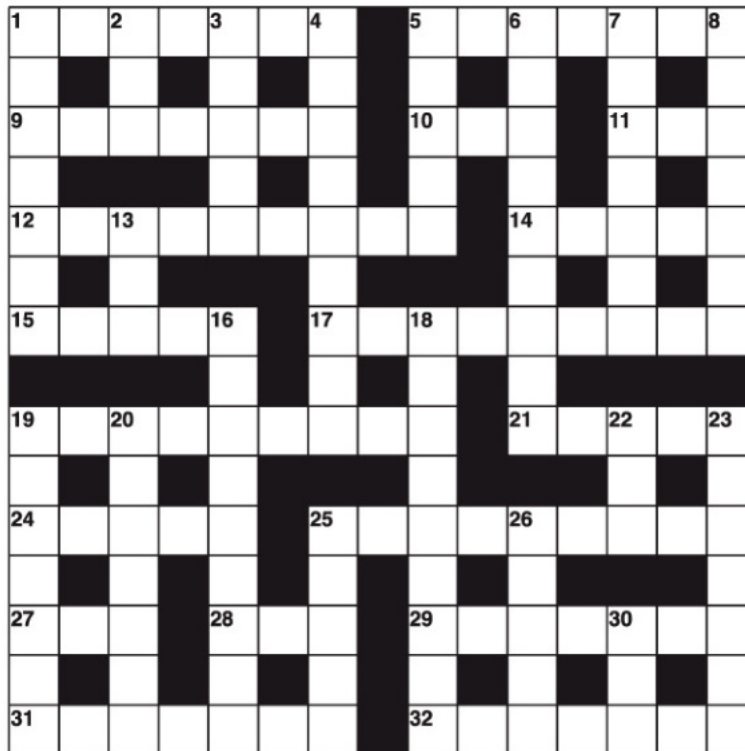


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Across

- 1 and 5 'Britannia' No. 70033 (7,7)
- 9 Welsh town with a Ewenny Road station (7)
- 10 ___ Railway, former mid-Wales branch from Caersws (3)
- 11 Our ___, name given to Class 31 No. 31455 in 1993 (3)
- 12 22 down No. 5914, found in North Yorkshire? (5,4)
- 14 Name carried by preserved Class 47 No. D1566/47449 (5)
- 15 and 23 down 'A1' Pacific' No. 60147 (5,7)
- 17 Clan ___, BR No. 72005 (9)
- 19 'King Arthur' No. 30753 and BR No. 73085 (9)
- 21 Class 50 No. 50043 (5)
- 24 Strait crossed by the former Britannia Tubular Bridge (5)
- 25 The ___, Birmingham station sharing its name with a nearby football ground (9)
- 27 ___ Road station, Gainsborough (3)
- 28 and 25 down ___ le Fise Lake, 'King Arthur' No. 30803 (3,5)
- 29 ___ curve, one that is roughly S-shaped (7)
- 31 Preserved 'A1X' 0-6-0T No. 55, the Bluebell Railway's first locomotive (7)
- 32 Station and tunnel west of Axminster (7)



Down

- 1 Clan ___, BR No. 72001 (7)
- 2 Abbreviated name of a former SR West Country express (1,1,1)
- 3 ___ Airport Parkway, Bedfordshire station (5)
- 4 The ___, railway-set ghost story by 1 and 5 across (9)
- 5 Robert the ___, 'A3' No. 60110 (5)
- 6 Station circulating area (9)
- 7 ___ Star, BR's last-built steam locomotive (7)
- 8 Nickname for a Midland Railway 4-2-2 locomotive (7)
- 13 Station west of Lostwithiel (3)
- 16 Mersey dock commemorating the world's first widely reported railway passenger casualty (9)
- 18 M&SWJR station north of Cirencester (9)
- 19 Swansea & ___ Railway, the world's first passenger horsecar service (7)
- 20 M&GNJR station between Melton Constable and Norwich City (7)
- 22 Railway company, 1833-1947 and since 2015 (initials) (3)
- 23 See 15 across
- 25 See 28 across
- 26 Milford ___, westernmost station in Wales (5)
- 30 Rail union formed by the merger of the NUR and NUS (initials) (3)

March crossword entry form

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Send completed form (photocopies are accepted) to: March 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 May 2023 issue. The winners will be the senders of the first all-correct solutions opened in our office. **You can email entries to RMcomp@mortons.co.uk** Please list the answers to the clues for across, then down. There are no cash alternatives available. The winners will be the first names drawn at random from the people who answered correctly. Terms and conditions apply. To view the privacy policy of MMG Ltd (publisher of *The Railway Magazine*) please visit www.mortons.co.uk/privacy

Solution to the January issue.

Across: 9 Austerity 10 Egham 11 Scout 12 Gospel Oak 13 Eskdale 14 Ipswich 17 David 19 Lee 20 Elgin 21 Runcorn 22 Fairway 24 Bassetlaw 26 Green 28 Clegg 29 Aberyrn

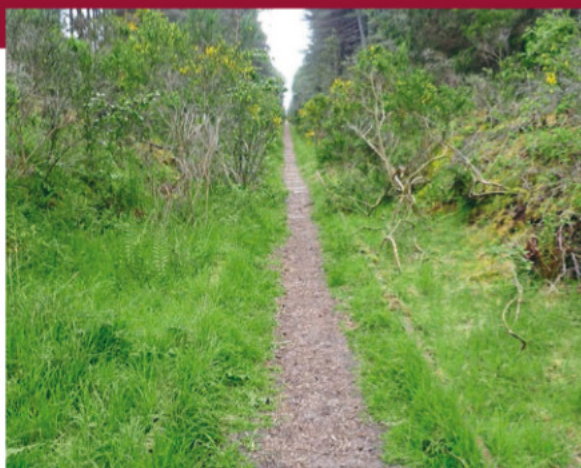
Down: 1 Mars 2 O. S. Nock 3 Westward Ho 4 Dingle 5 Ayrshire 6 Bere 7 Shooting 8 Omsk 13 Elder 5 Sheringham 16 Henry 18 Vanishes 19 Longleat 22 Fowler 23 Wherry 24 Bach 25 Edge 27 Nine

January winner: Tim Bott, Worksop.

Runners-up: Geoff Lowe, Maidenhead; Alan Brindley, Hayling Island.

The closing date for this month's crossword is Friday, April 7, 2023.

The editor's decision is final and no correspondence can be entered into. No employees (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

FEBRUARY'S mystery photo (right, by Gareth Evans) was of the connection at Sheringham between Network Rail metals and the North Norfolk Railway which, when not in use for rail traffic, is used as a small car park for the National Rail station. This month's image (left) is of a disused Scottish branch line where much of the track has been left in place, but where?



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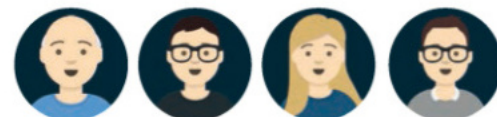
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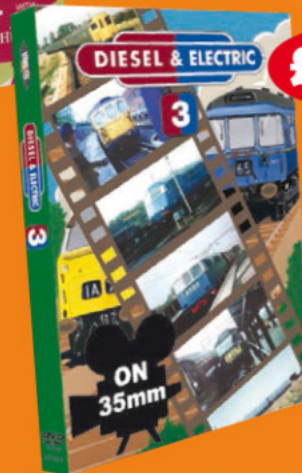
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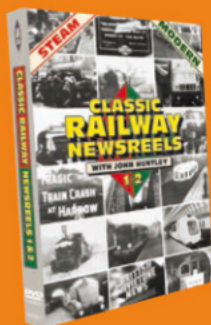
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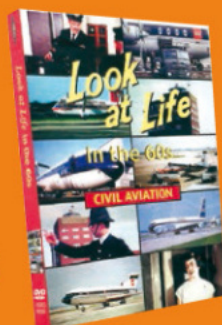
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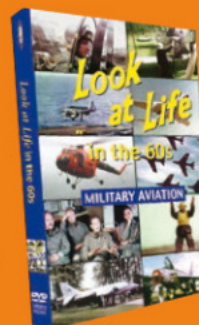
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January to December 2022

Compiled by Jon Longman

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 GWR 0-6-0PT 7754, Mar 80, Nov 43*, Dec 60
 GWR 'Manor' 7802 Bradley Manor, Jan 54, Sep 64, Nov 60*
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 Hudswell, Clarke 0-4-OST 633/1902 Lord Granby, Feb 67, Aug 73, Sep 74, Nov 73
 Hudswell, Clarke 0-4-OST 750/1906 Waleswood, Mar 61
 Hudswell, Clarke 0-4-OST Lautoka Paper Mill No. 11 Fiji, May 66*
 Hudswell, Clarke 0-6-0ST Renishaw Ironworks No. 6, Oct 61*
 Hudswell, Clarke 0-4-OST 573/1900 Handyman, Jun 71*
 Hudswell, Clarke 0-6-0ST 1208/1916 Nightingale, Mar 63*, May Oct 61*, Nov 77*
 Hudswell, Clarke 0-6-0ST 1544/1924 Slough Estates 3, Oct 61
 Hudswell, Clarke 0-6-0ST 1604/1928, Dec 61*
 Hudswell, Clarke 0-6-0ST 1700/1938 Wissington, Jul 79, Dec 61
 Hudswell, Clarke 0-6-0ST 1742/1946 Millom, Mar 61, Aug 64
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 Hudswell, Clarke 0-6-0ST 68067, Nov 44*
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 Hunslet 'Austerity' 0-6-0ST 2857/1943 Swiftsure, May 61*, Nov 60
 Hunslet 'Austerity' 0-6-0ST 3148/1944 Wheldale, Oct 61*
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 Hunslet 'Austerity' 0-6-0ST 3694/1950 Whiston, Aug 67
 Hunslet 'Austerity' 0-6-0ST 3698/1950 Repulse, Aug 63*
 Hunslet 'Austerity' 0-6-0ST 3782/1953 Arthur, May 61*, Aug 64
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 Hunslet 'Austerity' 0-6-0ST 3797/1953 Northiam, Nov 60
 Hunslet 'Austerity' 0-6-0ST 3818/1954 Fife Area No. 19, May 61*
 Hunslet 'Austerity' 0-6-0ST 3839/1956 Wemblebury, May 61, Sep 8
 Hunslet 'Austerity' 0-6-0ST 3846/1956 22, Nov 60, Dec 65*
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 Hunslet 0-4-0ST Alan George, Apr 65
 Hunslet 0-4-0ST Britomart, Jun 70*
 Hunslet 0-4-0ST Covertcoat, Sep 73
 Hunslet 0-4-0ST 705/1889 Elin, Jan 65, May 66, Jun 70, Oct 68
 Hunslet 0-6-0ST 469/1888 Hastings, Jul 79*, Sep 67*
 Hunslet 0-4-0ST 680/1898 George B, Jun 10, Sep 69*
 Hunslet 0-4-0ST Gwynedd, May 66*
 Hunslet 0-4-0ST Irish Mail, Nov 73
 Hunslet 0-4-0ST Jerry M, Aug 74*
 Hunslet 0-4-0ST Lady Joan, Sep 72, Oct 68
 Hunslet 0-4-0ST Lilla, Dec 71
 Hunslet 0-4-0ST Maid Marian, Jun 10
 Hunslet 0-4-2T 1026/1910 Seaforth, May 66*
 Hunslet 0-4-0ST Sybil, Jun 70, Oct 68

Hunslet 0-4-0ST Sybil Mary, May 66*
 Hunslet 0-4-0ST Velinheli, Jan 65, Aug 74*
 Hunslet 0-4-0ST Winifred, Jun 10
 Hunslet 0-6-0ST 1982/1940 Ring Haw, Feb 61*
 Hunslet 48150 class 0-6-0ST 1873/1937 Jessie, Sep 62, Dec 56
 Hunslet 0-4-0ST 1953/1939 Jacks Green, Feb 61
 Hunslet 0-4-0ST Jack Lane, Apr 64*
 Hunslet 0-6-0ST 2705/1945 Beatrice, Oct 61
 Hunslet 2-6-2T Russell, Aug 73*, Sep 72*, Dec 55*
 Hunslet 0-6-0ST 2387/1941 Brookes No. 1, Aug 64
 Hunslet 0-6-0ST 2409/1942 King George, Jan 59, May 61*, Sep 67, Nov 65*
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 Hunslet 0-6-0ST (3698/1950) Repulse, Dec 60
 Hunslet 0-6-0 3871 Linda, Jan 58*
 Hunslet 0-6-0DM 7051 (1697 John Alcock), Aug 23+
 Hunslet 0-6-0DH 9000/1983, Dec 74*
 Hunslet 0-4-0D -/1992 (Snowdon MR) George, Sep 5*
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 Kerr, Stuart 0-4-2T Brazil class Howard, May 66*
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 Kerr, Stuart 0-4-2ST 3063/1918 Willy, Jan 59, 61*
 Kerr, Stuart 0-4-0ST 3128/1918 Roger, Apr 62, Aug 75*
 Kerr, Stuart 0-4-0ST 4388/1926, Jul 79*, Aug 67
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 Kerr, Stuart 0-4-2ST Stanhope, Jan 64, Aug 73
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 Lambton Tank' 0-6-2T 5 (RSH 3377/1909), Nov 65
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 Lister locos, Jul 83, Oct 53*
 LMS Midland Compound 4-4-0 1000, Mar 43, Sep 63
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 LMS 2MT 2-6-2T 41312, May 56, Jul 78, Sep 62, Oct 63*
 LMS 4MT 2-6-4T 42073, May 65*
 LMS 4MT 2-6-4T 42085, Apr 56
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 LMS 'Crab' 2-6-0 13065 (42765), Mar 56*, Nov 63*
 LMS 4MT 2-6-0 43106, Sep 62, Dec 58
 LMS 4F 0-6-0 3924 (43924), Mar 34*, 50*, Jun 1*, 22+
 LMS 'Black Five' 4-6-0 44871, Jan 70*, 85, Feb 25*, 46, 73

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 LMS 'Black Five' 4-6-0 45212, Feb 73, Mar 3*
 LMS 'Black Five' 4-6-0 45231, Sep 62
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 LMS 'Black Five' 4-6-0 45337 (5337), Mar 56
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 LMS 'Black Five' 4-6-0 45428 Eric Treacy, Jun 68*, Sep 62
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 LMS 'Patriot' 4-6-0 5551 (new build), Jan 56*, Feb 57, Sep 63
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 LMS Jubilee 4-6-0 45606 Falkland Islands, May 14
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 LMS 'Princess Royal' 6202 'Turbomotive', Jul 52
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 LMS 2MT 2-6-0 46441, Jan 56, Mar 57, Apr 56, Jun 60
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 LMS 2MT 2-6-0 46521, Feb 64*, Jul 78, Sep 62
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 LNER A4 4-6-2 4498 (60007) Sir Nigel Gresley, Mar 57*, Apr 1*, 57*, May 7, Jun 8*, 76, Jul 75*, Sep 62, Oct 46*, Nov 61*, Dec 5*, 50*
 LNER A4 60009 Union of South Africa, May 56, Jun 8*, Aug 30*, Oct 22*, Dec 59
 LNER A4 60022 Mallard (4468), Mar 43*, Jul 32, 55, 57, Sep 53
 LNER A4 60024 Kingfisher, Mar 43*
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 LNER A4 60028 Walter K Whigham, Apr 43, Jul 54*, Oct 19*
 LNER A4 60032 Gannet, Apr 25*
 LNER A3 60074 Harvester, Dec 33*
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 LNER B1 4-6-0 61148, Jul 57*
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 LNER B1 4-6-0 61258, Jul 56*
 LNER B1 4-6-0 61264, Aug 62
 LNER B1 4-6-0 61306 Mayflower, May 74, Jul 90, Dec 59*
 LNER B1 4-6-0 61326, Jul 56*
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 LNER B12 61572 (8572), Apr 56
 LNER K1 2-6-0 62005, Feb 73*
 LNER Q6 0-8-0 63395 (2238), Sep 62
 LNER J27 0-6-0 65894 (NER P Class 2392), Jun 61*, Jul 62*, 81*, Sep 62, 70*, Nov 68*
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Peckett 0-4-0ST 1759/1928 Elizabeth, Dec 61
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Peckett 0-6-0ST (/1944) Harrogate, May 66
Peckett 0-4-0ST (2111) Lytham St Annes, Sep 8
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RSH 'Austerity' 0-6-0ST 7098/1943 49, Oct 61
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SR G16 4-8-0T 30493, Dec 40*
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SR Q class 0-6-0 30541, Aug 66, Sep 62
SR 'King Arthur' 4-6-0 777 Sir Lamiel, Mar 58, May 57
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SR 'Schools' 4-4-0 30925 Cheltenham, Jan 62*, Oct 18*, Nov 63*, Dec 45*
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SR (LBSCR) 'Terrier' 32650 Sutton, Jun 60
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SR 'West Country' 34009 Lyme Regis, Nov 49*
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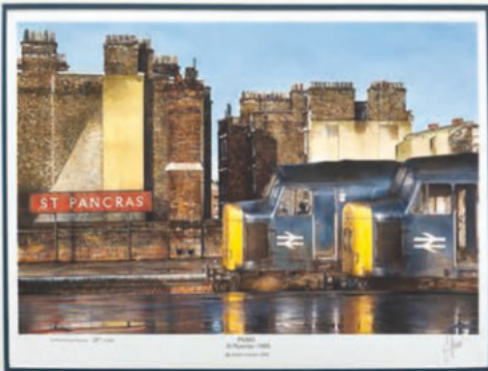
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