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The RAILWAY Magazine

BRITAIN'S BEST-SELLING RAIL TITLE

August 2023

'Castle' Centenary

Celebrating 100 years of a GWR classic

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- Footplate tales
- Rare photos

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  See inside for full details



GWR acquires Bletchley '230s'

Sets join operator's battery trial fleet



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Wednesday 13th September

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The RAILWAY Magazine

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The next will be on sale on September 6, 2023.

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recycle



After being withdrawn in May 1960, first-built 'Castle' No. 4073 *Caerphilly Castle* was donated to the Science Museum in London, moving there in June 1961 after a ceremony at Paddington station. It is pictured on display there in March 1969 but, since the end of 1999, it can now be found back at its Swindon birthplace in the Steam museum. HAWTHORNE COLLECTION

'Castle' Centenary



TRAIN OF THOUGHT
Editor's Comment

EARLIER this year in our February edition, we celebrated 100 years of the LNER's 'poster boy' loco No. 4472/60103 *Flying Scotsman*, and now this month it is the turn of *Scotsman's* GWR rival the 'Castles', the first of which – No. 4073 *Caerphilly Castle* – entered service in August 1923.

Although not competing on rival routes – the LNER going north, the GWR going west – there was always competition between the main railway companies as to which one had the best locomotives. This led to exchanges between the GWR and LNER in 1925 (and later also the LMS) that saw 'Castles' generally perceived as coming out on top – an early indication of just how useful they would prove to be hauling the fastest and heaviest expresses over the next 40 years into the mid-1960s and almost the end of British Railways steam.

In our special commemorative section this month (pages 27-47), we look back over the past 100 years, examining their performance through the years, digging out some rare photos of them at work, and hearing fascinating accounts of what it is like to be on the footplate of these magnificent engines.

One aspect in which 'Castles' have undoubtedly beaten their East Coast rival is in the number preserved, as we are lucky enough to have seven complete locos in preservation – plus the unrestored *Thornbury Castle*, the boiler of which now looks set to be used in the new-build 'Night Owl' project.

The only one of the other seven not to have steamed in preservation is *Caerphilly Castle*, which is proudly on display at Steam in Swindon, but it is worth remembering that No. 4079 *Pendennis Castle* could still be marooned in Australia were it not for the efforts of former *Railway Magazine* editor Nick Pigott to help get it repatriated in 2000.

We hope you enjoy our tribute, and please do let us know if you have any thoughts, comments or special memories of 'Castles' yourself.

PAUL BICKERDYKE, Editor

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Class 142 'Pacer' No. 142003 is back on the main line with Locomotive Services Ltd. BRAD JOYCE

On the cover

MAIN IMAGE: 'Castles' Nos. 5043 *Earl of Mount Edgcumbe* and 7029 *Clun Castle* pass through Cheltenham on Saturday, June 10, with the final leg of Vintage Trains' 'Welsh Marshes Express' that had run a circular route from Birmingham New Street via Hereford, Newport and Gloucester. WAYNE FINCH



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LSWR 'T3' No. 563 is seen during its first steaming and move at the Flour Mill workshops on July 12. NATHAN AU/SRT

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***Russell* returned to WHR metals for the centenary of full line opening to Porthmadog on June 24.** CLIFF THOMAS



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MIDLAND MAGNIFICENCE: Two Class 40s graced the historic Midland Railway station at Hellifield on July 20, as Nos. D345 (40145) and 40012 *Aureol* arrived as part of the 5Z39/14.05 Butterley to Heywood (East Lancashire Railway) move. The 'green machine' was hauling its blue classmate to the ELR for the start of a five-year loan period, after which it took the two Mk.1 support coaches to West Coast Railways at Carnforth to be fitted with toilet retention tanks. The working reached Hellifield via Chesterfield, Fitzwilliam and Woodlesford; then, after No. D345 ran round, it continued via Blackburn, Euxton and Manchester Victoria. GORDON EDGAR

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We delve into the archives to illustrate 'Castles' at work over their first 100 years.



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‘Jacobite’ service suspended after concerns over door locking safety

The twice daily ‘Jacobite’ steam train between Fort William and Mallaig was suspended from July 15 after safety concerns were uncovered by an inspector from the Office of Rail and Road.

By Chris Milner

IN A spot visit on June 9, an inspector from the Office of Rail and Road discovered breaches of the Health and Safety at Work Act 1974 in relation to management of the slam doors on the Mk.1 rolling stock used on West Coast Railways’ (WCR) ‘Jacobite’ trips in Scotland.

Initially, WCR indicated the suspension was due to ‘unforeseen circumstances’ and would restart on July 25, but on July 21 its website was updated saying services would not restart until at least July 31.

The ORR indicated carriage vestibules were not being managed properly and the inspector said someone could fall from the doors of a train or that a person leaning out of the open droplight of a moving train may be struck as the train passed infrastructure, including vegetation, rock cuttings and earthworks.

The ORR prohibition notice specifically references that: Passengers are being told by train crew to operate the secondary door locks; stewards are not preventing passengers from operating the secondary door locks; stewards are not preventing passengers from leaning on train doors or from leaning out of the open droplight windows in train doors of moving trains; secondary door locks are not in the ‘locked’ position or are being opened by train crew before the train is stationary.

As a result of the breach, the ‘Jacobite’ operator was issued with a prohibition notice effective from 00.01 on June 15 preventing operation of the carriages until WCR could rectify the issues raised. The ‘Jacobite’ recommenced the same day with the 12.50 departure after remedial action had been taken, the 10.15 train being cancelled.

Follow-up visit

However, a follow-up visit by inspectors on July 14 again found safety failings that the ORR considered breached its earlier prohibition notice and the conditions contained in West Coast’s Railway Safety Regulation Exemption Certificate. This type of exemption certificate is required for any train operators who want to use carriages without central door locking fitted – ordinarily, heritage carriages of the type used on the ‘Jacobite’ service.

In recent years, the ORR has mandated that any charter train with opening droplight windows in the vestibule must have a steward supervising the area to ensure no passenger is leaning out and putting themselves at risk of being hit by a tree or other item close to the line. Some mainline approved Mk.1 carriages use a manually operated bolt as secondary locking, situated above the droplight and locked/unlocked by stewards. Some carriage sets have a more comprehensive power-controlled system with the doors being released from a central point.

Due to the issues identified, the ORR revoked WCR’s Exemption Certificate. WCR will continue to be able to use carriages without central door locking fitted on its other services in accordance with the conditions of a new Exemption Certificate.

A statement from the ORR said it was working with WCR to ensure robust safety arrangements are in place to allow them to use heritage carriages on the ‘Jacobite’ line in the near future. The ORR added that in the interim, it is open to WCR to use alternative carriages to operate the ‘Jacobite’ service.

WCR’s website said: “The ‘Jacobite’ has been suspended while West Coast Railways review the concerns raised by the ORR to reach a satisfactory and swift solution to the issues raised and are looking to bring the ‘Jacobite’ steam train back into service as soon as possible”.

In view of the situation, West Coast said it was unable to offer any alternative dates to passengers holding tickets for the dates on which trains were cancelled and would process full refunds.

€300million already spent on Metro North despite no actual construction yet

ALMOST €300 million has been spent on the Metro North link, Old Metro North and Metro West Projects, despite no physical construction having begun, according to a report published by the Irish Parliament’s Public Accounts Committee (PAC) on July 4, *writes Hassard Stacpoole*.

The metro project first promised in 2000 linking North Dublin, Finglas and the airport to Dublin city centre was due to be delivered in 2010. Just over a year later, the Metro North project was halted due to the economic downturn. In 2015, a new Metro North project was announced, which was meant to be delivered by 2026.

The Government has now promised that a metro will be up and running by 2034, which would be 23 years after planning permission was granted to the original Metro North project, according to the committee. About €150m of taxpayers’ money has been lost on previous rail projects: Metro North, Metro West and DART interconnector projects.

Every year of delay to the project adds between €100m to €300m, and the long-promised largely underground line is estimated to cost the taxpayer between €7.16bn and €12.25bn.

The PAC said it is “imperative” that the project is completed by 2034. “The committee is frustrated at how long it has taken from the initial proposal for a metro system in Dublin, to the most recent date for completion,” the report states.

The latest estimated costs of the project, as well as any milestones which have been missed or achieved, should be provided by the Department of Transport to the PAC by September.

“The committee believes that too much time and money has been ineffectively utilised over the past two decades by successive governments on works associated with these infrastructure projects.

“All three projects were considered vital to connectivity and realising key economic and social benefits in the Greater Dublin Area when proposed.”

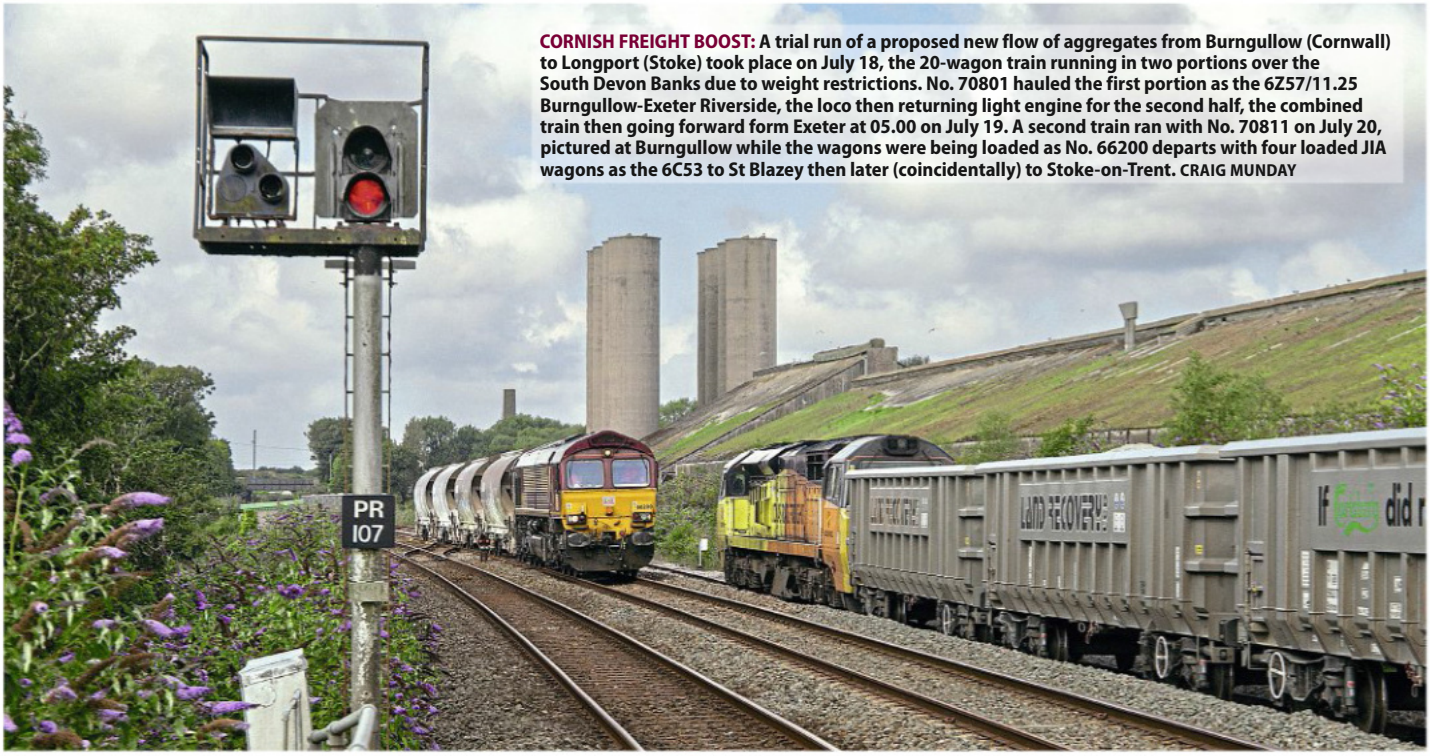


‘PACER’ UPS AND DOWNS: There were differing fortunes for two ‘Pacer’ units in July, as LSL’s No. 142003 (below) returned from Eastleigh Works to Crewe on July 18 resplendent in a new coat of Greater Manchester PTE orange and brown livery (seen passing Stone Road, Staffordshire). However, Vintage Trains’ No. 144014 (above) had a different fate as its two vehicles Nos. 55837 and 55814 arrived at R Davies Metals & Sons in Kingswinford on July 13 and 20 respectively for scrapping. VT’s other ‘144s’ Nos. 144019 and 144023 were expected to follow over subsequent weeks. BRAD JOYCE / R DAVIES METALS & SONS



FIRST ‘93’ ARRIVES: The first tri-mode Class 93 for Rail Operations Group, No. 93001, arrived by ship at Portbury Docks, Bristol, on June 28 and was then taken by road to Worksop on June 30, arriving there the following day (pictured). It is the first of a batch of 10 locomotives owned by Rail Operations Assets Ltd (ROAL) that are being built by Stadler in Valencia, Spain. It cannot run in the UK until certification is issued by the Office of Rail and Road, for which No. 93002 is undergoing tests at the Faurei facility in Romania. The 110mph Bo-Bo tri-mode locos have 5400hp electric, 1200hp diesel and 536hp battery traction. STEVE DONALD





CORNISH FREIGHT BOOST: A trial run of a proposed new flow of aggregates from Burngullow (Cornwall) to Longport (Stoke) took place on July 18, the 20-wagon train running in two portions over the South Devon Banks due to weight restrictions. No. 70801 hauled the first portion as the 6Z57/11.25 Burngullow-Exeter Riverside, the loco then returning light engine for the second half, the combined train then going forward form Exeter at 05.00 on July 19. A second train ran with No. 70811 on July 20, pictured at Burngullow while the wagons were being loaded as No. 66200 departs with four loaded JIA wagons as the 6C53 to St Blazey then later (coincidentally) to Stoke-on-Trent. CRAIG MUNDAY

£30million awarded for two new railway 'centres of excellence'

Funding will help establish 'world-leading' research facilities in East Yorkshire and South Wales.

By Graeme Pickering

THE UK Research Partnership Investment Fund has (UKRPIF) given a £30million boost to plans for two new railway research and innovation centres involving the University of Birmingham.

Birmingham Centre for Railway Research and Education (BCRRE), which is part of the university, will lead the Centre of Excellence in Railway Testing, Validation and Customer Experience, to be based at the Global Centre of Rail Excellence (GCRE) at Onllwyn in South Wales.

Working with the University of Huddersfield and supported by Siemens Mobility, the University of Birmingham will also establish the Centre for Excellence for Railway Through-Life Engineering in Goole.

The projects were each awarded £15million by UKRPIF, a publicly-administered competitive grant funding scheme for higher education.

Currently under construction on the site of the former Nant Helen opencast mine, GCRE aims to develop an international reputation for research, testing and certification of rolling stock, infrastructure and new technology. Sharing the location, the BCRRE-led centre will have facilities to support innovation, research and development in collaboration with the rail industry.

Capabilities and tools

"With this new funding our aim is to have the capabilities and tools to enable innovations to progress from a great idea more effectively to a commercial solution by reducing the cost and risk of projects through the development process," said BCRRE director Professor Clive Roberts.

Expected to open in 2025, the Goole centre will form part of the 'rail village' (housing businesses related to the industry) alongside the Siemens rolling stock manufacturing plant which is due to begin production next year. The university says it will provide "cutting-edge facilities to support the build, service, maintenance and modernisation of railway rolling stock with a focus on robotics, sensing, and automation".

It is expected to allow further development of work by the University of Huddersfield's Institute of Railway Research (IRR) on smart rolling stock maintenance. The refinement of servicing techniques and rolling component upgrades are regarded as important factors in reducing cost and improving value for money and reliability of trains throughout their lifespan. IRR director Professor Paul Allen said it would help to ensure the railway could deliver innovations necessary for sustainable and efficient operations.



How the new UKRRIN research centre in Goole could look.

The grants awarded form part of a wider investment commitment including £60million from the rail industry and a further £16million from the University of Birmingham.

Last call to book on *The Railway Magazine* charity 'Deltic' railtour

THERE is still time to book on *The Railway Magazine*/Pathfinder Tours 'Tees-Tyne Commemorative' charity railtour on September 27.

The tour commemorates the 75th anniversary of the introduction of the 'Tees-Tyne Pullman' and will run from King's Cross to Newcastle hauled by 'Deltic' No. D9009 (55009) *Alycidon* with Mk.2 carriages, and some fast 90-100mph running is envisaged.

Departure from King's Cross is at 08.15, picking up at Potters Bar, Stevenage and Peterborough, with arrival in Newcastle at lunchtime, where passengers have around four hours to sample the delights of the city or maybe take a trip on the Metro, where new Swiss-built trains will start to replace the 40-year-old Metrocars from the autumn.

Departure for home from Newcastle will be at around 17.00, arriving back in the capital in the region of 22.00.

A photostop is being planned on one leg of the journey.

The train will consist of Standard, First Class and Premier Dining seating priced to suit all budgets. A percentage of the ticket price will be shared with the Martin House Hospice and Prostate Cancer UK. Some of the staff from the Mortons rail titles will be on board too.

Fares are as follows: Standard class £139 (junior £99) or £536 for a party of four; First class £195 (junior £175) or £760 for a party of four and Premier Dining costs £309 (junior £289) or £1216 for a party of four.

Join us on this great day and help raise money for two great causes, to book call 01453 835414, or you can book online at www.pathfindertours.co.uk (see also advert on page 58).

SIDELINES

Class 58s down to 10

WITH the recent scrapping of exported Class 58s in France, (see June issue and Stock Update this month on page 94), the once 50-strong Class 58 fleet is now down to 10 members – and one of those is no more than a frame.

At the time of going to press, Nos. 58025/27/41/50 were intact at Albacete in Spain, with No. 58044 at Metz in Spain. Five others are preserved in Britain: Nos. 58012 and 58048 at the Battlefield Line, having the same owner and bought at the same time as No. 58023 at UKRL's Leicester depot; first-preserved No. 58016 is also at Leicester; while No. 58022 has donated its frames to the Ivatt Diesel Re-creation Society.

Appeal for Collett gravestone

THE Friends of Swindon Railway Museum have launched a fundraising campaign to place a headstone on the unmarked grave of the Great Western Railway's chief mechanical engineer Charles Benjamin Collett OBE.

Following extensive research, the creator of the GWR's 'King' and 'Castle' Class locomotives was found to be lying in an anonymous plot in Wimbledon. He passed away on August 23, 1952 and is buried in an unmarked grave at Gap Road Cemetery.

The appeal aims to raise enough for a gravestone as one of his famous creations, the 'Castles', reach their 100th anniversary.

See also pages 27-47 this month for our extensive coverage of the class.

Peterborough overspeeding

THE Rail Accident Investigation Branch's report into overspeeding at Spital Junction (Peterborough) by Lumo's 08.20 Newcastle to King's Cross on April 17, 2022, found that the 30mph junction was taken at 76mph, leading to some passengers being thrown from their seats and luggage falling from the overhead storage. Although the train did not derail, it was found likely that some wheels lifted off the rails.

RAIB found the overspeeding was caused by the driver not reacting appropriately to the signal on approach to the junction warning the train was to take a diverging route ahead. It said that Lumo had not assessed and controlled the risk associated with trains being unexpectedly routed on a slower, diverging route at this location and that it had not adequately trained the driver to prepare for this eventuality. Network Rail had also neither assessed nor effectively controlled the risk of overspeeding at locations where there is a long distance between the protecting signal and the junction itself.

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FOUR-CAR ON THE CAMBRIAN COAST: Transport for Wales Class 158 Nos. 158822 and 158823 pass the Talyllyn Railway's station at Tywyn Wharf on July 3. While pairs of '158s' are a common sight on the Cambrian lines as far west as Machynlleth, four-car trains are generally split or formed there, with two-car units operating to and from Aberystwyth and Pwllheli. The Class 158s pictured were running as the 2I12/07.24 Pwllheli to Machynlleth/Birmingham New Street, an identity and path usually used by a timetabled two-car service. TfW is working with Network Rail on a plan to run some four-car trains all the way to the coast, providing additional capacity at peak times this summer, but neither organisation was able to confirm to *The RM* the reason for this particular movement, stating that route testing was yet to take place at this point. OWEN HAYWARD

IDRS reports a year of progress

Much has happened on the project to re-create LMS diesel No. 10000 since its donor Class 58 frame was lifted and turned one year ago.

By Bernard Caddy

SUMMER 2022 saw the culmination of more than two years of planning by the Ivatt Diesel Re-creation Society (IDRS), with the lifting of the frame from the donor Class 58 locomotive (No. 58022) that will be used in the project to re-create pioneer LMS diesel No. 10000.

The lift involved the stripped frame being lifted from its bogies, inverted, and placed onto the group's 'Sturgeon' wagon to allow modification work to commence.

Since then, the team at Centenary Works (Wirksworth, Ecclesbourne Valley Railway) has stripped off the remaining components, taken measurements to progress the design of the new bogies centres, and prepared the frames for fitting new pieces. The traction cables were left in place for the lift and, once the chassis was inverted, these valuable and very-heavy cables could be recovered from the frame. The next stage is to prepare the chassis to be modified to fit the ex-EM2 (Class 77) bogies.

The renovation and modification of the Co-Co bogies has been focused on Bogie No. 139 (using their former Dutch railways identification). The remaining two traction motors have been lifted out and stored ready for refurbishment. It was then far easier to access the brake gear and suspension components. Many years' accumulation of road dirt and brake dust, solidified with grease and oils, has gradually been cleaned away.

Ultrasonic testing of the axles has been completed on both bogies and they are all sound for heritage running. Bogie No. 140 has been covered with roof sections from No. 58022 to help give protection from the excesses of Peak District weather.

The re-created No. 10000 will use an alternator rather than the DC generator of the original. The group is therefore repurposing the control cubicle of No. 58022 for use in the new loco. All the modules have been recovered, plus two other batches of spare modules, and these have all had an initial triage to choose a set for full testing and refurbishment for use in the rebuilt control cubicle.

The control cubicle frame from No. 58022 has been stripped down and, with wiring looms disconnected and tagged, the steel frame has been thoroughly cleaned, prepared, and primed for painting.

Spares acquisition

The group is continuing to collect components for the main build and as spares. The largest acquisition over the last year has been a power unit (engine plus alternator) from a Class 56, courtesy of GB Railfreight's Class 69 programme. This is a Ruston-Paxman 16RK3CT, the last iteration of the English Electric 16SVT design pioneered by LMS Nos. 10000 and 10001. It uses the same basic block as the 16SVT, but is able to produce double the power.

Key components still to be acquired include spares for the EM2 bogies that are still held in Holland. The agreements are in place to acquire them, but the customs process post-Brexit have proved complicated.

The IRDS continues to rely on the financial support of its membership and volunteer workforce, both of which would always welcome a boost. Centenary Works is open during special events at the EVR, while ad hoc visitors are welcome when volunteers are on site, which is typically Fridays, Saturdays, and Tuesdays.



BULGARIA BOUND: The fleet of stored Freightliner Class 86/6 locos are now being shipped to Bulgaria for further use, Nos. 86638, 86632 and 86610 seen at the Stockyard truck stop near Rotherham on July 19, while en route from Crewe to Immingham Docks. These will be followed by Nos. 86604/605/607/608/609/610/612/613/614/622/627/628/632/637/638/639 – all joining the expat fleet of Class 86s and 87s that have already found a second life Bulgaria and Hungary. ANDY STIRLING

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Backlash against Government's mass ticket office closure plan

13 operators plan to close up to 1,000 ticket offices across England and cut 2,000 jobs.

By 'Industry Update'

A LEGAL challenge could be made by a number of the UK's elected Mayors about proposals to close ticket offices.

The basis for the case is that the period of consultation, which ended on July 26, is insufficient in accordance with industry regulations and that impact assessments have not been made concerning the maintenance of service standards for disabled passengers.

What has been published does not do much credit to the Railway Delivery Group as it lacks consistency. The organisation is acting on behalf of the 13 train operating companies in England that have proposed the closure of up to 1,000 ticket offices and cuts of 2,000 jobs. If there is to be a reduction of jobs on this scale, it calls into question the assertion that staff will be redeployed to the concourse to provide improved levels of customer service and journey advice.

Not all stations the same

It may be true that the overall volume of transactions at ticket offices has declined to 12% of total purchases, but stakeholders have pointed out there are some wide variations – particularly where leisure travel predominates, such as at Paignton where statistics show 41% of users made their purchase from the ticket office.

One of the big objections to the closures is that alternative ticket vending machines (TVM) cannot advise a passenger what is the cheapest available fare and, furthermore, TVMs are not necessarily able to sell the lowest fare ticket.

Some interesting media postings have provided examples of this, such as a return trip between Worcester and Crewe for which an open return offered by the TVM is priced at £55.20 whereas ticket office staff can issue a West Midlands day tripper at a cost of £32 –which is not an option available from the machine.

At Birmingham New Street, where Avanti West Coast plans to close the ticket office, journeys to locations such as York and Bristol can cost up to 60% more when purchased from the limited range of tickets available from the TVM as compared with the options available from the ticket office.

There is a significant divergence from different train operators in the approach to the proposed closures. In contrast to the Avanti West Coast proposal to close all its ticket offices, both LNER and Greater Anglia have adopted a much more measured approach.

LNER plans to retain six offices with current opening hours at King's Cross, Peterborough, Doncaster, York, Newcastle and Edinburgh Waverley. Greater Anglia is also to retain in-person ticket sales at Liverpool Street, Chelmsford, Colchester, Ipswich, Norwich, Stansted Airport and Cambridge.

All will continue to sell the full range of products, as well as provide help with more complex transactions.

A significant initiative by GA is that, where customers do use TVMs, assistance will be available in the form of a button to provide a direct link with a customer contact centre at Norwich, which will be available on a 24 hour basis. It is unclear what the process will be when a passenger is advised the cheapest fare but cannot purchase it from the machine.

No currently staffed station is to become unstaffed as a consequence of the proposals, and other station facilities – such as waiting rooms and toilets – are unaffected. All commitments on providing accessibility for passengers with reduced mobility and people requiring in-person assistance will be maintained.

"No currently staffed station is to become unstaffed as a consequence of the proposals"

Public anger

It is reported that more than 100,000 objections have been lodged with Transport Focus and London Travel watch, which are processing the consultation.

Transport Focus has said that the proposals will be assessed on the basis of the future ability to buy a ticket and other rail products, as well as the future staff presence if an office is closed. It will also audit the ability to deliver accessibility for disabled passengers.

What is proposed has all the indications of a rushed process that fails to identify any form of common practice. For example, Edinburgh Waverley maintains its retail capability but that at Glasgow Central is to be closed.

The best outcome now would be to withdraw the closure notices and come back with a more thought-through initiative that reflects the service needed at our busier stations and where a high proportion of sales are at ticket offices, such as in tourist centres.

There are many stations where there is a case for change, but that threshold needs to be quantified.



Main: Queues at Birmingham New Street station ticket office on July 21, which has been slated for closure by Avanti West Coast. CHRIS MILNER
Inset above: The RMT union has launched a campaign to save railway station ticket offices from closure.



Hull Trains has been running open access services on the East Coast Main Line since September 2000. It has a fleet of five five-car Class 802 bi-mode sets. No. 802303 is pictured crossing the swing bridge at Selby on May 24 with the 15.08 Hull-Kings Cross. See also the photo of this bridge in 1967 on page 37. ROBIN STEWART-SMITH

Argument for more open access operators moves forward

THE benefit of expanding open access services has been quantified in a report by Rail Partners, the trade association representing the independent passenger owning companies.

The report called Track to Growth: Creating a dynamic railway for passengers and the economy, identified that public control of the franchised operators that now hold National Rail Contracts is far greater than when British Rail had a free hand to determine the pattern of services and products available, and that open access operations could restore that market focus.

There is a conclusion that the current micro-management of contracts does not allow operators to respond to market needs, which is typified by the early withdrawal of a number of rolling stock types that is likely to led to insufficient capacity, particularly on routes operated by CrossCountry during the current holiday period.

The open access approach is to provide a market-led service that operates a timetable to reflect demand without the need for subsidy.

Over time, the limited number of routes where open access services have been authorised have delivered higher levels of passenger satisfaction (as measured in national surveys) and, more recently, have been able to avoid the effect of strike action by concluding pay agreements with their staff.

Government support

In the George Bradshaw address in February, the Transport Secretary provided encouragement to operators to promote new open access services where there is a market justification. Arriva, which operates Grand Central services on the East Coast Main Line, has made a similar call following the Rail Partners research, which also identified the market benefit in Europe where open access has been adopted to a greater extent.

In Britain there are two new proposals in the pipeline, one of which has already been authorised by the rail regulator allowing a new operator to provide services between Carmarthen and London Paddington, which includes rights to run limited-stop services from Cardiff Central. This is an important shift of emphasis as, up until to now, open access firms have not been permitted to compete with the existing operators on core routes.

The original reason for the earlier policy was that it would result in a loss of income to Government-sponsored operators to the detriment of public finances. But for the new service using the Great Western Main Line, the potential loss has been countered by the payment of a supplementary access charge, thus offsetting any potential impact on public finances.

In addition, recent evidence from traffic patterns on the East Coast Main Line has shown that all four operators (LNER, Hull Trains, Grand Central and Lumo) are carrying more passengers than before the pandemic, which is in sharp contrast to where a monopoly exists on other main line routes.

The other proposal for which a regulatory decision is awaited is for a West Coast Anglo-Scottish service between Stirling and London Euston with intermediate stops. Given evidence from elsewhere, it is unlikely that Avanti West Coast will suffer a detrimental loss of revenue.

There seems to be no obvious reason why track access approval should not be given – particularly as approval was previously given for open access operations between Blackpool and Euston, but that service was withdrawn before starting as a result of excessive start-up costs brought about by the pandemic.

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Battery future for ex-LNR Class 230s?

GWR takes delivery of former Marston Vale Vivarail units after purchasing them at scrap value.

By Graeme Pickering



Former London Northwestern Railway Class 230 unit No. 230003 is pictured at GWR's Reading depot on July 13. It had arrived by road for storage there, along with Nos. 230004 and 230005. SAM ROBINSON

THE three Vivarail-produced Class 230s formerly operated by London Northwestern Railway (LNR) were delivered by road for storage at Great Western Railway's Reading depot in mid-July, raising the prospect that one or more could ultimately be converted from diesel to battery-electric multiple units.

Nos. 230003-5 were withdrawn by LNR in December 2022, just three-and-a-half years after their introduction on the Marston Vale Line between Bedford and Bletchley, following the collapse of Vivarail, which also employed the technicians who maintained them.

LNR said retaining the trains was not "feasible or desirable" due to "significant reliability issues" which had required an average of three engine changes per week.

When it entered administration, Vivarail was preparing battery-electric unit No. 230001 for in-service trials of its patented 'Fast Charge' system with GWR on the West Ealing-Greenford branch. In February, GWR announced that it had acquired assets from the former Warwickshire-based company and taken on nine of its staff to continue the programme, with the intention of supporting the wider introduction of battery-powered trains.

Quick sale

A report from Grant Thornton, published last month on the Companies House website, revealed that GWR paid £1.4 million for Vivarail intellectual property, plant and machinery, parts and vehicles. Among its acquisitions were 67 former London Underground D78 vehicles, the bodyshells and bogies of which form the basis for the Class 230 and Class 484 (Isle of Wight) units. Transport for Wales, which has five Class 230 diesel-battery hybrid units, also purchased £308,000 of Vivarail machinery and parts.

GWR's sale and purchase agreement included licences to occupy former company premises at Southam and Long Marston, while recovery of the purchased assets took place, and provision for settlement with creditors related to the parts of the business it took over.

Although the estimated in-situ value of units Nos. 230003-5 was £3 million, and Lombard North Central (which originally purchased and leased them to LNR) is expected to receive £3.95 million from administrators following termination of its agreement, the need for a quick sale without incurring additional costs for movement and storage prompted valuers to conclude a deal with GWR in May to buy them for the equivalent of scrap price of £60,000.

Confirming their movement to Reading, a GWR spokesman told *The RM* that they could be converted to battery-electric multiple units "further down the line, if required".

Marston Vale plan

Since the withdrawal of the Class 230s, a replacement bus service has operated to communities on the Marston Vale route, but passenger trains are expected to resume this autumn with the return of two-car Class 150/1s to the line. Transferred from Northern, Nos. 150137, 150139 and 150141 will be based and maintained at Bletchley depot. Northern is sharing information with LNR on best maintenance and operational practice. A programme for depot staff and train crew has been devised, including training for 24 drivers.

LNR says it will speak to community stakeholders about proposed timings for the initial morning and evening peak time services. It plans to reintroduce a full timetable by January 2024.



Railways in Parliament

by Jon Longman

Closure consultations

WARRINGTON North MP Charlotte Nichols is one of many House of Commons members who want to know what assessment the Department for Transport (DfT) has made of the potential impact of ticket office closures on rail users.

Transport Minister Huw Merriman replied: "When proposing major changes to ticket office opening hours, including closures, operators are required to take into account the adequacy of the proposed alternatives in relation to the needs of all passengers; and to include this in the notice of the proposal sent to other operators and passenger groups. We would also expect operators to consider all equality related needs and make this clear in their consultation.

"No currently staffed station will be unstaffed as a result of industry changes, and train operators will ensure staff are well located to meet passenger needs in future. This will include assisting those who need additional support and cannot or do not want to use digital tickets."

Tickets in transit

TWICKENHAM MP Munira Wilson was keen to know about DfT discussions with Network Rail on the merits of amending the Conditions of Travel to allow tickets to be purchased later in journeys when the correct ticket is not available from a machine at their departure station or there is no ticket office.

Mr Merriman added: "We recognise there are a wide range of fares and tickets offered and that not all products are offered consistently online or at ticket vending machines. The industry is looking to expand digital ticketing options and make them even easier for passengers to use through upgrades to machines and digitisation of more tickets and processes.

"When proposing major changes to ticket office opening hours (including closures), the train operating companies are required to take into account the adequacy of the proposed alternatives in relation to the needs of all passengers, including tickets."

Cash purchases plea

STOCKPORT MP Navendu Mishra wanted the Government to bring forward legislation to ensure that TOCs will accept cash at catering outlets on trains and ticket purchases at stations.

Mr Merriman replied: "As modern ticketing and payment methods are rolled out more widely, we will continue to ensure that all passengers who need to use cash, or do not have access to a smartphone or the internet, can buy a ticket and have advice from a trained representative.

"When proposing major changes to ticket office opening hours, including closures, operators are required to take into account the adequacy of the proposed alternatives in relation to the needs of all passengers.

"This includes ensuring that passengers can easily buy the right ticket for the journey they want to make, with consideration of the product range available at the station and what support is available to help with purchase.

"Catering arrangements are managed by individual train operators."

Thames Valley squeeze

LORD Bradshaw asked what steps the Government is taking to improve the overcrowding on trains operating between the Thames Valley and the Midlands.

Transport Minister Baroness Vere of Norbiton said: "CrossCountry has increased services on this route as part of its timetable reorganisation in May 2023. Some trains have become busier as a result.

"We expect CrossCountry to monitor this and seek opportunities to mitigate it in future. The DfT is working on a new contract for CrossCountry. Subject to demonstrating an appropriate business case, the intention is that this will facilitate increased capacity on CrossCountry routes in future."

Old Oak handicaps

BARONESS Randerson asked whether the specification given to HS2 for building Old Oak Common station includes a requirement that disabled passengers must be able to embark and disembark from all HS2, Great Western Railway and Elizabeth Line trains without needing manual boarding ramps.

Baroness Vere added: "The High Speed platforms at Old Oak Common have been designed to enable level boarding. Passengers using the conventional rail platforms at the station will join services using several different types of rolling stock and the railway will also be used by important freight services.

"To ensure the railway can be used by all of these train services and provide maximum availability and resilience for passengers, there needs to be consistent platform heights across the conventional station platforms, which means level boarding will not be available on Great Western Railway and Elizabeth line services. The station is fully compliant with Network Rail standards."

Frontline assistance

TRAINING staff to support the accessibility needs of passengers with disabilities is concerning Lewisham & Deptford MP Vicky Foxcroft.

Mr Merriman replied: "All station operators must establish and comply with an Accessible Travel Policy (ATP) that states how they will protect the interests of disabled passengers at stations and provides an overview of the accessibility of station facilities and services.

"As part of the ATP, operators must ensure that all frontline staff undertake disability awareness training, and that staff must receive refresher training within two years of receipt of disability awareness or disability equality training. Additionally, the DfT mandates through its contracts with train operators that all staff with management responsibilities have undertaken this training."

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10 MINUTES 10 QUESTIONS

Steven Knight puts flamboyant transport designer Ray Stenning under the spotlight.

FOR anyone who regularly uses public transport, it is certain you will have seen many examples of Ray Stenning's liveries and branding work on rolling stock, at stations, and on printed materials.

Born in Horsham, he was educated in Surrey and, after studying at art college in Croydon in South London, he moved to Somerset assisting in running the grocer's shop owned by his parents.

Ray was interested in transport related operations whilst at school. He gained his PSV licence in 1979 and worked as a driver for various coach companies. It was following various stints of driving that Ray decided to put his graphic design training to use, initially in the coach and bus market.

Rail privatisation in 1996 signalled new tracks for Ray and his team at Best Impressions, no doubt as a result of several bus groups entering the rail market and his style of impactful design was in demand by the likes of Stagecoach, Go-Ahead, National Express and Virgin.

Q. What was your first-ever job?
As a schoolboy I had a milk round, for which I was paid – although not very well. I carried on with the milk deliveries while I was at college.

Q. Were you interested in trains/ railways before you joined the rail industry?
I was interested in all sorts of transport as a young boy. As I grew older my interest was in anything with wheels and particularly trains and railways, although I was informed that my first word was 'bus'.

Q. What attracted you to your current role?
'Nothing' is the simple answer, it was my destiny, my calling. With a passion for passenger transport, I wanted to use my knowledge to create something that could take the passenger transport industry to another level.

Q. What has been your biggest achievement?
Making a difference and hopefully inspiring others. Working with some inspirational people. For me it has been an honour and a privilege to work in the railway industry and getting that industry to acknowledge that external livery and branding must work equally as well when the train is moving at speeds up to 125mph as it does when it is sitting in a station. This was a concept that had sadly been lacking for many years. But only time and posterity will decide what has been my biggest achievement.

Q. …and the low point of your railway career?
When the 'hearts and minds' of the client are not on the same wavelength, and they don't share the vision. Also seeing the blandness that has emerged during recent times of rail retrenchment.

Q. If you were transport secretary for a day, what would you do to support or change the industry?
I've not given that any thought, as I would never be in that position.

Q. How do you relax away from work?
I'm never away from work, it's part of who I am. I do like live opera; it's a passion of mine and I love it.

Q. What is your view on the current state of the railway industry?
The way that train operators are set up at present means there is less real encouragement or incentive to push at the boundaries. The huge turnover and current targets, coupled with industry structures, means that the management contracts they now operate under could be viewed a 'cash cow' with less need to fight hard for the money.

Q. …and where do you see the industry in 2050?
I really don't know. I hope it will go through a revival, but that will need some radical funding. The railway will emerge from the current issues, but my crystal ball is somewhat cloudy. None of us know what is around the corner. None of us could have predicted the Covid-19 pandemic which knocked the industry sideways.

Q. Finally, is there something about you that you can share with us that our readers are unlikely to know?
The renowned actress and singer Marlene Dietrich once kissed my hand (I would like to say I haven't washed it since, but that would not be true!).



Ray Stenning dressed to impress with one of his creations – the Virgin Trains East Coast Mk.4 and HST livery.
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SIDELINES

Euston station budget deemed 'unrealistic'

A HOUSE of Commons Public Accounts Committee report has said the £2.6 billion budget set for the HS2 station at Euston was "completely unrealistic" for what the Department for Transport wanted to deliver, even before considering the impacts of inflation.

In March, when the Euston project was paused by the Government for a period of two years to review rising costs and scope, the revised design was estimated as £2.2 billion over budget.

The report says the DfT must use the pause "to finally establish the design and expectations for the station against what it is willing to spend". It adds that, before construction restarts, the DfT must be clearer with Parliament and the public that the revised budget is realistic. Other recommendations include identification of the costs of the pause and learning lessons to avoid repeating such mistakes elsewhere on HS2.

Certainty needed for East Midlands links

A TRANSPORT for the East Midlands report has set out the importance of HS2 reaching the East Midlands and Sheffield.

It says it will give access to high value jobs and put businesses in Nottingham, Derby and Chesterfield in a better position for opportunities within a £550 million economy, but that certainty is needed over timescales and a delivery plan for HS2 and the full electrification of the Midland Main Line.

The report also calls for a "clear proposition" for extending HS2 to Leeds and the North East.

First beams delivered for Wendover Viaduct

THE first of the 25 metre-long (82ft) beams which will form part of Wendover Dean Viaduct in Buckinghamshire have completed their 560-mile journey from Eiffage Metal in France. Moved by road at night to minimise disruption, management of other traffic was required to ensure the 40-tonne beams had space to negotiate narrow roads and corners.

A total of 38 beams will be produced and assembled into 90 metre-long spans, the first of which will be pushed out onto the viaduct piers later this year.



An artist's impression of the automated people mover crossing Pendigo Lake at the National Exhibition Centre. HS2

Competition to build and run HS2 link begins

The search is underway for a firm that can design, supply and operate the 1.4 mile automated people mover link in the West Midlands.

THE process of finding a contractor to design and supply the automated people mover (APM), which will link HS2's Interchange station in the West Midlands with Birmingham National Exhibition Centre, Birmingham International station and Birmingham Airport, has been launched.

HS2 Ltd envisages the system will carry up to 2100 passengers per hour in each direction on the six-minute journey.

Planned for completion in time for the start of HS2 services to Interchange station, north east of Solihull (which will be served by up to five trains per hour in both directions), it will run on a 2.2km (1.4 mile) viaduct crossing the M42, Pendigo Lake and the West Coast Main Line.

The contract for the APM includes a 25-year deal covering its operation and maintenance, and is valued at £270 million.

Shortlisted companies will be invited to tender in early 2024, with the winner expected to be announced towards the end of year. Tenders are expected to be invited in 2025 for a separate infrastructure contract, estimated to be worth £150 million.

Piecing viaduct together

WORK is underway to assemble HS2's Thame Valley Viaduct – all the major elements of which are being manufactured off-site.

Pacadar UK's Isle of Grain factory in Kent is producing a total of 68 concrete piers for the 880 metre-long (962 yard) bridge, which will cross the flood plain of the River Thame near Aylesbury. The first 14 piers had been lifted into position on top of their foundations by late June.

Just three metres (less than 10 feet) above the ground, the viaduct will have 37 spans. Each will consist of two 25 metre (82ft) hollow beams.

■ A purpose-built outdoor factory at Kingsbury in Warwickshire has begun production of the 2742 concrete segments that will be used to construct HS2's Delta Junction – two spurs from the high-speed main line forming links to the north and London from Birmingham's new Curzon Street station. The first segments will be used in the River Tame West viaduct near Warton Orton.



The first piers for the Thame Valley Viaduct, which will be just three metres above the ground, are seen on-site in June. HS2



COPTHALL PORTAL COMPLETED: The western portal of the 880 metre-long (962 yards) Copthall Tunnel at Hillingdon (West London) has been completed. The portal walls, along with 240 metres (262 yards) of tunnel walls, are now in situ. The deck that will carry the realigned Harvil Road has also been installed. Copthall is one of five HS2 'green tunnels', so-called because the land above them will be planted with trees and shrubs. They are created by excavating a cutting and lining it with a base slab, walls and roof before replacing the earth on top. HS2



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WATERLOO MARKS ITS 175TH ANNIVERSARY

Britain's busiest station is celebrating a milestone year, as Chris Milner reports.

LONDON Waterloo celebrated its 175th anniversary on July 11, when past and present railway staff came together on platform 19.

Speaking at the event, Rail Minister Huw Merriman said: "This historic hub has witnessed billions of journeys and serves as a backdrop to shared memories and great adventures."

He added: "Opening the station brought London closer to the world and the world closer to London – that's the power rail has. Its very name carries its own historic significance, paying homage to the Battle of Waterloo."

Originally opened by the London & South Western Railway on July 11, 1848 as Waterloo Bridge, it replaced the nearby Nine Elms station that had opened 10 years earlier.

Over the years, the station developed haphazardly, new platforms and buildings being added alongside and around the existing structures rather than as part of any overall architectural plan. Signposting within the station was poor and this often led to passengers having difficulty finding the right platform for their departure.

The current station was rebuilt from 1903 and opened in stages until finally completed in 1922, the finished design including the Victory Arch over the main entrance, a memorial to railwaymen lost in the conflicts of the First World War.

Waterloo was the last London terminus to provide steam-powered services, which ceased in 1967, while the construction of platforms 20-24 saw Eurostar trains serve the station from 1994 to 2007.

The station has remained largely unchanged since the Eurostar platforms were built, the most recent addition being the first-floor balcony, created with escalators and lifts in July 2012 to help reduce congestion and provide step-free access to its neighbouring Waterloo East station.



A classic late steam-era depiction of Waterloo in Terence Cuneo's 1967 painting, which fully captures the hustle and bustle of the country's busiest station. TERENCE CUNEO/SCIENCE MUSEUM GROUP



How the station looks today – the famous clock being the reference point – captured on May 6, the day that King Charles III was crowned. JACK BOSKETT

Tied to history

Addressing guests, Network Rail chairman Peter Hendy outlined the part the station had played in three wars, state funerals (including that of Sir Winston Churchill) and, more recently, the arrival of 5000 armed forces personnel for the coronation of King Charles III (see June issue). He also recalled the part played by the station in the arrival of the Windrush generation, and a statue marking the 75th anniversary of the arrival of the first Caribbean migrants now stands on the concourse.

A musical interlude saw a choir of Network Rail and South Western Railway staff sing a medley of some iconic 'Waterloo' songs, including ABBA's 'Waterloo' and The Kinks' 'Waterloo Sunset'.

The event also marked the opening of a fascinating exhibition under the famous concourse clock. Coordinated by career railwayman and former BR press officer Mike Lamport, the exhibition charts the development and expansion of the station over its 175 year history, and features several remarkable images, some being seen in public for the first time.

■ *Guests were treated to a preview of a 10-car Class 701 'Arterio' EMU, which SWR managing director Claire Mann said would be entering service 'very soon'.*



Rail Minister Huw Merryman unveils the 175th anniversary plaque at Waterloo station on July 11. With him (from left) are Lord Hendy, Claire Mann and Claire Buckley, whose father Don worked at Waterloo station for 68 of those 175 years. CHRIS MILNER

"This historic hub has witnessed billions of journeys and serves as a backdrop to shared memories and great adventures"



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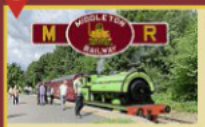
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Places to visit this summer

We all know it's been a tough few years financially for preserved railways and their supporters / volunteers... but at long last we can look forward to a summer season full of hope and events for all the family – ranging from those aimed at the die-hard enthusiasts to those simply in need of a greatday out.

We're sure you will have your favourite heritage line, museum or attraction to visit, but if you are looking for somewhere a bit special, a part of the country you may not have been to for a while, or an attraction on your doorstep you'd forgotten all about, then take a look at our map and the adverts on these pages to gain some inspiration.

All the venues and businesses here provide a memorable day out or help with that essential short break that often combines inspiration, entertainment and education... you really can't beat a super day out with the family at one of the fabulous attractions highlighted on these pages... and maybe some lovely locally-sourced food and hospitality too!

Even better, you can always find some interesting byways and highways to and from any museum, heritage line or attraction, so it's a great opportunity to get off those busy motorways and explore the great British countryside.

As you can see from the map here, there are venues to visit all around thje country, so go on, support these great British attractions... you will not be disappointed!



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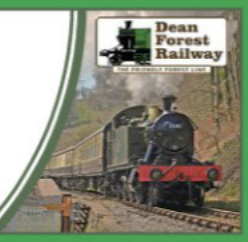
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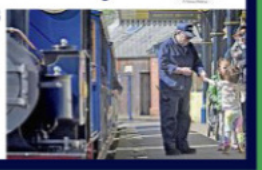
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THE STREETS OF SAN FRANCISCO

Still climbing 'halfway to the stars', San Francisco's cable cars have survived natural disaster and political animosity to reach their 150th year, as Tom Ingall reports.

SAN Francisco has an eclectic mix of ways to get around: buses and trolley buses, light rail and metro trains, vintage trams, and even driverless cars. But the city's distinctive cable cars have – quite literally – climbed above all others to attain iconic status, and this year sees them notch up 150 years of operation.

The cable cars are used more by tourists than commuters, becoming an international symbol of the city as all good public transport should – much like London's Tube and roundels, except Tony Bennett never crooned about the Northern Line.

In 1889, Rudyard Kipling sailed in from India through the (yet to be bridged) Golden Gate strait, and one of first observations upon disembarking was: "I proceeded till I found a mighty street… Here a tram-car, without any visible means of support, slid stealthily behind me and nearly struck me in the back. This was the famous cable car of San Francisco, which runs by gripping an endless wire rope sunk in the ground."

I immediately need to dispute the great writer. The cable cars generate far too visceral a rattle to be considered 'stealthy'. Their bells are as synonymous with the Bay City as its fog horns and, seemingly, just as loud. They clatter through the streets and, even when out of sight, the hum of the cable, inches below road level, is ever present.

The experience vibrated into the bones of today's rider would be instantly recognisable to millions of passengers over decades past. You can still sit sideways to the direction of travel, on an open bench unencumbered by the comfort of a partition between you and the street flashing past. The brave can hang onto an upright pole, standing on a footboard. The top speed of 9.5mph (the rate the cable moves) sounds sedate until you are tilting up and down, as if possessed by a malevolent switchback.



The logo marking 150 years of San Francisco's cable car system this year.

> "Hallidie's cable cars are an anachronism, not just persisting but thriving after a century-and-a-half"

At the front, the 'gripman' must orchestrate control seemingly from chance, throwing heavy levers back and forth, standing above an open hole, keeping one step ahead of the permanent way. The cable beneath might always be moving, but there are stops to make, heavy traffic to work around and line crossings and curves to be coasted through.

In short, the whole thing is a quixotic, thrilling delight.

The story begins in the mid-1800s. Andrew Smith Hallidie was born in London, the son of a Scot who held a patent for wire rope (thin strands of wire wound together to make a thicker cable). Father and son emigrated to California where the younger man was involved in mining, bridge building and pioneering aerial ropeway technology, before establishing a wire rope manufacturing business in San Francisco. These were heady days when the gold rush was busy transforming the city.

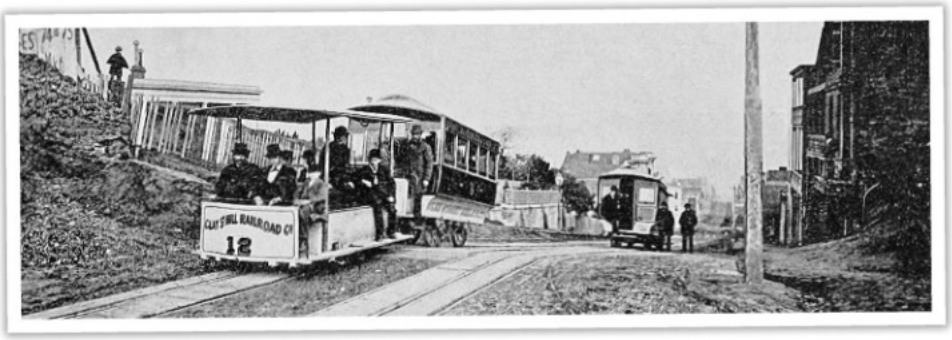
Right man, right place, right time

It is said that in 1869, Hallidie witnessed horses being whipped and struggling to haul a streetcar, uphill over wet cobbles before slipping and being dragged to their death. Whether fanciful or not, Hallidie was a man with the right expertise in the right place. Just four years later on August 2, 1873, he and engineer William Eppelsheimer began trials of their cable-hauled streetcars, the cable being driven by a stationary steam engine in a remote powerhouse. The Clay Street Hill Railroad opened to the public a month later. At a little over half-a-mile in length and running dead straight, it might have been modest but was quickly a success. It was to inspire others at home and around the world.

A competitor opened another route four years later, and by 1890, 53 miles of track had been laid in San Francisco, operated by eight different companies. Hallidie had set his tracks three feet and six inches apart. Some companies followed suit, others chose five feet or standard gauge.

What connected them all was between the running rails. 'The slot' (approximately an inch wide with metal lining on each side) is where the cable runs a few inches below street level. Stand and wait for a car halfway along the route and it is not the rails starting to sing that alerts you to its approach but the whirring of the cable, which takes on a different sound as the tension changes.

The cable and the grip that connects ▸



A photo taken 150 years ago in August 1873, showing trials of Hallidie's Clay Street Hill Railroad, which opened to the public the follow month.

Left: A classic view of San Francisco on September 4, 2016, as cable car No. 1 climbs Hyde Street away from Beach Street with Hyde Pier and Alcatraz Island in the background. THOMAS WOLF (CC BY-SA 3.0)



Andrew Smith Hallidie, inventor of the cable car system.

each individual car to it are the heart of the system. Beneath the slot are pulley wheels at approximately 15ft intervals which prevent the cable from drooping. The grip passes below the car and through the slot, and how tightly it grips the cable is controlled by the 'gripman' (only three women have worked the grip so far in the entire history of the system). As the car moves forward, the grip naturally lifts the cable around six inches above the pulley wheels which means they are not in the way. So far, so straightforward.

However, anyone who has seen the iconic car chase in the film Bullitt will know that getting anywhere in downtown requires navigating steep hills interspersed with short flat stretches – a little like a terraced garden. Where the gradient changes, from flat to uphill/downhill, the cable needs to be held down (the slot is too narrow for it to pop up through), otherwise it would rub against the surface. An ingenious, pivoting depression pulley system was devised. This sits above the cable pushing it down. As the car and grip approach, the cable is pushed further down, so it is clear of the pulleys. The beam that the pulleys are attached to is pushed aside by the grip, thus the grip and car pass through the gradient change and the beam pivots back into place and the cable re-engages with the pulley wheels. All of this happens out of sight.



Looking up Powell Street on February 14. On the left, Car No. 16 has arrived at the terminus and once it has unloaded passengers will move forward to switch lines. Behind in the sun is Car No. 11 (dating from the 1890s, but extensively rebuilt over time) with others behind, while on the right Car No. 1 is on its way north. The cable cars depart every few minutes, but even so in peak tourist season the queue of passengers grows long.
ALL PHOTOS BY TOM INGALL UNLESS STATED

Cables round corners

Likewise, turning through sharp corners (and there are no other type in a city laid out in a grid!) requires some careful thought. The easiest way for a cable to change direction through 90 degrees is for it pass a quarter of the way around a large subterranean pulley wheel. However, the car and grip need to make the same transition with due consideration to the minimum radius achievable by the twin sets of four wheels.

One solution requires the gripman to 'drop' the cable. Known as a 'let go' curve, the cable car coasts around a curve for a few yards, while the cable continues straight ahead, turning through a right angle at the pulley before once again lining up under the slot where it can be picked again by the grip. However, it did not take long for companies to develop 'pull' curves. Here, multiple small wheels alongside (rather than underneath) the cable guide it through a more gentle turn. A bar pushes the grip to one side, but it remains attached to the cable throughout with the car 'under power' as it were.

The grip is the other part of this equation. Hallidie initially used a screw wheel arrangement. Others, understandably anxious to avoid patent fees, tried a side-mounted grip. But it was William Eppelsheimer who developed the method still in use today. This uses a ratcheted lever moving through a quadrant (think along the lines of a UK mechanical signalbox) connected via vertical centre plate to a pair of jaws (the grip itself) below the slot.

When the lever is pushed all the way forward, the jaws open fully and the cable is released (or 'dropped'). As the lever is pulled back the cable is gripped – at first loosely enough so as to slide through the jaws. This is used at passenger stops when the cable car pauses briefly, but completely letting go of the cable would cause delay.

With the lever halfway across the quadrant, the grip tightens enough around the cable to begin moving forward and accelerating. Pull the lever all the way back, and the gripman can take the cable car to the top speed of 9.5mph. Parts of the grip need to be replaced every few days due to wear.



The California Street cars can be worked from either end so there's no need for a turntable here at the Van Ness terminus. On February 19, Car No. 59 coasts away from the single platform on the slight downhill grade over sprung points and, once fully on the eastbound line, the gripman will pick up the cable below the slot.



As night falls on February 15, a busy service prepares for departure from the Powell Street terminus. A member of staff pulls on a lever that lifts the cable below the car so the gripman can 'pick up' and set off.



Map of San Francisco's cable car routes, showing the power house in the centre and only last-surviving point where lines cross each other.
DENNIS MCCLENDON (CC BY-SA 3.0)



Car No. 13 has just descended Washington Street on February 14, heading for the Powell Street terminus. This is a section of gauntlet track. Note there are two cable slots, but cars share a centre rail. The other line gives access to the car barn at the end of the day.

What about safely traversing the ups and downs? In their 27 days of training, the gripman will come to depend on two of the three braking systems at their command. A pedal at their feet he can apply conventional brake shoes to the wheels. His conductor (besides checking tickets) can also apply brake shoes at the rear using a screw handle, and will need to do so during a normal journey. Secondly, another lever on the right of the grip handle applies track brakes. These are wooden blocks which are pushed directly onto the top of the rails. Used regularly during a car's daily duty, unsurprisingly these wooden blocks also require replacing every few days. As the wood heats up through friction, smell is another sense the cable cars can stimulate. The third brake is very much a 'one use only' arrangement. Pulling an emergency lever forces a steel blade to wedge tightly into the cable slot. It is not used lightly, as releasing it afterwards has been known to require a cutting torch.

Disaster and salvation

Having quickly proved successful in California, other cities around the world – including Birmingham and Edinburgh – experimented with cable-hauled trams. Back in the States, however, a new competitor was emerging: the electric streetcar. It was cheaper to build and ran at higher speeds. What it could not do was climb steep hills, and even today the cable cars tackle gradients of one-in-five, quite something when you are a passenger (unlike a funicular, which always has a level floor).

With the glory days of expansion over, contraction came in a most brutal fashion. Just after 5am on April 18, 1906, a violent earthquake struck San Francisco causing more than 3000 deaths and leaving hundreds of thousands homeless – not just by the quake, but also the subsequent firestorm that raged for three days.



Left: The crew put their back into pushing Car No. 13 (built by Muni in 1991) around on the Powell Street turntable on February 14. Note the folding metal flap on the left of the headlamp, needed as Powell Street cars run to two different destinations – this one heading for the Hyde & Beach terminus. Note the yellow blocks just visible under the car at the end of the track to prevent an overrun, while the cable itself is also being 'turned' via a large subterranean pulley wheel under the turntable.

Public transport was not immune. Tracks were buckled, powerhouses were destroyed and (despite heroic efforts by staff to move them) many of the cars themselves were incinerated.

The system was not rebuilt like for like. Some lines became streetcar routes and what remained of the cable car system was consolidated into three companies. After the Second World War, the cable cars were either owned by the city (under the guise of the San Francisco Municipal Transportation Agency, or 'Muni' for short) or a private company.

The next existential threat came from politicians. In 1947, a mayor proposed closing their lines and replacing services with buses. This spurred a woman called Friedel Klussmann to found 'the Citizens Committee to Save The Cable Cars'. The battle was hard and ended in a referendum on an amendment to the city charter that required cable cars to be operated and maintained by the authority.

When the one remaining private operator closed in the early 1950s, today's three routes evolved. The oldest is the California Street Line, which runs dead straight (but certainly not level) from the Embarcadero at Drumm Street, near the iconic ferry building, up and over Nob Hill to Van Ness Avenue.

The other two depart from the same place at the intersection of Powell and Market streets. Both these share a steep ascent of Powell before parting ways. The Hyde Line descends Hyde Street towards Beach Street and a waterfront park; the Mason Line terminates at the junction of Taylor and Bay Street, the gateway to the famous Fisherman's Wharf district. In places, the system uses gauntlet tracks, sharing a common centre rail while retaining two slots, which saves street space. Segregation from cars is more common these days, particularly around the termini, but elsewhere traffic mixes freely with its public transport forerunner, passengers exchanging waves with drivers.

Working wheels

Extra tracks not used by passenger services have been added, allowing everything to converge on a central powerhouse and cable car barn. While only one is required, it is a vintage structure. A brick building at the junction of Washington and Mason Street that survived the earthquake, it is also a fascinating and free to visit museum. Among its treasures is another survivor of nature's devastation: a car from the original Clay Street Hill Railroad built in 1873. It was sent to Chicago for an exhibition in 1893 then forgotten and lost for 40 years, otherwise it might well have succumbed in 1906.

Noisily taking centre-stage though are the four 510hp winding motors, each driving one of the four cables required by the system. One works the California Line and is 21,500ft long. Powell Street gets a cable to itself at just over 9000ft, while the Mason and Hyde routes get cables of 10,000 and almost 16,000ft respectively. In total, there are 12 miles of cable buzzing beneath your feet.

Each cable (over an inch in diameter) enters the building from under the streets and is guided up and over a nine-metre diameter driving sheave (a wheel with a groove in its outer rim). It leaves this sheave and immediately dives down and around a similar sized idler sheave. This figure of eight pattern using two wheels increases friction and therefore reduces the potential for slippage.

Then the cable travels the length of the building to a third sheave, which is mounted on a wheeled carriage, in turn attached to a counterweight. As the tension in the cable stretches, the weight moves the carriage and the sheave takes up any slack – which is not just as a result of the cars gripping and releasing, as cables can stretch around 100ft as they age over their 75-250 day lifespan. Having passed over all three sheaves, the cable is routed back below floor level to serve their respective lines.



A gripman at work on February 14. The grip lever is pulled all the way back so the car will be close to the top speed of nine-and-a-half miles per hour as dictated by the subterranean moving cable. Close to the camera, the track brake lever is in the released position.



The gripman's office complete with a bag of sand in a single-ended car. In the centre above the hole is the grip lever, and this car is currently parked so the lever is all the way forward and the cable is released. The emergency brake is on the left, the track brake is on the right, and the foot pedal for the traditional brake shoes is at the bottom of the picture. This is Powell Car No. 10 dating from the 1890s.

For all the technicalities, what surely defines the charm of the system is the cars themselves. Some date back through refurbishment and repair to the 1880s; some are more modern, having been built by Muni's craftsmen. They carry a wide range of liveries from different times and even original companies, but their distinctive open seating and clerestory roofs make them hard to mistake.

There are two varieties: the cars that run on the California Street Line can be worked from both ends. There is a central covered saloon plus two open verandas at the ends with outward facing bench seating. With a nominal capacity of 68 passengers sitting and standing (or perhaps that should be 'clinging'), there are currently 12 in service.

At the Van Ness end, the terminus is a single-track platform on a slight rising gradient. The gripman drops the cable, swaps places with the conductor, then briefly allows the car to coast downhill across a set of sprung points before picking up the cable again, now on the other line. It is very similar at the Drumm/Market Street end but here the conductor lifts a lever out of the ground that raises the cable for the gripman to grab it and accelerate over the points ready to head back west.

Street theatre

For street theatre though, the two Powell lines win hands down. These cars are slightly shorter with one covered saloon and one open verandah. There are 28 in the fleet, but can only be operated from one end, meaning they have to be turned at the end of every journey (there are four turntables on the system, three at termini and one in the car barn). When passengers have alighted, gripmen carefully move onto the turntable, dropping the cable to coast the last few feet. Conductor and gripman turn the car and push it onto the departure line, where a slight depression in the track gives it enough momentum to coast to the passenger boarding point. Once the service is ready to depart, another member of Muni staff (who has meanwhile been busy resetting the turntable for the next arrival) again operates a lever to lift up





Above: A section of the 1.25in-diameter cable, this one a museum piece from the early 20th century. HAEB (CC BY-SA 3.0)

Left: End view of a cable car grip displayed in the Cable Car Museum in August 2013. In use, all but the upper lever is hidden below ground. HAEB (CC BY-SA 3.0)



Reconstruction work in July 1983, looking north on Hyde Street from Clay Street, exposed the trough used by the moving cable. STEVE MORGAN (CC BY-SA 4.0)



The heart of the system at the Powerhouse on February 14. The four cables converge here and are each wrapped around three sheaves, with the Hyde Street Line cable on the right. It enters the building below street level and comes up around the sheave closest to the camera, before diving 'figure of eight style' around the idler sheave middle right. You can then see the cable coming back towards the camera, heading to the other end of the powerhouse and the tension sheave before heading back out under the street.



The handsome control tower at the intersection of Powell and California, the site of the only cable car junction in the world. The tower has been a fixture of the system since the early days, though this incarnation dates from after the 1906 earthquake and has recently been refurbished. This view is along California Street on February 19, with the Powell Street Lines visible. Note the dip in the line closest to the camera which, having let go of the cable to cross the California Street Line, moves cars closer to the cable so it can be picked up on the move. The markings between the rails act as a reminder for the gripman.



A star exhibit at the Cable Car Museum is the world's oldest cable car, a remarkable survivor from Hallidie's pioneer 1873 line. Note the screw wheel grip arrangement.

the cable into the grip and away the car goes. Passengers were once allowed to participate in the turning process, in the process bagging the best seats for the next departure, but no more – that is one concession to safety which has been allowed.

Besides everything else on their plate, dropping and picking up the cable is key to the gripman's job. Signs are periodically painted onto the road between the rails as a reminder. The slight track dip seen at termini is repeated elsewhere over the system, so the car is actually physically closer to the cable and a gripman can reattach on the move without someone getting off and lifting a lever. This is rooted in the glory days of the system's expansion. Tradition dictated, where newer cable car companies wanted to cross an existing line, they had to take their cable underneath the already established operator. Thus when the car on the newer route approached the crossing, it would let go and coast, otherwise its grip would catastrophically collide with the cable of the more 'senior' line. The last new line to open required a gripman to let go of the cable for just such a crossing no fewer than 22 times on a return journey.

Today there is only one cable car intersection in the world and it is at the top of Powell Street. Gripmen on either of the Powell lines heading north towards the ocean front have to climb the steep grade then time their letting go to perfection to coast across a busy road junction plus the tracks and cable of the California Line. Incidentally, the single-ended cars will then coast a little further, gently downhill before picking up the right cable to take them either to the Bay Street or Beach Street terminus. Off the cable, this is the only place cars can potentially run faster than nine-and-a-half miles per hour.

There are safeguards at the crossing just in case a gripman should forget to drop the cable, including an alarm. At the same intersection sits a small, yet elegant, octagonal structure with a copper roof, home to a Muni employer. Their job is to control stop and proceed signals to avoid cable cars meeting on the crossing. For the northbound Powell Street cars, it is essential they can climb the hill in confidence to perform the let-go and coast operation. The 'signalbox' has been there since 1907 (a previous incarnation being destroyed in the 1906 earthquake) and retained kerosene-fuelled lights into the 1980s.

Last man standing

Since their rescue, substantial amounts have been invested in keeping the cable cars climbing. There was a short shutdown for safety reasons in 1979, followed by a complete closure and two-year rebuild in the early 1980s. This $60 million project saw tracks, cable runs and cars replaced or rebuilt. Much more recently, work was carried out on the motor gearboxes, resulting in individual lines being taken out of service or brief stoppages of the entire network.

Over time, the cable cars have become unique. Up the coast, Seattle closed its system in 1941; New Zealand dispensed with its in 1957 – thus the pioneer city became the last man standing. San Francisco now has the only moving National Historic Landmark and only another vote will change that.

The lines are ridden by five-and-a-half million people a year. The California Line tends to be more commuter focused, but the whole system operates from the early hours until after midnight. While the system costs millions to operate through staffing and regular maintenance, millions of dollars are collected in fare revenue. At busy times, queues at the termini see passengers waiting over an hour. When I visited in February 2023, a single fare was $8, but a day pass for the entire Muni system was only $13 – which includes unlimited cable car rides and the vintage streetcars too (two of which are ex-Blackpool open toppers).

We live in a world where public transport is hidden behind sliding doors, automated and contactless. Hallidie's cable cars are an anachronism, not just persisting but thriving after a century-and-a-half, having resisted efforts to consign them to history. I cannot imagine a similar system ever being built today, such is their reliance on technology most kindly described as 'heritage' and their operation relies heavily on human beings throwing levers.

For the tourist, the cable cars are a mere attraction; for the transport enthusiast they should be underlined in red at the top of a bucket list. You may well leave your heart in San Francisco, but you will certainly leave your stomach with butterflies after cresting a grade on the footboards of a cable car. ■

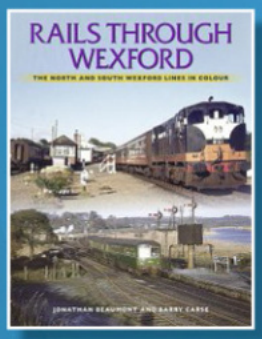
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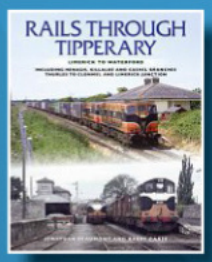
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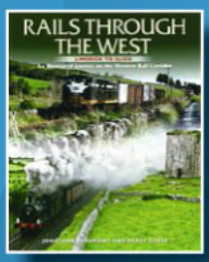
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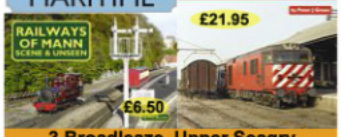




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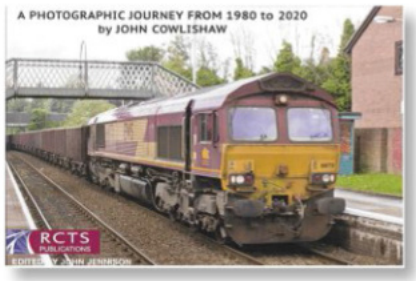
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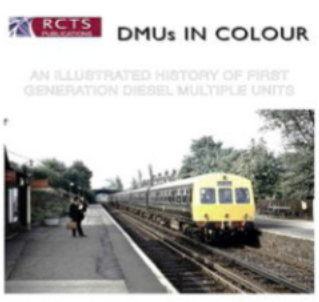
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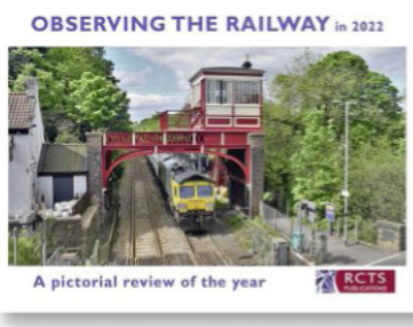
This book by the Society's late John Cowlishaw is the latest in the line of albums commemorating the photographic work of RCTS members. It was prepared in conjunction with John before his unfortunate death in early 2022 and covers his photographic journey from university life to working in the nuclear industry. His camera always accompanied him, and he recorded the railway scene wherever it crossed his path. The album is presented in landscape mode mostly with one picture per page, all in glorious colour, arranged in 20 themes from China Clay to Nuclear and from Scotland to Wrexham, where John spent most of his life. Each image is supported by informative captions with added anecdotes on the area/place recorded.

The book has 168 pages, 174 pictures, sized 300mm x 210mm and is Casebound. Priced at £19.95 plus £3.00 p/p. ISBN 978-0-9934908-8-0.



This is a comprehensively illustrated history of the first generation DMUs explaining the background behind their introduction, their workings and later modifications. Coverage is by class and the pictures show the many and varied liveries carried by the units and are accompanied by very detailed captions. The book contains 155 pictures in full cover and is a must for every DMU aficionado.

The book has 176 pages, sized 250mm x 210mm and is Casebound. Priced at £25.00 plus £3.00 p/p. ISBN 978-1-7391324-0-8



This is the first of what will be an annual publication using photographs taken by RCTS members to produce a photographic record of the railway for each year. The pictures are presented in full page, landscape format and have been chosen to provide a balance of geographical area and subject, whilst keeping to the need to select images which are both relevant and interesting and form an appropriate record of the year. The coverage with a mix of locomotives and multiple units, passenger and freight, extends from north to south and east to west on the national network of mainland UK, but excludes heritage or preserved lines.

The pictures are accompanied by informative captions describing the locomotives or units depicted, the service they were working and also highlights events during the year, such as the introduction of new trains and liveries. Arranged in date order to form a record of events over the twelve months.

The book has 164 pages,154 pictures, sized at 300mm x 210mm and is Casebound. Priced at £25.00 plus £3.00 p/p. ISBN 978-0-9934908-9-7

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A CLASS ABOVE

Celebrating the GWR's 'Castle' Class, which entered service 100 years ago this month.

THE 4073 'Castle' Class was one of the most powerful and successful types of locomotive for the Great Western Railway.

Although the later 'Kings' were more powerful, they were also heavier and therefore restricted to a smaller number of routes, and so 'Castles' could be found hauling many of the fastest and heaviest express workings across a larger part of the GWR network.

The 'Castles' were designed by Charles Collett as a development of the previous successful 'Star' Class, but with a larger boiler and higher tractive effort for use of fast and heavy express passenger workings.

An order for the first 10 was placed with Swindon Works in 1923, with the first of the class No. 4073 *Caerphilly Castle* entering traffic on August 11 that year, its number following on from the last batch of the 'Star' series (which had been named after West Country abbeys).

They were an instant success, so much so that a total of 155 were built in 12 batches through to 1950 in the British Railways era, with 15 'Stars' and the GWR's sole 'Pacific' loco No. 111 *The Great Bear* also being converted to 'Castles' between 1925 and 1940.



No. 4073 was displayed at the British Empire Exhibition at Wembley in 1924 alongside the LNER's 'A1' No. 4472 *Flying Scotsman*. Both companies claimed to have the most powerful locomotive at the time, which led to No. 4079 *Pendennis Castle* swapping places with 'A1' No. 4474 *Victor Wild* for trials in April 1925, in which the 'Castle' was found to outperform its rival. A year later, No. 5000 *Launceston Castle* was loaned to the LMS for trials between London and Carlisle, the results ultimately leading to the LMS recruiting William Stanier from the GWR to be its chief mechanical engineer.

The 'Castles' were so successful that few developments were made during their service careers. No. 5005 *Manorbier Castle* was used for streamlining trials in 1935, during which the loco achieved 100mph, but the GWR decided not to take the idea any further and the streamlining was eventually removed (see also page 44). Five locos (Nos. 4009/100A1, 5039, 5079, 5083 and 5091) were trialled for oil firing in 1946-1948, but again this came to nothing and they were converted back to coal use. Then from 1956, double chimneys were fitted to 65 members of the fleet along with larger superheaters for improved high-speed performance.

Rundown and preservation

Withdrawals began in early 1950 with 'Star' conversion No. 100A1 (4009) *Lloyds*. 1962 was the peak year for withdrawals, when 54 locos were stopped, and the last to go was No. 7029 *Clun Castle* in December 1965 after it had worked the final steam out of Paddington on November 27 that year (see page 45).

Eight 'Castles' made it into preservation. The first was class doyen No. 4073 *Caerphilly Castle* in 1960, which was handed over to the Science Museum in London but can now be found back at its birthplace at STEAM in Swindon. Nos. 5029 *Nunney Castle*, 5043 *Earl of Mount Edgcumbe*, 5051 *Drysllwyn Castle/Earl Bathurst*, 5080 *Ogmore Castle/Defiant* and 7027 *Thornbury Castle* were preserved 1963; No. 4079 *Pendennis Castle* in 1964 and No. 7029 *Clun Castle* in 1965.

Only Nos. 4073 and 7027 have not steamed in preservation (indeed No. 7027's fate currently hangs in the balance after passing through the hands of several owners – see page 38), while No. 4079 was famously exported to Australia in 1977 after being sold to Hamersley Iron, it eventually being repatriated in 2000 after a campaign led by *The Railway Magazine* under its then editor Nick Pigott.

Of the six working locos (*currently operational), Nos. 5043*, 5080 and 7029* are at Tyseley, Nos. 4079* and 5051 at Didcot, and No. 5029 at LSL in Crewe. ■


THE RAILWAY MAGAZINE.

NEW FOUR-CYLINDER 4-6-0 EXPRESS LOCOMOTIVE, GREAT WESTERN RAILWAY.

MR. C. B. COLLETT, C.B.E., Chief Mechanical Engineer.

Inset above: The cover of our October 1999 issue in which then editor Nick Pigott was instrumental in bringing No. 4079 *Pendennis Castle* back from Australia.

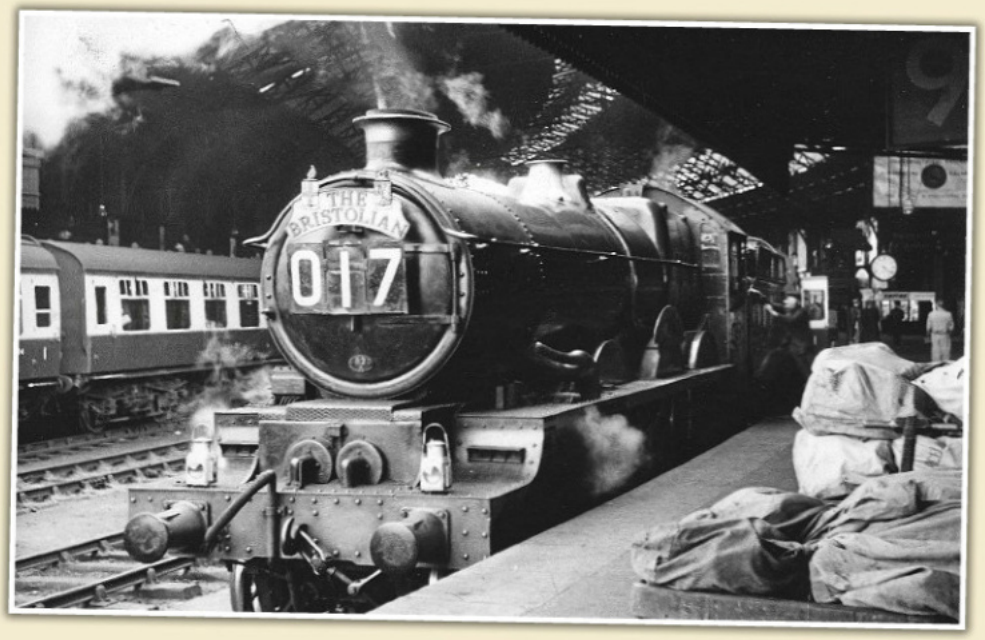
Right: A photo of first-built 'Castle' No. 4073 *Caerphilly Castle*, as supplied by the GWR's chief mechanical engineer Charles Collett to *The Railway Magazine* for use in our October 1923 issue.



Below: Four of the surviving eight 'Castles' were lined up at Tyseley on June 16, for a Timeline photo charter, with (from left) Nos. 7029, 5043, 4079 and 5080. RICHARD LILLIE

On named trains

'Castles' are strongly associated with the famous 'Cheltenham Flyer' but, being among the most powerful GWR locomotives, they also handled many other prestigious named trains, as this selection shows.



'THE BRISTOLIAN' was introduced by the GWR in 1935 with a schedule of 105 minutes, being also notable for the late-morning Down service travelling via Bath but the Up afternoon return going via Badminton. No. 7014 *Caerhays Castle* gets ready to leave Temple Meads on April 8, 1959. J R SMITH



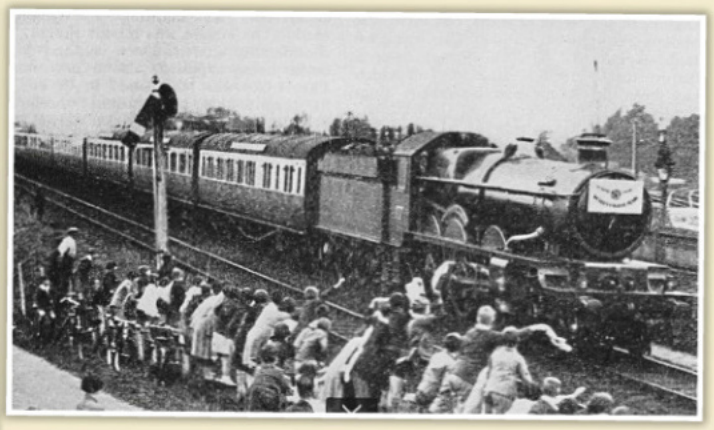
'THE CORNISHMAN' name was first used in 1895 for a Paddington to Penzance express, but in the 1950s it became a Wolverhampton Low Level to Penzance via Stratford, and then the starting point became Bradford and Leeds in the 1960s/70s. No. 5069 *Isambard Kingdom Brunel* heads south from Stratford-upon-Avon in the 1950s. B ENGLAND



'THE CAMBRIAN COAST EXPRESS' was officially applied to a through Paddington to Aberystwyth train in 1927, the name continuing into the BR era when Pwllheli was also served. No. 7013 *Bristol Castle* arrives at Shrewsbury with a train from Paddington around 1959, the 'Castle' being replaced here as they were barred from the Cambrian Lines. A H BRYANT



'THE CATHEDRALS EXPRESS' was introduced in 1957 as a morning service from Hereford to London via Worcester and afternoon return. No. 7004 *Eastnor Castle* is seen leaving Hereford with the 8am for Paddington in July 1962. D H CAPE



'THE CHELTENHAM FLYER' (officially 'The Cheltenham Spa Express') was introduced in 1923 and was at various times the world's fastest scheduled train. This scene shows an unidentified 'Castle' passing Twyford and children of the Eleanor Wemyss Convalescent Home on September 12, 1932.



'THE DEVONIAN' was a through train from Bradford and Leeds to Bristol and Paignton that was introduced by the LMS in 1927, the name surviving into the mid-1970s and then revived in the late 1980s and 90s. Bursting out of Kennaway Tunnel, Dawlish, on August 18, 1951 is No. 4098 *Kidwelly Castle* with an Up working. R W BEATON



'THE MERCHANT VENTURER' was another one introduced by British Railways, running from 1951-1961 between Paddington and Bristol/Weston-super-Mare in the late morning and returning late afternoon. No. 7036 *Taunton Castle* powers through Swindon on May 3, 1958 on its way to the west. P H WELLS



'THE RED DRAGON' connected Carmarthen with Paddington in the morning, returning in the evening, running from 1950-1965 but reintroduced using HSTs in the 1980s. No 5095 *Barbury Castle* heads the Up working at Patchway (north of Bristol) on August 15, 1951. BR



'THE MAYFLOWER' was introduced by British Railways in 1957 as a morning train from Paddington to Plymouth and early evening return. Lasting only until 1965, it was briefly reintroduced for a year in 1970 and again in the early 1980s. No. 4087 *Cardigan Castle* rounds the curve at the west of Reading and heads for the Berks & Hants Line on April 23, 1958. K L COOK



'THE PEMBROKE COAST EXPRESS' was a BR-era express that ran from 1953-1963 from Paddington to Tenby and Pembroke Dock. No. 5067 *St Fagans Castle* passes Patchway with the Up working sometime in the 1950s. H NICHOLLS



'THE TORBAY EXPRESS' is one of the best known and longest-lived named trains, being introduced before the First World War to connect Paddington and Kingswear, with both Up and Down workings departing around noon, the name then surviving in various forms through the BR period to the 1990s. Here No. 5053 *Earl Cairns* calls at Torquay with the Down working sometime in the 1950s. DAVID SELLMAN

'CASTLE' CENTENARY



John Heaton FCILT analyses some 'Castle' Class performances from the past 100 years.

DARKNESS fell on the face of the earth as an intense thunderstorm enveloped the battling pair of Great Western Railway Collett 'Castle' 4-6-0s heading into the eye of the deluge. But the rain was too little too late. Three weeks of hot, dry weather had resulted in the last-minute addition of a 'fire risk' two-tone green Class 47 No. 47773 (D1755) to the rear of the train. Whereas diesels acting as insurance against breakdowns usually do as little as possible, fire risk minimisation permits no laxity on the uphill stretches. On the level, approaching Ashchurch, pace suddenly slackened, accompanied by an announcement that Network Rail had instituted a post-Carmont precautionary 40mph temporary speed restriction as far as Stoke Works Junction, some 2.2 miles before reaching the 1-in-37¾ uphill gradient of the Lickey Incline.

This Vintage Trains 'Castle Centenarian' railtour had been re-routed to avoid the now-fixed Nuneham Viaduct repair at Oxford, and taken the date vacated by the cancelled 'Morning and Afternoon Lickey' runs. On Saturday, June 10, 2023, the 'Centenarian' was still booked to run from Birmingham to Shrewsbury, then via the Welsh Marches, but to miss out the originally planned route through the Severn Tunnel, Oxford and up Hatton bank – instead, following the River Severn through Chepstow and onwards to the final challenge of Lickey.

Wet fields (and drenched photographers) signalled the opportunity for Nos. 5043 *Earl of Mount Edgcumbe* and 7029 *Clun Castle* to be allowed their head and take their '11-coach+Class 47' load of around 522 tonnes up the famous incline unaided. If the weight of the two 'Castles' is included, the cavalcade probably grossed out at around 775 tonnes.

Perhaps the diesel helped accelerate the train from the 40mph adverse weather restriction to almost 60mph by the new Bromsgrove station (although No. 7029 by itself managed a similar performance with 'load 6' on the morning Lickey special in 2021), but the remainder of the duo's steep climb was certainly down to steam power. In terms of pure speed, the locos were losing about 5mph per quarter-mile and were down to 18mph before easing of the gradient facilitated the rear of the train to pass the famous Blackwell 53¼ milepost at 22mph.

Lickey climbs

Table 1 shows the run alongside the 2021 Lickey 'Castle morning run' timed by Sean Emmett, which appeared in *TRM's* January 2022 issue. To say the equivalent drawbar horsepower (edhp) of the two 'Castles' hauling their caravan was 2500hp is more of a shot estimate than a calculation, whereas the previously quoted 1850hp for the single 'Castle' is more reliable. It should be borne in mind that the edhp figures credit the engine moving itself uphill, so two engines gain extra credit. In what is only an apparent paradox, three locos at the same speed with the same trailing load on the same section of line would be higher again.

The double 'Castle' load was the equivalent of only one extra Mk.1 coach for each loco compared with the single engine load, but the speed was only half as high and the single 'Castle' managed three-quarters of the combined locos' edhp. Historically, such a proportion is not unusual, as it is rarely necessary for both locos of a double-header to be thrashed.

Looking at the climbs on the Up Marches section, it is clear that diesel assistance was being provided at the start of the three steepest sections: Dorrington towards Church Stretton, six miles from MP 5.85 (average gradient 1-in-133, steepest 1-in-90); Rotherwas Junction to 3m 510yds (average 1-in-127, steepest 1-in 92); and finally MP 12¼ (between the two River Monnow underbridges south of Pontrilas) to Llanvihangel Summit at MP 18¾ (average 1-in-138, steepest 1-in-99). It seems that the Class 47 withdrew its services at around 45mph on the first two gradients and subsequently on the 1-in-80 and 1-in-104 climbs to Nantyderry and then Pontypool Road.

Table 2 shows some comparative data on the Hereford-Pontypool Road section, but further information and debate is welcome. In a way, the question of what the diesel was doing is no different from what is happening on any double header with any mix or otherwise of traction, present and past, but it nevertheless feels much more annoying.



Celebrating 100 years of the 'Castles', GWR-built No. 5043 *Earl of Mount Edgcumbe* and BR-built No. 7029 *Clun Castle* haul Vintage Trains' tour past Bayston Hill, a few miles south of Shrewsbury, heading from Birmingham to South Wales via Hereford and back via the Lickey Incline on June 10. ROBERT FALCONER

The 'Castle Centenarian' run is shown alongside two runs from the invaluable Railway Performance Society (RPS) electronic archive. The first is from the 1964 'Castle Farewell' railtour hauled by No. 5054 *Earl of Ducie*, some 41 years after the class's introduction. The train's title was fortunately to prove itself wholly inappropriate, as the 'Centenarian' was to share parts of its route some 59 years later! The Tyseley operation of Vintage Trains, its staff and its supporters deserve a tremendous vote of thanks for their determination to keep steam (especially GWR examples) alive. On the 'Centenarian' special, No. 5043 was a sprightly 87 years old, with post-war construction No. 7029 a mere 73-year-old stripling.

Our third run in Table 2 is a heavy train typical of the Marches line in 1956, when North West/South West trains used the route but by no means as frequently as provided via Cheltenham currently. Bruce Nathan had a fraught journey behind No. 4098 *Kidwelly Castle* working 14 coaches through single line working on a Sunday afternoon. The loco was allocated to Newton Abbot, so it could have been the return working of the depot's legendary 'Salop lodge job', although perhaps not, with a Saturday night away. Bruce's verdict is recorded at the foot of the log: 'Poor locomotive work… made this a disappointing run…' Perhaps overcritical of a loco and crew with a 75% higher gross trailing load than the specially prepared No. 5054?

Readers will by now have drawn their own conclusions on the amount of diesel assistance on offer to the recent Vintage Trains outing, but it should be borne in mind that the two Tyseley mainline-certified 'Castle' pensioners have a reputation for hard running, endorsed by a superb and unassisted run back from Didcot with VT's 'Shareholders' special' on March 4 this year.

In *TRM* April 2023, we examined the 1963 journey back from Swindon by 'King' No. 6018 *King Edward V* storming Hatton Bank with 440 trailing gross tons and taking the summit at 42mph. Fast forward 61 years and the double-headed 'Castles' had to contend with a 10mph clearance restriction at Warwick. Passenger Peter Hewitt described 'the cacophony of two fine engines giving their all' on his photo website (pjhtransportpix.zenfolio.com). Vivid narrative was translated into numerical form through a log kindly provided by steam railtour aficionado Sandy Smeaton, shown in Table 3. After reaching 40mph at Warwick Parkway, the Tyseley pair not only accelerated on the gradient but reached 60mph at the summit and 75mph by Lapworth.

The Great Bear

The 'Castle' class achieved its longevity partly through the span of construction. The last one was produced in August 1950, just five months before the first Standard 7MT 'Britannia' Pacific appeared, which raises questions in the mind of modern observers. Had the British Transport Commission such little control of its constituents that it could not prevent such disparate forms of capital expenditure? Was it a policy based on pragmatism? Or, if 'Castles' were so good, why were not more built instead of a new design?

A hundred years ago, the introduction of the 'Castles' was not without controversy. Under the avuncular eye of George Jackson Churchward, the GWR locomotive stock had ▶

TABLE 1: STOKE WORKS JCT (PASS) TO BARNT GREEN (PASS)

Loco	'Castle' 4-6-0 No. 7029	2 x 'Castles'
Load*	6/209/225/350	12/503/522/772
Train	11.34 Worcester Shrub Hill-Tyseley	17.05 Gloucester-Birmingham N S
Date	Saturday, November 20, 2021	Saturday, June 10, 2023
Recorder/Position	S. Emmett 3rd of 7	J Heaton 12th of 14

Miles	Timing Point	Sch	M S	MPH	Sch	M S	MPH
0.00	Stoke Works Jct p	0	0 00.00	31	0	0 00.00	41
1.98	Bromsgrove (new stn FB)	5	2 17.69	63			
1.95	Bromsgrove up shelter				3	2 20.55	56/57
2.29	MP 55m20c	[1]	2 35.69	61		2 42.69	52
2.54	MP 55m00c		2 50.57	57		3 00.72	47
2.79	MP 54m60c		3 06.92	53		3 20.83	41
3.04	MP 54m40c		3 24 38	49		3 44.44	36
3.29	MP 54m20c		3 43.19	44		4 11.40	31
3.54	MP 54		4 04.19	41		4 43.15	26
3.79	MP 53m60c		4 27.69	37		5 20.75	22
4.04	MP 53m40c		4 53.79	33		6 03.55	19/18/sigsYY
4.29	Blackwell		-	35		6 50.44	22
4.54	MP 53		-			7 27.50	25
5.74	Barnt Green p	15	7 14.69	54	12	7 51.00	SL

*=Vehicles/tons tare/gross/inc steam locos. 12th vehicle of the 2xCastle load was a Class 47 diesel locomotive.

"I suffered under the schoolboy misapprehension that No. 4037 must have been a misprint for No. 4073"



No. 7029 passes through the former LMS hub that is Birmingham New Street, heading back to Tyseley with a morning Lickey special on November 20, 2011. BRIAN SHERRINGTON

TABLE 2: HEREFORD (DEP) TO CAERLEON (PASS)

Loco/s	'Castle' 4-6-0s Nos. 5043+7029	'Castle' 4-6-0 No. 5054	'Castle' 4-6-0 No. 4098
Load*	12/503/522/772	7/244/265/390	14/432/465/590
Train	13.59 Hereford-Gloucester	16.49 Hereford-Padd	10.40 Livl Lime St -Plymouth
Date	June 10, 2023	May 16, 1964	August 12, 1956
Recorder/Position	J Heaton 12th of 14	A Varley	B Nathan

Miles	Timing Point	Sch	M S	MPH	M S	MPH	Sch	M S	MPH
0.00	HEREFORD d	0	0 00	12½L	0 00		0	0 00	29L
1.19	Rotherwas Jct		3 30	45	-	-		3 45	36
3.11	Red Hill Jct		5 59	47	6 45	40		7 38	27
4.38	Red Hill TNP		7 37	45	8 44	31		-	24
6.65	Tram Inn	10	9 55	67	12 01	50		13 51	39
9.05	St. Devereux		11 59	71/67	14 42	58		16 42	52
12.50	Pontrilas	17	14 53	72	18 12	61		20 34	58
15.19	MP 14		17 15	67	21 05	53		-	43
17.56	Pandy		19 32	62	24 00	45		27 15	28
19.94	Llanvihangel Summit		21 53	52/74	27 47	32/60/53		SLW 34.11-34.33	
23.98	Abergavenny	30	25 37	71	32 34	56		42 06	55/58
26.70	Penpergwm		27 54	72	35 29	57		45 01	55/28
29.29	Nantyderry		30 40	44	38 52	38/44		49 15	35
30.44	MP 29¼		32 10	51	40 31	40		-	33
31.85	Little Mill Jct	39 [1]	33 41	60	42 09	59		53 18	52
33.44	Pontypool & N Inn p/a	41½	35 43	39	44 34	20	47	56 50	
36.35	Cwmbran	45½	38 57	71	-	51/55			
40.69	Caerleon p	-	43 50	33	54 58	40			

*=vehicles/tare/gross tons/including loco(s). Note 2xCastle 12th vehicle was a Class 47 diesel locomotive.
5054 driver A Perfect (Old Oak Common) with route conductor. Max Speed before Hereford 91mph Honeybourne
Pontypool Road renamed Pontypool in 1972 and Pontpool & New Inn in 1994. SLW=Single Line Working
No schedule available for 5054 run other than 62min Hereford-Maindee East Jct booked 62min, actual 62m9s

TABLE 3: WARWICK (PASS) TO LAPWORTH (PASS)

Locos	'Castle' 4-6-0s Nos. 5043+7029
Load*	10/352½/385/615
Train	15.01 Didcot P-Birmingham S H
Date	Saturday, March 4, 2023
Recorder/Position	A Smeaton 5th of 12

Miles	Timing Point	M S	MPH
0.00	Warwick Parkway d.	0 00.00	11½/8½
0.65	Underbridge 155	3 55.00	10½
1.28	Warwick Parkway	5 27.53	39½
1.98	MP 110	6 24.48	49
2.48	MP 110½	7 00.00	52½
2.93	Footbridge	7 30 30	55
3.48	Overbridge	8 06.00	57½
3.98	MP 112 (mast)	8.35.40	62
4.16	Hatton	8 46.20	63
4.98	MP 113	9 31.70	65½
5.98	MP 114	10 22.80	74/75
6.48	MP 114½	10 47.08	74
8.39	Lapworth	12 29.40	60½

*= vehicles/tare/gross tons/incl. locos

grown in both sophistication and prestige. Churchward had worked under the Dean regime, suggesting improvements and developing his idea for standard component design. His inspiration had been manifest in the successful 'Saints' and the peerless 'Stars', which had seen the railway's expresses through the years of Edwardian prosperity and the carnage of the First World War. When peace resumed there was a surprising, if visionary, move by Churchward's successor Charles Benjamin Collett to invest in larger locomotives capable of handling the increasingly heavy loads required, but limited to a 20-ton axle-load.

The country's first Pacific, Churchward's *The Great Bear*, had appeared in 1908 and had been prowling the Paddington-Bristol route since 1911, but was in effect caged from the rest of the network. It was with some reluctance that time was called on the experiment when the order was given to convert the Pacific into a 'Castle' and join the force of new locomotives being built, its last day at work being January 7, 1924.



Making a fine sight approaching Iver, Buckinghamshire, at speed on November 2, 1957 is ex-GWR No. 5017 *The Gloucestershire Regiment* with a Paddington-Hereford train. K L Cook

"The fact that 'Castles' were to create their own special reputation for excellence is a testament to the Swindon design and construction"



A panning shot of No. 5054 *Earl of Ducie* near Great Somerford (Wiltshire) on May 9, 1964 on the final Bristol-Paddington leg of Ian Allan's Great Western High Speed Railtour to Plymouth.

RPS member Paul Walker recorded *The Great Bear* as a 'Castle' – masquerading as *Viscount Churchill*, but still carrying its ursine number 111 – in 1951, two years before withdrawal. However, the weight of opinion suggests that the Pacific's dismemberment resulted in very few body parts being transplanted into the nobleman.

Table 4 shows Paul's log in an abbreviated form, more valuable for its rarity than providing insight to 'Castle' capabilities. The desultory speeds were all that the schedule required, the highest being 72½mph down Dauntsey Bank (between Swindon and Chippenham) – but the run was so well judged it arrived 15sec early on its 150min schedule with two intermediate stops, and despite a signal check causing Swindon to be passed 10½min adrift.

'Star' comparison

Other 'Castles' were reconstructed from 'Star' locomotives, in a puzzling process that lasted 16 years but featured only 15 examples. RPS steam specialist Michael Rowe has kindly provided details of the conversion processes and other technicalities. The first selection was No. 4009 *Shooting Star*, built in 1907 and converted to a 'Castle' in April 1925, with No. 4067 *Tintern Abbey*, new in 1923, the last to be rebuilt in November 1940. Five locomotives were so treated in 1939, the peak year, but only one between 1926 and 1937, No. 4000 *North Star* (of 1906) in November 1929. What appears to modern eyes a haphazard process was based on the locos being slated for 'general repair'.

After Nos. 4000/9/16/32/37 had been rebuilt in the 1920s, the tranche of 'Star' class locomotives with Abbey names (built in 1922/3 and numbered 4063 to 4072) reappeared over 41 months from June 1937 as 'Castle' Nos. 5083 to 5092, only two of which failed to survive into the 1960s. Just 26 months separated the building of the last Abbey and the first conversion.

The first five rebuilds had new sections welded to the back of the original 'Star' frames to accommodate the larger 'Castle' boiler and cab. Similarly, the first 20 'Castle' frames were set inward at the front to clear the leading bogie wheels, which was a feature of the 'Stars'. These concessions to standardisation were then altered from the construction of new No. 4093 *Dunster Castle*, which had straight frames, dished to clear the obstacle. No. 4037 *The South Wales Borderers*, a 1910 'Star' rebuilt as a 'Castle' in June 1926, was subsequently modified once again with new 'Castle' straight frames, which probably explains how it survived until 1962. In my Ian Allan summer 1961 ABC, the list of 4073 Class 'Castles' started with No. 4037 followed by sequential numbering from No. 4074, and I suffered under the schoolboy misapprehension that No. 4037 must have been a misprint for No. 4073.

Looking in the RPS electronic archive for evidence of over-strenuous demands being placed on the 'Stars', I discovered the run shown in Table 5, timed by future Eastern Region general manager D S M Barrie. He was travelling from Birmingham to Paddington on the 6pm from Snow Hill in June 1938, when early purebred 'Castles' were nearly 15 years old. His loco was late-build 'Star' class No. 4065 *Evesham Abbey*, which was to be converted to a 'Castle' only 13 months later, emerging as No. 5085 but with the same name.

The accountants, alternating between



Vintage Trains ran a special train for shareholders from Birmingham Snow Hill to Didcot and back to attend a 'Castle' centenary event at the Didcot Railway Centre on March 4, the return leg seen passing Leamington Spa with No. 5043 *Earl of Mount Edgcumbe* leading No. 7029 *Clun Castle*. GAVIN THOMSON

balance sheet benefits of drawing on current or capital accounts, classified the 'Abbey' to 'Castle' alterations as new locomotives in this case. The fact that 'Castles', new or converted, were to create their own special reputation for excellence even above the standards of Mr Barrie's 'Star' run, and that they were to sustain it into their second century, is a testament to the Swindon design and construction.

It is true that 'Stars' had earned their place in the GWR firmament through performances like this on the Birmingham route. There was what the recorder terms a south-westerly 'half gale' crosswind to hamper progress of the 15½-year-old loco. The load from Birmingham had been '12 for 410 tons gross', which was taken down Hatton Bank at 81mph, but three coaches were removed at Leamington leaving 293 tons tare/310 tons gross going forward. Cropredy was passed at 68mph before the slowing for Banbury and Aynho Junction being taken at 60mph. The 'Star' dropped speed to no lower than 51mph on the rising 1-in-200 to Ardley and accelerated to 82mph downhill.

This loco and crew were in tremendous form, with the similar gradient to Brill taken at a minimum of 62mph and the 1-in-167 to Saunderton at 50mph. But it was the scintillating run from High Wycombe that stole the show and raised the bar that the 'Star' conversions and new 'Castles' had to clear. *Evesham Abbey* reached 91mph before Denham and, after slowing to 83mph at Ruislip, managed 88mph before Greenford, gaining nearly 3min on the 20min schedule from High Wycombe before the usual severe slacks into Paddington, although the run improved on the 11min allowed by 12sec.

Rebuild improvements

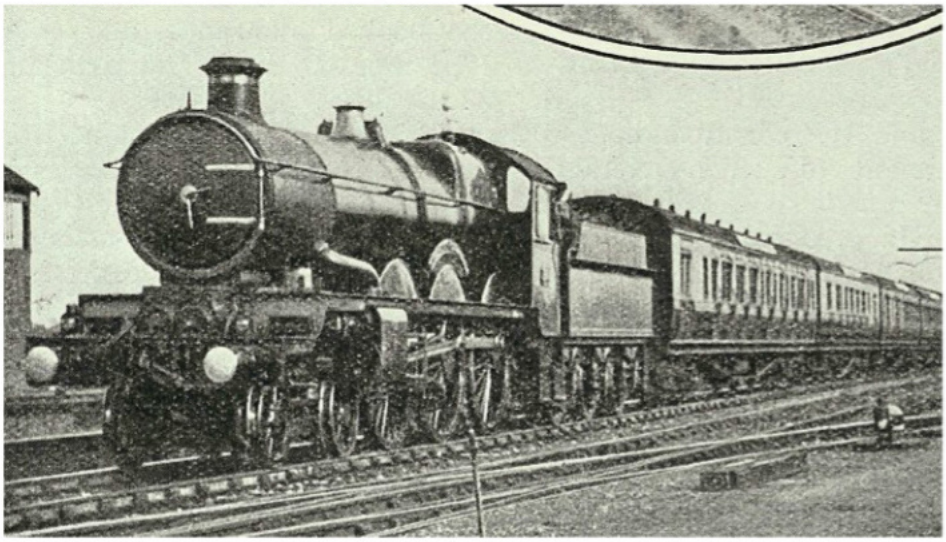
When No. 4065 emerged from Swindon Works as 'Castle' No. 5085, was the 'new' Evesham Abbey an improvement? Unfortunately, no Birmingham-Paddington runs with No. 5085

TABLE 4: PADDINGTON TO READING (PASS)

Loco	'Castle' 4-6-0 No. 111
Vehicles	13
Train	6.30pm Padd-Bristol TM
Date	August 18, 1951
Recorder	G P Walker

Miles	Timing Point	Sch	M S	Sec.	Ave.
0.0	PADDINGTON d.	0	0 00	0	2½L
1.3	Westbourne Park		3 00	0	26.0
5.7	Ealing B		9 15	15	42.2
9.1	Southall	13	13 20	20	50.0
			20mph tsr		
13.2	West Drayton		20 05	5	36.4
18.5	Slough	22	26 30	30	49.6
22.5	Taplow		30 45	45	56.5
26.2	Maidenhead		34 40	40	56.7
31.0	Twyford		39 35	35	58.6
36.0	READING p.	40	44 25	25	62.1

Loco classed as a rebuild of 'The Great Bear' Pacific
Net time 40¼min



'Castle' No. 111 *Viscount Churchill* – which was created in 1924 by rebuilding the GWR's one and only Pacific loco *The Great Bear* – as pictured in our May 1929 issue. M W EARLEY

have survived, but there are many on the Bristol line. In June 1954, that doyen of Bristol-based recorders Mark Warburton decided to sample the newly accelerated Bristol line services shown in the summer timetable which, as he says, 'finally cast off the shackles of wartime slowings nine years after the cessation of hostilities'. He let the timetable settle down for two weeks and then set about his train timing, minus Sunday church organ duties.

TABLE 5: LEAMINGTON SPA DEPART TO GREENFORD PASS

Loco	'Star' 4-6-0 No. 4065
Vehicles/tare/gross tons	9/293/310
Train	6pm Birmingham S H-Padd
Date	June 27, 1938
Recorder	D S M Barrie

Miles	Timing Point	Sch	M S	M P H
0.0	LEAMINGTON SPA d	0	0 00	
6.1	Southam Road		9 19	47
11.0	Fenny Compton		14 35	57/51
16.2	Cropredy		20 00	68
19.9	BANBURY	22	23 25	62
24.9	Aynho Jct	27	28 19	60/-51
30.1	Ardley		33 49	-
33.9	BICESTER		37 01	75/82
36.9	Blackthorn		39 17	78
39.9	Brill & L		41 47	62
43.2	Ashendon Jct	44	44 57	63/68
47.2	Haddenham		48 39	64/68
52.6	PRINCES RISBOROUGH	54	54 02	54/50
55.8	Saunderton		57 32	-
58.5	West Wycombe		60 09	70/tsr55
60.7	HIGH WYCOMBE a	63	63 20	
0.0	d	0	0 00	
2.4	Tyler's Green		3 55	58/56
4.9	Beaconsfield		6 31	58
9.2	Gerrard's Cross		10 18	77/91
11.8	Denham		12 14	83
16.3	Northolt Jct	18	15 29	85/88
18.8	GREENFORD	20	17 14	-
		'v severe slk, v slow in'.		
26.6	PADDINGTON a	31	28 02	

Mileages are as used by Mr Barrie. 'Half Gale from S. W.'.

As an aside, he hoped to cover his travel with a weekly season ticket, only to be informed at the booking office that weekly seasons were unavailable for distances over 75 miles. Times have changed.

That left a choice between splitting the journey into two weekly seasons to and from Didcot (Mark anticipated difficulties on trains not calling at Didcot) or a monthly season, which was allowed, but cost more than two weeks of his salary. Times have indeed changed, but not train fare complexity. Mark chose the monthly option covering his holiday week and three more while at work, but, by chance, five Saturdays were included.

On the second day of his season ticket, Mark did not set out until the 1.50pm departure from Bristol Temple Meads with No. 7033 *Hartlebury Castle* on 'load seven' sprinting the 94 miles from Chippenham to Paddington in 90m 47s to arrive 1min early. After a trip to Alexandra Palace on the branch that was to close within a week, he returned to Paddington for the 19.50 to Bristol behind our *Evesham Abbey*, now 'Castle' No. 5085. The footplate crew, but not the loco, were returning west having worked the Up 'Bristolian' on its 105min schedule, and the load was nine vehicles 284 tons tare, 310 gross, with three vehicles reserved for a British Railways divisional staff outing. The signs were good.

The initial 36 miles to Reading were timetabled to take 34½min, the fastest ever booking, but our crack West Country crew reeled off this section with a minute to spare in what remains this section's record steam locomotive run in the archive. With not even a pretence at dissipating the following 4min recovery allowance, the train was checked to allow a train to enter Wantage Road loop, but that did not prevent a 3min early arrival at Chippenham, courtesy of an 85mph run down Dauntsey Bank. Another 4min recovery time was superfluous, so No. 5085 drew up in Temple Meads 5min early at 21.59. The journey time had been 129min with 11½min spent standing at intermediate stations. Meritorious as the journey no doubt was, I suspect No. 4065 could have emulated it, but the 'Castles' were intended to take larger loads at higher speeds.

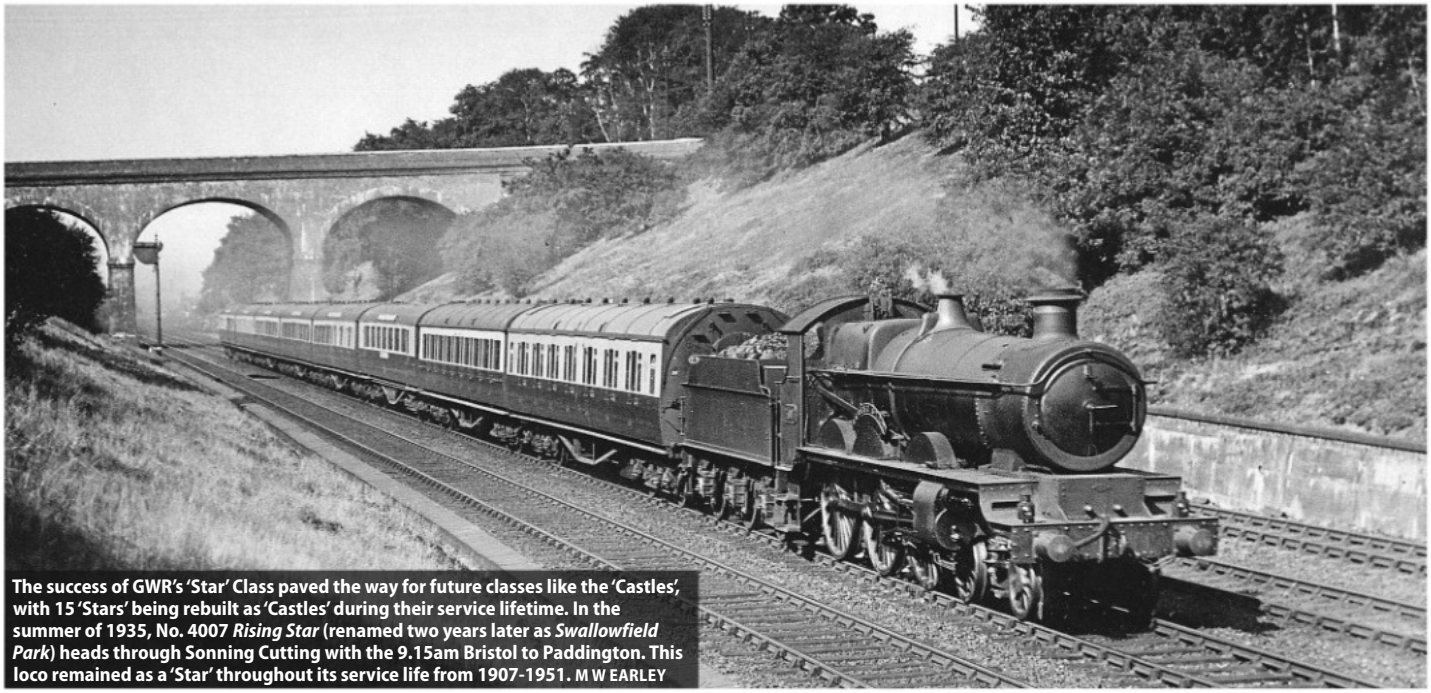
Still on his monthly ticket, Mark had No. 4958 *Priory Hall* allocated to the 7.50pm, with Bath Road driver L C Young and fireman Wilkins, which took 39min to Reading but, against the odds, arrived at Bristol just 2min late, maximum speed 77mph, admittedly with only eight coaches (249 tons tare, 265 gross).

Much has been written about the 105min non-stop 'Bristolian' runs from Temple Meads to Paddington, and I timed an excellent tribute by No. 5043 taking only 109m 59s in April 2010 (see *TRM* October 2010 by Keith Farr). Mark's season ticket was taken during the limited period of 'King' employment on the Bristolian before it was realised 'Castles' were up to the job and the 'Kings' could be redeployed on heavier duties.

Before we leave these perambulations, it is worth mentioning that our dedicated recorder encountered gas-turbine No. 18000 on a 13-coach Saturday morning train losing 15min before Mark's Didcot slip coach was detached at Foxhall Junction. The loco had strained to reach its maximum speed on the journey so far of 67mph to make the slip coach detachment work satisfactorily, and I think it is fair to say that the Brown-Boveri experiment belied its 'Kerosene Castle' soubriquet that day. 'Kerosene Abbey' could have done better.

Hauling heavy loads

Browsing the RPS archive, looking at heavy loads hauled by single 'Castles', I discovered an unassisted run from Exeter to Taunton, in the H G Ellison collection, dated June 1956 with 14 vehicles, 412 tons tare, 435 gross, on the 'Cornishman' which, by then, was the 10.05am Penzance-Wolverhampton. After leaving Exeter St. David's 13½min late, No. 5071 *Spitfire* laboured to pass Cowley Bridge in 4m25s at 28mph, making a maximum of 52mph at Hele, before the 1-in-155 rise towards Tiverton Junction reduced the figure by 8mph and the 1-in-115 to Whiteball deducted another 13mph, thus passing the summit at 31mph. No *Truro*-esque descent through Wellington that day, with a maximum speed of 74mph.



The success of GWR's 'Star' Class paved the way for future classes like the 'Castles', with 15 'Stars' being rebuilt as 'Castles' during their service lifetime. In the summer of 1935, No. 4007 *Rising Star* (renamed two years later as *Swallowfield Park*) heads through Sonning Cutting with the 9.15am Bristol to Paddington. This loco remained as a 'Star' throughout its service life from 1907-1951. M W EARLEY



Another shot from 1935 sees what is thought to be 'Castle' No. 5025 *Chirk Castle* heading an Up South Wales express due into Paddington at 1.5pm. G H MALLINSON

The heaviest load for a 'Star' in the archive from Exeter to Taunton was timed by O S Nock in November 1955, with 11 vehicles weighing 350 tons tare, 375 gross as described in *TRM* April 1959. Mr Nock's original notes are available in the RPS archive. This run was timed from Newton Abbot on the footplate of last surviving 'Star' No. 4056 *Princess Margaret*, his figures showing 37m13s from Exeter to Taunton (35min net of a 15mph temporary speed restriction at MP 173) with 44½mph at Whiteball, full regulator and 21% cut-off, boiler pressure 210lb/sq in, 1150 gallons of water used start to stop, and maximum speed 72mph. By way of comparison, C J Allen relates gas turbine No. 18000 working flat out to pass Whiteball eastbound at 60mph with 324 tons net, 345 gross.

High speed running

It is generally accepted that the GWR 'Castles' beat London & North Eastern Railway opposition out of King's Cross in the two companies' 1925 locomotive exchanges, then a year later demonstrating even further superiority over London Midland and Scottish Railway motive power from Euston, but this story has been told many times over – including the consequential attempts to obtain the GWR designs for more widespread use.

However, despite being built for long distances with heavy loads, the 'Castles' forged to fame on the lighter 'Bristolian' and 'Cheltenham Spa Express' named trains on relatively level routes by achieving high speeds, and it would be unfair to usher these redoubtable 4-6-0s into their second century without an example of their exploits on what became known as the Cheltenham 'Flyer'.

Table 6 shows what I believe is a previously unpublished run by S A W Harvey, a sample of whose immaculately presented logs appeared in *TRM* May 2023, which I have this time converted to a standard spreadsheet. The driver of No. 5011 *Tintagel Castle* made a composed run, being prepared to reach almost 90mph and judge his approach to Paddington in terms of a 2min early arrival, assuming an unstated departure from Swindon was at, or close to, right time. His time of 62m40s was some way short of C J Allen's much publicised 56m47s dash as described in *TRM* July 1932, with its maximum speed of 92mph and a 39-mile average from Challow almost to Maidenhead of 90mph, but Mr Harvey's journey remains 15th fastest of the Swindon-Paddington 'Flyer' runs in the RPS archive, averaging 74mph from start to stop. Only average speeds have been quoted as keen-eyed readers would otherwise have spotted some discrepancies between the claimed and average speeds, which had no doubt resulted from the excitement of the occasion.

The 'Cheltenham Flyer' became a household name in the 1930s, during which period the GWR publicity machine ensured 'Castle' images became familiar, creating a loyalty that has now percolated to a fifth generation of enthusiasts, as the locos themselves enter their second century of eminence. ■

"He hoped to cover his travel with a weekly season ticket, only to be informed that they were unavailable for distances over 75miles"

TABLE 6: SWINDON TO LONDON PADDINGTON

Loco	Castle 4-6-0 5011
Vehicles/tare/gross tons	7/218/230
Train	3.50pm Cheltenham-Padd
Date	April 8, 1933
Recorder	S A W Harvey

Miles	Timing Point	Sch	M S	Sec.	Average
0.0	SWINDON d	0	0 00	0	
0.9	Highworth Jct		2 07	7	25.5
3.1	Marston Crosing		4 34	34	53.9
5.7	Shrivenham		6 47	47	70.4
10.8	Uffington		10 37	37	79.0
13.4	Challow		12 35	35	80.8
16.9	Wantage Road		15 01	1	85.4
20.8	Steventon	18½	17 47	47	84.6
24.2	DIDCOT	21	20 11	11	85.0
28.8	Cholsey		23 31	31	83.9
32.6	Goring		26 13	13	83.9
35.8	Pangbourne		28 40	40	77.1
38.7	Tilehurst		30 50	50	81.7
41.3	READING	34	32 49	49	79.0
43.2	Sonning		34 20	20	74.7
46.3	Twyford		36 45	45	75.7
53.1	Maidenhead		41 55	55	79.5
54.8	Taplow		43 15	15	78.2
58.8	SLOUGH	47	46 10	10	82.3
61.1	Langley		47 50	50	82.8
62.6	Iver		48 57	57	77.9
64.1	West Drayton		50 06	6	78.3
66.4	Hayes		51 53	53	77.4
68.2	Southall	54½	53 19	19	77.4
69.9	Hanwell		54 40	40	77.2
71.6	Ealing B		55 55	55	78.0
73.0	Acton		57 00	0	79.6
74.0	Old Oak C W Jct		57 50	50	72.0
76.0	Westbourne Park		59 40	40	65.5
77.3	PADDINGTON a	65	62 40	40	26.0

Distances are those used by Mr Harvey
Log kindly made available to the RPS by the Railway Correspondence and Travel Society (RCTS)

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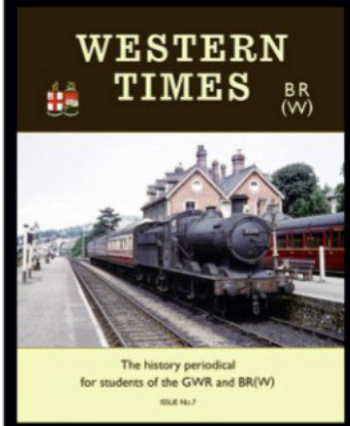
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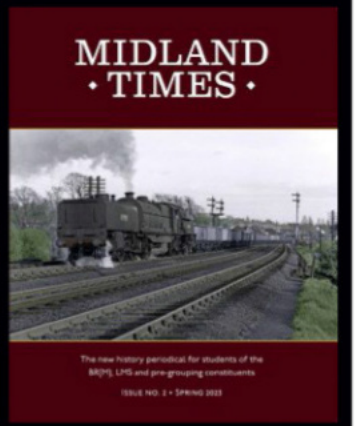
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Off the beaten track

A series of railtours towards the end of the British Railways steam era in the 1960s took No. 7029 *Clun Castle* away from its usual GWR/Western Region stamping grounds.





Above: No. 7029 was back in the Midlands on March 27, 1965, working Ian Allan's 'Lickey & Midlands Railtour' from Paddington to Nottingham via Worcester. The return via Market Harborough, Bletchley and Princes Risborough is seen approaching Trent South Junction. JF HENTON

Left: Western locos made regular appearances at Leicester Central working inter-regional trains from the south that ran via Banbury and the Great Central main line, loco swaps usually taking place at Leicester. But 'Castles' were rare, so No. 7029 was probably a 'cop' for the two spotters as it leaves Leicester for Paddington on April 7, 1964, with an Ian Allan Special returning from Doncaster Works. JA POWELL



The distinctive swing bridge gives away the location as Selby, as No. 7029 crosses on its way north from Peterborough to Newcastle with a Gainborough MRS tour to Newcastle on September 9, 1967 – one of a pair of tours that weekend that saw the loco work back to Peterborough the following day. VCK ALLEN



Another pair of tours on September 30/October 1, 1967 saw No. 7029 first work the Peterborough to Carlisle via Settle leg of a tour from King's Cross, then back as far as Leeds on the following day's trip, it being unexpectedly taken off at Holbeck depot after a cleaning rag had fallen into the tender during a water stop and blocked the pipe to the loco. The 'Castle' is pictured at Carlisle ready for the second day's tour south. HAWTHORNE COLLECTION

'Castles' footplate tales

Gareth Evans talks to three individuals about their experiences of operating 'Castles' on main line and heritage sectors – and looks at the current status of the seven surviving members of the class.



THE basic design may be celebrating its centenary this year, but there is little doubt that the 'Castle' class continues to make an impact and is held in high regard. It is fortunate that so many have survived, representing the pioneer to the later BR Western Region products – and that members of the class can be enjoyed both as part of the main line steam scene and in the heritage sector.

We may all like to admire the gracious lines of a 'Castle' and listen to the sound of them at work, however, it is easy to overlook a key aspect – the stories of those who have been fortunate to experience operating these locos on both the fast-paced main line at up to 75mph and the more sedate heritage line at a top speed of 25mph. Therefore, *The RM* is grateful to Bob Meanley, Fred Lewis and Jack Boskett for sharing their experiences and recollections, providing us with a valuable insight into life on the footplate.

Main line

Fred Lewis joined BR in 1979 as a guard at Ebbw Junction and upon the site's closure, he moved to Severn Tunnel Junction (STJ). After STJ closed, he relocated to Bristol, before moving to Gloucester. His next move took him to Cardiff Canton. After passing his aptitude test, he moved to Didcot in 1989 for his driving job.

"Under Sectorisation, I was part of Coal Sector. After doing my three years there, I applied to return to my 'home' depot, i.e., Newport in October 1993," recalled Mr Lewis.

"I experienced all the freight work there under EWS and then DB – including coal, steel, the Llandarcy tanks and a bit of charter – having been at Didcot, I had London knowledge.

"Expressions of interest were invited for steam crew. I put my name down and was lucky to get it. I started as a fireman – as



TYSELEY TRIO: A line up of 'Castles' stand outside the shed at Tyseley Locomotive Works (Vintage Trains) on April 13, 2018. Pictured from left are: Nos. 5080 *Defiant*, 5043 *Earl of Mount Edgcumbe* and 7029 *Clun Castle*. JACK BOSKETT

everyone did. My first week as a trainee fireman was on the 'Dawlish Donkey' from Exeter to Paignton twice a day. After qualifying as a fireman in 1999, I learned how to drive steam.

"I was lucky to have a really good mate – Tom Rees – and in 2006 I took the regulator myself. My first turn as a driver was from Port Talbot to Carmarthen."

The loco was No. 5043 *Earl of Mount Edgcumbe*, which Mr Lewis described as his favourite 'Castle' as it had "plenty of power."

He said the only problem he recalled with a 'Castle' involved No. 5051 *Drysllwyn Castle (Earl Bathhurst)*. "And that was just the injectors," he said. "Every time I worked that engine, I had to keep at least one on constantly – and if the loco was working hard, I had to put the other one on too."

Asked about his most memorable trip, Mr Lewis replied: "Double-heading down to Plymouth – and I remember us doing a time trial from Bristol to Plymouth. We broke the record. The locos were not struggling to keep up.

"With a 'Castle', keep the back corners full and up to the door when you start away, shut the door and when you want to go, it will be ready for you – and it will steam all day.

"The coal differed – from Russian to Polish – and the best coal for a 'Castle' was from South Wales. They were designed to run on that."

"I was taught good footplating – look after the engine and it will look after you. Keep it tidy, keep it as clean as you can and make sure everything is where it should be."

Mr Lewis concluded: "I have never failed a 'Castle'. It's dependable – a 'Castle' will never let you down."

Mr Lewis retired from DB in 2016 and helped to establish steam operations with Locomotive Services Ltd at Crewe. More recently, he has been employed by another operator and is due to retire imminently.





Above: WR 'Castle' No. 7027 *Thornbury Castle* is seen in the yard at Quorn, Great Central Railway on July 8 ready for departure to Tyseley Locomotive Works. The boiler is to be used on a new-build '47XX' No. 4709. PAUL BIGGS

Left: Jack Boskett on the shovel on No. 4079 *Pendennis Castle* during its recent visit to the Gloucestershire Warwickshire Steam Railway. JACK BOSKETT

Heritage line

Jack Boskett, a volunteer at the Gloucestershire Warwickshire Steam Railway (GWSR) was fortunate to gain his first experience of a 'Castle' as part of the recent visit of Didcot's No. 4079 *Pendennis Castle* to the line. At the time, Mr Boskett was a trainee fireman – and is due to pass out as a qualified fireman very soon.

"It was an honour to be given the opportunity to take the shovel and fire a 'Castle'," enthused Mr Boskett.



Designed by Charles Collett and built in 1923, pioneer GWR 'Castle' 4-6-0 No. 4073 *Caerphilly Castle* can be found on display at STEAM Museum, Swindon. JOHN TITLOW



No. 5051 *Drysllwyn Castle (Earl Bathhurst)* last steamed in 2008. It is on display at Didcot Railway Centre, where it is seen on August 1, 2021. GARETH EVANS

"It's a beast of an engine. There's a lot of power. 'Castles' were designed for 100mph running, so working on a 25mph railway made it feel underpowered.

"The closest loco to a 'Castle' at the GWSR is No. 7903 *Foremarke Hall*. That's a lovely engine. I fired *Pendennis Castle* in the same way – three shovels down the sides, under the door, back corners, a sprinkle over the knuckle – and kept feeding the fire through."

Out on the line, Mr Boskett said: "The GWSR is not a difficult line to fire on. With a 'Castle', because it's built for power, you need to ensure you have a decent fire before you depart Cheltenham Racecourse.

"You build your fire up as it's up hill out of Cheltenham, past Gotherington and until Far Stanley. Then it's a level line into Winchcombe. It's a fine balancing act as a fireman, it keeps you on your toes. You're working hard to maintain the steam pressure for the driver at all times and adapting to the lay of the line.

"You've got eight Mk.1 carriages – and during the time it visited the railway, they were fully loaded trains, so a heavy load. I believe that even on the main line a 'Castle' is limited to 10 coaches.

In terms of servicing, Mr Boskett said: "The smokebox was easy to clean out. However, cleaning the ashpan was not as easy as it could be, as the damper doors were not quite big enough to get your rake in."

In terms of preparation, Mr Boskett said it takes the driver about two to three hours to oil up and prepare it in the morning, if done thoroughly. "You have to climb up underneath, sit in among the motion and oil every pot you see. You have to be flexible and patient – oil does not come out of the can quickly, particularly in the colder months."

"All in all, it was a pleasant loco to be on the footplate of and I enjoyed every minute of it!"

Engineer's perspective

"Without doubt, the 'Castles' were amongst the most powerful express locos in the land when introduced – and the 1925 exchanges proved that," said former Tyseley Locomotive Works chief engineer and doyen of GWR locomotive matters, Bob Meanley.

"The Gresley Pacific was there and thereabouts but it was not sufficiently developed to be able to exceed the 'Castle'. I think you could have run the GWR without



No. 5029 *Nunney Castle* steams through Langwathby on March 12, 1994 with a southbound 'Cumbrian Mountain Express'. Although appearing to be steaming well, the loco later ground to a halt at Waitby, north of Kirkby Stephen due to poor quality coal which created clinkering. The 4-6-0 went forward after rebuilding the fire. CHRIS MILNER

building the 'King'. Clearly, 'Kings' were the icing on the cake, but 'Castles' were the machines which kept the express services running. The 'Castle' was the High Speed Train of its day."

Asked whether 'Castles' have different characteristics compared to a 'Hall' or 'King', Mr Meanley replied: "They have different sized wheels, valve motion, boiler, and cylinders. A 'Castle' is a smoother running engine than a 'Hall', for example. 'Halls' have got a fair amount of go in them, but 'Castles' are faster and smoother locos. You can tell that when you get *Earl of Mount Edgcumbe* up to 75mph, it wants to go and there is far more in it than you are allowed to do. I'm sure that it would easily do 90 in the right locations – and that's what 'Castles' did.

"Castles' steam freely, they're not terribly difficult to fire as long as you know the right techniques. Like all GWR locos, the boiler mountings, fittings and injectors are thoroughly reliable – and they're a delight to use. As much as I love the Stanier Pacifics, the injectors, steam valves and so on are a nightmare. You can almost open the steam valves on a 'Castle' with one finger – yet you sometimes need two hands on a Stanier. It's horses for courses."

Mr Meanley added: "The great thing about a GWR loco is everything in the cab is in the same place on all of them – so you immediately feel at home whether it's a 'Manor', 'Hall', 'Castle' or a 'King'. The major difference with them is the length of the firebox. A 'Hall' in good condition is a delight to fire; a 'Castle' you've got to put a bit more down the front occasionally – and with a 'King' it can be quite heavy work, having to fire the front of the box almost continually, if you've got a driver who is working it heavily."

Mr Meanley said he has had "Dozens" of memorable trips with the 'Castles' so it is hard to single out any particular job.

"In 2010 we fetched 10 coaches and a dead Class 47 over the Settle & Carlisle," he recalled. "The performance gurus inform me that it's the highest output anyone has ever got out of a 'Castle'.

"Then there's the Plymouth to Bristol non-stop in 2014 when we took the record off Clun Castle. Also, 'The Bristolian' which we ran nonstop for 118 miles in almost the original schedule time without exceeding the current speed limit of 75mph. We did Moor Street to Marylebone in 1hr 58 which was an interesting challenge.

"Taking No. 5043 over the Forth Bridge in 2012 was also memorable. Overall, it has been rewarding to see No. 5043 confound the pundits' views that GWR engines don't go well up hills – not just Dainton and Hemerdon, but Shap, Ais Gill and Copy Pit equally well!"

Asked about this proudest moment from an engineering perspective with a 'Castle', Mr Meanley replied: "The proudest moment was actually making *Earl of Mount Edgcumbe* go as it was an utter wreck when we started its restoration. It had been dragged out of Barry scrapyard. It had no boiler mountings, no casing, rotten platework – it was a frame, a boiler, a set of wheels and cylinder castings.

'CASTLE' CLASS SURVIVORS

No. 4073
Name: *Caerphilly Castle*
Built: 1923
Location: STEAM Museum, Swindon
Status: On display

No. 4079
Name: *Pendennis Castle*
Built: 1924
Location: Didcot Railway Centre
Status: Operational

No. 5029
Name: *Nunney Castle*
Built: 1934
Location: Locomotive Services Limited, Crewe
Status: Under overhaul

No. 5043
Name: *Earl of Mount Edgcumbe*
Built: 1936
Location: Tyseley
Status: Operational on Vintage Trains tours.

No. 5051
Name: *Drysllwyn Castle (Earl Bathhurst)*
Built: 1936
Location: Didcot Railway Centre
Status: On display

No. 5080
Name: *Defiant (Ogmore Castle)*
Built: 1939
Location: Tyseley
Status: Awaiting overhaul

No. 7027
Name: *Thornbury Castle*
Built: 1949
Location: Tyseley
Status: Boiler to be used in new-build 'Nightowl' loco project. "We have got a plan and we are going to stick to it. It cannot remain in limbo," a Great Western Society spokesman told *The RM* in mid-July.

No. 7029
Name: *Clun Castle*
Built: 1950
Location: Tyseley
Status: Operational on Vintage Trains tours.

"So much of it has been replaced with brand-new. To operate it on the main line and to get it running as well as it does is something that everyone involved is immensely proud of.

"We can stand back with the perspective that it's now been 15 years since we first made it go. We're proud of what it is and what it does. A whole team of people led by my son returned it to service – the loco would not be what it is without Alastair's input, along with the team at Tyseley."

Reflecting on the 'Castle' design, Mr Meanley said: "You've got a class of engines that has been a classic which has performed well for 100 years. That's a long time. To have something which really is so good after all that time has to be considered to be outstanding. These engines were built from 1923 until 1950, but make no mistake, what you are looking at is that the first ones were no more than enlarged 'Stars'.

"The first 'Castles' started out as an order for 10 more 'Stars' and it was changed late on to be for 10 engines of the revised design which became the 'Castles'. The order for the boilers was changed, the frame plates were extended by one foot and the cylinders were enlarged. However, they were really just enlarged 'Stars', because of the almost 200 drawings listed for the 'Star' Class, there were only 28 drawings which required replacement or modification to produce the 'Castles'.

"When you look at the provenance of the 'Star' which goes back to 1907 and you then look at a motorcar of that era compared with a motorcar now, it is possible to see how far engineering has come. We have a basic design that was Churchward's, and which is still working safely, reliably and putting up some staggering performances a hundred years later. That has much to say for the original design of the engine."

Mr Meanley concluded: "The performance of the 'Castles' is a great testament to Swindon and its people – as well as to the people who continue to maintain and operate them." ■



No. 4079 *Pendennis Castle* arrives into Broadway station on the Gloucestershire Warwickshire Steam Railway, re-creating 'The Cornishman' service on Thursday, June 1. The 4-6-0 was working its last steaming turn before heading back to its home at Didcot Railway Centre. JACK BOSKETT

No. 5043 *Earl of Mount Edgcumbe* accelerates away from Ashchurch for Tewkesbury on the Birmingham-Gloucester mainline during a circular trip from Tyseley-Tyseley via Swindon on October 8, 2016. JACK BOSKETT



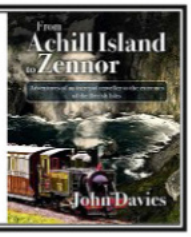
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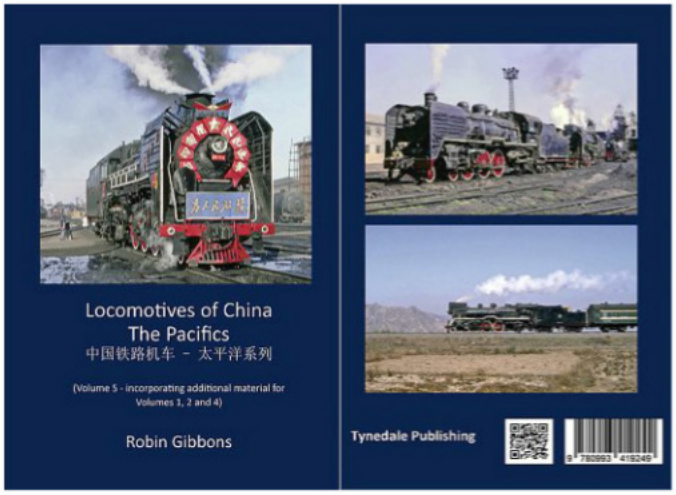
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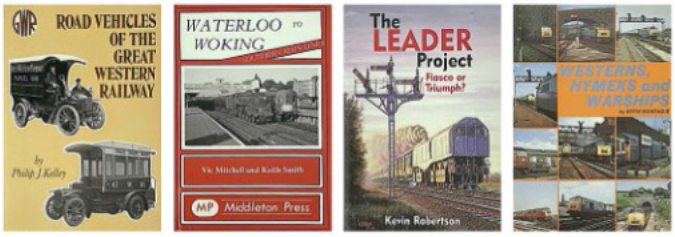
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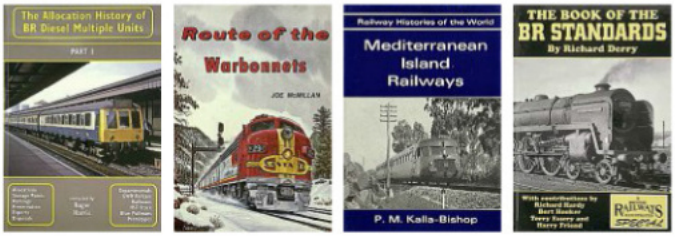
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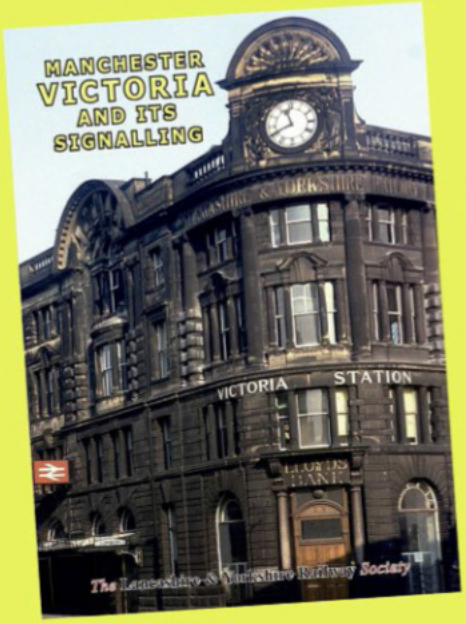


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1920s: Locomotive exchanges between the GWR and LNER in 1925 saw No. 4079 *Pendennis Castle* work out of King's Cross (where it is pictured in company with LNER 'D2' No. 4337), with contemporary reports saying the 'Castle' handled 16-coach trains with apparent ease. M W EARLEY



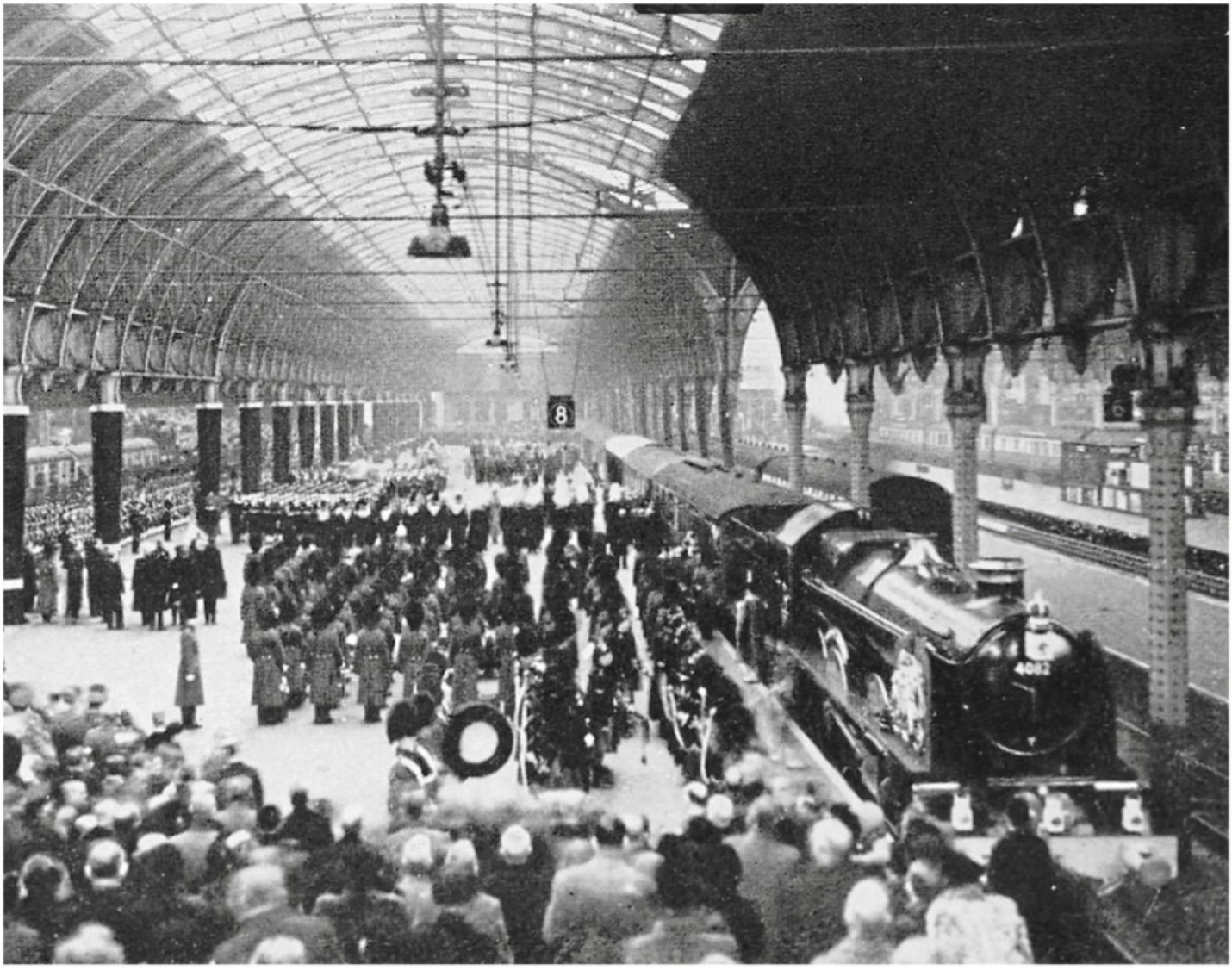
1930s: With streamlining all the rage, in 1935 the GWR experimented with No. 6014 *King Henry VII* and No. 5005 *Manorbier Castle,* although the results were arguably less elegant than those of the other 'Big Four' companies – the design said to be based on Plasticine moulded to a paperweight model of a 'Castle' by chief mechanical engineer Charles Collett. The GWR soon abandoned the idea and the additions to the 'King' and 'Castle' were gradually removed – this view of No. 5005 at Radley is before 1939 (when the bullnose was taken off) but after streamlining around the cylinders and motion had gone to prevent overheating; the chimney and safety valve cowlings were kept until 1943. Note the straight nameplates and splashers, which remained until 1946. J KINNISON

Through the decades

We delve into the archives to illustrate 'Castles' at work over their first 100 years.



1940s: An early British Railways look, with the nationalised company name on the tender but no logo or emblems, No. 5072 *Hurricane* (which had been renamed from *Compton Castle* at the end of 1940) stands at Carmarthen in 1949. BEN BOWEN



1950s: Following the death of King George VI, his funeral train on February 15, 1952 was hauled from Paddington (pictured) to Windsor by No. 4082 *Windsor Castle* – but in reality, this was No. 7013 *Bristol Castle,* the two locos permanently swapping identities as the 'real' No. 4082 was unavailable at the time. The original No. 4082 hauled the funeral train of the previous king, George V, from Paddington to Windsor on January 28, 1936 – George V having briefly driven No. 4082 at Swindon Works on April 28, 1924.





1960s: No. 7029 *Clun Castle* was used for two 'end of steam' events at Paddington in 1965, the first on June 11 saw it haul the last booked steam out of the former GWR terminus – the 4.15pm to Banbury (pictured above, ready to leave). Then on November 27 the loco worked the BR's 'Last Steam Hauled Train from Paddington' tour to Gloucester and back to Swindon, seen (right) before departure from the capital with driver Reg Williams of Acton.



1970s: No. 7029 *Clun Castle* was one of two dozen locos approved by BR to work on the main line when the steam ban was lifted in 1972, classmate No. 4079 *Pendennis Castle* being another. In this April 16, 1978 view, No. 7029 comes off the west-to-north curve at Didcot with a return 'Sunday Mercury' special to Birmingham. HAWTHORNE COLLECTION



1980s: A series of railtours ran from Paddington to Stratford-upon-Avon via Leamington Spa in the early 1980s, and June 26, 1983 saw No. 5051 *Drysllwyn Castle* arrive at the Warwickshire town with the appropriately named 'William Shakespeare' tour. The loco was renamed *Earl Bathurst* in 1963, but both names have been carried at various times in preservation. Regular 'Castle' tours to Stratford continue in the present day with Vintage Trains' 'Shakespeare Express' trips from Birmingham through the summer. W A SHARMAN



1990s: No. 7029 *Clun Castle* traversed the Settle & Carlisle Line on a few tours in the late 1960s (see also page 37), but three decades later on February 12, 1994 No. 5029 *Nunney Castle* was following in its footsteps on the S&C, seen powering away from a water stop at Garsdale and heading north towards Appleby. ROBIN STEWART-SMITH



2000s: No. 5029 *Nunney Castle* was back at Paddington again on May 6, 2004 – seen making a powerful exit from the capital with Pathfinder's one-way 'Bristolian' tour via Bath.



2010s: The National Railway Museum in York makes for a convenient place to service steam locos before, during or after railtour duties – as illustrated on December 17, 2011 when No. 5043 *Earl of Mount Edgcumbe* (renamed from *Barbury Castle* in 1937) was serviced between the outward and return legs of Vintage Trains' ' Christmas White Rose' from Tyseley.



2020s: Birmingham Snow Hill was one of the most iconic GWR stations, although today's station is a modern affair after the original was closed in 1972 and largely demolished. Nevertheless, it is always great to see Western locos back there again, such as on August 29, 2021 when No. 7029 *Clun Castle* posed in the shadows around the entrance to Snow Hill tunnel while working that day's 'Shakespeare Express' to Stratford-upon-Avon. JACK BOSKETT

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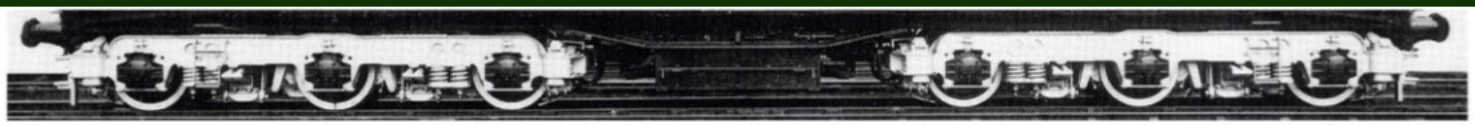


Thirty-five-year-old No. 91101 passes Eaton Lane Foot Crossing (south of Retford) on May 24, with the 08.33 King's Cross to Leeds. Robin Stewart-Smith

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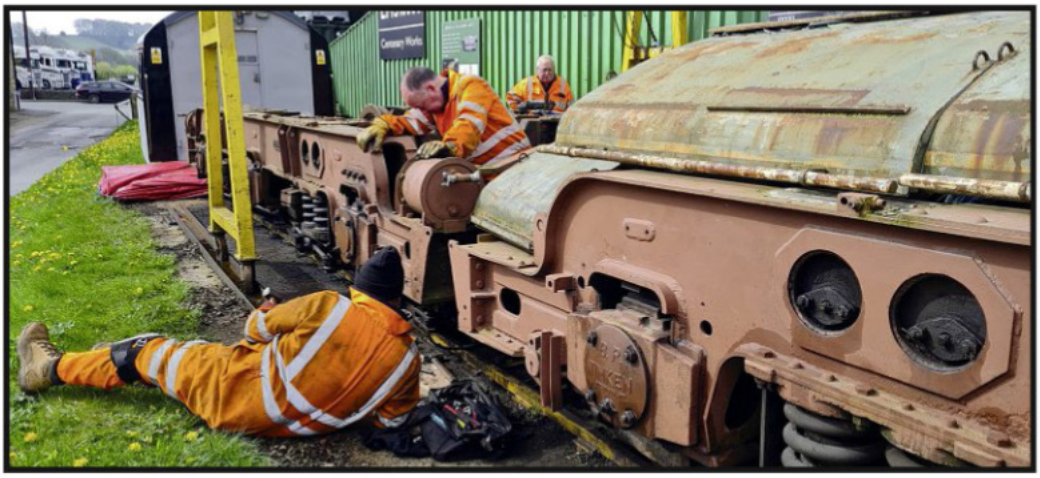
Building the rolling chassis



Right: The chassis is currently sitting inverted on a Sturgeon wagon, with a wood and wire safety fence fitted so that volunteers can prepare it to fit the ex-EM2 bogies.

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

PUTTING THE RECORD STRAIGHT (*RM* JUN-JUL)

■ THE article on the preservation of a Class 313 (July p74) ignores the fact that the dual-voltage units were designed for the Great Northern King's Cross/Moorgate services, and some operated on those routes for more than 40 years

Dave Mobbs, by email

■ ONE small typo in July's Practice & Performance, on page 23 it is stated that 'the two miles from Brandon to Claydon are level'. It is in fact Bramford, not Brandon.

John Bruford, Brentwood

■ TWO references to 'Barton Underwood' in Stockspot July should read Barton-under-Needwood, which is the Central Rivers servicing and maintenance depot for 'Voyager' trains in Staffordshire.

Nick Waller, Burton-on-Trent

■ GWR loco No. 6024 *King Edward I* was incorrectly renamed *King Edward VI* in the caption on page 40, June issue.

Kirk Martin, London

■ WETHERBY is in West Yorkshire, not North Yorkshire (July issue page 76).

John Watmough, Wetherby

EDITOR'S NOTE

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

Troop trains

I WAS surprised to read that there were no troop trains since the Falklands (p18, June) as I certainly travelled on troop trains in 1985 and I think early 1986 when, at the end of term, trains were laid on for the apprentice tradesmen and junior leaders of the Army Apprentice College, Harrogate.

No. 31419 worked Harrogate to Birmingham (at least) on October 25, 1985; No. 47437 worked Harrogate to King's Cross via Leeds December 20, 1985; but on June 15, 1986 we were downgraded to a DMU to York.

On all these dates there was a corresponding York or Leeds direction working, but I only took notes of those I travelled on. They were definitely for our exclusive use, so I think troop trains in effect if not in name.

After this we were fed in penny packets into (possibly strengthened) service trains for the Harrogate departure, then as required from York or Leeds. At least on one occasion they bused us to Leeds to avoid congesting Harrogate, but ended up blocking the main road into Leeds when the bus hit a lamppost. Happy days.

I am sure other similar establishments at Chepstow (RE) and the REME equivalent would also have run troop trains in the same period.

Kevin Prince
Ex-Royal Signals, by emails



SYKES FRAME: I thought you would be interested in these pictures of a Sykes (France) platform frame, still in use in Mussidan station, Périgord, France.

Gavin Sandeman
Petersfield

STAR LETTER

Felixstowe freight

CONGRATULATIONS to John Heaton and GBRf for the Practice & Performance article in the July issue on the freight run from Felixstowe North to Peterborough, showcasing the intricate interactions between infrastructure, pathing patterns, and the strengths and limitations of motive power on the modern railway.

It really brought to life what lies behind the sight of a freight seemingly marooned on the 'Bacon Factory Curve' north of Ipswich as we come off the East Suffolk line to catch the next main line train for Liverpool Street. It also added meaning to the sometimes intermittent slowings of some mid-evening departures from Liverpool Street to Norwich, when the guard pronounces "slow-running freight train ahead".

Dr Colin Bannister
Lowestoft

The trip was not entirely as expected in terms of coming fully to appreciate the inter-dependence of the separate schemes. Doing one without another limits the value but the price tag on doing it all is disproportionate to simple business case benefits.

Then the timescales that seem to limit our investments mean that 'even' HS2 might overtake it!

It is all so frustrating. Perhaps the real miracle is that we are processing so many freight trains via this series of short route sections at all.

John Heaton

JUST a quick note to say how much I enjoyed 'Freight From Felixstowe', I really enjoyed the whole tenet of the article, describing the important container-train routes to, in this case, the Midlands.

The article really got across the role of the train driver in meeting deadlines whilst addressing the challenges faced along the route. It also added the potential operational efficiencies available (versus, as always, against the cost benefits).

Beautifully written, full of detail, yet really capturing the essence of these very long trains that take nearly two minutes to weave their way through Peterborough, a sight I really enjoy.

A piece of written art in my mind, and similar articles about current freight routes would be highly appreciated.

Rob Messenger
By email

PRACTICE and Performance July lays bare the inadequate infrastructure of an important freight train artery (to say nothing of those passenger services that also use it in part) traversed by the services given note.

Apart from a few assorted locations, no wholesale improvements have as yet come to pass and one wonders if they ever will – the comments noted on passing Ketton with its Midland Railway lower quadrant signal and, for railway modellers only, the delights of Oakham is evidence of this.

The commencement of the journey and the largely single-tracked branch up from Felixstowe only partly improved, and the similar constraints as yet unresolved in the Ely area adds, frankly, to a poor state of affairs.

When one reads of the money being lavished on HS2 to merely provide, as it stands, a shuttle passenger service between wherever in London and Birmingham, where do priorities lie?

John Macnab
Falkirk

The conclusions reached in Practice & Performance summarise the position as I saw it from the cab. The Felixstowe branch investment has made a big difference but the danger is that a piecemeal approach simply hurries the traffic through to the next congestion point. It seems obvious that Soham to Ely needs to come next. Viewed purely from a freight standpoint Ely remodelling without Soham will probably be of little benefit – and with a huge price tag. If anything, I was most surprised by the Leicester area. I use passenger trains via Leicester relatively frequently (for a Dawlish resident!) but I had not appreciated just how little capacity remains. Then comes the 'gauntlet' section mentioned in the article. It pains me to conclude I do not think we will ever see a through electric route to Felixstowe from the Midlands but hope I am wrong.

John Heaton

GREAT article from John about freight from Felixstowe, but please be reminded… 'the journey from Felixstowe to Nuneaton via London is 19 miles longer than via Peterborough and is electrified all the way.' Oops, there is no electric between Ipswich and Felixstowe.

Donna Redding
By email

A trip to Seaton

JOHN Heaton's article about the former Seaton line and its successor, the Seaton tramway, (July issue) reminded me of my one journey on it.

I was in the Boys' Brigade from 1960 to 1966, and we had an annual camp, often on Beer Head. In 1962, it was announced that the two road coaches to Beer were over-subscribed, and some of us would have to travel by train.

I was first to volunteer! Consequently, I found myself outside HQ, in south-east London, at around 06.30, when we piled into the band master's lorry for the trip to Waterloo.

I guess the train we caught would have been about 0800, and the rear three coaches were detached at Seaton Junction, where a Southern 'Mogul' shunted them onto the back of the branch service, which was a pannier tank and two coaches for the journey to Seaton.

How we got from Seaton to Beer Head escapes me, and I'm pretty sure I came back in a coach, so maybe the Company or Companies that took over the site from us needed three coaches.

Michael Donovan
By email

HS2 London links

YOUR correspondent to Readers' Platform in June is a little misguided.

The Elizabeth Line will indeed be part of the new purpose-built Old Oak Common station, and it also currently serves Stratford (East London). However, the suggestion that 'The Purple Line' will solve the HS2 to HS1 link – and remove the need for Euston HS2 – is without foundation.

Stratford International (somewhat misnamed) was never finished for Eurostar Trains to use. The intended platforms are derelict, and the necessary offices for passport and customs were never completed.

Whilst that might be rectified, the long walk through the Shopping Complex between Stratford (Domestic) and Stratford (International) would be most off putting!

Keith Marsh
Retired BR, Pickering

Longest loco name

CAN I play 'Top Trumps' on the longest loco name (Letters, July issue)? I think the attached takes the top spot, No. 37717 was so named by EWS at Rotherham Steel Terminal on July 15, 1996.

Steven Knight
By email



I CAN'T offer the longest locomotive name ever, but I suggest No. 47595 could have doubled as an engine that carried the longest nameplate that so nearly combined with the shortest name.

It was named *Confederation of British Industry* at Glasgow Central Station in November 1983 by Sir Campbell Fraser, then president of the CBI. In his speech unveiling the nameplate, Sir Campbell referred to the nameplate as "being the longest on an engine so far", adding "but had the engine been called after the usual name of the organisation, it would have been the shortest locomotive name – CBI".

Gordon Casely
Crathes

Readers' Platform

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Final 'King'

The RM arrives here in Perth, Western Australia, after a long journey and so I have only just read John Heaton's 'Summer of 62' article in March issue.

John says 'No. 6018 emerged from the Works on April 18'. However, unless it returned to the Works after April 8, I would suggest it was an earlier date of emerging. On a visit to both the Works, scrapyard and engine shed on April 8, I photographed No. 6018 on the shed but not in the Works (attached).

On that same day my notes also show 'Kings' Nos. 6000, 6011, 6025 and 6026 in various locations around the Works. A subsequent visit on August 14, 1963 was my last sighting of Nos. 6018, 6025 and 6026.

I was living in Totnes until September 1962 and my last sighting of a 'King' on the 5.30am Paddington to Plymouth service was No. 6019 on September 7, 1962. I have to agree that 1962 was a watershed year!

David Braybrooks
Perth, Australia



MEETINGS

COMPILED BY JON LONGMAN

WEDNESDAY, AUGUST 2

Enfield Transport Circle. Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ. 20.00. Visit to Enfield Signalling Museum, Station Road, Epping CM16 4HW.
Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'The Slides of Adrian Lovecy: Part 2': Andy Barclay. Further details on www.penninerailwaysociety.com.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. TBA.

FRIDAY, AUGUST 4

Slough & Windsor Railway Society (SWRS). The Manor, Slough station. 19.30. Members' presentation evenings.

SUNDAY, AUGUST 6

Railway Correspondence & Travel Society (RCTS) (Hitchin & Welwyn Garden City branch). Branch visit to Epping Ongar Railway. Contact branch secretary Dave Elsdon 01438 714277.

MONDAY, AUGUST 7

Eastwood Vintage Trains ('The Tin Men'). St Laurence Church Hall, Eastwood SS2 6UH. 19.00. Club meeting.
Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 19.30.

TUESDAY, AUGUST 8

Locomotive Club of Great Britain (LCGB) (Bedford branch). 'The Chairman's Day Out': Visit to the London Transport Museum Reserve Collection at Acton.
Pewsey Vale Railway Society. Woodborough Social Club SN9 5PL. 19.30. 'Model Railways Evening': Andy Cundick, HMRS.
RCTS (Merseyside, Chester & North Wales branch). Visit to Nene Valley Railway. Contact Alan Turton at Merseyside@rcts.org.uk
The 8E Railway Association (Northwich branch). The Gladstone Club, Station Road, Northwich CW9 5RB. 19.45. www.8erailwayassociation.org.uk

WEDNESDAY, AUGUST 9

Sutton Coldfield Railway Society. St. James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'North Wales Holiday 1962': Mike Nicholls.

FRIDAY, AUGUST 11

SWRS. The Manor, Slough station. 19.30. Members' presentation evenings.

SUNDAY, AUGUST 13

RCTS (Solent branch). Visit to Fawley Hill. Bookings closed.

MONDAY, AUGUST 14

Southern Electric Group (Sussex branch). Deall Room, Southwick Community Centre, Southwick BN42 4TE. 19.30. 'Not so much a hobby – more a way of life': Jim Connor.

TUESDAY, AUGUST 15

RCTS (Thames Valley branch). 17.00-20.00. Observation evening at Didcot Parkway.
South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30 TBA.

WEDNESDAY, AUGUST 16

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'A Selection of European and UK Slides': Neil Taylor.
RCTS (Sheffield branch). 12.00-18.00. Observation at Chesterfield.
Sutton Coldfield Railway Society. St. James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Films from the SCRS library': Mike Newport.

THURSDAY, AUGUST 17

Marlow & District Railway Society. Bourne End Community Centre, Wakeman Road, Bourne End SL8 5SX or on Zoom. 19.30. Members free, non-members £3. 'A tenth Colour-Rail Journey': Paul Chancellor. Visit www.mdrs.org.uk
RCTS (West Riding branch). 17.30-18.00. Observation at Doncaster.

FRIDAY, AUGUST 18

Great Western Society (Taunton group). Village Hall, Stoke St Mary, Taunton, Somerset TA3 5BY. 19.30. 'Members Present': Compiled by Francis Lewis.
LCGB (Central London branch). Keen House, 4 Calshot Street, London N1 9DA. 18.30. 'Members' Images'.
SWRS. The Manor, Slough station. 19.30. Members' presentation evenings.

WEDNESDAY, AUGUST 23

Bradford Railway Circle. Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 14.00. 'From the back of the cupboard': Steve Batty.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Transport Museums and Galas': Ken Taylor.

THURSDAY, AUGUST 24

RCTS. RCTS Library, Leatherhead Station Approach, Leatherhead. 11.00-16.00. Archive and library open day.

FRIDAY, AUGUST 25

SWRS. The Manor, Slough station. 19.30. Members' presentation evenings.

WEDNESDAY, AUGUST 30

RCTS. RCTS Library, Leatherhead Station Approach, Leatherhead. 11.00-16.00. Archive and library open day.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Images from the James Doubleday Collection': Richard Coughlan.

THURSDAY, AUGUST 31

RCTS. 19.30. National Zoom meeting.
Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'That was the year that was: 1971': Geoff Plumb.

FRIDAY, SEPTEMBER 1

Kettering & District Locomotive Society. Cornmarket Hall, London Road, Kettering NN15 7QA. 19.45. 'Railways in the North East': Michael Clemens.
SWRS. The Manor, Slough station. 19.30. TBA.

MONDAY, SEPTEMBER 4

Peak Rail Association (Sheffield branch). Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Swiss Holiday Pass – 1973 Style': Roger Hepworth.

TUESDAY, SEPTEMBER 5

Enfield Transport Circle. Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ. 20.00. 'Every Picture Tells a Story' – Volume 2': John Baxter.
LCGB (Bedford branch). St John's Church Hall, St John's Street, Bedford MK42 0DL. 19.30. 'Steam around Leeds and Bradford, and the North East, 1967-1971': Michael Smyth.
RCTS. RCTS Library, Leatherhead Station Approach, Leatherhead. 11.00-16.00. Archive and library open day.
RCTS (Watford branch). Beeching Grove Baptist Church, Clarendon Road, Watford WD17 1JJ. 19.00. 'The route of 'The Canadian' and its branches': John Day. RCTS Ipswich branch.

WEDNESDAY, SEPTEMBER 6

Eastwood Vintage Trains ('The Tin Men'). St Laurence Church Hall, Eastwood SS2 6UH. 19.00. Club meeting.
Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'Railways in the Peak': Les Nixon.
Southern Electric Group (South Hants branch) & Light Rail Transit Association (Southern area). Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30.'The rise and fall and rise of the tram': Martin Petch presents his classic slide show.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. TBA.

THURSDAY, SEPTEMBER 7

Lutterworth Railway Society. Lutterworth Bowls Club, Coventry Road, Lutterworth LE15 4RB. 19.30. 'Too tall for the Tube': Lester Hillman.
Great Central Railway Society (Sheffield branch). Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Penistone to Nottingham Victoria': Mike Eggenton.
RCTS (Milton Keynes branch). The Quadrant (Network Rail building), Elder Gate, Milton Keynes MK9 1EN. 19.30. 'The Midland Main Line electrification upgrade': Gavin Crook (Network Rail Principal Programme Sponsor) and Duncan Cale (Infrastructure Interface Lead East Midlands Railway).

FRIDAY, SEPTEMBER 8

SWRS. The Manor, Slough station. 19.30. TBA.

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FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO AUGUST 1923

Britain's fastest train

THE 2.30pm express from Cheltenham has been accelerated by 10 minutes and now takes pride of place as having the fastest start-to-stop schedule on any British railway.

Hitherto, the honours in this connection have had to be shared by the North Eastern and Great Central sections of the London and North Eastern Railway, the former's 8.59pm from Darlington to York being booked to cover the 44.1 miles in 43 minutes, and the latter's 4.30am from Leicester to Arkwright Street, Nottingham, 22.6 miles in 22 minutes, both giving averages of 61.5mph.

The new Great Western schedule involves an average speed of 61.8mph and for a considerably greater distance. Upon the inaugural run the train was worked by two-cylinder 4-6-0 locomotive No. 2915 *Saint Bartholomew* and consisted of nine standard vehicles, so the load would not be much below 300 tons. Owing to a severe permanent way repair delay near Wantage Road, the 24 miles from Swindon to Didcot occupied 24¾ minutes, thence to Southall, sectional average speeds ranged from 69 to 77 mph.



100 YEARS AGO: The fastest train in the British Isles in 1923 was the 2.30pm from Cheltenham to Paddington, seen here near Acton. Its inaugural run, on July 9, covered the distance of 77 miles 24 chains from Swindon to Paddington in 75 minutes.

50 YEARS AGO AUGUST 1973

Basildon station building begins

CONTRACTS for the first stage of work on a station for Basildon, Essex, have been let by the Eastern Region of British Railways, in association with Basildon Development Corporation.

Target date for opening is May next year. During work on the station, on the Fenchurch Street to Southendline, the embankment close to the town centre is being breached to form a bridge under which the station entrance is to be sited.

New EMUs for Essex

EASTERN REGION has ordered 19 four-car Class 312 EMU trains from British Rail Engineering Limited, York, at a cost of £3.96m for use on longer-distance commuter services between London and Essex. Delivery is expected to begin in the first half of 1974, and the new stock will be introduced progressively on selected longer-distance commuter services where its maximum speed of 90mph can be used to advantage.

Each train seats 322 passengers and a planned revision of all suburban services to match demand will make it possible to supplement the most heavily-used services. To cope with the increased load, the power distribution system at the London end is to be reinforced at an estimated cost of £203,000.

Austin Allegro parts by rail

WESTERN REGION has been awarded a five-year contract by British Leyland for the short-haul bulk transport of Austin Allegro car body components from Austin Morris body works at Swindon to the assembly plant at Longbridge, Birmingham, a distance of 70 miles.

20 YEARS AGO AUGUST 2003

Disaster for EWS and industry as Royal Mail axes postal trains

ROYAL MAIL will no longer be carried by rail after March 2004, ending an association spanning more than 170 years. All postal movements will be by road or air.

The shock announcement by the Royal Mail on June 6 was greeted with disbelief in many parts of the rail fraternity and is disastrous news for EWS, which stands to lose 10% of its total business.

EWS carries a quarter of the nation's 82 million postal items a day and says it will fight the decision "tooth and nail", having invested millions in buying 125mph Class 67s specifically for the mail business just three years ago.

'Beeching 2' hit list denied

IN the past month, both Strategic Rail Authority (SRA) chief Richard Bowker and the Department for Transport have been linked with 'drip- feed' news stories concerning rural line closures.

Transport Secretary Alistair Darling is rumoured to be studying a so-called 'Beeching 2' plan in a bid to cut costs, while Bowker has been quoted as "unable to rule out line closures".

Bowker said: "If the case cannot be made for further investment and passengers are not prepared to pay higher fares, then we would have to buy less in terms of the shape and size of the network."

Many senior figures in the industry, including Rail Regulator Tom Winsor, are of the opinion that debts and rocketing costs are now so great that the closure of peripheral lines will make very little financial difference to the overall problem and would cause far more political outcry than they're worth.

RCTS
Britain's leading Railway Society

The RCTS: then and now

THE Beeching period was featured heavily in the *Railway Observer,* particularly during the 1950s and 1960s when most of the line closures occurred. The route from Guildford to Horsham was no exception.

Originally built by the London Brighton and South Coast Railway, it opened on October 2, 1865, linking Guildford and Horsham, a distance of about 20 miles. Stations along the route consisted of Bramley and Wonersh, Cranleigh, Baynards, Rudgwick, Slinford, Christ's Hospital and Horsham.

Although the first railways to Horsham and Guildford were built in response to local demands, the further developments of these towns and villages in the nineteenth century was governed by railway business.

By May 2, 1865, engineering works on the line had reached such an advanced stage that opening was likely to be brought forward. Soon after, a problem developed at Rudgwick station as it had not been approved for opening by the inspecting officer – the gradient of 1-in-80 on which the station was built, was too severe and he would not permit trains to stop there until it had been eased to 1-in-130. This involved a great deal of engineering work and a summer opening was delayed to October.

The August 1887 timetable showed five trains a day in each direction between Guildford and Horsham and three trains a day in each direction on Sundays. By 1961, this had increased to eight and four trains a day respectively in each direction. The timetable for June 15 to September 6, 1964 started to see the line falling into far less usage, with a reduction in the number of weekday through trains and a complete withdrawal of the Sunday service.

During the 65 years between the turn of the century and the closure of the line, there were no major alterations to the infrastructure. Electrification was thought to be a possibility, but this came to nothing. Plans were in fact drawn up for an extension of the Waterloo to Guildford via Cobham service through to Horsham. Despite these proposals, nothing became of it as the Second World War seriously delayed the Southern's electrification plans and the scheme was not introduced after the war.

In 1955, a dispute with the drivers' union caused freight traffic on the line to be disrupted. Many firms that had been regularly using the railway's freight facilities turned to road in order to transport their goods and did not return to using the railway. Goods traffic did continue at all the stations along the line, although much reduced after the strike. Goods traffic ceased completely by 1963.

On Saturday, June 12, 1965 the last regular service trains ran over the Guildford to Horsham line. At the time of closure there had been a great deal of support in favour of retaining the railway under private ownership and, with this in mind, the Guildford to Horsham Direct Railway Society was formed on Friday, August 27, 1965.

Soon after the society was formed, they approached the British Railways Board offering to lease the line for five years and then buy it. On January 1, 1966, British Railways refused to lease the line, but put a price of £240,000 for its purchase. There was no way the society could afford to buy the line on its own and approached local councils for their assistance. The whole scheme was abandoned after the local council decided that the scheme was a non-starter.

The Guildford and Horsham Railway Society wound up its affairs on August 5, 1966, after which the line fell into disuse.

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



The remains of Bramley and Wonersh station on July 2, 2017, with a still intact station name board. The formation is now part of the Downs Link for walkers and cyclists, joining Guildford with Shoreham. CHRIS THOMAS-ATKIN (CC BY SA 2.0)

Panorama



TEBAY RESTART: A heavy downpour greets 'Jubilee' No. 45699 *Galatea* at Tebay, Cumbria, as it restarts from an unscheduled stop and begins to tackle the stiff climb to Shap with the 11-coach 'Cumbrian Mountain Express' in tow on July 15. Until the end of steam in the 1960s, this is where expresses like this would have stopped for a banker from Tebay shed – but there was no such luxury available to *Galatea* on this occasion, which performed valiantly in the conditions and lifted its train over the 5½ miles to the summit in around 15 minutes. PETER AINSWORTH



VICTORIAN MARVEL The driver (sat on the right) keeps an eye on the road ahead while the fireman checks the state of the fire in 1890-built Manning Wardle L Class 0-6-0ST *Sir Berkeley*, as the recently restored engine tackles the climb from Moor Road to Park Halt on the Middleton Railway in Leeds on April 15.

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CLOCKWORK ORANGE: The passenger waiting on the platform helps give some scale to the reduced size of Glasgow's 4ft-gauge Subway system (compared to other underground lines elsewhere), this view taken on the island platform at Kinning Park as No. 119 arrives with an outer circle (clockwise) service on June 29. These second generation trainsets from the late 1970s are due to be replaced from later this year by new Stadler-built stock. ROB FRANCE

HEY JOE: Ex-Cleethorpes Coast Light Railway 0-4-0ST No. 1 *Smokey Joe* arrives at Loxley station, Sherwood Forest Railway, on July 13. The 15in-gauge line claims to be Nottinghamshire's only narrow gauge line, and is located a few miles north-east of Mansfield. DAFYDD WHYLES



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TRACKRECORD

The Railway Magazine news digest



Harry Needle Type 1 No. 20168 (or Breedon Cement No. 2) is nearing the end of a heavy overhaul at Barrow Hill, which includes being equipped with remote control and repainted from white to blue livery. It is pictured in early July, and when complete it will return to shunting and trip duties at the Breedon cement works near Hope in the Peak District. HNRC



P59 STEAM
Pendennis pulls in the crowds



P77 CLASSIC TRACTION
'Hymek' back in action



P90 TRACTION & STOCK
New Class 730/0 'Aventra'

ALSO INSIDE:

P65 INDUSTRIAL
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CELEBRATE THE 75TH ANNIVERSARY OF THE TEES-TYNE PULLMAN WITH A CHARITY TRAIN IN CONJUNCTION WITH 'THE RAILWAY MAGAZINE'

THE TEES-TYNE COMMEMORATIVE
WEDNESDAY 27 SEPTEMBER 2023

Back in autumn of 1948 British Railways launched the Tees-Tyne Pullman, running between Newcastle-upon-Tyne, Darlington and London King's Cross, aimed at businessmen.

Initially operated by former LNER Pacific steam locomotives hauling Pullman carriages, by the early-1970s, BR introduced MK2 rolling stock on the service which was often hauled by a 3300hp 'Deltic' locomotive. But by 1976 the service had been withdrawn as new InterCity 125 trains (HSTs) began to take over East Coast Main Line services.

To mark the occasion of the 75th anniversary of the introduction of the service, The Railway Magazine has joined forces with Pathfinder Railtours to run a recreation of the 1970s service, raising money for Martin House Children's Hospice and Prostate Cancer UK with a train which will use blue and grey MK2 Intercity carriages similar to those used 50 years ago, and hauled by 'Deltic' No. 55009 Alycidon.

Estimated Timings

Joining Stations	Depart	Return
London Kings Cross	0815	2200
Potters Bar	0835	2145
Stevenage	0850	2125
Peterborough	0940	2040

Fares:	Adult	Junior	Party x4
Premier Dining	£309	£289	£1216
First Class	£195	£175	£760
Standard Class	£139	£99	£536

The 'Tees-Tyne Commemorative' will consist of a mix of Standard, First Class and Premier Dining seating priced to suit all budgets. A percentage of the ticket price will be shared with both charities.

It is anticipated D9009 will provide some high speed running in to the 90-100mph range, and to ensure you have a souvenir of the memorable day, a photo stop is planned. There will be a four hour off train afternoon break taken in Newcastle-upon-Tyne, with its many attractions.

It promises to be a great day, with the bonus of a charity raffle too, and on board you'll be able to meet some of the staff from the Mortons rail titles.

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FLYING ALONG THE IRWELL VALLEY: Southern Locomotives Limited-owned Bulleid Pacific No. 34072 *257 Squadron* hauls its first passenger-carrying service on the East Lancashire Railway of 2023, the 09.15 from Bury at Lumb Woods on Saturday, July 8. Discussions are ongoing as to how long it will remain at Bury. Meanwhile, firebox work and tubing are almost complete on the ELR's own SR Bulleid Pacific, No. 34092 *City of Wells*. The line has announced it plans to hold a steam gala on October 13-15. PICTURE: KEVIN WHITEHURST

'T3' moves under its own power!

HISTORY was made in the Forest of Dean on July 12, when LSWR 'T3' 4-4-0 No. 563 passed its boiler exam at the Flour Mill locomotive restoration workshops – the boiler is now signed off for 175psi, bringing the 1893-built loco's return ever closer.

After the test was completed, No. 563 was also able to make its first tentative moves in the heritage era under its own steam.

563 Locomotive Group chairman Nathan Au, who is a volunteer driver on the Swanage Railway said: "It was very humbling to be among the first people to drive the 'T3' and I could feel the locomotive's potential power – it's as though the 'T3' wants to haul a passenger train again and I am really looking forward to No. 563 stretching its legs on the Swanage Railway."

It is hoped No. 563 will haul its first passenger train in 75 years on the Swanage Railway this autumn, to mark the centenary of the SR and the 185th anniversary of the formation of the LSWR.

It is expected that No. 563 will be reunited with its restored tender at Swanage during August, after which there will be extensive testing of the 'T3', as well as training of the footplate crews.

563 Locomotive Group treasurer Steve Doughty said: "The testing and commissioning of the 'T3' on the Swanage Railway will be an exciting new learning experience for everyone involved, because the Victorian locomotive has not run and hauled a train for 75 years. We need to discover how No. 563 behaves when being driven both on its own and with carriages in tow."



LSWR 'T3' No. 563 is seen during its first steaming and move at the Flour Mill workshops on Wednesday, July 12. NATHAN AU/SRT



TAKING SHAPE AT SHEFFIELD PARK: The project to recreate a BR Standard '2MT' 2-6-2T at the Bluebell Railway reached a milestone on July 11. Constructed by Kent & East Sussex Railway-based 4253 Locomotive Company at Rolvenden, the new side tanks were delivered to the Bluebell's headquarters at Sheffield Park and lifted onto the frames. Numbered 84030, the loco is being converted from BR '2MT' 2-6-0 No. 78059, which was acquired from Barry scrapyard without a tender. TONY SULLIVAN

Management changes

PERSONNEL changes have taken place within the management teams of three heritage lines in recent weeks.

Tracey Parkinson is leaving the East Lancashire Railway (ELR) after six years as general manager.

She said: "I want to thank the ELR board, senior management team, and staff for their unwavering support throughout my six-year tenure. Most of all, I want to thank the wonderful group of special and dedicated ELR volunteers."

ELR chairman Mike Kelly said: "Tracey has expressed a wish to move on and explore new opportunities. Lee Kenny, head of traction & rolling stock engineering is stepping up and is ELR's acting general manager, with a future review of the position to take place in the new year."

In late June, Sarah Piggott left the Nene Valley Railway after seven years as general manager (GM). Three of the permanent staff are sharing the responsibilities and authority while the process of appointing an interim GM is undertaken.

Meanwhile, Simon Scott is due to take up the role of GM at the Ecclesbourne Valley Railway with effect from August 7.

Mr Scott has served as the EVR's chief mechanical engineer, and the same position at the Princess Royal Class Locomotive Trust where he is that group's official representative for BR '4MT' 2-6-4T No. 80080. Mr Scott brings with him a wealth of experience of railway operations on both the main line and in preservation.



COMPILED BY GARETH EVANS

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

SIDELINES

The 10 to 10 to Tenterden

ON selected dates this summer, the Kent & East Sussex Railway is now offering a new 'early bird' departure starting at Bodiam at 09.50, arriving at Tenterden just in time for brunch in the line's tea room at 10.42. Calling at Northiam, Wittersham Road and Rolvenden, the train is due to operate on August 4, 5, 11, 12, 18, 19, 25 and 26 – plus September 2. Class 33 No. 33202 with hauled stock will be used on the service – and it may occasionally be operated by Class 108 DMU, comprising DMBS No. 50971 and DMCL No. 51571.

Lakes traffic

AS the Lakeside & Haverthwaite Railway was about to begin its peak season in early July, the Cumbrian line said that its passenger levels in the season to date remain higher than in 2022. The main improvement is in coach traffic excursions, which compared with last year have returned roughly halfway towards their 2019 peak. The major difference remaining is the absence of Chinese tourists.

Drive for £10

EAST Somerset Railway is offering 'Driver for a tenner' on selected dates this summer. Barclay 0-4-0ST *Lady Nan* (1719/1920) is normally used. The experience is to be available on August 12, 20, 26-28. For details, visit the 'book tickets' tab at eastsomersetrailway.com or call 01749 880417.

Pannier milestone

THE overhaul of GWR 0-6-0PT No. 7754 at the Llangollen & Corwen Railway reached a milestone on June 24, when the Llangollen Railway Trust-owned loco worked its inaugural test train to Corwen. It is hoped the loco will enter service in the coming weeks. Meanwhile, the overhaul of the boiler of GWR 2-6-2T No. 5532 continues to progress at Tyseley Locomotive Works. Work has commenced on the inner copper firebox to prepare it for reassembly.

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SIDELINES

Sir Nigel Gresley trips

LNER 'A4' Pacific A4 No. 60007 *Sir Nigel Gresley* is due to haul public services at the North Yorkshire Moors Railway on October 9, 10, 11, 22, 23, 24, 25, 29, 30 and 31 – plus November 1. The line's Unlimited Annual Pass, costing £45 per adult will be valid. There will be no reserved seats on these services, allowing passengers to hop-on and hop-off the train as they wish.

Tyseley tours

VINTAGE Trains is offering tours of parts of its Tyseley Locomotive Works. The experience includes a briefing in the original GWR staff club, a visit to locomotive roundhouse footprint and turntable, the miniature railway and locomotive depot to view operational locos. The engineering workshop does not form part of the tour. Due to take place on August 5 and September 2, the tours cost adult £10, child £5 and can be booked online at vintagetrains.co.uk or by telephoning 0121 7084960.

Dementia friendly

THE next East Somerset Railway Dementia Friendly Day is due to be held on September 10. The £11 per person cost includes a train ride and guided tours with dementia-friendly staff. For more information or to book places, contact education@eastsomersetrailway.com.

Fundraising models

CONTINUING the cooperation between the General Steam Navigation (GSN) Locomotive Restoration Society and the Medway Queen Preservation Society (a GSN shipping Co ship), a fresh batch of limited edition OO gauge wagons has been produced to raise fund for both societies. Produced by model manufacturer Dapol, the seven plank open wagons are available to buy from www.35011gsn.co.uk in either grey or red at £12.90 each. The £4.50 post and packing price is the same for buying a single wagon or both colour versions together. A plastic coal load is included with both model variants.

Dates for the diary

THE West Somerset Railway has announced it plans to hold two enthusiasts' events next year. Its Spring Steam Spectacular is due to take place on Friday, May 3 to Monday, May 6, 2024. The Summer Diesel Festival is set to be held from Thursday, June 6 to Saturday, June 8, 2024. Further information is expected to be released later this year

NG DIARY

Aug 5-6 West Lancashire Light Railway summer gala
Aug 12-13 Volks Electric Railway 140th anniversary event
Aug 26-28 Bala Lake Railway steam gala
Aug 28 Westonzoyland Light Railway gala
Sep 1-3 Welshpool & Llanfair Light Railway steam gala

Gearing up for autumn steam gala season

Visiting locos set to provide variety at a host of heritage line enthusiast events.

WITH the end of the peak summer season on the horizon, several heritage railway venues are preparing themselves for the traditional autumn gala season.

The Severn Valley Railway's September 14-17 Autumn Steam Gala promises to be an interesting affair with a host of attractions – including visiting locos and two nights of overnight running.

The first guest locomotive announced is Thompson 'B1' 4-6-0 No. 61306 *Mayflower*. This will be the first time the apple-green loco has been in public service on the SVR, although it visited in October and November last year for testing, following the installation of its air-braking system. Appearing on the SVR courtesy of owners Locomotive 61306 Limited and Locomotive Services Limited, No. 61306 can normally be seen at the head of main line excursions.

"Securing this locomotive is definitely a coup for us," said SVR managing director Jonathan 'Gus' Dunster.

"Our autumn event continues our celebrations of the 100th anniversary of the formation of the 'Big Four' railway companies, and *Mayflower* will be a superb representative for the LNER, and it's going to look absolutely the part paired with the SVR's matching rake of Gresley-designed teak carriages."

The second visiting loco is Bagnall 0-6-0ST No. 401 *Vulcan*, appearing courtesy of North Tyneside Steam Railway and Embsay & Bolton Abbey Steam Railway, which is set to make it inaugural visit to the SVR. By mid-July, another guest loco announcement was anticipated soon.

The SVR has also confirmed that for the first time in more than 40 years, Eardington Halt will feature as a stopping point throughout the four days of the event. The news that trains will once again stop at Eardington Halt has been warmly welcomed by the loyal band of volunteers which has looked after it over the decades. Local trains between Bridgnorth and Highley will make several stops each day at the tiny Shropshire station, often referred to as the SVR's 'hidden gem'.

Timetable

"Our last timetabled train stopped in 1982," said Eardington's station master, Steve Downs. "It is no exaggeration to say that it's a dream come true that we're back on the map again in 2023.

"Getting to this point has not been simple. We worked closely with the Office of Rail and Road as well as the SVR's operations department to make sure all the paperwork was in place. We've had tremendous support from the railway's management, who couldn't have done more to help us achieve this result.

"Visitors to Eardington can sample our home-made cakes, and we'll have an historical display about the station, which is unique in being the only entirely oil-powered station that's left in the UK."

The North Yorkshire Moors Railway has confirmed that it is to welcome LNER 'A4' Pacific No. 60007 *Sir Nigel Gresley* and Great Central Railway-based BR '9F' 2-10-0 No. 92214 for its September 21-24 50th Anniversary steam gala.

These are due to operate alongside home fleet locomotives, including '9F' No. 92134, SR 'Schools' 4-4-0 No.926 *Repton*, LMS 'Black Five' No. 5428 *Eric Treacy*, BR '4MT' 2-6-4T No. 80136, 'J27' 0-6-0 No. 65894, and Lambton 0-6-2T No. 29 and Cockerill 0-4-0VBT *Lucie*.

Stations will host additional attractions in their own right with the annual steam gala beer festival at Goathland and Levisham stations; visits to the engine shed will be on offer at Grosmont; and trade stalls featuring railway memorabilia, books and model railways at Pickering.

Didcot Railway Centre's September 23/24 All in a Day's Work gala is due to feature GWR 4-6-0 No. 4953 *Pitchford Hall*, visiting from the Epping Ongar Railway.

By mid-July, the loco allocation was awaiting confirmation, but it was set to include No. 4079 *Pendennis Castle*. Subject to logistics, 'Saint' No. 2999 *Lady of Legend* could join the line-up following its visit to the Nene Valley Railway, where it is booked to run on September 9/10 and 16/17.

The gates are due to open at 08.30, enabling visitors to observe the preparation of the locos for action – while the cafe will be serving bacon rolls to start the day off well.

Of particular interest to photographers is the planned loco line-ups, including three Halls together and then a Hall, two Castles and a King.

Attractions with a difference include demonstrations of the venue's 50 ton hoist showing off how to remove and replace a bogey (limited spaces available); the chance to see the traverser in operation; and the rare opportunity to ride Wickham Type 27A Gang Trolley No. PWM 4303 (B42W).

Roster

LNWR 0-6-2T Coal Tank No. 1054 is set to be part of the line-up at the Mid-Hants Railway's October 6-8 Autumn Steam Gala. Further details are awaited.

While more information remained to be announced by mid-July, the Great Central Railway is due to host its two familiar enthusiasts' events at this time of year – the October 5-8 Autumn Steam Gala and November 18/19 Last Hurrah Gala.

The Bluebell Railway has announced the first guest loco for its October 13-15 Giants of Steam gala. Southern Locomotives Limited-owned SR Bulleid 'Battle of Britain' Class No. 34070 *Manston* is to visit from the Swanage Railway.

The line is also planning to hold an Autumn Tints event on October 18-29. While further details remained to be confirmed as this issue went to press, the line said passengers will be able to "enjoy the ever-changing autumnal colours."



FLYING ALONG THE EAST COAST MAIN LINE: Gresley 'A3' Pacific No. 60103 *Flying Scotsman* is seen on the first day of The Railway Touring Company's 'The Flying Scotsman Centenary Weekender' trip on June 30, which saw it work from King's Cross to York. Class 47 No. 47802 was at the rear of the train. Shortly before the train approached Retford, the rain stopped and a bit of nice backlit cloud showed. The 4-6-2 is booked to be at the Bluebell Railway from August 23 to September 3. ALAN WEAVER

Pendennis helps pull in crowds for steam gala

THE Epping Ongar Railway is celebrating its most successful steam gala to date. The annual event welcomed over 1200 passengers on June 23-25, with many trains operating near to capacity.

Didcot Railway Centre-based No. 4079 *Pendennis Castle* operated with Jon Jones-Pratt's WR 0-6-0PT No. 9466, visiting from the West Somerset Railway. The pair supplemented resident GWR 'Hall' No. 4953 *Pitchford Hall* and GWR 2-6-2T No. L150 (5521), plus Hawthorn Leslie 0-6-0ST *Isabel* (3437/1919).

Marco Carrara, from the railway's management team, said: "The event surpassed our expectations, with an intensive service and star locomotive drawing the crowds to see and hear the engines hard at work on our challenging gradients. The volunteers can be proud of what they all achieved in showcasing what the railway has to offer, and it was a delight to see lots of happy, smiling faces, with full trains across all three days of the event."

Plans are also advanced for the final major enthusiast event of the year, the autumn diesel gala, which is newly extended to three days in 2023, from September 22-24, with visiting Class 25 No. D7659 (25309/25909) already announced as the first guest locomotive.



Great Western Society-owned 4-6-0 No. 4079 *Pendennis Castle* arrives at Ongar on Friday, June 23. EOR

Tender decision made for Toddington BR Standard

TODDINGTON Standard Locomotive Limited (TSLL), owner of BR '4MT' 2-6-0 No. 76077, has confirmed that the engine will be equipped with a new BR2A tender, the type coupled to the locomotive during its short BR career. The loco is under restoration from Barry scrapyard condition for service on the Gloucestershire Warwickshire Steam Railway. The new tender will use wheelsets recently purchased from the Bluebell Railway.

No. 76077 lost its tender while at Woodhams' Barry scrapyard, to sister No. 76017 – the first member of the four class survivors to leave the South Wales graveyard. No. 76017 had already lost its tender, which was sold to Duport's Briton Ferry steelworks to be converted to a steel billet carrier, the fate of many tenders from Barry.

Before discovery of the wheelsets at the Bluebell and, in the absence of the correct axles and roller-bearing axle-boxes for a BR2A, TSLL's directors favoured constructing a larger BR1B tender: a type used by the class on the SR and a decision largely supported by shareholders.

The group had already sourced suitable axles and axle-boxes from a Class 40 diesel. This would have brought a significant cost-saving compared with having new BR2A-type axles and axle-boxes manufactured.

A survey amongst shareholders found that about a third strongly preferred a BR2A, while a third were in favour of the BR1B, largely on the grounds of economic benefit.

"The discovery of these wheelsets at the Bluebell was a welcome but unexpected opportunity and immediately made construction of a BR2A tender affordable," said TSLL's marketing director Ian Crowder.

The Bluebell Railway acquired the wheelsets from Briton Ferry steelworks as potential spares for the BR2 tender behind BR '4MT' 4-6-0 No. 75027. An approach last year led to the Bluebell agreeing that they were unlikely ever to use them and were happy to sell them to TSLL.

'Priority' overhaul for 'Q'

MAUNSELL 'Q' 0-6-0 No. 30541 left the Bluebell Railway on July 6, to undergo what the line has called a 'priority overhaul' at contractor Leaky Finders in Devon.

The overhaul is being funded by the Bluebell Railway Trust and the Maunsell Locomotive Society, which owns the engine – the loco being the subject of a long-term operating agreement with the Sussex heritage line.

As previously reported, No. 30541 was withdrawn in December 2022, in need of boiler repairs, attention to the tyres and a new tender tank.

Other than the need for attention to the tyres, the loco's 'bottom half' is reported to be in good condition – having benefited from a full piston and valve exam and repair in early 2022.

The tender remains at the Bluebell Railway for overhaul. The tender tank will need to be replaced.

Bluebell Railway Trust chairman, Vernon Blackburn, said: "The Trust is pleased to be able to support the overhaul of No. 30541, which will help provide Bluebell with an economical, medium-sized loco, in a short timescale. In its two periods of service at the Bluebell Railway, it has covered over 70,000 miles in traffic and proved to be a strong, reliable and economic locomotive to operate."

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OPEN FOR BUSINESS: A second gift shop at Broadway station was officially opened on Saturday, July 8, at the Gloucestershire Warwickshire Steam Railway (GWSR). The ceremony at 11.30, was attended by GWSR PLC President Pete Waterman and some of the GWSR PLC directors. Situated on platform 1, the new shop offers visitors to the station the opportunity to purchase a variety of items, including souvenirs, gifts, books, GWSR branded merchandise and model railway-related products. Richard Johnson, GWSR PLC chairman, said: "It's delightful to have been asked to open our second retail shop, at Broadway. Our retail operations make a considerable financial contribution to helping us run our railway." Mr Waterman is pictured in the new shop with Julia Harwood, shop manager. IAN CROWDER/GWSR

DIARY

Aug 2, 9, 16,23, 30 Ribble Steam Railway: August Wednesdays Specials
Aug 3, 10, 17 Gloucester Warwickshire Stream Railway: Teddy Bear Thursdays
Aug 4, 8, 11, 15, 18, 22, 25, 29, Sep 5 Bodmin Railway: Murder Mystery Trains
Aug 5-6 Bluebell Railway: Teddy Bears' Picnic
Aug 5 & Sep 2 Churnet Valley Railway: Murder Mystery Trains
Aug 5 Epping Ongar Railway: Evening Real Ale Trains
Aug 5 Middleton Railway: Children's Day
Aug 5-6 East Lancashire Railway: Days Out With Thomas
Aug 5-6 Mid-Norfolk Railway: 1940s Weekend
Aug 6 Mid-Suffolk Railway: Steam Railway & Vintage Bus Day
Aug 6, 13, 20 East Anglian Railway Museum: Steam Days
Aug 6, 13, 20, 27, Sep 3 North Norfolk Railway: Victorian Sundays
Aug 9-10 Great Central Railway: Railways at Work Gala
Aug 10, 17 East Lancashire Railway: The Wizarding Adventure
Aug 10 Swanage Railway: CHAOS (Cambridge Hands-On Science)
Aug 11 East Lancashire Railway: Travel to Wonderland
Aug 12-13 Severn Valley Railway: Vintage Transport Extravaganza
Aug 13 Epping Ongar Railway: PAW Patrol
Aug 13 Kent & East Sussex Railway: Bus Rally at Tenterden Town
Aug 13 Lincolnshire Wolds Railway: Cream Tea Specials
Aug 13 Mid-Suffolk Railway: Steam Railway and Steam Punk
Aug 17 Helston Railway: GWR Lizard Bus 120th Anniversary
Aug 18 East Lancashire Railway: The Dino Adventure
Aug 19-20 Embsay & Bolton Abbey Steam Railway: PAW Patrol
Aug 19 Kent & East Sussex Railway: Steampunk Saturday
Aug 20 Epping Ongar Railway: Come and See Bluey
Aug 20 Lincolnshire Wolds Railway: Teddy Bears' Fun Day
Aug 20 Mid-Suffolk Railway: Steam Railway Day
Aug 23-Sep 3 Bluebell Railway: Flying Scotsman visits
Aug 23-24, 27-28 Helston Railway: Pirate Days
Aug 24-25 East Lancashire Railway: Hey Duggee Family Fun Days
Aug 25-28 Isle of Wight Steam Railway: Island Steam Fair
Aug 25-28 Mid-Norfolk Railway: MNR Beer Festival
Aug 25-27 Strathspey Railway: Thunder in the Glens
Aug 26-28 Kent & East Sussex Railway: Teddy Bears' Picnic
Aug 26-28 Ribble Steam Railway: Bank Holiday Steam
Aug 27-28 Lincolnshire Wolds Railway: Bank Holiday trains
Aug 27-28 Mid-Suffolk Railway: Model Mania & Hornby Collectors' Club
Aug 30-Sep 3 East Lancashire Railway: Burrs Live 2023
Sep 1-2 Kent & East Sussex Railway: Junior Engineering Experiences
Sep 3 Great Central Railway: Swapmeet
Sep 3 Mid-Suffolk Railway: End of Season Steam Up

Crewe commemorated

Exhibition at Crewe Heritage Centre celebrates anniversary of town's railway works opening.

TWO steam locomotives are among the attractions at an exhibition at Crewe Heritage Centre this summer, celebrating the 180th anniversary of the establishment of the Cheshire town's railway works.

Titled 'Forging History: 180 years of the Crewe Works', the exhibition tells the story of how a small farming community was transformed into the largest railway works in the world, employing over 20,000 people after the Grand Junction Railway moved its engineering works from Edge Hill to Crewe.

Run in association with Crewe Town Council, the exhibition is open every Saturday, Sunday and bank holiday until September 10.

Visitors will be able to view the last fully operational LNWR locomotive built in Crewe, Coal Tank No. 1054, which will remain on static display while in Cheshire. Normally based at the Keighley & Worth Valley Railway in the care of the Bahamas Locomotive Society, the 0-6-2T is to temporarily reside at Crewe in between other engagements.

No. 1054 is to star in the Pontypool & Blaenavon Railway's (PBR) September 8-10, 40th anniversary gala. The 0-6-2T previously visited the PBR for its 2013 steam gala, when the final train to operate on the Heads of The Valleys Line between Abergavenny and Merthyr Tydfil on January 5, 1958 was re-created.

No. 1054 is then due to return to Crewe, before attending the Watercress Line's October 5-8 gala and then heading back to Crewe prior to returning to its West Yorkshire home later in the year.

The centrepiece of the exhibition is new-build LNWR 4-4-0 No. 1215 *Prince George*, which is on public display in the Main Hall until the end of September. The exhibit comprises the smokebox and front end, including the buffer beam on its existing plinth, the main frame plates and running plates, the existing lined left splasher and the cab. The name has been granted by kind permission of the Palace.



Among the attractions at the exhibition is new-build LNWR 4-4-0 No. 1215 *Prince George*. The loco is pictured departing the premises of contractor Keyte-Smith in Kirkby-in-Ashfield, Nottinghamshire on June 28 during its move to Crewe Heritage Centre. GTFSLT

Under construction by The LNWR George the Fifth Steam Locomotive Trust, part-built replica of a 1910 LNWR 'George the Fifth' Class locomotive left the Kirkby-in Ashfield works of contractor Keyte Smith Ltd on June 28.

The locomotive is being built to the standards required for it to run on main lines as well as heritage railways.

The LNWR built the original locomotives at the former number 9 Erecting Shop at the west end of the Works, now part of a housing estate. All members of the class were scrapped by 1949.

The Trust said it is delighted to have the opportunity to display the locomotive at Crewe – and the Trust's engineer, Terry McMenamin is particularly pleased, having started his working life in Crewe Works in 1961.

Visit newprincegeorgesteam.org.uk for more information about No. 1215 and crewehc.co.uk for details of the exhibition.



No. 7812 *Erlestoke Manor* is at Bishops Lydeard on July 1, on the West Somerset Railway, complete with an appropriate headboard marking the loco owning group's half-century. EMF

Erlestoke Manor's return is celebrated

TO celebrate the return of the Erlestoke Manor Fund's (EMF) GWR 'Manor' No. 7812 *Erlestoke Manor* from major overhaul, the 4-6-0 hauled a special train for shareholders, supporters and suppliers on the West Somerset Railway (WSR) on July 1.

Over 100 guests enjoyed two fine runs from Bishops Lydeard to Minehead return, with cab visits and tours of the Minehead loco depot during the 3.5 hour first layover in the seaside resort.

Adrian Hassell, EMF chairman, said: "This major event, in our 50th year, was superbly supported by so many supporters and guests, many of whom travelled considerable distances to Bishops Lydeard from the normal home of No. 7812 on the Severn Valley Railway.

"I must give many thanks to all those involved in putting this event on, but particular plaudits must go to the WSR for both the planning for and the execution on the day of the event. The railway's support and hospitality were first rate."

A raffle was held on the train, with the first prize being an OO gauge model of No. 7812, kindly donated by Accurascale in advance of the model going on general sale.

EMF honoured its commitment to a 'return to steam' special for No. 7812 and now says it looks forward to bringing No. 7802 *Bradley Manor* back to action in 2024 before commencing the return to service of GWR 'Large Prairie' No 5164.

New Peterborough heritage gateway station plans progress

THE project to reconstruct a historic station building at the Nene Valley Railway's (NVR) Peterborough terminus continues to progress.

A new charity has been created – the Wansford Road CIO – whose prime purpose is to move, build and operate the gateway to both Railworld and NVR. For the time being, the charity has just the six trustees, comprising two NVR trustees, two Railworld trustees and two 'independents'.

As previously reported, the former Wansford Road station was built in 1869 for the Stamford and Essendine Railway, which linked Stamford with Wansford on today's NVR, the station closed along with the route in 1929.

Located in the path of a new dual carriageway on the A47 between the villages of Wansford and Sutton in Cambridgeshire, National Highways launched a project to save the station. The NVR and Railworld were awarded the future use of the building, which is to be dismantled and rebuilt away from its current site.

The formal planning application is now with Peterborough City Council. With a preplanning enquiry having been favourably received, it is hoped a favourable outcome will be delivered.

HERITAGE WAGONS TRACK RECORD — Compiled by Gareth Evans

New homes for 'really useful' wagons

Machinery-carrying wagons boost fleets at the Watercress Line and Garw Valley Railway.

TWO Lowmac wagons which could once be seen at the National Collection sites in Shildon and York have found new homes on heritage lines – in South Wales and the South of England respectively.

The four-wheeled wagons feature a centre low section with an incline at each end, making them popular vehicles for heritage lines for the carriage of rolling stock components and permanent way maintenance machinery.

Earlier this year, the Science Museum Group issued one of its periodic list of items identified for disposal from the National Collection. Interested parties with a suitable home are required to submit bids.

The Mid-Hants Railway-based Urie Locomotive Society (ULS), which owns 'Urie S15' 4-6-0 locos Nos. 499 and 506, successfully bid for 1921 Eastleigh-built Lowmac No. DS563024.



Lowmac No. B904697 is shunted by Planet 0-4-0DH No. 4006 after unloading at the Garw Valley Railway's Pontycymer headquarters on July 12. STEPHEN PEARCE/GVR

In a statement, the ULS said: "We are thrilled to say our bid was successful and ownership of this vehicle is to be transferred to the ULS. We are currently engaged in the necessary processes for the release before securing transport to Hampshire. Lowmacs were constructed for the movement of all types of machinery, both in the works and around the country. Our intention is to preserve No. DS563024 and use it for its intended purpose."

Meanwhile, the Garw Valley Railway (GVR) near Bridgend has boosted its works train following the purchase of Lowmac No. DB904697 from haulier and rolling stock owner Andrew Goodman.

Latterly in storage, No. DB904697 carried 3ft gauge Hudswell Clarke 0-4-0ST *Handy Man* (573/1900) while at York.

Phil Stinton, GVR spokesman told *The RM*: "We have been seeking a Lowmac for about 18 months. Mr Goodman and the team were very helpful to deal with – arrangements, including delivery ran smoothly.

"Our current railhead is now at the maximum distance our 360 excavator can travel from our depot and back in a day under its own power, so a Lowmac will prove invaluable to us."

Mr Stinton added: "Last year the railway acquired a Trout ballast hopper from the Epping Ongar Railway following a donation from a well-wisher. The Lowmac is the last piece of the jigsaw for a works train. It complements Carfit C flat wagon No. DB 748120 and Shark ballast plough brake van No. DB 993721. While the Lowmac is in pretty much ready-to-run condition, we can now raise funds to get all the wagons up and running. A lot of work has already been carried out on the Shark. That will give us a decent works train."

It is believed No. DB 993721 has a tenuous link with the South Wales valleys in that it was based at Cathays depot, Cardiff during its main line career.



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Thomas takes shape

THE overhaul of Hudswell Clarke 0-6-0T No. 1800 *Thomas* at the Nene Valley Railway continues to progress towards completion.

After being loaded onto a Weltrol wagon in late June, the boiler was filled with water and brought to the boil – although the dome was not fitted. The process of heating/cooling helps the new rivets and tubes 'settle in'. With the dome now fitted, pressure testing has started and both hydraulic and steam testing was expected to take place imminently.

The restoration of Hudswell, Clarke 0-6-0ST No. 1539 *Derek Crouch* is ongoing. Further painting has been carried out, with cab steps primed and in undercoat, running board undersides top coated, the remaining wheel set finished in top coat, and the axles cleaned up, primed and now in undercoat.

Meanwhile, ownership of Aveling & Porter Works 2-2-0WT *Blue Circle* (9449/1926) has changed from Mick Smith to Jon Carter. The traction engine-like loco will continue to be based at Wansford.

Mick Smith, the loco's previous owner said: "At 26, I believe Jon is one of the youngest owners of a working steam loco and gives one hope for the next generation to gradually take the reigns of preservation. I wish Jon all the best in his new venture and will be keeping an eye on him and ***Blue Circle*** from time to time."



Lambton No. 5 on the North Yorkshire Moors Railway before withdrawal from service. LLT

No. 5 to return to action

Lambton Locomotive Trust to restore 0-6-2T at the North Yorkshire Moors Railway.

THE Lambton Locomotive Trust has announced its intention to overhaul Lambton No. 5 to full working order. The Robert Stephenson built locomotive (3377/1909) has been out of service for many years, but with the completion of sister locomotive No. 29 (Kitson works number 4263, built 1904), the Trust has decided to overhaul No. 5.

Trust chairman Chris Cubitt explained that the Trust has some funds, as has the North Yorkshire Moors Railway (NYMR), but significantly more will be necessary to fund a full overhaul of No. 5 and future development of The Trust.

Mr Cubitt outlined some known work required. The boiler will require lifting from the frames for a full examination, but likely, it will certainly need new tubes, attention to stays and work to the front tubeplate and a new smokebox. A full examination will take place once the boiler has been lifted.

On the locomotive itself, the tyres require turning and a major issue will be the cylinder chest, in particular the Left side, where the valve face on the steam chest has worn unevenly and will require building up or replacement.

The driving trailing axle needs replacement, but it is hoped that No 29 will come to the rescue since one of its driving axles was replaced during its last overhaul. The Trust is investigating the possibility of turning this down to the correct size for No. 5's replacement axle, a good example of recycling if this proves feasible!

The Trust is also relaunching the 'Lambton Locomotive Learning Trust' whose profile has, until recently, lain moribund and like many other groups of the early days of preservation is suffering from a loyal but ageing and fading membership. A new website is being constructed with outreach not only to preservation but also the former coalfield communities in Durham and Wearside where these locos ran for over 60 years. New members with engineering, administrative and corporate skills are sought, plus anybody who just wants to assist by donating and doing 'legwork' for the Trust.

The Lambton Locomotive Learning Trust will be relaunching itself on the internet and face-to-face at the NYMR Fiftieth Anniversary Gala September 21-24. Well-wishers are invited to see the Trust at these venues or look out for the new website.



STEAM DUTY: Cockerill 0-4-0VBT *Lady Lisa* (2945/1920) was in action at the Lavender Line, Isfield on June 25. This privately-owned locomotive is currently the only steam loco at the Sussex heritage line, and is a regular performer. CHRIS LIVINGS



BACK ON THE ROSTER: Bagnall 0-4-0ST *Hawarden* (2623/1940) has re-entered service on the Foxfield Railway following a long and thorough overhaul. It is seen working a test train comprising the 'Knotty Train' at Blythe Bridge on June 18. KIERON RIGBY



COMPILED BY CLIFF THOMAS

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SINGLE LINES

■ THE first train to run on the Southwold Railway trackbed at Blythburgh since 1929 operated on June 21 during a Suffolk Open Day event. Halesworth to Southwold Narrow Gauge Railway's ex-Irthlingborough mines, Northamptonshire, Greenwood and Batley 4WBE hauled replicated Southwold wagon No. 18 back and forth along the short length of 3ft gauge track which has been laid in association with the restored goods shed at the site of the old station.

■ WELSHPOOL & Llanfair Light Railway's (WLLR) ex-Sierra Leone Railway Hunslet 2-6-2T No. 85 returned to Llanfair Caereinion on June 19. The loco, which went out of service in 2010, was sent to Vale of Rheidol Railway in July 2021 where it was dismantled for assessment of what will be required to return it to operation, a condition report being forwarded to WLLR later that year. Having arrived back at WLLR (reassembled) a decision on when an overhaul will commence is awaited.

■ ROMNEY, Hythe & Dymchurch Railway's out of ticket No. 7 *Typhoon*, which has been displayed in Ravenglass Railway Museum, will now be overhauled by Vale of Rheidol Railway rather than John Fowler Engineering as previously anticipated. It should return to traffic in summer 2024.

■ IN addition to the MBE awarded to Talyllyn Railway's John Bate reported in *RM* Headline News, July, The King's Birthday Honours List also included the award of a BEM (British Empire Medal) to Charles Summers 'For Services to Heritage' relating to his Lynton & Barnstaple Railway Trust work in recreating heritage carriages.

■ MOUNTSORREL and Rothley Community Heritage Centre hoped to begin passenger rides on the 2ft gauge Quarry Bottom Railway in mid-July, following delivery of the passenger vehicles and the passing out of drivers and guards by an appropriate Competent Person in June.

■ 1863 Mountaineer Locomotive Ltd anticipates its replica Ffestiniog Railway George England 0-4-0T+T *Mountaineer* will be a rolling chassis by August, following completion of the wheelsets and crankpins by North Bay Railway Engineering Services. Fitting these into the axleboxes enabled final measurement of the wheel centres, thus allowing ordering of the coupling rods.



WHHR's Hunslet 2-6-2T *Russell* hauls a train of WHHR heritage carriages towards Pont Croesor in the late afternoon of June 24. After pretty dire weather all day, the sun broke out over this last train back to Harbour station! CLIFF THOMAS

Russell returns to WHR metals for centenary

Celebrations dampened by rain and failure of newly restored Baldwin '590'

THE June 23-25 Welsh Highland Centenary event celebrating the opening of the Welsh Highland Railway (WHR) from Rhyd Ddu through to Porthmadog had all the ingredients for a memorable weekend.

Organised jointly by the Ffestiniog & Welsh Highland Railway (Ff&WHR) and Welsh Highland Heritage Railway (WHHR), it is unfortunate that a primary locomotive attraction failed and the weather ranged from heavy cloud to rain during most of time.

Following the launch of WHHR's ex-WDLR Baldwin 10-12-D No. 794 (BLW44699/1917), restored 'as' WHR No. 590 by Vale of Rheidol Railway, on the WHHR on May 27 (*RM*, July) testing of the loco on the WHR to Beddgelert in the run-up to the WHR100 event revealed various issues, the most serious being a centre driving wheel bearing running very hot.

Engineers from both railways declared '590' a failure the day before the event commenced, hence it could not appear on WHR metals as planned nor on the WHHR, and spent the three event days on static display at Gelert's Farm. It appears the driving wheelsets will need to be dropped to enable further investigation and correction of the problem.

Following the event Ff&WHR announced that event ticket holders will be offered a free trip behind 'No. 590' in due course with details to be announced when the loco is back in action.



Fortuitously, the sun which suddenly appeared late on June 24 also illuminated this special 'Demolition Train' re-enactment when Motor Rail 4wPM *Mary Ann* (MR596/1917) hauled carriage No. 21, a bogie wagon and FR van No. 7 to Pont Croesor. This unusual train is pictured leaving Pont Croesor to return to Harbour station in time to clear the section before the arrival of the last service of the day which was hauled (also in sun!) by Hunslet 2-6-2T *Russell*. CLIFF THOMAS

Operations

Ff&WHR loaned Hunslet 0-4-0ST *Lilla* to WHHR to join WHHR's Bagnall 0-4-2T *Gelert* to work an intensive passenger service on the Friday and Saturday, supplemented by Hunslet Barclay 0-4-0DM *Emma* in charge of a demonstration freight train. On the Sunday Ff&WHR's Hunslet 0-4-0STT *Blanche* replaced *Lilla*.

Trains of heritage carriages on the WHR from Porthmadog to Beddgelert and Rhyd Ddu were handled by WHHR's Hunslet 2-6-2T *Russell* (as planned – following up its appearances on the northern section of the WHR last year) and Ff&WHR locos England 0-4-0STT *Welsh Pony* and Double Fairlie *Merddin Emrys*.

The Sunday highlight was an afternoon 10-coach train from Porthmadog to Caernarfon and back, double-headed by *Russell* and Ff&WHR's 2010-built Manning Wardle 2-6-2T *Lyd*.

Gowrie funding support enables production of cylinder patterns

THE Gowrie Locomotive Trust, which is constructing new-build Hunslet 0-6-4T Single-Fairlie *Gowrie*, has raised sufficient funding to have the main patterns made for the cylinders. Further cash needs to be raised to have the cylinders cast and machined.

Other items recently delivered to the project's workshop include handrail pillars for the cab entrance (ready for fitting once the tanks and bunker have been fabricated) and newly manufactured leaf springs for the trailing bogie.

Corris new-build Falcon enters final phase of construction

CORRIS Railway's new-build Falcon 0-4-2ST No. 10 which was unveiled in steam, albeit incomplete, last September at Alan Keef Ltd's works (*RM*, November 2022) was partially dismantled at the end of June. This was to prepare the locomotive for fitting of boiler cladding and application of a livery similar to that carried since 2005 by Corris Railway's 'Tattoo' No. 7. Further money still needs to be raised with No. 10 likely to enter Corris service later this year.

Further sales news from Beeches LR auction

IN addition to securing Darjeeling Himalayan Railway (DHR) Sharp Stewart B-Class 0-4-0STT (3518/1888) No. 19B, and two replica DHR passenger carriages at the June 21 auction of the late Adrian Shooter's railway collection (*RM* Headline News, July), The Darjeeling Tank Locomotive Trust also bought several (but not all) works plates related to the loco.

Other items sold at the auction included Hunslet diesel 9349/1994 which was purchased by the Ffestiniog & Welsh Highland Railway (hammer price £14,000), while the replica Scindia State Railway (India) carriage which employs two Hudson bogies fitted with twin-pipe air brakes (£5000) was purchased by The Braxted Bakery for the line being developed in Witham, Essex.

Also sold were Simplex diesel 21619/1957 (£15,000), Model T railcar (£25,000) and Post Office Railway Car No. 760, later renumbered 37 (£1600).



TAKING SHAPE: Kerr, Stuart 4wDM 4415/1928, Britain's oldest surviving diesel locomotive, was displayed at Porthmadog Harbour station on June 24/25, showing the progress made on restoring the bodywork to original as-built condition rather than its cut-down post-1929 form. The body panels are presently bolted together pending a substantial amount of riveting to fully complete the work. The distinctive sliding louvered wooden side screens which have been made were put in position to enhance the impact of what has been achieved. The engine is still being rebuilt by a specialist contractor. CLIFF THOMAS

Dundee Gasworks No. 2 chassis assembled for tests at Beamish museum

THE chassis of Kerr, Stuart 0-4-0WT 721/1901 *Dundee Gasworks No. 2*, owned by the Tywyn-based Narrow Gauge Railway Museum Trust and on loan to Beamish since July 2017, has been reassembled into rolling form and tested over the 2ft gauge colliery line.

The objective was to establish whether it could work on the line in view of the excessive back-to-back dimensions caused by distortion of the frame plates (*RM*, March), correction of which would be beyond the remit of the project. The tests showed that with some adjustment to three of the turnouts the loco should be functional at Beamish.

Items still requiring work include a perforation of the well tank, which also serves as the front frame stretcher, where a coupling jaw seems to have been forced back through the buffer beam.



The chassis of Kerr, Stuart 0-4-0WT 721/1901 *Dundee Gasworks No. 2* on the narrow gauge line at Beamish during testing. In this picture it is within what will become a stone engine shed, based on Stephenson's Chadwick Nick building in Crich. BEAMISH



COMING UP WITH THE GOODS: Talyllyn Railway's Fletcher, Jennings 0-4-0WT No. 2 *Dolgoch* approaches Ty Mawr road bridge with a decidedly unusual goods train on July 2, during the line's Anything Goes weekend. The load comprised two large scale models of *Dolgoch* on the wagon behind the loco and a Morris 1000 car. CLIFF THOMAS

Major Lister gathering planned for 2024

MOSELEY Railway Trust (MRT) is planning to hold a 'ListerFest' event at Apedale Valley Light Railway over May 18/19, 2024. The announcement not only gives advance notice of the date but forms an invitation to owners of anything made by R A Lister & Co of Dursley, Gloucestershire, especially Rail Trucks, to contact operations@avlr.org.uk to register interest in attending.

R A Lister & Co initially produced small internal combustion engines, subsequently branching into production of vehicles, initially the road-based Auto-Truck and then the Rail Truck, which used these engines. All kinds of Lister products will be showcased, but especially Rail Trucks to operate on the 2ft gauge lines at Apedale.

MRT will kick-start the line-up with four operational Lister locomotives in the collection at Apedale, including newly restored Lister 52031/1960 which was launched into service during Apedale's June 24/25 'Anything Goes' event.

The last major Lister gathering was at Amberley in 2015 when no less than 12 Listers pulled a passenger train on the afternoon of July 11 (*RM*, August 2015). With *Railway Magazine* writers Cliff Thomas and Peter Nicholson acting as independent adjudicators, operation of the train staked a claim for an entry in the Guinness World Records for the largest number of locos built by the same manufacturer to pull a passenger train and possibly the largest number of locos regardless of manufacturer to work a passenger service.

Sir Drefaldwyn hauls first passenger train in nearly a quarter of a century

WELSHPOOL & Llanfair Light Railway's (W&LLR) S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn* hauled its first passenger train since early 2000 on June 13, following completion of what became a very protracted overhaul. The train of appropriate Austrian four-wheel carriages was a special operation from Llanfair Caereinion to Welshpool for people who had donated towards the restoration.

Operation

Sir Drefaldwyn officially returned to service during W&LLR's June 17/18 '60 Years of Preservation' weekend, still carrying a green undercoat 'livery', which seems likely to remain for most of this year before being replaced by a final black livery when it is clear no further mechanical work is required.

S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn* pictured at Heniath on June 13, hauling the special donors' train. The flowers on the smokebox handrails reflect an Austrian tradition during a celebratory event. STEVE SEDGWICK



SINGLE LINES

■ BRESSINGHAM Steam Museum is holding a mini-gala to celebrate the 140th birthday of its Hunslet 0-4-0ST *Gwynedd* on September 9/10. All steamable exhibits will be displayed with all three narrow gauge lines in operation, and the 2ft gauge Fen Line featuring passenger and freight trains.

■ REFURBISHMENT of original Groudle Glen Railway coaches dating from 1896 and 1905 has included fitting six new wheelsets produced by North Bay Railway Engineering Services.

■ DISMANTLING of Ffestiniog Railway's ALCO 2-6-2T *Mountaineer* has commenced at Glan y Pwll depot following the recent reroofing of the shed.

■ EDDIE Draper's 1997-built 0-4-2IST *Joan* (nee *Pearl 2*) has been dismantled and the boiler lifted at the Golden Valley Light Railway (GVLR). The loco went out of ticket in April 2017.

■ PRIVATELY owned Exmoor Steam Railway-built 0-4-0TT No. 312 *St. Egwin* received a steam test on June 26 following a 10-year overhaul at its Evesham Vale Light Railway (EVLR) base. The loco was expected to be in service for EVLR's July 8/9 Annual Steam Gala.

■ A NEW coach constructed for Shed 47 Railway Restoration Group's 2ft gauge line at Lathalmond entered public service on July 2, for a 'Wartime Lathalmond – Defend Fife 2023' event.

■ A NEW 2ft gauge De Winton-style 0-4-0VBT is being built by Ffestiniog Railway's carriage works foreman Glenn Williams and friends at Boston Lodge. It has reached basic rolling chassis stage.

■ A BENCH commemorating the late Vic Bradley, a crucial figure in the development of the Llanberis Lake Railway from its inception in 1970 until he retired in 1996, has been installed on the platform at the line's Gilfach Ddu station. His widow, Helen Bradley, was present for the ceremonial unveiling on June 29.

■ THE 762 Club, which constructed Lynton & Barnstaple Railway's re-created Baldwin 2-4-2T *Lyn*, secured a headlamp carried by the original Baldwin 2-4-2T No. E762 *Lyn* at a railwayana auction in early June. The lamp is viewed as having a spiritually appropriate connection with the re-created locomotive.

■ WELSHPOOL & Llanfair Light Railway's ex-Bowaters bogie wagon No. 631, sent to Alan Keef Ltd in early January for overhaul, returned to the railway on June 12, following refurbishment. W&LLR's other ex-Bowaters wagon went to Keef's for similar refurbishment as a return load.

■ BREDGAR & Wormshill Light Railway's Arn. Jung 0-6-0WT No. 2 *Katie* (3872/1931) has been dismantled and the bottom water tank plate removed for repairs.

■ Cleethorpes Coast Light Railway's July 15/16 75th anniversary gala featured a visit by Rhyl Miniature Railway's 4-4-2 *Prince Edward of Wales*.

■ **Narrow gauge diary is on page 60 this month.**

Railways to be reviewed

Manx 150 celebrations commence – as does public consultation.

A PLAQUE commemorating the 150th anniversary of the Isle of Man Steam Railway (IOMSR) was unveiled at Douglas station on July 1, by the Lieutenant Governor of the Isle of Man, Lieutenant General Sir John Lorimer KCB DSO MBE, who astutely described the heritage railways as: "Part of the Island's DNA".

Locomotives were bedecked with Manx flags and special nameboards relating to the line's history – Beyer Peacock 2-4-0Ts carrying Sir John Pender (No. 13 *Kissack*), The Earl of Derby (No. 11 *Maitland*), and The Duke of Sutherland (No. 4 *Loch*), while ex-Manx Northern Railway Dubs 0-6-0T *Caledonia* carried The Manx Northerner. Each train left Douglas station accompanied by music from the Douglas Town Band. In the Port Erin museum a replica 'Douglas & Peel United' banner supplied by the Isle of Man Steam Railway Supporters Association was mounted on the buffer beam of 2-4-0T No. 1 *Sutherland*.

Consultation

In the light of the lieutenant governor's observation, it seemed ironic that on July 3 a public consultation concerning the Manx railways commenced, with a closing date of August 13. This relates to the Isle of Man Heritage Railways Independent Review & Economic Impact Assessment being prepared by consultants.

This review, dealing specifically with the Government-owned Isle of Man Railway, Manx Electric Railway, Snaefell Mountain Railway and Douglas Bay Horse Tramway, was commissioned by The Isle of Man Government earlier this year. The remit was to report on the value, benefits and costs of the heritage railways, together with their operating model and position within the Government's Department of Infrastructure and, perhaps worryingly, "the future potential use of the railways and railway lines". Options to be presented to the Manx Government include alternative operating models if appropriate and alternative use of any railway assets found not to be required.

Impact

The scoping references include, "evaluation of the impact of the length of the Horse Tramway and extending the Manx Electric Railway operations to the War Memorial". This relates to reinstatement of the Horse Trams over the full length of the redeveloped Douglas promenade to the Sea Terminal (which has still not happened despite a Tynwald decision) and potential extension of the MER over part of this route beyond the current Derby Castle terminus.



TYSELEY MILESTONE: The initial length of new 15in gauge track being constructed at Tyseley was in operation carrying passengers for the first time on June 17. Steam was provided by privately owned Bassett-Lowke 4-4-2 'Little Giant' *Count Louis* with the G & S Engineering 4-4wPMR GWR Railcar from the Sutton Miniature Railway Collection also present and in operation. As previously reported, the 15in gauge line is being built in order to demonstrate Sutton Miniature Railway Collection locos and coaches which are being restored following acquisition by the Vintage Trains Charitable Trust. PETER NICHOLSON

Groudle Glen Railway appeal to overhaul *Walrus*

GROUDLE Glen Railway (GGR) has launched an appeal to finance overhauling its Hudson-Hunslet 4wDM *Walrus* (4395/1952). *Walrus* and sister locomotive *Dolphin* (4394/1952) were acquired when the closed line at Dodington House near Bristol was purchased in 1982. Both were employed in rebuilding the GGR in the early 1980s, operated passenger trains until steam was reintroduced and continued in service working maintenance trains. By 2020, both needed attention.

Work on *Dolphin* could be handled in-house and the rebuilt loco was launched back into service in May (*RM*, June). However, *Walrus* is in much worse condition requiring specialist engineering works attention to the Gardner engine and gearbox. John Fowler & Sons in Cumbria has been selected as the contractor with the cost of stripping and rebuilding the loco estimated at around £40,000 plus VAT, not including transport costs.

'Levelling Up' grant to finance new LCLR station

CONSTRUCTION of a station at Lincolnshire Coast Light Railway's (LCLR) southern terminus will commence in September.

Currently LCLR only has a station at its Walls Lane base with the line terminating at the South Loop where the loco runs round the train while passengers remain in the carriages.

The new station alongside the airfield in Skegness Water Leisure Park is being funded by a £24,250 grant from the UK Shared Prosperity Fund, topped up with £8000 of match funding provided by the owners of the Skegness Water Leisure Park.

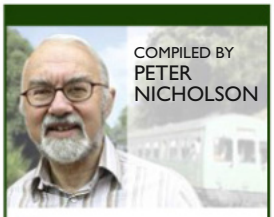
Some of the work on the £32,250 project will be carried out by volunteers from the Lincolnshire Coast Light Railway Historic Vehicles Trust.

The new South Loop station will include a platform with disabled access, seating and an interpretation centre to tell the story of the railway, whose origins lay in the original LCLR line at Humberston which closed in 1985, reopening at its current location in 2009.

Construction is set to start in September and continue until the beginning of next year's operating season, then conclude after trains have finished running in early autumn 2024.



NORDIC VISITOR: On display at Statfold Barn Railway's June 10/11 Summer Spectacle of Steam weekend was Thunes 4/1901 2-6-2T No. 5 from the 3ft 6in gauge Setesdalsbanen in southern Norway. The loco had arrived a couple of days prior to the event for overhaul by Statfold Engineering. The loco's design seems to owe at least something to a pair of locos built by Dubs which remain at this Norwegian line. JAMES WAITE



COMPILED BY PETER NICHOLSON

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Dual gauge gala

'Audience participation' in Eastleigh Lakeside special event.

THE dual 10¼in/7¼in gauge Eastleigh Lakeside Steam Railway (ELSR) ran the 'Over to You' event on June 24/25.

Using social media, it enabled visitors to the railway have an input into which locos would be in operation – the timetable and roster being compiled by the railway using this feedback. There are few lines with a sufficient number of active steam locos able to offer such a service.

It kicked off with the 09.15 nonstop special hauled by rebuilt 'Merchant Navy' 4-6-2 No. 35004 *Cunard White Star* (Moody & Eden 2016). This completed two circuits, the second using 'rare track' to run through Parkway station – the reverse to the normal direction. It completed the 2.35-mile run in 25 minutes 38 seconds with some lively running interspersed with very slow sections, particularly over the hand-signalled little-used crossovers.

Seven locos, including one diesel, were in operation hauling well-filled trains. These included double-headers, the Monks Brook shuttle and a five-engine special at the end of the day on Sunday.



Visiting Great Central Railway 2-8-0 Class 8K No. 102 (N. Simkins 2016) and a 'Romulus' 0-4-0T *Sanjo*. the only 7¼in gauge loco chosen for operation, are seen on June 24 at ELSR's novel event. No. 102 will be in use again when the Simkins family visit the ELSR with their three 10¼in gauge GCR locos on August 4-6. DON BENN



A post-event 'seminar' of the Littlehampton gala's three steam locos (and whistles), with their crews, was held at Mewsbrook Park on June 25, at the end of a very successful and fun weekend. Left to right are: *Mad Bess, Rosemary* and *Christopher*. JULIAN CLARK

12¼in gauge loco exchanges

WITH so few railways, and therefore locos of 12in/12¼in gauge, sourcing visiting locos for galas can be a challenge.

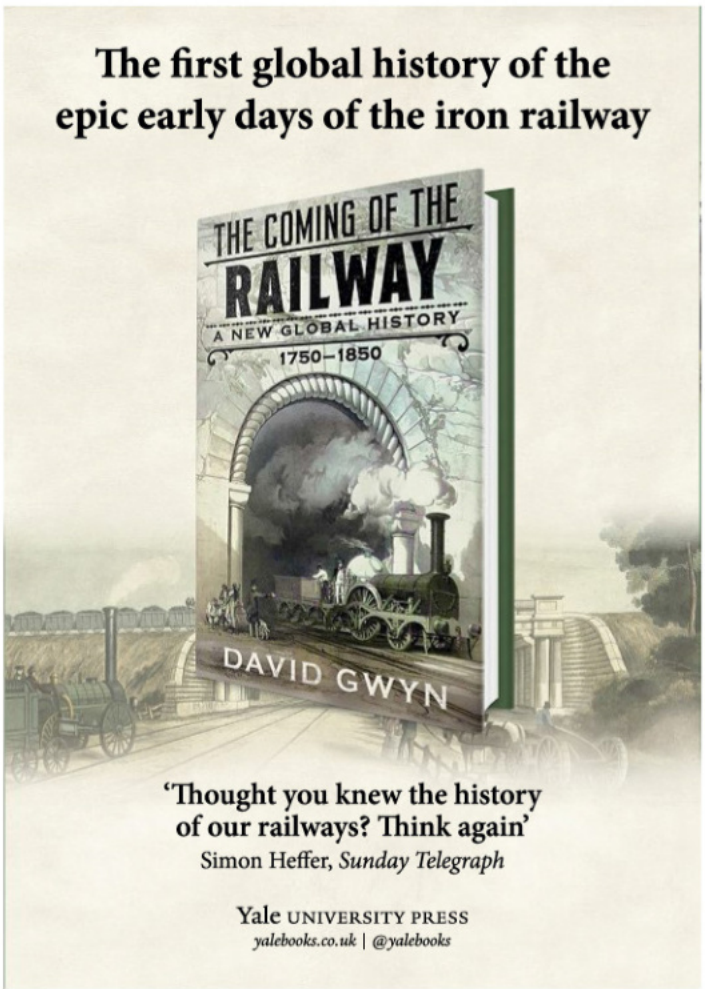
Two lines solved this situation this year by having a loco swap for their respective galas.

The Ruislip Lido Railway welcomed the much-modified and rebuilt 2-6-2T *Christopher* (Exmoor 191/310, rebuilt T. Saunders) for its May 13/14 event (*RM* June p69), from the Littlehampton Miniature Railway, West Sussex.

Going the other way for Littlehampton's 75th birthday gala on June 24/25, was Ruislip's 2-4-0ST+T No. 6 *Mad Bess* (Winson/Ruislip 1986-1998).

A second visitor, making a rare away appearance, was 0-6-2T *Rosemary* (Exmoor 315 of 2001) from Exbury Gardens Railway, Hampshire.

The Littlehampton Miniature Railway is open at weekends and bank holiday Mondays until October 29 – and during school holidays, Tuesday to Friday.





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2	How many luxury lodges are in the park at Darwin Forest?	www.darwinforest.co.uk
3	How much is it to become a VIP at Justaclickago?	www.justaclickago.com
4	Which Romney, Hythe and Dymchurch Railway station is located just inside a holiday park?	www.rhdr.org.uk
5	How many rail mugs are currently on the Sophie's Craft Box website?	www.swsecrets.co.uk
6	What date is the RCTS October Meeting?	www.rcts.org.uk
7	Which locomotive is the star guest at the Severn Valley Railway's Autumn Steam Gala?	www.svr.co.uk
8	How many cottages are there to choose from at Hungate Cottages?	www.hungatecottages.co.uk
9	What is the annual cost of being a Church Member at the National Churches Trust?	www.nationalchurchestrust.org
10	How much is it for an adult to experience a Twilight Cruise with Whitby Coastal Cruises?	www.whitbycoastalcruises.com
11	How many categories are on Nick Hanham's 5929 picture website?	https://5929.co.uk
12	The Gloucester Warwickshire Railway has a celebration of English Electric Type 3 / British Rail Class 37 diesel No. 37215 this year. On what date did it first move under its own power in preservation?	www.gwsr.com
13	On Ffestiniog Travel's 2024 trip to India, where will you visit on day 9?	www.ffestiniogtravel.com
14	What model railway is on permanent display at Pendon?	www.pendonmuseum.com
15	How much is the standard rate per hour for consultations at DCC Supplies?	www.dccsupplies.com
16	In which year was Morris Lubricants, the manufacture of oils and lubricants, incorporated?	www.morrislubricants.co.uk
17	To whom do you send membership enquires for The Lancashire and Yorkshire Railway Society?	www.lyrs.org.uk
18	At The Old Station, Allerston, which feature in The Ticket Office is described as 'original'?	www.theoldstationallerston.co.uk
19	How many rooms across three floors does The Old Manse have?	www.oldmansepickering.co.uk
20	How often is the Military Railway Study Group's Bulletin produced?	www.ww2rsg.org.uk
21	What type of dining can you enjoy at Lincolnshire Wolds Railway on September 30?	www.lincolnshirewoldsrailway.co.uk
22	When did former Knockaloe internee, Joseph Pilates write the essay Your Heath?	www.knockaloe.im
23	Which diesel locomotive is scheduled to be used at the Sittingbourne railway's End of Season Gala?	www.sklr.net
24	Which Southern-based heritage line is the current home base for Battle of Britain class locomotive No. 34072 *257 Squadron*?	www.railwayclubdirectory.com
25	What time does UK Railtours' The Skipping Devonian depart Potters Bar on September 16?	www.ukrailtours.com
26	What are the dates of the Vintage Transport Festival at Fawley Hill?	www.fawleyhill.co.uk

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Steam Portfolio Track Record



STEAM ON THE MOORS
North Eastern Locomotive Preservation Group-owned 'J27' 0-6-0 No. 65894 hauls the teak carriage set and a maroon BR Mk.1 through Moorgates on July 4, with the penultimate North Yorkshire Moors Railway service of the day to Pickering. JAMES KINDRED



STEAM IN SHOWER
Hudswell, Clarke 'Austerity' 0-6-0ST No. 68067 (75091/1943) heads away from Berwyn on July 15, with a train for Corwen on the Llangollen & Corwen Railway. JAMES KINDRED

Steam Portfolio Track Record





AERIAL VIEW: A drone provided a different take on a familiar South Devon location on June 26, when BR '4MT' No. 75014 *Braveheart* passed Goodrington on the Darmouth Steam Railway with the 10.00 Paignton to Kingswear service. GEOFF GRIFFITHS



COMPILED BY GRAEME PICKERING

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SIDELINES

Air pipe modifications on Brighton No. 53

JUNE saw intensive work by the group involved in the task of returning Brighton No. 53 to operational condition.

The air pipe layout for the 1937-built F-Class tram, which is being worked on by the Brighton Tram 53 Society near Steyning in West Sussex, has been modified and rebuilt. The way in which it was configured by Brighton Corporation Tramways differs from the standard plans from manufacturer Westinghouse.

The controllers the society has for the tram are too large and of incorrect shape for a Brighton tram. It is exploring the option of building new controller boxes containing modern electrical equipment to match the originals.

Further wooden covers for wiring have been added and more painting and electrical work has taken place.

A busy time for Seaton No. 10

TRAM No. 10 returned to service on the Seaton Tramway in Devon during June and travelled 834 miles in that month, making 139 trips.

Tram No. 2 was also utilised during the sunny weather, being used on 103 trips and accruing 618 miles.

Making just six journeys in the month, single deck ex-Metropolitan Tramways car No. 14 did the fewest, covering 36 miles.

Crich 'Access Tram' returns to service

FORMER Berlin Tramways No. 3006 (otherwise known as Crich Tramway Village's 'Access Tram') is back in service following repairs.

The 1969-built vehicle, which was converted to accommodate wheelchair users and other passengers with restricted mobility, has a wheelchair lift and a flat floor at one end. It has capacity for four wheelchairs and has 16 seats.

Visitors can book it a week or more in advance by emailing: enquiry@tramway.co.uk

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Blackpool 'Coronation' car No. 304 pictured alongside 'Balloon' No. 713 at Blackpool Tramtown at Rigby Road on September 6, 2022. GRAEME PICKERING

'Coronation' tram preparations continue

Cracked brake block slows progress with getting Blackpool No. 304 in traffic.

THE project to return Blackpool 'Coronation' car No. 304 to operational condition suffered a setback when one of the tram's brake blocks was found to be cracked.

Fylde Transport Trust (FTT) had no spares and, as the blocks on 'Coronation' trams differ from others in its fleet, was unable to swap them from another vehicle.

In order to solve the problem, it sent one of No. 304's brake blocks to a parts specialist to be copied and a batch of new ones made. This will allow complete renewals to take place on No. 304 and Marton VAMBAC No. 11, which has the same type of blocks and is based at East Anglia Transport Museum (EATM). Like No. 11, No. 304 also retains its VAMBAC (Variable Automatic Multi-notch Braking and Acceleration Control), fitted as new to all 25 of the 'Coronations'.

Although designed to deliver smoother acceleration and braking, it was replaced with conventional equipment in more than half the fleet due to reliability problems.

Progress

FTT anticipated that the setback with the brake blocks would put a 'small dent' in the dynamic testing phase for No. 304 but estimated a delay to the project of only 'around four weeks or so'.

Other tasks in recent months have included the installation of a new independent emergency track braking system and fitting of air horns (safety measures which are both required to allow the tram to operate along the seafront again), as well as the inspection of the rubber suspension blocks. Volunteers from EATM travelled to Lancashire to work on the latter two jobs.

Seats have also been retrimmed and new destination blinds have been produced for No. 304.

Funding

A large proportion of the work on the tram, which was the first of the 'Coronation' cars to be delivered to Blackpool Corporation in 1952 by Charles Roberts & Company, has been financed by the Fylde Tramway Society, which, following a Special General Meeting in March last year, provided funds from the legacy it was left by Daphne Luff, daughter of Walter Luff, who was Blackpool Corporation Transport general manager from 1933-1954 and responsible for the transformation of the tram fleet.

No. 304's original return to action in preservation came after 18 years in storage as part of the Channel 4 TV series Salvage Squad, but its return to service as part of the Heritage Trams fleet will follow an absence from public service of several years.





UPHOLSTERY COMPLETED: Midlands-based railway refurbishment specialist Grinsty Rail has completed the reupholstering of seating on London County Council No. 1, also known as 'Bluebird'. Re-covering of lower deck (left) and upper deck seating (right) has been carried out, returning it to 'as new' condition. Restoration of the tram, which originally entered service in 1932, is taking place at Crich Tramway Village. No. 1 was moved on to the depot fan at Crich on July 1 to tension the trolley poles and test the compressor. GRINSTY RAIL

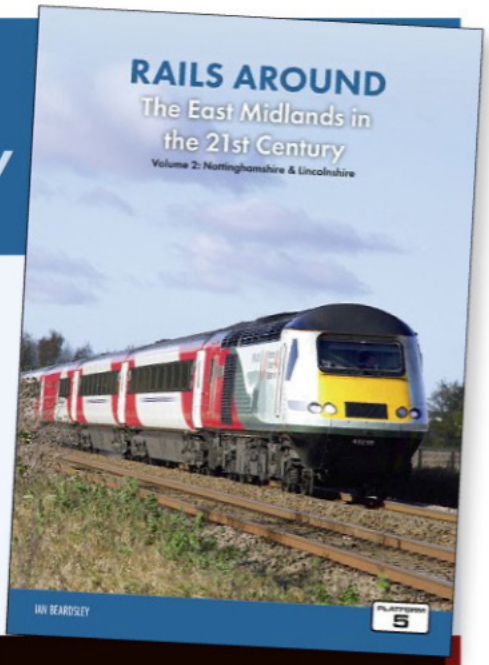
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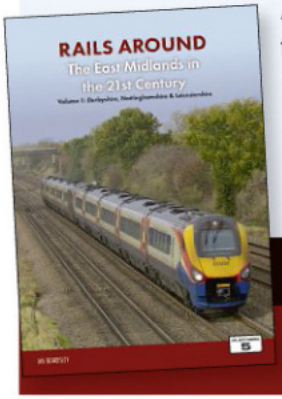
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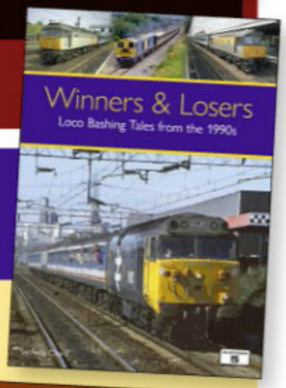
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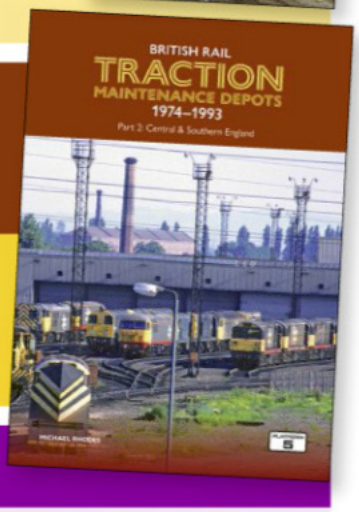
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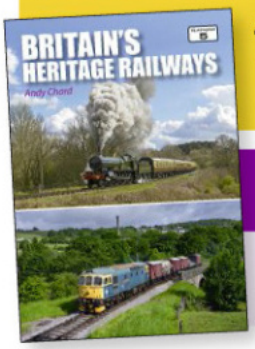
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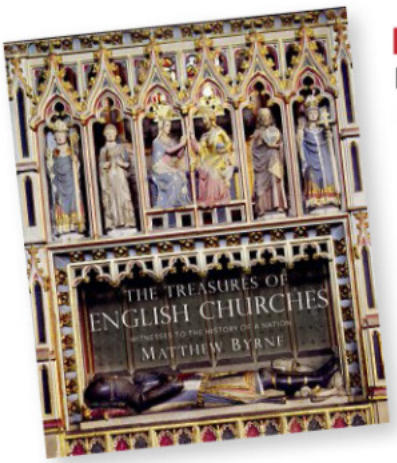
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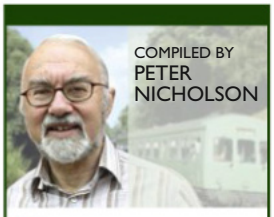
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SCAN ME



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Is a Kent farm the 'new Coventry' for EMUs?

With few heritage railways prepared to accept vintage electric multiple units, finding homes for such historic and technically interesting vehicles has always been a challenge.

HOPE Farm, Sellindge, near Hythe, Kent, has adopted the mantle previously held by the Electric Railway Museum, Baginton, Coventry, which closed in 2017. Most vehicles there were relocated but some have fared better than others. A few have since been scrapped while several had to move on again. The private site at Sellindge has for long been an open-air storage and restoration base for steam locos, notably ex-Barry scrapyard Bulleid Pacifics.

Just as Coventry evolved into a large collection of otherwise homeless EMUs, this site is now providing a similar, valuable facility. Today, there are more EMU cars on site than steam locos. Previously, the only EMU car was the 4DD double-decker, S13003, which was joined by sister S13004 in May (*RM* July p73).

Vehicles

Suburban Electric Railway Association (SERA) 2-EPB set No. 6307, a City & South London Railway body, and Liverpool Overhead Railway trailer car No. 7 all moved to Sellindge direct from Baginton in 2018. Also stored in Kent are three cars from the Southern Electric Group's 4-COR, SR Nos. 10096, 11201 and 11825.

Some cars from 4-EPB set No. 5176 are finding sanctuary here having been disposed of from the Northamptonshire Ironstone Railway Trust (NIRT) at Hunsbury Hill, Northampton. DMBSO No. S14352S arrived on February 21. The third car at NIRT, the other driving motor, No. S14351, is due for transfer to Sellindge. Trailer car No. S15354, which was stored at LSL's Margate depot, is also now at Sellindge for use as a spares and support coach for the 4-SUB project.

Trailer No. S15396S went from NIRT to the Swanage Railway in February for stripping of spares for the railway's Bulleid loco-hauled coaches. Some parts went to SERA, the remains being broken up at Norden in May.

This leaves the three-car Class 503 Mersey-Wirral stock and 4-SUB set No. 4732 to be moved out from their safe storage site at LSL, Margate. The storage agreement has come to an end and the building is being prepared to open to the public as the One:One Collection.

Relocation problems

Moving stock into Sellindge has not been an easy matter. First, a 210ft length of track has had to be laid following clearance and levelling of the ground, to form a trackbed down the centre of the site. The work started in 2021 and many problems were encountered by the small group undertaking this work. Finally, there have been difficulties of road vehicle access to both sites, limited to strictly applied times. Then, a let-down by an unsatisfactory haulage contractor chosen initially. The 503 and 4-SUB vehicles, owned by the Heritage Electric Trains Trust (HETT), are hoped to be moved to Sellindge this summer.

A problem with the Class 503, which despite being 'lovingly remembered' by many people, particularly in the North West, is that it has not, as yet, attracted any dedicated supporters prepared to help physically or financially. However, HETT has given assurance, along with various possible options for its future, that there is no danger of the cars being broken up. Visit www.hett.org.uk for more information on the 503 and 4-SUB.

DIARY

AUGUST
4-6 Caledonian Railway diesel gala
4-6 Spa Valley Railway diesel gala
5-6 Nene Valley Railway Mail by Rail
18-20 East Lancashire Railway Hydraulic weekend, mixed traction
19-20 GCR Railways at Work gala
25-28 South Devon Railway Rails & Ales mixed traction

SEPTEMBER
1-3 GCR diesel gala
2-3 Heritage Shunters Trust, Peak Rail BR blue gala
9-10 Dean Forest Railway diesel gala
15-16 ELR diesel gala
16-17 Llangollen Railway diesel gala
22-23 Epping Ongar Railway diesel gala
22-23 WSR DEPG@50 celebrations
22-24 Mid-Norfolk Railway diesel gala
23-24 Swindon & Cricklade Railway mixed traction gala
28-Oct 1 Severn Valley Railway diesel bash

OCTOBER
8 Colne Valley Railway diesel gala
14 Dartmouth Steam Railway charity diesel charter
28-29 GWSR mixed traction gala
28-29 KWVR DMU gala

NOVEMBER
18-19 GCR Last Hurrah mixed traction gala

DECEMBER
8/15 Nene Valley Railway Santa 125 specials

2024 MAY
10-12 Swanage Railway diesel gala



Two main line locos appeared at the KWVR's diesel gala on June 25, when Class 37 No. 37418 and Class 50 No. 50008 *Thunderer* top-and-tailed the Branch Line Society's 'Eyre Valley Explorer' from and return to Derby. No. 50008 ran along the branch, after swapping from the excursion stock to the visiting ScotRail set and is seen beside the River Worth at Damems. BEN BUCKI

KWVR's diesel gala was well worth attending

THE Keighley & Worth Valley Railway staged its biggest diesel gala for some time on June 23-25. Visiting locos were Crewe Diesel Preservation Group's Class 47 No. 47712 *Lady Diana Spencer*, with LSL's push-pull set in ScotRail livery, Class 14 No. D9520 from the Mid-Norfolk Railway, Class 37s Nos. 37401 from DRS and 37403 courtesy Scottish Railway Preservation Society – plus HST power cars Nos. 43468 and 43480 from RailAdventure.

A bonus on the Sunday was the arrival of the branch Line Society's 'Eyre Valley Explorer' with Class 37 No. 37418 and Class 50 No. 50008 Thunder in Hanson & Hall livery, both later working separately on the branch to Oxenhope.

Resident locos in use were Class 20 No. 20031, Class 37 No. 37075, ex-BR 0-6-0DM No. D2511, ex-Mersey Docks & Harbour Board 0-6-0DM No. D32 *Huskisson*, and experimental English Electric 0-6-0DE No. D0226 *Vulcan*.

'Pacers' Nos. 143625 and 144011 were displayed in Haworth Yard where the shed was open for tours.

SIDELINES

Two Brush Type 2s on the move

CLASS 31 No. 31466, which has been on a long-term visit to the Severn Valley Railway from the Dean Forest Railway, has been bought by Peter Best for use on the North Yorkshire Moors Railway in dry weather, and on Whitby line services. It is one of only two of the class ever to have been painted in EWS maroon and gold livery.

Another Class 31 in a rare livery, No. 31190 in golden ochre, was put up for sale from the Plym Valley Railway in June. Owner Dave Cunningham acquired the loco and moved it to the Devon railway in April 2021 (*RM* May 2021). This one-time main-line loco retains some of the required equipment and is in generally good condition, but requires some attention to the bodywork and mechanical work. The deadline for bids was July 14.

Dartmouth Railway to run a charity charter

DARTMOUTH Steam Railway (DSR) staff are working with those from the main line network (GWR and Network Rail) to operate a fund-raising charter on October 14.

This follows the success of a similar venture in 2019. The diesel-hauled train will hopefully feature all four of the resident DSR locos, Nos. D2192, 03371, D3014 and 6975 (37275).

Class 47 bogie appeal

THE Scottish Railway Preservation Society at Bo'ness & Kinneil Railway requires £100,000 for new tyres for its Class 47 No. 47643. It is out of service with a big bill for the new tyres and a bogie overhaul. It is the only preserved Class 47 in Scotland and has visited other heritage lines as the SRPS's flagship loco. All future requests have had to be turned down because of the condition of its wheels. Also, the Type 4 is relied on to provide efficient electric train heating in the winter.

Class 117 car for sale

PRESSED Steel Class 117 DMBS No. 51372 at Toddington, GWSR is for sale, being surplus to requirements. It only has one engine, but a block and two heads and other spares including two gearboxes and final drives are included in the sale.

Embsay's 'Auto' car operating dates

NORTH Eastern Railway 1903 diesel (ex-petrol) railcar No. 3170 will be running on the Embsay & Bolton Abbey Steam Railway on August 7, 14 and 21 – plus September 4, 7, 11, 14, 18, 21 and 25.

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'Hymek' back in action

East Lancashire Railway-based diesel-hydraulic makes welcome return to traffic.

CLASS 35 'Hymek' No. D7076 made a very welcome return to operation at the East Lancashire Railway during the summer diesel gala, June 29-July 1. This follows a five-year absence while undergoing an overhaul including the stripping down and rebuilding of its Maybach 870 power unit.

Finished in BR blue, it worked several trains over the weekend, some double-headed as well as a triple header on July 1, with the two 'Warships', resident No. D832 *Onslaught* and No. D821 *Greyhound* visiting from the Severn Valley Railway.

It took part in a photo shoot at Bury on June 28, with the two 'Warships' and Class 52 No. D1041 *Western Prince*.

Further runs with No. D7076 are on one day of the August hydraulic weekend, and on September 2. Hydraulic weekend on August 18-20 is a mixed-traction event with a hydraulic on the diesel turn of the Yellow timetable. Day 1 is Class 14 No. D9531, Day 2 is 'Warship' No. D832 *Onslaught*, and Day 3 is No. D7076. It is due to appear at the Severn Valley's September 28-October 1 'Diesel Bash' (see separate story) together with the three other surviving 'Hymeks', Nos. D7017, D7018 and D7029 undergoing restoration, and a 'first' in preservation.



'Hymek' No. D7076 returned to traffic on the ELR for the summer gala, and triple-headed with the two 'Warships', No. D832 *Onslaught* and SVR's No. D821 *Greyhound* on July 1. The trio is seen passing Burrs Country Park on the 18.50 nonstop Bury to Rawtenstall. TOM MCATEE

Isle of Wight's essential personnel carriers refurbished

KNOWN by the Isle of Wight Steam Railway staff as 'La-La' No. DX68809 (Permaquip 010 of 1986) 4wDH inspection trolley has undergone an overhaul and repaint in the permanent way workshop at Havenstreet.

It entered service with the railway in February 2011, when painted in Network SouthEast red, white and blue livery in dedication to its former operator on the island.

Stored behind the workshops is No. DX68800 in yellow livery (Permaquip 001 of 1985) the prototype of a series of 12 nine-seater 4wDH personnel trolleys, but with individual detail variations.

Also in operation with the IWSR PW department is No. DS3327 (PWM 3959) (Wickham 6944 of 1955) Type 27A MkIII, acquired from the Spa Valley Railway in 2017 in non-working condition. It was rebuilt in 2021 with the engine and components from the previous PW rail trolley No. DS3320 (PWM 3766) (Wickham 6645 of 1953), which was withdrawn.

A regular Wickham duty is a full line inspection for lineside fires in dry weather, it setting off from Havenstreet as soon as the last train of the day has arrived.



IWSR Permaquip personnel rail trolley No. 68809 is seen a few minutes after emerging into daylight following overhaul and repainting in the PW workshop for the first time, on June 25. Newly finished in dark green livery, lettering and numbering were still to be applied. PETER NICHOLSON

Hydraulics in focus as SVR announces the 'Autumn Diesel Bash – The Magnificent Seven'

THE Severn Valley Railway's September 28-October 1 diesel gala is going to be a hydraulic special. The 'Diesel Bash – the Magnificent Seven' will feature seven main line diesel-hydraulics.

These are due to be four operational residents, plus visitors, making this the largest gathering of working 'Westerns', 'Warships' and 'Hymeks' seen in preservation. This will be the first time all four surviving 'Hymeks' will have been seen together.

Running will be 'Warship' No. D821 *Greyhound*, Class 52s Nos.D1015 *Western Champion* and D1062 *Western Courier* alongside three visiting 'Hymeks': West Somerset Railway's Nos. D7017 and D7018, and East Lancashire Railway's newly restored No. D7076. On display will be Class 52 No. D1013 *Western Ranger* and 'Hymek' No. D7029 undergoing restoration.

There will be further 'Diesel Bash-themed' events taking place around the time, including photo-shoots and excursion days.

Thursday DMU trips on Great Central's Mountsorrel branch

EVERY Thursday throughout August the Great Central Railway will be running three DMU round trips from Loughborough to Mountsorrel Halt. This enables visitors easy access to the Mountsorrel & Rothley Community Heritage Centre at Nunckley Hill for a stroll around the nature trails and its museums.

This service runs in addition to the regular scheduled trains on the main line between Loughborough Central and Leicester North. Branch line trains depart Loughborough at 10,15, 12.10 and 14.15 and Quorn & Woodhouse at 10.30, 12.20 and 14.30, returning from Nunckley Hill at 10.50, 12.40 and 14.50.

The rapidly expanding Mountsorrel Railway Museum has many items of interest, including locos and wagons, plus a new narrow gauge railway. Visit heritage-centre.co.uk/visit-us/mountsorrel-railway-museum/ for details.



The scene at Holliers Park, Isle of Wight on June 25, may give the impression the project to preserve the EMU has stalled, but this is certainly not the case. The area is fenced off for security, being classified as a 'building site', and the weeds can be easily cleared and replaced with decking when necessary. The former London 1938 stock cars, DMS(A) No. 10205 (BR No. 124) and DMS(B) No. 11205 (BR No. 224) are being restored to pre-Isle of Wight condition, hence no yellow ends. PETER NICHOLSON

Isle of Wight Class 483 project is back on track

THE project to adapt former Island Line Class 483 EMU set No. 483004 for use as a cafe/restaurant and museum at Holliers Park, Branstone, Isle of Wight (*RM* November 2021) is definitely on-going, despite appearances at the site.

Planning permission for static use of the two cars was received in summer 2022 and much 'behind the scenes' work has been undertaken. External restoration has been completed, with bodies painted in London Transport all-over red with light-grey roofs.

The electrics have been attended to with lights working again and catering equipment acquired and ready for installation. The work is being undertaken steadily and carefully to restore the train to as near-original LT condition as possible, but fulfilling present day requirements for public use.

There have been some changes made to the use of the adjoining land, which will now have a platform for just part of the train's length, and the area decked so the coaches can be viewed and photographed clearly. The Covid-19 pandemic slowed work, and opening to visitors is now planned for 2024.

A small museum section will tell the story of the vehicles in mainland and island operation with maps, tickets, models and photographs. Any appropriate artefacts for display are welcome.



ENGLISH ELECTRIC POWER: Dartmouth Steam Railway had to go all-diesel in June due to the continued hot weather and the risk of lineside fires. This had happened during the previous week and the full service was then worked by Class 37 No. 6975 (37275). On June 25 the Type 3 passes Waterside Holiday Park with the 11.15 from Paignton Queens Park to Kingswear. DAVID HUNT



'TEDDY BEAR' IN ACTION: Class 14 No. D9537 'Eric' enters Weybourne station on the North Norfolk Railway with the suburban set on July 2. The 0-6-0DH was visiting from the Ecclesbourne Valley Railway, having attended NNR's mixed traction gala on June 9-11. JAMES KINDRED



HST MAKES NENE VALLEY DEBUT: The 125 Preservation group's High Speed Train based on the Nene Valley Railway (*RM* July p74) made its first public run on the evening of July 8. This was the 'Jolly Fisherman' fish and chip special, top-and-tailed by Nos. 43045 *The Grammar School Doncaster AD1350* and 43060 *County of Leicestershire*. Two of the coaches in the set were from the prototype HST dating from 1972. The group has rearranged the seating in the vehicles into fours. The former GWR buffet car No. 40904, dating from 1976, has full leather seating. With No. 43045 leading, the train passes Yacht Club crossing around 19.15. HAYDEN SHEPPARD



WICKHAMS PROVE POPULAR AT MIDSOMER NORTON: The Somerset & Dorset Railway at Midsomer Norton's 'Wickham Weekender' event (*RM* July p75) went down well with visitors. Many enjoyed the rare opportunity of being the sole passenger on No. 156 W, Peter Nicholson's two-seat Type 8S (Wickham 4165 of 1948), acquired in 1977 but making its first ever runs in preservation this weekend. It has been beautifully restored by Andrew Woodhall and Peter Bennett at the Vale of Berkeley project, where it is based on loan at Sharpness Docks. It was running in parallel with resident, larger cousin, Type 27A No. B40W (Wickham 7504 of 1956) which carried passengers the full length of the one-mile line. The 8S ran on the shorter, double-track 'main line' section alongside from Midsomer Norton South where the two vehicles are seen on July 8. PICTURE: JOSH BRINSFORD



TYSELEY 'GRONK' IN THE LIMELIGHT: Early Class 08 No. 13029 (D3029/08021) built Derby 1953, has been based at Tyseley Locomotive Works, formerly Birmingham Railway Museum, since 1987. The 'Gronk' possibly received as much attention as it has ever, during the Vintage Trains Castle 100 open days on June 17/18. First, it worked a shuttle all morning, propelling a three-coach set of Mk.1s from the platform in the new carriage works, the short length of the operational site. This was the launch of the new carriage workshop shed, which was still under construction, but with a formal opening ceremony on June 20. When completed, the new facility is to be known as Metropolitan Railway Carriage & Wagon Co, a subsidiary of Vintage Trains. From 14.30, the '08' remained on the rear of the train to top-and-tail further shuttles, this time headed by the star guest steam loco, No. 4079 *Pendennis Castle*, and appeared to be almost equally and eagerly photographed as it passed the crowded but very restricted viewing area. PICTURE: JOSH BRINSFORD

Classic Traction Portfolio



OLD OAK RE-CREATED: Doing a very passable impression of London's Old Oak Common depot in the 1970s, this line-up of former Western Region diesel-hydraulic power was staged at Bury Baron Street, East Lancashire Railway, on June 28, by the 3P20 Parcels Group. From the left are Class 35 'Hymek' No. D7076, Class 42 'Warships' Nos. D832 *Onslaught* and D821 *Greyhound*, and Class 52 'Western' No. D1041 *Western Prince*. All are based at the ELR except No. D821, which was visiting from the Severn Valley Railway for the line's diesel gala at the end of June (see also page 78). STEVE SIENKIEWICZ


1A62
WESTERN TRIBUTE
26 FEB 1977
FAREWELL RAIL TOUR
1A69



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

‘Rare track’ in the East

‘Anglian Angel’ tour to visit Potters at Ely and Middleton Towers branch.

A NEW tour offering from UK Railtours on September 9 has specifically targeted an East Anglian freight branch and a rolling stock storage yard at Ely.

The ‘Anglian Angel’ starts at Peterborough (circa 07.30) and runs along the East Coast Main Line picking up at Stevenage, Potters Bar and Finsbury Park before working its way around east London to a final pickup at Liverpool Street station.

Taking the West Anglian main line, the excursion heads for the Potter Group storage facility at Ely and will become the first railtour venture into the South yard, where a range of surplus DMUs, EMUs and HST power cars are stored. Access is due to the cooperation of Angel Trains and the Potter Group and is subject to goods line authority approval.

There are also off train options at Ely to visit the market town with its magnificent cathedral.

From Ely, the tour will head to King’s Lynn, and following a reversing move, will run to the Network Rail boundary on the Middleton Towers branch, a line well known for its sand trains which supply the glass making industry.

After this the tour returns to London, setting down at Stratford and then the pick-up points on the way back to Peterborough, where the estimated arrival is 22.20.

UK Railtours says there are also plans to run over a number of freight loops which will be confirmed nearer the tour date.

The tour will be top-and-tailed by a pair of GB Railfreight Class 66 locos. Fares are £129 standard (£119 junior), first class non-dining £179, first class dining £289 or £1136 for a party of four. There are no part fares of pay-on-the-day fares due to the popularity of the tour. Book online at uk.railtours or call 01438 715050.

Pathfinder plans S&C steam special

AS WELL as its many diesel charters, Pathfinder Tours promotes a number of steam excursions every year, and has one planned to visit the Settle and Carlisle line on September 9.

The ‘Cumbrian Fells Steam Express’ will start from Cardiff Central, diesel-hauled behind a West Coast Railways Class 47 or 57, and take the Welsh Marches route, calling at Newport, Cwmbran, Abergavenny, Hereford, Ludlow, Craven Arms, Shrewsbury and Crewe, and run forward to Carnforth where SR ‘Battle of Britain’ Pacific No. 34067 *Tangmere* will take over the train.

Itinerary

Continuing north over the West Coast Main Line and Shap summit to Carlisle, *Tangmere* will be turned and serviced during a break, which will also allow passengers to visit Carlisle Cathedral, the castle or the bars, shops and restaurants in the town centre.

With *Tangmere* turned, the charter steams south over the majestic Settle and Carlisle line, crossing many splendid viaducts including the 24-arch Ribblehead, and also the 48-arch Whalley viaduct. At Preston, steam makes way for diesel to return the train to Cardiff via the same outward route.

Fares

Seats are priced at standard class £129 (junior £65) or £496 for a party of four; First class £185 (junior £145) or £720 for a party of four and Premier Dining with full English breakfast and four-course evening dinner costs £299 (junior £259) or £1176 for a party of four. Premier dining is not available from Crewe.

Visit www.pathfinder tours.co.uk for details.

Steam Dreams announces Christmas tour programme

WHILE many are enjoying summer, thoughts for tour companies are turning to their plans for the winter, and Steam Dream has announced its Christmas programme of tours running from November 28 to December 18.

On November 18, its season kicks off with BR Class 7 Pacific No. 70000 *Britannia* working from King’s Cross to York via the East Coast Main Line, picking up at Potters Bar and Hitchin, to visit the city’s famous Christmas market.

Then on November 28, *Britannia* will work from London Victoria, calling at Wimbledon and Working on its way to Bath via Westbury. Three days later, Bath’s Christmas market is again the destination for a tour that begins at Bury St Edmunds and picks up at Ipswich and Colchester. This tour will be diesel hauled to the Hanwell area, then *Britannia* will take over for the journey to Bath.

On Wednesday, December 8. Winchester’s Christmas market is the end destination of a special hauled by ‘B1’ 4-6-0 No. 61306 *Mayflower* that begins at Shoeburyness and picks up at Southend Central, Leigh-on-Sea and Barking.

Steam Dreams is offering three fare categories – Pullman style dining with a full English breakfast and dinner on board; prices are £360 from London and £370 for the Shoeburyness or Bury St Edmunds trains. First class passengers will enjoy bucks fizz on the outward journey and sparkling wine on the return journey, along with a selection of snack items on both legs, along with tea and coffee and here fares are £199 for London departures and £209 for the East Anglian start points. Finally there is premier standard seating with complimentary tea and coffee; prices at £165 from London and £175 for other start points.

Visit www.steamdreams.co.uk for details.

Scottish push-pull set returning to Inverness

THE award-winning former Locomotive Services Group ScotRail Class 47/7 and its Mk.2 push-pull set is to make another visit to Scotland over the weekend of September 22-24.

On September 22, No. 47712 *Lady Diana Spencer* will work with the push-pull set and will begin its journey from Crewe (10.00), calling additionally at Warrington Bank Quay, Wigan North Western, Preston and Carlisle, terminating at Edinburgh Waverley (circa 14.15).

Passengers have the option of staying in Edinburgh at leisure and returning south on Sunday September 24, or continuing the next day to Inverness via Glasgow as part of a two-day excursion.

This will see the push-pull set run between Edinburgh and Glasgow Queen Street before a trip over the Highland Main Line to Inverness, where Saturday night will be spent. Passengers arrange their own accommodation.

By mid-July, the Edinburgh-Glasgow-Inverness-Edinburgh portion of the tour had sold out and a waiting list was understood to be in operation, while the Crewe-Edinburgh and return leg had tickets available at £50 standard or for first class , with a £30 per person supplement for a guaranteed table for two.

A buffet bar is available for the purchase of hot and cold beverages, light refreshments, and alcoholic drinks.

Book via inter-city.co.uk or by calling 0800 038 5364, email enquiries@inter-city.co.uk or by writing to Intercity PO Box 83, St Erth, Hayle, Cornwall TR27 9AD



BACKBONE IN ACTION: With its ‘Backbone of the Industry’ livery, DB Cargo Class No. 90039 runs through Red Bank (south of Carnforth) with a private tour from Carlisle to Euston on July 17. Since then, the DBC Class 90 fleet has been placed in store. TOM MCATEE



ANNIVERSARY SPECIAL: 'Merchant Navy' 4-6-2 No. 35018 *British India Line* gets underway from Platform 3 at Weymouth working 1Z84/17.24 Weymouth to London Waterloo on July 9. The Railway Touring Company ran 'The End Of Southern Steam' tour running from London Victoria to Yeovil Junction where the loco was turned while Class 47 No. 47802 tool the tour onto the seaside resort. STEPHEN GINN

POWERING THROUGH DORSET: Preserved 'Hastings' unit No. 1013/1001, owned by Hastings Diesels Ltd, passes through Upwey on July 8 with the 'The Jurassic Coast Explorer' tour from Hastings to Weymouth, which was operated by GB Railfreight staff. STEPHEN GINN



'Hoover' pair head to Edinburgh to help celebrate 100 Class 50 railtours

THIS year marks a centenary of railtours for the Class 50 Alliance and the Fifty Fund, who are partnering Pathfinder Tours on what will be its 50th excursion operated with this popular class of locomotive.

The 'Pilgrim Centurion' will take a pair of Class 50s from Swindon via the West Midlands and then over Shap and Beattock summits to Edinburgh, where a three hour break is planned.

From Swindon (05.30), pick-up points are Kemble, Stroud, Cheltenham Spa, Worcestershire Parkway, Birmingham New Street, Stafford, Crewe and Preston (09.50).

The return journey south retraces the outward route.

Fares are as follows: Standard class £129 (junior £65) or £496 for a party of four; First class £185 (junior £145) or £720 for a party of four and Premier Dining with full English breakfast and four-course evening dinner costs £299 (junior £259) or £1176 for a party of four. Premier dining is not available from Preston.

To book, www.pathfindertours.co.uk or call 01453 835414.

AUGUST: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
1-31	Jacobite	Fort William-Mallaig-Fort William (daily, mornings)	44871/45407/45212	WCRC
2	Dorset Coast Express	Victoria-Kew-Eastleigh-Weymouth-Andover-Victoria	45596 (+31806 assist)	RTCw
3	Scarborough Spa Express	Carnforth-Skipton-York-Scarborough	WCRC Pool	WCR
5	English Riviera Express	Taunton-Exeter-Kingswear	LSL Pool	ST
5	Cumbrian Mountain Express	Carnforth-Carlisle-Appleby-Preston	WCRC Pool	RTC
6	Waverley	York-Skipton-Carlisle-Appleby-York	60103	RTC
6	Shakespeare Express	B'ham-Snow Hill-Stratford-upon-Avon	5043 or 7029	VT
9	Kentish Belle	Victoria-Ashford-Canterbury W-Ramsgate-Faversham	45596	RTC
10	Dalesman	York-Hellifield-Carlisle-York	WCRC Pool	WCR
12	West Somerset Express	Paddington-Newbury-Taunton-Bishops Lydeard	45596	RTC
12	English Riviera Express	Taunton-Exeter-Kingswear	LSL Pool	ST
13	Shakespeare Express	B'ham-Snow Hill-Stratford-upon-Avon	5043 or 7029	VT
17	Dorset Coast Express	Victoria-Kew-Eastleigh-Weymouth-Andover-Victoria	45596 (+31806 assist)	RTC
17	Scarborough Spa Express	Carnforth-Skipton-York-Scarborough	WCRC Pool	WCR
19	English Riviera Express	Taunton-Exeter-Kingswear	LSL Pool	ST
20	Shakespeare Express	B'ham-Snow Hill-Stratford-upon-Avon	5043 or 7029	VT
20	Waverley	York-Skipton-Carlisle-Appleby-York	60103	RTC
20	Royal Duchy	Bristol TM-Plymouth-Par	WCRC Pool	RTC
23	Essex Avon Express	Shoeburyness-Acton-Bath-Bristol-Southall	45596	RTC
24	Golden Hind	Taunton-Exeter-Plymouth	LSL Pool	ST
26	Cumbrian Mountain Express	Carnforth-Carlisle-Appleby-Preston	WCRC Pool	RTC
26	Cotswold Venturer	Paddington-Kemble-Worcester	45690	RTC
27	Shakespeare Express	B'ham-Snow Hill-Stratford-upon-Avon	5043 or 7029	VT
31	Scarborough Spa Express	Carnforth-Skipton-York-Scarborough	WCRC Pool	WCR
31	Welsh Marches Express	Bristol TM-Hereford-Shrewsbury	LSL Pool	ST

Notes:
WCRC Pool: Locos from 45680/45699/46115/35018/34067
LSL Pool: Locos from 34046/45231/46100/4498/70000

AUGUST: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
6	Pembroke Coast Express	Salisbury-Bath-Newport-Pembroke Dock	WCRC Cl 33 + 47 assist	PF
12	Newhaven Nonsense	Victoria-Ashford-Hastings-Newhaven-Waterloo	Hastings DEMU 1001	UKR
12	Yorkshire Coast Pullman	Cardiff-Shrewsbury-Scarborough	LSL Blue Pullman HST	MP
12	Scarborough Belle	Birmingham NS-Derby-Scarborough	TBA	VT
16	West Highland Pullman	Preston-Carlisle-Oban	LSL Blue Pullman HST	MP
19	Coronation Deltic	King's Cross-York-Scarborough-Spalding-King's Cross	D9009	UKR
26	North Wales Coastal Pullman	Plymouth-Exeter-Llandudno	LSL Blue Pullman HST	MP

■ All tours listed above may be subject to cancellation due to industrial action – check with tour promoter.

BOOKING CONTACTS

MP – Midland Pullman
0800 038 5360
NENTA – Nenta Tours
01692 406152
PT – Pathfinder Tours
01453 835414
RCS – Rail Charter Services
01768 353200
RPSI – Railway Preservation Society of Ireland
00 353 1 480 0553
(Dublin tours) or 028 9337 3968
RET – Retro Railtours
0161 3309055
RTC – Railway Touring Company
01553 661500
SD – Steam Dreams
01483 209888
SR – Statesman Rail
0345 3102458
SRPS – Scottish Railway Preservation Society
0131 202 1033
ST – Saphos Trains
saphostrains.com
UKR – UK Railtours
01438 715050
VT – Vintage Trains
0121 708 4960
WCRC – West Coast Railways
01524 737751

NOTES

- Please note that advertised traction, routes, times and even tour dates can, and often do, change from the advertised details. Check with your tour promoter before travelling. *The Railway Magazine* cannot accept any responsibility for changes to any advertised trains.
- Note: Tours may start and finish elsewhere.



COMPILED BY CHRIS MILNER

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

SIDELINES

Ordsall Chord footbridge opens

A KEY pedestrian and cycle route between Salford and Manchester has opened underneath the Ordsall Chord railway bridge. Network Rail has invested £12m in the new footbridge to replace the former Prince's Street bridge over the River Irwell, which was demolished in 2015 to make way for the chord as part of a major railway upgrade.

Electrification begins

INSTALLATION of overhead power lines and platform works began on June 24 at Kennishead, Priesthill & Darnley, Nitshill and Barrhead stations. Part of a £63m electrification project, the scheme is due to run until August 3. Beyond Barrhead, track, signalling and embankment upgrades will also be undertaken near Lugton, in East Ayrshire, while the line is closed.

Shields bridge renewal

A BRIDGE over the railway at Shields Road, Glasgow is to close to traffic from August for a year to enable its demolition and rebuilding. A lot of work is needed to divert and reinstate utilities, hence the long duration. The bridge has been subject to weight restrictions for more than 20 years. The work will be undertaken by Network Rail and Glasgow City Council. When complete in summer 2024, the bridge will be stronger and fit for the size and volume of traffic that travels over it.

Bridge work complete

A MULTI-million-pound project to repair all 28 arches of the Grade I listed Royal Border Bridge which spans the River Tweed in Northumberland has been completed. Engineers had been working on the 170-year-old structure since January 2022. The East Coast Main Line remained open throughout the repairs.

Morley upgraded

JUNE 17-25 saw the completion of a number of major upgrades at Morley station as part of the Transpennine Route Upgrade. Work has included the construction of new platforms, the initiation of old platform demolition, a full signalling recontrol to Network Rail's York Rail Operating Centre and the installation of a brand-new footbridge.

Transport Minister signs off Dawlish sea wall project

£80m scheme to protect main line from sea officially opened.

THE Dawlish sea wall project, instigated to protect the exposed railway line from high tides, has been completed.

The official opening of the £80m project was undertaken by the Secretary of State for Transport, Mark Harper, along with guests from the wider rail industry, the local council and pupils from local schools.

It was in February 2014 when the sea wall was breached by storms and high tides, undermining the railway and leaving tracks in mid-air. It cut off all of Cornwall and parts of Devon from the rest of the rail network.

Temporary repairs using shipping containers provided protection from the waves, allowing the railway to reopen two months later, but a more permanent solution was required.

While reopening alternative routes was looked into, it was the rebuilding of the sea wall under the title of the South West Rail Resilience Programme (SWRRP) which went forward.

This long-term project has seen 775 metres of sea wall rebuilt to a height of eight metres and strengthened, to deflect the waves back to the sea, protecting the railway and Dawlish town centre.

There are new walkways for pedestrians and new fencing along the promenade.

During the build more than £15m has been invested in the local economy, using local labour, materials and accommodation.

Further along the coastal line at Parsons Tunnel, a new rockfall shelter is under construction to protect the railway from rockfalls (see last issue).



An aerial view of some of the resilience work to protect the railway and Dawlish itself from the ravages of weather and climate change. NETWORK RAIL

Ryde Pier line reopens

TRAIN services between Ryde Esplanade and Pier Head recommenced on July 10 following nine months of upgrade and repair work to strengthen the 19th century, 686-metre long Victorian pier.

The work has also included a new pedestrian walkway built on the alignment of the tramway track, reducing the risk of conflict between pedestrians and vehicles dropping off or collecting passengers.

As part of the project, engineers have installed a new weather screen to protect customers at Ryde Pier Head station, replaced 172 metres of track and installed 143 metres of new steel rail bearers, and have also repainted the station.

However, there is still more track upgrading work to complete on the pier and this involves the installation of composite sleepers instead of wood, which are more resilient to the extreme weather, and for this a further closure of an as yet undetermined duration will have to take place.



A Class 484 EMU runs from Ryde Esplanade station to Pier Head now the line has reopened. The new three metre wide pedestrian walkway, with seating, is clearly visible in the centre. NETWORK RAIL

Trent Valley upgraded

A NINE-day closure of the West Coast Main Line (WCML) through the Trent Valley between July 15-23 has allowed Network Rail engineering teams to undertake a variety of work as part of ongoing improvements.

An £8.5m investment at Colwich Junction will see the installation of 2km (1.2 miles) of new track on 3300 sleepers, while work will continue on a major scheme to renew some of the signalling system in the Trent Valley which will go live in 2024.

During the closure, demolition of the life-expired platform 3 at Lichfield Trent Valley will take place followed by a six-month rebuild during which time CrossCity services will terminate at Lichfield City, with a shuttle bus connection.

Just south-east of Lichfield Trent Valley station a new 6500 tonne bridge for HS2 will be rolled into place, allowing the high speed line to be built under the WCML.

During the closure, some passenger and freight trains normally booked for the Trent Valley were diverted via Coventry, Stechford and Bescot, but LNW services for Crewe terminated and started at Rugby, with rail replacement coaches for onward journeys.

Improvements for Ebbw Vale

WORK on a £70m project to upgrade the Ebbw Vale line continued in May and June.

Funded by Blaenau Gwent County Borough Council via a Welsh Government loan, new platforms have been constructed at both Newbridge and Llanhilleth stations plus the installation of new signal posts, regrading and stabilising of an embankment, and track work in various locations along the line.

The project also includes a new footbridge and lifts at Llanhilleth, and ultimately more frequent services are planned.

The Department for Transport and Network Rail are providing a further £17m to deliver signalling upgrade and renewal work.

Contractor appointed for Troon rebuild

NETWORK Rail has appointed AmcoGiffen as the main contractor for the rebuild of the fire-damaged Troon station.

The station's platform one building was badly damaged in a blaze in July 2021, and in the intervening months, Network Rail has worked with partners, stakeholders and the local community to develop the design for the new building. The Railway Heritage Trust agreed to contribute £500,000 towards the cost back in July 2021.

It will cost around £5m to reconstruct the building in a way that is sympathetic to the historic character of the station and in keeping with the remaining building on platform two. The chosen design will be to modern standards and provide a spacious waiting area and ticket office. It will also include a 'changing places' facility which will deliver an improved amenity for people with disabilities and their carers.

The target is to reopen the station in time for the 2024 Open Golf tournament which is being held at Troon.



Only the steel work of the former station remains, but the rebuilt station will look very much like the original. The disused chimneys have been dispensed with. NETWORK RAIL AND SCOTRAIL



Three options for the rebuild were presented for consultation, and the clear choice of local people who expressed an opinion was to use the existing footprint and same aesthetic as previously, including traditional timber façade and slate grey roof.

From July 1, a site compound was created in the station car park for the assembly of a crane which will lift the station's new canopies into position over a 15 week period.

£34m Thanet Parkway opens

A NEW station in Kent, Thanet Parkway, opened to passengers on July 31. Located at Cliffsend, just west of Ramsgate, the station is near to the junction of the A299 and A256 roads and Manston airfield.

Costing £34.5m, construction of the station – which is unstaffed and has two 250 metre platforms able to accommodate 12-car trains – began early in 2021. It will be served by both high speed services between London St Pancras International to Margate and SouthEastern services from London Bridge, Charing Cross or Cannon Street. Fastest journey time to London will be 70 mins.

Thanet Parkway is close to new housing and businesses, and the station provides the potential for an integrated transport hub in the future.

Station facilities include step-free access, ticket vending machines, waiting shelters, seating and CCTV. There is a 293 space car park (16 for blue badge holders) and electric vehicle charging points. There will also be an electric minibus shuttle to Discovery Park (a science, research and technology centre where 160 companies are based), taking just six minutes.

Funding for the station has been provide by South East Local Enterprise Partnership (£14m), Getting Building Fund (£12m), New Stations Fund (£3.4m), Thanet District Council (£2m) and also East Kent Spatial Development Company (£700,000) and Kent County Council (£5.8m). The cost has soared from an initial estimate of £11.2m, but the final cost includes £10.2m for level crossing upgrades and £4.1m to cover highway junction works, archaeological mitigation works, land purchase, planning costs and legal costs.



Platform 1 at the new Thanet Parkway station. SOUTHEASTERN



EAST WEST PROGRESS: Construction of the new station at Winslow on the East West Rail link is progressing well in anticipation of opening during 2024. Situated on the A413 Buckingham Road, the new station is west of the original. This is the view of construction progress on July 9. CHRIS MILNER

Hope Valley loop progress

CONSTRUCTION of a new passing loop in the Hope Valley has seen the foundations laid.

The loop will be between Bamford and Hathersage in the Sheffield direction and will allow passenger trains to pass slower freight trains by the spring of 2024.

Since the inception of the project, teams have completed soil nailing and regrade work on a steep cutting at Bamford to clear the land needed for the new track. A total of 935 nails have been installed over 275 linear metres to a depth of between six and seven metres.

The first phase of track installation on the loop was completed in Bamford between November 2022 and February 2023. This included the placement of two turnout sections of track for the loop, which will eventually meet in the middle, completing a passing loop for fast trains to pass. The remainder of the loop is due to be completed this year.

Also part of the project is the construction of a second platform and new footbridge at Dore & Totley station, where since July 2022, 2.3km (1.4 miles) of new track has been installed and work has started on the platform foundations.

Lost Frank Hornby plaque returned to Lime Street

A LONG-lost plaque marking the birthplace of engineer and toy inventor Frank Hornby has been found and reinstated at Liverpool Lime Street station.

Hornby was born in May 1863 at 77 Copperas Hill, which was later cleared for neighbouring Liverpool Lime Street station to be expanded.

The plaque went missing in 1999 during station renovations and was found through detective work by Network Rail and the Railway Heritage Trust.

The trust contacted the Hornby Railway Collectors' Association (HRCA) to see if there were photos of the original plaque so a reproduction could be made.

However, it was after the HRCA published a short article about the search, by chance one of its readers got in contact to say he could do better than a photo – he was in possession of the real thing.

A businessman, engineer and politician, Mr Hornby invented three 20th century toy brands – Meccano, Dinky and Hornby model railways.

Cable theft arrests double

WITH the theft of metal, particularly cables, still a major issue in the rail industry, increased security has led to seven arrests in one area alone since January 2023. In 2020 the number of arrests was three, with a similar number in 2021.

In the Wales & Borders area, cable and metal theft has cost taxpayers £1.1m, but Network Rail has improved ways of tackling the problem.

To combat thieves, Network Rail has been funding British Transport Police officers. It has also been using overt and covertly placed cameras and used forensic marking agents which leave invisible traces on skin and clothing but are visible under ultra violet light.

Use of drones has increased too, and there has been a move not only to new ways of securing cables, but introducing cables which are harder to steal and easier to identify.

The Wales & Borders area also has a dedicated security team. Additionally, work continues to work with the scrap metal industry where dealers must be licenced, police have powers to close unlicensed yards, and cash trades for scrap are illegal and subject to unlimited fines.

Andy Armstrong, programme manager for route crime and security for Network Rail Wales & Borders, said: "This increase in arrests and convictions is a welcome halfway marker to 2023. Cable theft costs Network Rail millions of pounds each year. We will continue to ensure the railway can run safely, securely and reliably."

Scottish footbridge plans submitted

NETWORK Rail (NR) has applied to Dumfries and Galloway Council for listed building consent for the construction of a new footbridge with lifts to provide step-free access to both platforms.

The project is expected to be completed in 2024.

In a separate application to Highland Council, NR is seeking listed building consent to install a modern lattice-style footbridge and lifts at Kingside station, with the removal of the existing lattice iron footbridge.



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Royal Mail Midlands hub opens

CAPABLE of processing 90,000 parcels per hour, Royal Mail's rail-linked Midlands Super Hub – the company's largest automated parcels facility – opened on June 30.

The 53-acre site, at the Daventry International Rail Freight Interchange (DIRFT), is linked to the West Coast Main Line, providing a direct connection with the company's Scottish Distribution Centre at Shieldmuir in North Lanarkshire and is close to warehouses and fulfilment centres of several major online retailers.

Royal Mail chief operations officer Grant McPherson said it put the business on track to meet its carbon reduction targets.

The company says a single train journey can remove up to 16 lorry journeys from the roads each day.

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Freight scope for Bow Yard reinvigoration

Network Rail highlights potential to broaden the role of one of London's largest railheads.

THE redevelopment of over 30 acres of brownfield land at Bow Goods Yard in East London will bring with it scope for what Network Rail (NR) describes as a sustainable transport network, incorporating rail-linked warehouses and an integrated last mile logistics hub serving Greater London.

Located next to the A12, it is already one of the capital's largest railheads, its main uses including supply of large volumes of concrete and aggregate for the construction industry.

The wider area of land is the last remaining industrial site in the zone covered by the London Legacy Development Corporation (responsible for the long-term planning and development in the area which hosted the London 2012 Olympic Games). It was the main construction hub for the Olympics and the location for the athletics warm-up track during the event.

Maccreanor Lavington Architects will work with NR and other stakeholders on the proposals for the site, which could also include housing, leisure and industrial space, new landscaping and wider infrastructure improvements.



Seen in the centre of this stylised map, over 30 acres of land is earmarked for regeneration as part of the plans for Bow Goods Yard, with a freight and last mile logistics hub serving Greater London at its heart. NETWORK RAIL

Regeneration

NR says the team planning the development for the site, which has been in railway use since the 19th century, will involve the neighbouring communities of Pudding Mill, Fish Island and Strand East in its plans to connect it with the surrounding area and green spaces.

"The regeneration of this strategic site demonstrates the huge importance rail infrastructure plays in unlocking the development of brownfield sites and to deliver on London's sustainability agenda," said NR group property director Robin Dobson.

Consultation and design is expected to take place this year with a view to a planning application being submitted in 2024.

DB Cargo on track with British rail order for Belgium

TRACK manufactured by British Steel in Scunthorpe, for use in renewal works on Belgium's railway network, is being transported to its destination by the UK and French divisions of DB Cargo.

The first consignment from British Steel's Rail & Section Mill left Lincolnshire on its three-day journey to Muizen, north of Brussels, on June 9, hauled by Class 66 No. 66025.

The company has a deal to supply Belgian railway infrastructure management firm Infrabel with 40,000 tonnes of rail made to various profiles and DB Cargo expects to deliver it over the course of the next four years with an average of one train per month.

Produced in 100-metre long sections bound for Infrabel's rail welding facility, each rail spans four IGA wagons.

DB Cargo UK chief sales office Roger Neary said that: "a great deal of collaboration and planning" had gone into the operation, ensuring a "safe and smooth passage" to the company's international depot at Dollands Moor and onwards through the Channel Tunnel into mainland Europe.

DB Cargo UK operates the trains as far as Calais, with DB Cargo France taking responsibility for the remainder of the journey to Muizen.



DB Cargo Class 66 No. 66025 prepares to leave British Steel at Scunthorpe on June 9, with the first consignment of rails bound for Muizen in Belgium, part of a 40,000 tonne order to be fulfilled over the next four years for Belgian railway infrastructure management firm Infrabel. DB CARGO

Rail financial incentive available for deep sea container customers

LOGISTICS provider DP World, which operates rail-linked deep water port facilities at London Gateway and Southampton, is to offer financial incentives to customers in an attempt to encourage them to use rail rather than road for onward movement of their goods.

The 'Modal Shift Programme', which will be trialled at Southampton from September, initially for 12 months, will see a £10 flat fee charged on all import-laden containers. Customers will be reimbursed for containers which are transported more than 140 miles by rail.

For containers moved less than 140 miles by train, customers will receive a £70 incentive.

DP World believes the programme has potential to boost modal shift over shorter distances where the use of rail has been regarded as less economically beneficial and could reduce carbon dioxide emissions by 30,000 metric tonnes a year.

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Investigation into Bulwell derailment

RAIB looks into circumstances after Nottingham tram leaves tracks and collides with overhead line support pole.

THE Rail Accident Investigation Branch (RAIB) is working to piece together the sequence of events which led to a Nottingham Express Transit tram with around 30 people on board derailing and striking a support pole for the system's overhead lines.

Alstom Citadis tram No. 232 *William Ivory* was travelling southbound at around 17.06 on June 12 when it derailed at a set of facing points on the approach to Bulwell tram stop.

The tram driver and one other person suffered minor injuries.

Significant damage

The tram was moving at about 19mph at the time of the incident, which caused significant damage to both the vehicle and the tramway infrastructure.

As well as looking at the moments leading up to the crash, the RAIB investigation will consider the actions of those involved and anything that may have influenced them; the management of NET drivers; the status, maintenance and performance of the points and signalling equipment; and any underlying management factors.

Safety digest

The RAIB has also issued a safety digest about an incident in which a passenger suffered serious injuries after being dragged alongside an NET tram as it was leaving the Beeston Centre stop on February 22 this year.

The tram driver, who told their employer they had not selected the rear view camera option prior to departure because they had assumed everyone was onboard, was unaware the passenger's walking stick had become trapped in the rearmost doors as they tried to stop them from closing.

The RAIB says the accident highlights the importance of tram drivers completing a final visual safety check prior to departure, using CCTV and other equipment "to the best possible extent" and not relying on 'door closed' indications as confirmation that it is safe to move off. The RAIB also highlights the responsibility of operating companies to ensure compliance with the rules.



No. 201, one of 54 new trains being built by CAF for the Docklands Light Railway, is pictured at Canary Wharf station during night-time testing. TFL

Eleven more DLR trains ordered

TRANSPORT for London has confirmed an order has now been placed for a further 11 trains for the Docklands Light Railway.

It takes the total number of B23 units which will be produced by Spanish manufacturer Construcciones y Auxiliar de Ferrocarriles (CAF) to 54.

The first of the five-car units, which have a walk-through design and feature air conditioning, mobile device charging points and real time audio and visual travel information systems, are due to enter service next year, with the entire fleet expected to be introduced by the end of 2026.

Overnight testing is already underway with the sets expected to appear on daytime trials later this year.

Funding for the extra trains, which are being introduced to support new housing developments in the area, has been provided by the Department for Levelling Up, Housing and Communities.

NEW DEPOT CONTROL GOES LIVE: Control of movements at the Tyne & Wear Metro's South Gosforth depot was transferred to a suite at the new £70million maintenance complex on the weekend of June 24-25. It was the final part of operations to be moved from the old buildings on the opposite side of the site and allows their demolition to be completed. As can be seen in this picture (right), the new control suite features digital technology and windows giving a panoramic view of the depot. NEXUS



Another dip in Metro reliability

STADLER has apologised to Tyne & Wear Metro users for the latest reliability problems with the system's ageing Class 599 trains.

The Swiss firm has a contract to manufacture and maintain 46 new five-car Class 555 sets which will completely replace the Metro-Cammell-built Class 599 'Metrocars' (the system's original fleet).

Phased introduction of the Class 555s is set to begin at the end of the year, but the Stadler team, which also has responsibility for the current Class 599s, says it is facing an "ongoing challenge" of keeping sufficient numbers of the 43-year-old units in traffic in the meantime.

Punctuality of services rose after Metro operator Nexus served Stadler with a formal improvement notice, climbing from 71% at the beginning of the year to 87% for April-May, but dipped to 80% in May-June.

"The ageing fleet is increasingly difficult to maintain, leading to frequent service disruptions and customer inconvenience," said Stadler Rail Service UK MD Paul Patrick. "We are doing everything we can to work through these issues, including working with suppliers to source spare parts for the fleet as well as increasing our team resource."



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SIDELINES

Hitachi TPE Nova 1 contract extended

HITACHI Rail's contract to maintain the TransPennine Express fleet of Class 802 'Nova 1' units has been extended by eight years.

Hitachi says the 19 five-car sets, which entered service in 2019, are achieving 70% better reliability than the industry average.

The extension to the contract, which was agreed with the operator and Angel Trains (which leases the sets to TPE) is worth £240million.

Class 172 wheel tests aim to stop damage

MODIFICATIONS to onboard software are expected to reduce wheel damage to West Midlands Railway Class 172s during the Autumn leaf fall period.

They prompt the trains to disengage gear when they encounter wheel-slide, allowing it to be managed more effectively.

At the end of June, Class 172 No. 172336 was used to trial the changes at Network Rail's Tuxford Rail Innovation & Development Centre.

Class 700 fleet gets ETCS upgrade

IN A £32.7million five-year deal, Thameslink's Class 700 fleet will have its European Train Control System (ETCS) digital signalling equipment upgraded to the latest specification.

Hardware and software changes will be made so that the units can use digital infrastructure which is being introduced on the East Coast Main Line.

10-car Lumo service

EAST Coast Main Line open access operator Lumo ran its first 10-car passenger services on June 24 when Class 803 Nos. 803004 and 803002 worked from Edinburgh to Peterborough and back.

The trial took place due to fewer paths and trains operating because of engineering work.

Lumo says it has no plans for regular 10-car operations, but adds it may be an option if a similar situation arises in the future or when there is sufficient demand.

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Class 730/0 No. 730018 at Milton Keynes Central for the media preview on June 30. CHRIS MILNER



An interior view of one of the driving cars. CHRIS MILNER

Class 730/0 'Aventra' put on display at MK Central

West Midlands Railway gives preview of new three-car electric multiple unit.

WITH entry into service planned for later this year, West Midlands Railway (WMR) held a media preview of its new three-car Class 730/0 'Aventra' EMU at Milton Keynes Central on June 30.

Alstom has built 48 three-car units. Prior to transfer to Birmingham's Cross-City line between Lichfield Trent Valley and Bromsgrove/Redditch plus Walsall-Wolverhampton services (where they will supersede Class 323s), some will initially be used to replace the nine ageing Class 319s diagrammed for Euston-Tring/Milton Keynes/Northampton peak hour workings.

Funding for the £690million contract has been provided by Corelink Rail Infrastructure, a leasing company jointly owned by Deutsche Asset Management and Infracapital.

By the end of June, WMR had accepted 25 Class 730/0 sets, others being in static or mileage accumulation test phases, or at Wabtec Loughborough receiving post-production modifications.

Space

Onboard there is a sense of spaciousness, helped by the 2+2 seating, wide aisles with standing space, deep panoramic windows and clear luggage racks.

One of the driving cars has space for three bicycles. The centre car offers space for two wheelchairs and has an accessible toilet and 12 tip-up seats which can double as pushchair space. The majority of seating is airline-style seating with fold-down tray tables, a plug socket and two USB connections underneath. Clear overhead displays provide passenger information and there is free on-board wifi. The units have underfloor heating and intelligent air conditioning.

The first of the 36 sets of the five-car version (Class 730/2, a subclass which will now be used for all LNR sets as the Class 730/1 'outer suburban' designation has been dropped) are now in production for sister company London Northwestern (LNW).

Geared for 110mph, they will be used on Euston-Crewe and Birmingham-Northampton-Euston and Birmingham-Liverpool services. Some will replace the Class 350/2s which are being returned to Porterbrook. Other Class 350s will be cascaded to Euston-Northampton services to allow the Class 730/0s to move to the Cross-City route.

The five-car sets will have wider seating (450mm with arm rest compared to 435mm on the 730/0 and no arm rest) and with two extra carriages will have 406 seats in a 2+2 style, only 46 fewer than an eight-car Class 350 formation, although some trains will be strengthened to 10 cars.



LIGHT WORK: CrossCountry HST power car Nos. 43184 *Laira Diesel Depot* and 43285 are pictured at Langstone Rock, Dawlish Warren with First Class trailer No. 41035 and Standard Class No. 44017 en-route from Plymouth Laira depot to Wabtec at Doncaster on June 24. The power cars returned to Laira on July 7 with a rake of six coaches. NICK WARREN



ROYAL HIGHNESS: Crossing the 65ft high, 43-arch Grade II listed Yarm Viaduct which crosses the River Tees and runs around the west of the town, DBC Class 66 No. 66023, leads the morning Wilton-Knowsley empty household waste 'bin liner' train on June 22. The loco had been unveiled five days earlier at Toton depot in its new royal blue livery to mark the King's coronation. As well as the Union Flag, it features the rose, thistle, daffodil and shamrock emblems of the four home nations. STEVE SIENKIEWICZ

Time called on Nova 3s to Cleethorpes – and cracks found on coaches

TRANSPENNINE Express 'Nova 3' sets (Class 68 locomotives and Mk. 5a coaches) were expected to be completely removed from its south (Manchester-Cleethorpes) route by the end of July.

Following over a year of crew training, 'Nova 3' services on the route only began in March, but their appearances have been irregular.

TPE says there is a limited ability to move trains between maintenance locations when they are used on Cleethorpes trains and that loco noise during stabling has also caused an issue.

'Nova 3' diagrams on the line are due revert to Class 185 operation. In the immediate future, 'Nova 3s' will continue to be used on Liverpool Lime St-Scarborough services, but the operator says a broader review of the business could lead to further changes to its fleet and how it is deployed.

Two rakes of Mk. 5a 'Nova 3' coaches were removed from service after a small number of cracks were discovered during routine inspections.

TPE declined to elaborate on the nature or location of the faults, but said two other sets with potential issues were also temporarily withdrawn and that it was working with manufacturer CAF to understand the cause and establish a solution.

CELEBRATING RAILWAY HISTORY



MAJOR ANNIVERSARIES: On June 23 (left) TransPennine Express Class 802, No. 802203 was named *Diligence - Robert Stephenson & Co* at Darlington station. It marked 200 years since the foundation of the locomotive builder, the first firm in the world created specifically to make railway engines. Diligence was the name of the fourth locomotive produced by the firm for the Stockton & Darlington Railway. Originally based at Forth Street works in Newcastle, production moved to a new factory at Springfield in Darlington in 1902. On June 27, an event was held at Bourne End station in Buckinghamshire to mark the 150th anniversary of the branch line between Maidenhead and Marlow. A bodyside map graphic of the branch line was applied to Great Western Railway Class 165, No. 165122 (right) to mark the occasion. It is pictured during the celebration at Bourne End. TPE/GWR

SWR 'confident' about Class 701 performance

SOUTH Western Railway says it is "increasingly confident" about the consistent performance of its Derby-built Class 701 'Arterio' units and expects the first of them to be brought into service towards the end of this year, four years later than anticipated when the order for the 90 sets was placed.

As of July, the operator had accepted 42 units "with no plans for further modifications to the design".

An SWR spokesman told *The RM*: "We are now half way through depot driver training, which is a really important milestone towards the safe and reliable introduction of the new Arterio trains that will transform our customers' journeys."

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Carlisle Power Signal Box half-century marked

Direct Rail Services Class 66 named as part of 50th anniversary celebrations.

PLATFORM 8 at Carlisle station was the setting for the naming of Direct Rail Services Class 66 No. 66433 *Carlisle Power Signal Box 50th Anniversary 1973 – 2023*.

Signallers and operations staff past and present gathered for the ceremony on June 7, which was performed by Network Rail senior regional freight manager David Hunter (who was based in the signal box during the 1990s when he was a station announcer at Carlisle) and retired operations manager Ken Harper, who worked for British Rail, Railtrack and Network Rail.

Located just south of the station, on the western side of the rail corridor, Carlisle Power Signal Box (PSB) was one of four commissioned to take charge of movements north of Weaver Junction on the West Coast Main Line in connection with the electrification of the remainder of the route to Glasgow. As well as taking over signalling a 75-mile stretch of the WCML from north of Carnforth to Kirkpatrick Flemming (just beyond the Scottish border) from manual signal boxes, it also controls the Glasgow South Western route as far as Annan and the peripheries of the routes which run into the city, as well as entry and exit to the Windermere branch.



Retired operations manager Ken Harper and Network Rail senior regional freight manager David Hunter alongside Direct Rail Services No. 66433 and its new nameplate following the ceremony at Carlisle on June 7. DAVID HUNTER

Signalling operations were transferred to Carlisle PSB in stages – June 3-4, 1973 seeing the duties of the remaining 'boxes around the city moved to the site. The last sections covered by signal boxes north of Carlisle were incorporated into the PSB that year.

A presentation version of the nameplate has been put on display in the signal box.

WAGON REPORT

by Steven Fredrick Lappage

ROBEL Bahnbaumaschinen in Germany has supplied eight type 69.70 Mobile Maintenance Systems (MMS) to Network Rail as the infrastructure company strives to improve the safety and working conditions of track maintenance personnel.

Delivered in 2015-18, each set consists of a Mobile Maintenance Unit (MMU), Intermediate Car (IC) and Traction Supply Unit (TSU).

Nos. are DR 97501-508/601-608/801-808. Alternate EVN identities are: Nos. 99 70 9481 001-4 to 008-9, Nos. 99 70 9559 001-1 to 008-6 and Nos. 99 70 9580 001-4 to 008-9.

The MMU is equipped with a variety of track maintenance tools, interior lighting and adjustable sidewalls that can be extended outwards to give an extra 60cm of working space. This is fully enclosed and floorless, offering protection from passing trains and inclement weather.

The IC carries materials and equipment as required, with a payload of up to 20 tonnes. A two-tonne capacity crane is also fitted. Stowage exists for six 45-foot-long rails.

Lastly is the TSU, supplying power for all electric, pneumatic and hydraulic tools used in the MMU. Also on-board is a workshop plus messing and staff welfare facilities. Harsco Rail operates the trains, mainly in the East and South-East of England.

■ Now underway at the WH Davis workshops at Langwith Junction is construction of a further batch of IIA-D bogie biomass hoppers for Drax Ltd.

Nos. are 81 70 0698 226-5 to 255-4, European type Tafoos, and they will be used for the transportation of wood pellets from Port of Tyne to Drax.

With a capacity of 116 cubic metres, they will carry 30% more payload than the currently used IIA converted-coal hoppers. Maintenance will be undertaken by Davis Wagon Services.

Also completed recently has been the installation of a dust damping system to a rake of Network Rail owned MRA side-tipper wagons. This involves fitment of a 5,000 litre capacity water tank in place of a ballast box, together with the required piping and controls.

These modifications have been made to Nos. 501305/325/353-355. Pre-wetting of the ballast will be employed prior to discharge to reduce the dust hazard.

■ The recent final main line run of former BP aviation fuel tanks attracted much publicity.

For more than 140 years, this type of wagon was a staple of the rail freight scene. After Nationalisation in 1948, the vast majority of more than 10,000 wagons left in private hands were railtanks.

Long before the arrival of Dr Beeching in the 1960s, the railways had worked closely with oil firms to run block trainloads from refineries to distribution depots. By the 1970s, more than 21 million tonnes of products were being transported annually.

Thousands of new railtanks were constructed, including 150 Class B wagons for Regent Oil, Nos. 303-452. Built in 1960 by Charles Roberts and Powell Duffryn, they were 35 ton wagons, vacuum braked and able to run at 50mph.

Regent Oil was a joint venture between Caltex and Texaco operating from Immingham refinery to depots at Colwick, Gloucester, Penarth, Shustoke and Swansea. The partnership ended in 1967 with the rail assets going to Texaco.

Later on TOPS the fleet became Nos. TEX 47761-900, code TSF. All had been retired from mainline use by 1990. No. 345, later No. TEX 47795, is preserved at the Severn Valley Railway.

■ Nuclear Transport Solutions has contracted Brodie Engineering, Kilmarnock to refurbish its fleet of FNA-D nuclear flask carriers, Nos. 11 70 9229 001-6 to 040-4.

■ MHA/MPA* 'Coalfish' spoil and ballast opens now scrapped are Nos. 394004/006/008*/035*/054/060/077*/098/102*/117*/129*/132*/147*/148/167/173/183/187/190/221/241*/265/266*/316*/325/348*/351/378/384*/392*/396*/506/532/539/541/543*/550/555*/562*/644/650/658/670/678/709/717/735/736/753/759/762/776/777/782/824*/825/829/894/901/948*/995.



Right: Preserved Regent Class B oil tank No. 345 at Bewdley, Severn Valley Railway, on May 21.



Robel MMT power car No. 97502 at Chaddesden Sidings, Derby, on April 10.

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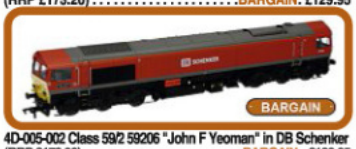
Dapol - Diesel locos



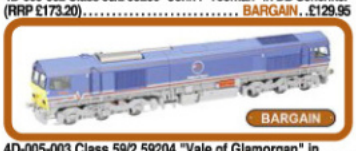
4D-003-021 Class 52 'Western' D1009 "Western Invader" in BR maroon small yellow panel NEW £160.65



4D-005-001 Class 59/1 59103 "Village of Mells" in ARC (RRP £173.20) ..... BARGAIN. £129.95



4D-005-002 Class 59/2 59206 "John F Yeoman" in DB Schenker (RRP £173.20) ..... BARGAIN. £129.95



4D-005-003 Class 59/2 59204 "Vale of Glamorgan" in National Power (RRP £173.20) ..... BARGAIN. £129.95

Heljan - Diesel locos



3375Hel Class 33/2 D6586 in BR green no yellow panels £178.46

Hornby - Steam locos



R30087 Class A3 4-6-2 45 "Lemberg" in LNER wartime black £227.69



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



R30233 Liverpool & Manchester Railway 0-4-2 No.58 'Tiger' Train Pack three granite wagons..... £206.99



R3870 Class B2 Peckett 0-6-0ST 1203 "The Earl" in NCB light blue (RRP £139.49). ..... BARGAIN. ... £101



R3997 Class 8P 'Princess Coronation' 4-6-2 46245 "City of London" in BR maroon £217.79

Diesel locos



R30115 Class 08 shunter 604 "Phantom" in BR blue NEW ..£167.39



R30121 Class 08 shunter 13079 in BR black early emblem NEW £167.39



R30179 Class 47/4 47656 in BR large logo blue - Railroad Plus range NEW £87.29



R30181 Class 57/6 57603 "Tintagel Castle" in GWR green - Railroad Plus range NEW £87.29



R30186 Class 47/8 47803 in Infrastructure yellow and white - Railroad Plus range NEW £87.29



R30187 Class 47/4 47598 in revised Network SouthEast - Railroad Plus range NEW £87.29



R3880 Class 31/1 31147 'Floreat Salopia' in Civil Engineers 'Dutch' grey and yellow (RRP £217.99) .. BARGAIN. ... £129



R3943 Ruston 48DS 235511 in Express Dairy Co. Ltd blue (RRP £111.49) ..... BARGAIN. ... £81

HSTs



R30099 Pair of Class 43 HST Power Cars 43314 and 43315 in East Coast Trains £326.69



R30218 Pair of Class 43 HST Power Cars 43400 and 43484 in RailAdventure £326.69



R30219 Pair of Class 43 HST Power Cars 43049 "Neville Hill" and 43060 in East Midlands Trains £326.69

DMUs



R30011 Class 153 single-car DMU 153377 in ScotRail Highlands NEW £137.24
R30071 Class 153 single-car DMU 153380 in ScotRail Highlands NEW £137.24
R30146 Class 153 single-car DMU 153305 in ScotRail Highlands £137.24

EMUs



R30104 Class 370 APT 5 car pack 370001 & 370002 in Intercity APT NEW £430.19



R30229 Class 370 APT 7 car pack 370003 & 370004 in Intercity APT black window surrounds NEW..... £528.29

Train sets - analogue



R1283M Royal Scot trainset in Hornby-Dublo style packaging LMS coronation loco, two coaches, and oval of track (RRP £429.99) ..... BARGAIN. ... £310

Coaches



R40006 ex-Mk1 SK Ballast cleaner train staff coach DB 975805 in BR departmental olive green (RRP £42.49) BARGAIN £19
R40008 ex-Mk1 SK Ballast Cleaner Train Staff Coach DB 975804 in BR departmental olive green (RRP £42.49) ..... BARGAIN £19



R40020 Mk1 BCK brake composite corridor in Intercity white roof - 21274 (RRP £42.49) ..... BARGAIN. ... £19



R40102 Liverpool and Manchester Railway 4 wheel third class open coaches - pack of 3 (RRP £84.99) BARGAIN £60



R40214 Mk1 BSK research vehicle "Test Coach Mercury" in BR research department red and blue - RDB975280. ..... £40.49



R40342 Mk1 FO research vehicle "Laboratory 2" in BR research department red and blue - 975606 ..... £40.49



R4879A Collett 57' 'Bow ended' non-corridor composite (Right-hand) W6242W in BR crimson (RRP £59.49) BARGAIN £25



R4974 Mk1 RB restaurant buffet IC1667 in Intercity Executive (RRP £42.49). ..... BARGAIN £19
R4974A Mk1 RB restaurant buffet IC1653 Intercity Executive (RRP £42.49). ..... BARGAIN £19

O Gauge (1:43 Scale)

Dapol - Steam locos



7S-018-002 LSWR Class B4 0-4-0T 90 "Caen" in Southampton Docks brown. £213.78

Coaches



7P-001-502 Mk1 BSK Brake Second Corridor in BR blue and grey window beading - W34153 NEW £189.07



7P-020-100 Stroudley 4 wheel suburban oil lit third in LBSCR varnished mahogany 861 (RRP £122.96).... BARGAIN £84
7P-020-001L Stroudley 4 wheel suburban oil lit brake third in LBSCR varnished mahogany 917 - Light bar fitted (RRP £150.90) BARGAIN £103

Heljan - Diesel locos



1753 Class 17 'Clayton' D8607 in BR green small yellow panels - weathered (RRP £569). ..... BARGAIN. ... £349



2683 Class 26/1 26025 in BR railfreight red stripe orange centrail stripe and Eastfield dog logo - weathered (RRP £669) BARGAIN. £512



2777 Class 27 27032 in BR blue Highland Rail stag emblems - weathered (RRP £669). ..... BARGAIN. ... £455



5295Hel Class 52 'Western' D1015 "Western Champion" in BR golden ochre small yellow panels £560.15



5296 Class 52 'Western' D1000 "Western Enterprise" in BR desert sand small yellow panels. £560.15

All items in stock when advert created. Prices valid until 05/09/23. Errors excepted.

Stock Update Track Record



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LOCOMOTIVES

Allocations
08799 HQ/WQDA off registration
43005 sent for disposal
43041 sent for disposal
43171 sent for disposal
47769 sent for disposal
57004 sent for disposal
58001 EH WQCA-WQDA scrapped
58004 EH WQCA-WQDA scrapped
58005 EH WQCA-WQDA scrapped
58006 EH WQCA-WQDA scrapped
58007 EH WQCA-WQDA off registration scrapped
58009 EH WQCA-WQDA off registration scrapped
58010 EH WQCA-WQDA off registration scrapped
58011 EH WQCA-WQDA scrapped
58013 EH WQCA-WQDA scrapped
58018 EH WQCA-WQDA off registration scrapped
58021 EH WQCA-WQDA off registration scrapped
58026 EH WQCA-WQDA scrapped
58032 EH WQCA-WQDA scrapped
58033 EH WQCA-WQDA off registration scrapped
58034 EH WQCA-WQDA scrapped
58035 EH WQCA-WQDA off registration scrapped
58036 EH WQCA-WQDA off registration scrapped
58038 EH WQCA-WQDA scrapped
58039 EH WQCA-WQDA off registration scrapped
58040 EH WQCA-WQDA scrapped
58042 EH WQCA-WQDA off registration scrapped
58046 EH WQCA-WQDA off registration scrapped
58049 EH WQCA-WQDA scrapped
60011 WCAT-WQBA
60012 WQCA-WQDA
60032 WQCA-WQDA
60036 WQCA-WQDA
60037 WQCA-WQDA
60048 WQCA-WQDA
60052 WQCA-WQDA
60068 WQCA-WQDA
60077 WQCA-WQDA
60078 WQCA-WQDA
60084 WQCA-WQDA
60089 WQCA-WQDA
60093 WQCA-WQDA
66032 WBAI-WBAE
66039 TO/WBAK-WQ/WQAB
66073 WBAI-WBAE
66310 newly registered RR/GBLT
66526 LD/DFIM-FD/DHLT
66955 LD/DFIN-FD/DHLT
66956 LD/DFIN-FD/DHLT
67002 CE/WAAC-WQ/WQAB
67016 CE/WAAC-WQ/WQAA
67028 CE/WAAC-WQ/WQAA-CE/WAAC
90017 WQCA-WQDA
90018 WQBA-WQCA
90019 WQAA-WQBA
90020 WQAA-WQBA
90021 CE/WEAC-WQ/WQAA-WQ/WQBA
90022 WQCA-WQDA
90023 WQCA-WQDA
90024 WQAA-WQBA
90025 WQCA-WQDA
90026 CE/WEAC-WQ/WQBA
90027 WQCA-WQDA
90028 CE/WEDC-WQ/WQBA
90030 WQCA-WQDA
90031 WQCA-WQDA
90032 WQCA-WQDA
90033 WQCA-WQDA
90034 CE/WQAA-WQBA
90035 CE/WEDC-WQ/WQBA
90036 WQAA-WQBA
90038 WQCA-WQDA
90039 CE/WEDC-WQ/WQBA
90040 WQBA-WQCA



The first of 33 five-car Class 810 bi-modes for East Midlands Railway left the Hitachi factory at Newton Aycliffe on July 14, bound for Melton Mowbray and the Old Dalby test track. The 5Q47 working is seen getting underway and heading towards Darlington led by No. 47749 (with No. 56081 out of shot at the rear). ALEX AYRE



The final pair of Southern Class 313 EMUs Nos. 313211+313205 ran along the Coastway West route on July 11, as the 5Z03/09.46 Hove Yard to Eastleigh Arlington, seen passing Goring-by-Sea. JOHN VAUGHAN

Liveries
DB Cargo red: 66079, 92029
GBRf: 66309

Named
08567 *John Arlington Stephens 20th May 1925-19th July 1984*
37419 *Driver Tony Kay 1974-2019*
43045 *The Grammar School Doncaster AD1350*
43048 *TCB Miller MBE*
43060 *County of Leicestershire*
43159 *Rio Warrior*
66785 *John Ellis*
66787 *Three Bridges ASC*
73119 *Paul Taylor*

Names removed
43005 *St Michael's Mount*



'Tug' No. 60014 has been moved from Toton to EMD Longport (Stoke) for evaluation, the railfreight grey-liveried loco seen on June 21 in company with (right) Nos. 56097 and 66048. RICHARD LILLIE.





Above: Ex-DRS 'Tractor' No. 37605 awaits its final journey to the scrapyard from the yard at Quorn and Woodhouse, Great Central Railway, on July 3. STEVE DONALD

Left: GBRf's No. 69008 has become the first of the class to be fitted with a Delner type coupling, the loco pictured at Wellingborough on July 11. RICHARD GENNIS

43041 *St Catherine's Castle*
73119 *Borough of Eastleigh*

Exported
To Bulgaria: 86610/22/32/38

Renumbered
77507-66310
77504-66311

Operational
66032/73

Stored/stopped locations
Bewdley, SVR: 73951/52
Crewe ETD: 90021/26/28/35/39
Doncaster Roberts Road: 66039
Doncaster Wabtec: 67002
Leeds Midland Road: 66526, 66955/56
Toton: 60011
Tyseley: 08442

Disposals
Alizay, France: Cut dates June/July: 58006/11/13/33/40/49
EMR Kingsbury: Arrival date: June 29: 47769
Sims Metals, Newport: Arrival dates: July 4: 43005; July 6: 43041; July 7: 43171
J.Watson, Metal Recyclers, Stafford: Arrival date: July 5: 57004

MULTIPLE UNITS

Allocations
142003 HQ/SCXH-CD/LSCO
197116 newly delivered HQ/HLHQ
313202/07/14/20 now scrapped
319012 sent for disposal
319429 sent for disposal
321406/09/24/32/36 sent for disposal
398010 newly delivered HQ/HLHQ
507012 sent for disposal
508115 sent for disposal
701056 newly delivered HQ/HYHQ
730042/43 newly delivered HQ/EJHQ
777036 newly delivered HQ/HEHQ
777148 newly delivered HQ/HEHQ
810001 newly delivered HQ/EMHQ

Liveries
EMR: 170270/72
GMPTE: 142003
Pride: 334006, 345055, 378205
SWR: 444010/28, 450004/83, 458407/17
150th Anniversary of the Marlow Branch Line: 165122

Named
165119 *Norman Topsom MBE*
165120 *Roger Watkins The GWR master train planner*
375829 *Verena Holmes (1889-1964) Women in Engineering*
800005 *Aneurin Bevan NHS 1948-2023*
802208 *Diligence Robert Stephenson & Co*

Renumbered
458507-458407
458517-458417

Formations
175008: 50751+79708
175101: 50708+56751+79704

Now in passenger traffic
196009/12
197001/16/20/42/43/48
197104/10/11/12

Stored/stopped locations
Bournemouth: 458407/17
Chester: 175004, 197005/35
Crewe HS: 142003
Crewe Gresty Lane: 175011
Crewe LNWR: 197030/51, 730103
Derby: 730031/32/33
Doncaster Belmont: 730036/37/38/39/40/41
Donnington: 197116
Eastleigh: 701056
Eastleigh Works: 313203/05/10/11/13/19
Ely: 180109/10/11/13
Holyhead: 175001, 175104/06
Landore: 175002/05/06/07
Long Marston: 769442/45
MoD Bicester: 701015/24
Old Dalby: 730101, 810001
Oxley: 730026/42/43
Reading: 230003-05
Taffs Well: 398010
Wembley: 701009
Wimbledon: 701049

Disposals
R. Davies Metals & Sons, Kingswinford: Arrival dates: July 13: 55837 (144014); July 20: 55814 (144014)
Raxstar, Eastleigh Works: Cut dates: June 15: 62542 (313214); June 20: 71226 (313214); June 22: 62606 (313214); June 28: 62594 (313202); June 29: 62530 (313202); July 4: 71214 (313202); July 6: 62548 (313220); July 10: 71232 (313220); July 11: 62612 (313220); July 12: 62599 (313207); July 13: 71219 (313207); July 17: 62535 (313207).
Sims Metals, Newport: Arrival dates: June 26: 71800, 77346 (319429); June 27: 62919, 77347 (319429); June 28: 321409/32, 62902, 77313 (319012); June 29: 71783, 77312 (319012); June 30: 321406; July 10: 507012, 508115; July 14: 321424/36

HAULED COACHING STOCK

Allocations
5910 sent for disposal
6006 sent for disposal
48116/34/35 sent for disposal
49113 sent for disposal

Renumbered
99025-95325, 99035-35322

Preserved
Bellingham: 41204

Disposals
Sims Metals, Newport: Arrival dates: June 27: 48116; June 28: 48134; June 29: 49113; June 30: 48135.
J.Watson, Metal Recyclers, Stafford: Arrival date: June/July: 5910, 6006

■ **STOCK CHANGES CORRECT AS OF JULY 23, 2023.**

Operations Track Record

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Stadler 'Flirt' DMU No. 231007 became the first of the class to work on the Maesteg branch on July 9. It's seen forming the 3Z31/14.05 Maesteg to Cardiff Canton test trip past the signalbox at Tondu. MARK JENKINS

AVANTI WEST COAST

A fatality on the West Coast Main Line on Monday, June 26 at Oxenholme around 09.00 meant buses replacing passenger trains between Preston and Carlisle. After the 1M07/06.30 departed from Glasgow Central, worked by Class 390 No. 390039, bound for London Euston, that day's next direct AWC from Glasgow to London was not until the 1M14/14.01, operated by No. 390128. Northbound on that day after the arrival in Glasgow at 10.38, the next direct arrival from Euston was at 18.21 with service 1S69 worked by No. 390124.

Whilst most AWC Anglo-Scottish services are worked by Class 390 units, on Sunday, July 2, the 9S54/11.10 Crewe to Edinburgh and 9M47/15.51 return was worked by Class 221 units Nos. 221110+221115.

LNER

The Highland Chieftain, 12.00 ex-London King's Cross, was observed running 20 minutes late at Darlington on May 28, due to delays in the Grantham area. The power issues affecting the southern part of the LNER network had still not been resolved two hours later as the 13.30 departure from King's Cross to Edinburgh was seen leaving Darlington 20 minutes late at 16.41.

Class 91 departures from Leeds to King's Cross on July 3 were noted as No. 91106 at 11.15; No. 91105 at 12.45; and No. 91110 at 13.15. Of these, No. 91105 and its train came from Neville Hill depot, as the inward working from London, due at 12.16, had been cancelled.

GWR

Reading Green Park opened on Saturday, May 27. A personal first visit to the new station was made by a correspondent on Tuesday, June 13, arriving on the 2J55/17.15 Reading to Basingstoke, formed of No. 165111 and returning to Reading on the 2J52/17.19 from Basingstoke formed of No. 165127.

Reading Green Park station is quite substantial, having all the necessary facilities, although it can hardly be described as attractive.

The GWR website reported that normal timetable services resumed on Saturday, June 10, following the reopening of the railway line between Oxford and Didcot Parkway. Network Rail completed repairs to Nuneham Viaduct, near Abingdon, ahead of schedule, allowing some services to operate between Oxford and Didcot Parkway on Friday, June 9.

A correspondent made a journey over the reopened line on Thursday, June 15, on the 1W27/13.50 from London Paddington to Great Malvern, formed of No. 800011. Passing over Nuneham Viaduct it was evident that although the line had reopened there were still cranes and workmen in high visibility jackets on site.

Thursday, June 15 was race day at Newbury with a full card of races. To assist racegoers some Newbury to Bedwyn services were extended back to serve Newbury Racecourse station.

To try these services a correspondent made a journey from Newbury to Newbury Racecourse using the 2Z12/10.55 from Bedwyn to Newbury Racecourse, formed of No. 165124.

The train left from platform 2 at Newbury station, which is adjacent to the Up Newbury Loop. It then used the crossovers to the east of the station to access the Down Westbury Line to stop at Newbury Racecourse. This section of the Down Westbury is actually bi-directional.

The 2Z13/11.26 from Newbury Racecourse to Bedwyn, which was also formed of No. 165124, was then used as far as Kintbury. This train ran on the same routing as the eastbound service stopping by platform 2 at Newbury station. It then used the crossovers to the west of Newbury to join the Down Westbury Line, which was used through Kintbury towards Bedwyn.

Damage to a pantograph led to a complicated rescue operation for a GWR IET on June 16/17. The 1A86/11.18 Newquay to London Paddington was diverted via Swindon after an earlier problem with the train but then it hit an obstruction on the overhead lines near Uffington.

The train was terminated at Didcot Parkway and an inspection revealed one of the pantographs had been bent back and could not be retracted. Delays were caused to services to London as capacity at Didcot was reduced by the failed train.

The unit spent the night at the station while a rescue plan was formulated. Engineers could not work on the roof of the train unless the overhead electricity was turned off, but it was decided this would cause even more disruption.

Finally at around 11.30 the following day, the train was moved at walking pace out of the station and then placed on the west curve where there is no overhead. After two hours of attention, it was finally moved to North Pole depot for full repairs.

A points failure at Laira, just to the east of Plymouth led to problems on a busy Saturday morning, June 24. To avoid trains being stranded between stations a number were held at Newton Abbot. Of note was GWR's 2C67/08.00 Cardiff Central to Penzance. Already curtailed to start from Exeter St Davids because of staffing problems, it was then terminated at Newton Abbot and the Castle set involved shunted onto the disused Heathfield branch. After laying over for a couple of hours, it then ran empty to Plymouth to pick up its return working which should have left Penzance at 13.50.

The Class 165 units are now expected to have sole charge of the passenger trains on the Greenford Loop for the rest of the year.

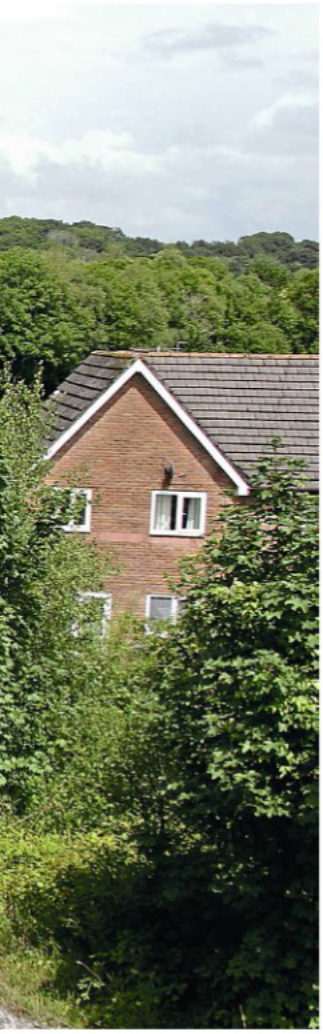
Observed on Friday, June 9, No. 165129 worked the 2G28/12.45 from West Ealing to Greenford, returning on the 2G31/13.30.

greateranglia

Movements of new Class 720 units reported includes Nos. 720132+720133 being taken from Derby to Wembley by Class 47 No. 47749 on June 16.

On Friday, June 23 Class 47 No. 47727 was seen hauling No. 720136 through Harrow & Wealdstone station from Derby Litchurch Lane to Willesden Traction Maintenance Depot.

Recently delivered No. 720133 was returned to Derby on June 26 by No. 47749 followed





New Avanti West Coast Class 805 bi-modes Nos. 805001+805003 head south from Carlisle with a test run on July 13. The fleet of 13 five-car sets will replace AWC's 'Voayger' DMUs. TONY WINWARD

the next day with No. 47739 returning No. 720132 also to Derby.

The 11.18 Liverpool Street to Clacton, formed of Nos. 720521+720560, was delayed by 20 minutes in the Stratford area due to a trespasser on Saturday, June 24.

Approaching Thorpe-le-Soken, the train was 13 minutes late and our correspondent expected to miss the connection to Walton on the Naze formed of No. 720511, but it was held, departing eight minutes late.

Coming straight back, the connection was again held at Thorpe le Soken, and the connection to Liverpool St departed two minutes late.

While at Nuneaton on June 29, Aventra Class 720 No. 720136 was noted passing through the station on mileage accumulations trips between Rugby and Willesden TMD under 5Q27 and 5Q28.

ScotRail
Scotland's Railway

It is reported the train drivers' union ASLEF indicated to the Scottish Parliament on May 30 its drivers are planning to boycott ScotRail HST sets from August 12. The union has demanded action since the Carmont accident in August 2020, which resulted in three fatalities including that of the driver. ScotRail's HSTs are currently on lease until 2030.

The last Serco Caledonian Sleepers Ltd trains ran on the night of Friday, June 23. There is no Saturday service on the overnight routes between London and various destinations in Scotland, so the first Caledonian Sleeper night train services under Scottish government ownership ran on Sunday, June 25.

GBRf has been awarded a seven year contract to continue hauling the services using Class 92 and Class 73 locos with Dellner couplers that allow coupling to the CAF Mk. 5 coaches. GBRf has said the length of the agreement offers it the opportunity to consider using the new Class 99 locomotives currently on order.

On Monday, June 5 empty stock train 5S95 from Wembley InterCity depot was seen arriving by platform 1 at Euston. The empty stock was headed by Class 92 No. 92020 *Billy Stirling*. No. 92018 then worked the sleeper train northbound.

crosscountry

A trip to the North East over the Bank Holiday weekend allowed the following observations: the 1S49/09.25 Penzance to Edinburgh on May 27 was formed by four-car Super Voyager No. 221141. Delays west of Bristol saw the train arrive heavily loaded at Bristol Parkway 17 minutes behind schedule. Further delays due to severe overcrowding resulting in station overtime, saw the train depart from Birmingham New Street 31 minutes late.

The correspondent alighted at Darlington 34 minutes late due to further delays between Leeds and York, where the train followed Northern's late running 17.16 Leeds-York stopping service with No. 195107 in charge. The following 1S51/12.27 Plymouth-Glasgow with Nos. 43239 and 43184 in Executive livery fared better and was seen departing Darlington just 13 minutes late.

A well loaded nine-car SuperVoyager/Voyager combination with Nos. 221132+220020 arrived with the 11.00 departure from Darlington to Edinburgh. Newcastle was reached at 11.45, 13 minutes late. The 13.27 Plymouth-Edinburgh service with Nos. 43208 and 43304 in charge were observed leaving Darlington just two minutes late that evening.

Observations on May 29, the 15.00 departure from Darlington to Edinburgh saw four-car Voyager No. 220005 depart on-time. The 15.12 departure from Darlington to Plymouth was an eight-car Voyager/SuperVoyager combination with Nos. 220003 and 221140 in charge. Loadings and time keeping were good, despite weekend diversions which saw the train routed from Leeds-Sheffield via Doncaster and from Chesterfield-Derby via the Erewash Valley route.

While on the diversionary route between Chesterfield and Derby, the train passed 1S53 running on-time, with Nos. 43239 and 43184 in charge. An extra stop was made at Worcester Parkway to cover for an earlier cancelled service. The 16.27 Plymouth-Leeds with Nos. 43304 and 43208 was observed running on time between Worcester Parkway and Bromsgrove.

northern

Northern's 17.06 departure from Darlington to Hexham with Class 158 No. 158848 in charge was seen departing on time on May 27.

Celebrity Class 156 No. 156480 *Spirit of the Royal Air Force* was seen on the 2C55 Barrow in Furness to Carlisle, still in its RAF Anniversary livery, on June 5.

After a long absence, pairs of Civity Class 195/0 two car units have started to appear on Sunday diagrams on the Furness line. The Manchester Airport-Barrow return workings on Sunday, June 11, saw Nos. 195023+195007 work 1C52, and 1C57. The usual stock allocated has been 195/1s since just after the introduction of the CAF built DMUs. The Sunday only Barrow-Millom and return 2C31/2C56 was allocated to No. 195133. On July 2 Nos. 195002+195014 did two Manchester Airport to Barrow in Furness return trips. The Sunday only Class 195/1 working Barrow to Millom on the Cumbrian Coast and return on the same day was in the form of No. 195126.

Class 323 No. 323224 was seen passing through Heaton Chapel on July 8, while working empty as 5Q32 from Allerton depot to Longsight reportedly following repairs.

TRANSPENNINE EXPRESS

Observations at Darlington on May 27, included a well loaded No. 802215 on the 10.49 departure for Newcastle running 16 minutes late. Later in the day No. 802215 was running 12 minutes late with the 17.49 departure to Newcastle. Also on May 27, No. 802206 was observed running into Newcastle Central at 17.03 on arrival from Liverpool Lime Street, 43 minutes late. A swift turn round saw it depart back to Liverpool Lime Street at 17.09 just six minutes late.

There were no Class 68 worked trains at Manchester Piccadilly on July 3, on either the Scarborough or Cleethorpes routes. Many other services were cancelled or curtailed because of industrial action short of a strike.

Hull Trains
Your local link to London

Hull Trains services returned to the Midland Main Line on Sunday, June 25. Class 802 No. 802302 *Jean Bishop* worked the 1A91/08.30 Hull-London St Pancras and 1H03/12.30 return, while No. 802303 *Land of Green Ginger* formed the 1A94/14.06 Hull to London St Pancras and 1H06/18.50 return.

TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES

Observation of the 17.14 Cardiff Central to Holyhead diagrammed for Class 67 and Mk.4 coaching stock as it passed through Prestatyn in the middle of June featured consistent late running and 50% substitution by DMU sets. These were No. 150281, 16 minutes late on June 12; No. 150258, 22 minutes late on June 14; and Nos. 153324+153914, 26 minutes late on June 16. Locomotives appeared, as scheduled, with No. 67010, 17 minutes late on June 13; No. 67012, 10 minutes late on June 15; and No. 67008 30 minutes late on June 19.

The Class 197/1 three-car variant has made it into public service. On July 3 No. 197104 worked the 06.43 Llandudno to Manchester Piccadilly. It should have coupled to the rear of another set at Chester on this busy peak hour service, but this could not be done, so the one unit had to cope with the crowds. On the same day No. 197112 was working the Chester to Crewe shuttle.

Operations Track Record

Trains on the North Wales Coast were affected throughout the day on July 3, by a signalling problem at a level crossing between Flint and Prestatyn. For example, the 17.14 Cardiff Central to Holyhead left Chester on time behind Class 67 No. 67015 but was 17 minutes late at Rhyl.

After a series of complaints regarding late running and cancellations by the Class 230 units, it has become evident that, on the basis of their current performance, the '230s' are not capable of running the 27 miles between Wrexham and Bidston in the scheduled 59 minutes including 12 intermediate stops. Accumulated late running on each return journey can total upwards of 20 minutes by the end of a day per the records on Real Time Trains.

Of the five units Nos. 230006-230010, it appears that No. 230006 is to be used as a spares source as it remains dumped alongside Birkenhead North shed and has not been in service. Only the Class 150 unit allocated to one of the daily train services can maintain time and even that is challenged on occasions.

West Midlands Railway

Observed at Euston on Monday, June 5 were Class 319 Nos. 319433+319457 on the 16.39 to Milton Keynes, and Nos. 319217+319215 on the 17.35 to Bletchley.

Numerous reports have been received regarding the new Class 730 units. On Monday, June 5, Nos. 730008, 730009 and 730012 were noted, from passing trains, stabled in what has become their usual spot in the sidings at Camden. On June 19, Nos. 730029+730030 were moved from store at Worksop back to Derby by Class 37s Nos. 37601+37611. The following day, No. 37611 took No. 730041 from Derby to Oxley. The same Class 37 took No. 730040 from Derby to Oxley on June 23.

Also on June 23, No. 730014 was seen passing Harrow & Wealdstone station, heading north on test from Bletchley Carriage Sidings to Bletchley via Kilburn Up & Down Goods Loop. A little later on the same day, No. 730015 was seen, heading south, passing Harrow & Wealdstone station also on test from Bletchley to London Euston.

The next move reported followed on June 27, when No. 37611 moved No. 730101 from Crewe to Old Dalby. In a move on July 4, Nos. 730036+730038 were taken by No. 37611 from Oxley for store at Doncaster Belmont, followed the next day when Nos. 730037+730039 were also moved to Belmont, by No. 37510.

Also on July 5 No. 37611 took No. 730042 from Derby to Oxley, followed the next day by No. 37510 taking No. 730043 from Derby to Oxley. A further move on July 7, No. 730033 was top-and-tailed from Worksop to Derby by Nos. 37611+37601.

Movements of new Class 196 units reported included No. 196114 being top-and-tailed by Class 37 Nos. 37601+37611 on June 16 from Donnington to Tyseley.

Observed at Nuneaton on June 29 were new Class 196 DMUs Nos. 196006 and 196010 working, alternatively, the hourly service from Nuneaton to Leamington Spa. Also, on show that day were mileage accumulation runs under 5Q03, 5Q04, 5Q05, and 5Q06 (handled by ROG personnel) between Crewe and Nuneaton with the Aventra Class 730s Nos. 730004 and 730041, the latter newly-delivered with full seating uncovered, while the former, delivered much earlier, was in an incomplete state.

EMR

Problems with the overhead lines at St Albans caused disruption to EMR London services on June 25 with only two tracks open for traffic instead of the usual four, with some trains running up to an hour late.

The EMR Class 180 units are now stored at Ely. Nos. 180111+180110 left Chaddesden for Ely on June 28, being stopped at Melton Mowbray until the following morning when they continued through to Ely. The following morning Nos. 180113+180109 were noted passing Peterborough and later seen entering Ely Papworth at approximately 12.15 for storage. All EMR identity had been removed.

ELIZABETH LINE

Prior to the May 21 timetable change, Great Western semi-fast services to Didcot Parkway stopped at Ealing Broadway, Hayes & Harlington and West Drayton, but now run nonstop between Paddington and Slough.

Further, fast trains through Oxford towards Worcester formerly stopped at Slough, giving that station an hourly service of nonstop trains to Paddington, and trains beyond Reading and Didcot. These services now run directly to Reading without stopping.

On Wednesday, May 3, a correspondent made a journey from Reading to Ealing Broadway on the 2P70/17.39 from Didcot Parkway to London Paddington, formed of Nos. 387151+387169. At the time, this trip seemed of little consequence, but such a journey would no longer be possible on a Great Western service except in the early hours of the morning or late at night.

c2c

c2c is receiving 12 five-car Aventra 25 kV 50 Hz trainsets of Class 720, the first of which are due to enter service from September, subject to driver training being completed.

On Monday, June 5, Nos. 720604 and 720608 were noted, from a passing train, in the sidings at Wembley.

The same two units were still in the sidings at Wembley when noted on Friday, June 23.

SOUTHERN

Due to signalling issues on the Brighton main line, the 15.43 Littlehampton to London Victoria was diverted via the Arun Valley Line on June 15, formed of Nos. 377416+377412+377212.

From around 21.00 on June 15, the Brighton main line was shut for a period of time due to a trespass incident in the Salfords area involving BTP and the local police. The lines were still closed at 22.30.

On July 4, the Co-op store below the train crew depot at Barnham was rammed by a hydraulic crane in an attempt to take the cash machine, the perpetrators later being arrested by the police. The damage was so severe that train crews could not access their building to sign on for duty. A temporary set up was put in place on Barnham Station. All this caused absolute mayhem to train services for most of the day.

The 19.28 Southampton to Brighton failed at Littlehampton on July 5, with a GSMR fault on unit No. 377475. The service was eventually cancelled, and passengers were transferred to another service. No. 377475 was attached to the 21.26 Southampton to Brighton service with the faulty cab next to unit No. 377407.

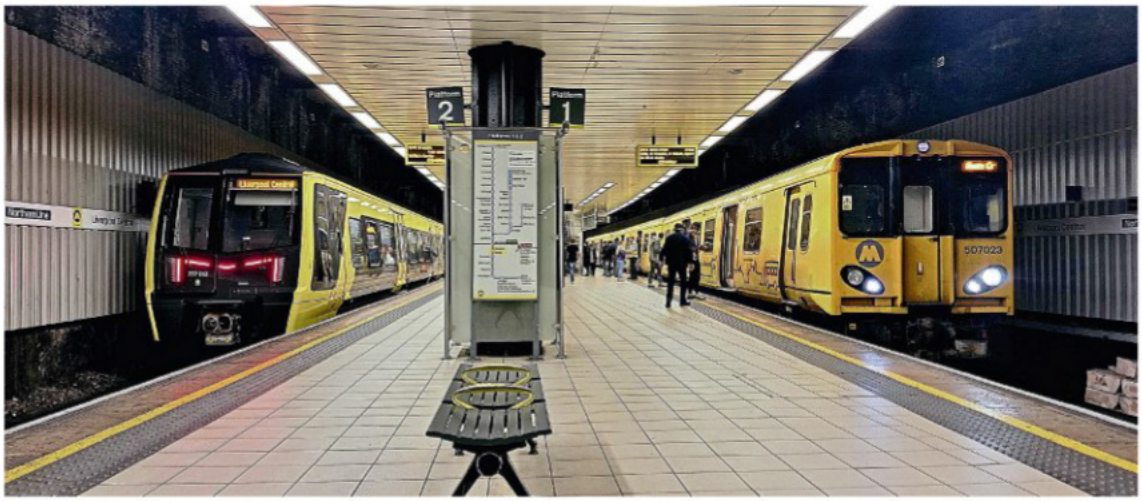
The evening services were disrupted on July 6, when a road traffic incident occurred on Ferring Crossing. Services were only halted for an hour as the vehicles were quickly cleared from the lines. However, it did not stop the 20.16 ex Victoria to Littlehampton being diverted via the Arun Valley Line. The 19.16 from London to Littlehampton arrived some 45 minutes late as it was delayed at Durrington.

South Western Railway

A visit to Barnes station during the afternoon of Friday, June 2, a day of action by the RMT union, found the only services operating were stopping trains from Waterloo to Windsor & Eton Riverside and back. As ordinarily the journey from Barnes to Windsor & Eton Riverside would involve a change of trains, for some travellers the strike timetable was an improvement on the normal service. The 2Z71/15.22 from London Waterloo to Windsor & Eton Riverside, formed of Nos. 458504+458509, was seen arriving at Barnes station. This train was routed via Hounslow. Also noted was the 2U73/15.37 from London Waterloo to Windsor & Eton Riverside, formed of Nos. 707018+707023.

On Saturday, June 10 engineering works closed the railway between Clapham Junction and Barnes with buses operating in place of trains. Services between London Waterloo and Reading and also to Windsor & Eton Riverside were routed through Kingston with a reversal at Twickenham. The Kingston Loop stopping service was reduced to a shuttle between Kingston and Barnes.





New and old Merseyrail units at Liverpool Central on June 30 with (left) Stadler-built Class 777 No. 777012 waiting to depart with the 23.47 to Ormskirk, as late-1970s BREL unit No. 507023 calls with the 22.57 from Southport to Hunts Cross. PHIL WALLIS

Charter Trains

On June 1, HST Nos. 43055 and 43046 worked the' North Wales Coastal Pullman' return from Llandudno to Berwick-upon-Tweed through Newton-le-Willows.

After arriving in Lancaster at 05.16 from Crewe (0Z57) on Wednesday, June 14 LSL's 'Midland Pullman' Class 43 Nos. 43046+43055 set off at 05.30 (1Z57) bound for Fort William.



Pairs of Colas 'Grids' are currently based at Carlisle to work trains to Ravenstruther and Chirk, Nos. 56051 *Survival* (recently returned to service) and 56094 seen on the Settle & Carlisle Line in Blea Moor loop on July 17, with the 6J37/12.52 Carlisle Yard to Chirk log train.
CHRIS GEE

However, a traction problem meant that this service was terminated at Crianlarich. When the return service (1Z58) from Crianlarich via Glasgow Central arrived back in Lancaster seven minutes late at 12 minutes after midnight, both locos were audibly working.

Observed at 06.15 on the morning of June 16, were Class 47 Nos. 47853+47593 double heading on a Bangor to Ravenglass special, day two of the 'Three Peaks Challenge' tour.

After arriving in Coventry ECS (Empty Coaching Stock) from Burton Wetmore (5Z46) on Saturday, June 24, WCR Class 57 Nos. 57314 and 57313 top-and-tailed a set of Northern Belle coaches on a 1Z77/07.09 via Shap to Carlisle. Later that afternoon this formation departed from Carlisle at 14.22 (1Z79) southwards on its 229 mile journey via Settle back to Coventry.

WCR Class 47 Nos. 47826 and 47813 were seen passing through Heaton Chapel top-and-tailing the 1Z86 from London Euston to Buxton on July 8, with 'The Buxton Brush' UK Railtours Charter. The service was later seen returning south heading across the Cheadle Heath (Freight Line) on the Old Midland Line as 1Z87 to Euston.

DB Cargo

On Friday, June 2, Class 66 No. 66115 was seen passing Barnes station on the 4O62 from Churchyard Sidings Tarmac to Hither Green Down Reception.

Class 66 No. 66161 was on a Mossend to Tuebrook liner train through Euxton at 06.10 on the morning of June 16.

At 10.17 on Friday, June 16, the 'runs as required' aggregate train from Acton Yard to Newhaven Marine Aggregate Terminal was seen running empty southbound at Three Bridges under the charge of Class 66 No. 66028. The loaded return working passed through Three Bridges later that day at 17.29.

The binliner train 6C03 from Northolt Sidings to Severnside SITA was seen passing Burnham station on Tuesday, June 13, behind Class 66 No. 66019.

The Peterborough to Ipswich route-learner trips via the North London Orbital continued on an irregular daily basis with No. 66110 noted on the week commencing June 12; No. 66116 on the week commencing June 19, No. 67005 on the week commencing June 26 and No. 66117 week commencing July 3.

The regular Cardiff Tidal to Sunderland and return scrap trains reported included No. 66007 on the Tidal-Sunderland-Tees Yard section where No. 66160 took over back to Cardiff on June 22. On June 27, No. 66176 worked to Sunderland and Tees Yard with No. 66175 returning the loaded wagons to Cardiff.

Class 60 No. 60074 was seen on July 8 passing over the Old Cheadle Heath Station (Freight Line) on the Old Midland Line with 6F05 Tunstead-Lostock Works loaded Brunner Mond lime hoppers.

Freightliner
a Genesee & Wyoming Company

On Thursday, June 8, Class 66 No. 66602 was seen passing Caledonian Road & Barnsbury at the head of the 6M57 from Harlow Mill to Wembley Reception sidings. Double-heading by a Class 66 and a Class 59 remains the normal way of working the Jumbo trains. On Tuesday, June 13, the 7A09 from Merehead Quarry to Acton Terminal Complex was seen approaching Burnham behind Nos. 66566 and 59103.

The following day, Kintbury proved an excellent spot to observe up loaded stone trains from the Somerset quarries. The following were seen: Class 66 No. 66413 on the 6A24 from Whatley Quarry to Appleford; Nos. 66553 and 59104 double-heading the 7A17 from Merehead Quarry to Colnbrook Foster Yeoman; and No. 66618 on the 6A19 from Whatley Quarry to West Drayton Frays Sidings.

In the opposite direction two empty stone trains were then seen passing through Kintbury station with Class 59 No. 59004 on the 6C60 from Brentford Town Days to Merehead Quarry, and Class 66 No. 66503 and Class 59 No. 59205 double-heading the 7C77 from Wembley to Merehead Quarry.

A little later, but still on Wednesday, June 14, a visit made to Bedwyn station to see the empty stone trains found Class 66 No. 66534 on the 6C76 from Wembley to Whatley Quarry, and No. 66603 on the 6V64 from Wembley to Merehead Quarry. A final stone train observation for the day was made at Newbury station where No. 66413 was seen again, at the head of the 6C49 from Appleford to Whatley Quarry, the return working of the loaded stone train seen earlier in the day at Kintbury.

On Tuesday, June 13, the 4M58 from Southampton Maritime Container Terminal to Garston Freightliner Terminal was seen passing Burnham behind Powerhaul Class 70 No. 70016. Class 66 No. 66415, in orange livery, was seen passing Harrow & Wealdstone station on Friday, June 23, at the head of the 4L99 from Lawley Street Freightliner Terminal to Felixstowe North Freightliner Terminal. Still on Friday, June 23, at Harrow & Wealdstone station Powerhaul No. 70006 was seen on the 4M58 from Southampton Maritime Container Terminal to Garston Freightliner Terminal.

Observed on Thursday, June 8, Class 90 Nos. 90045+90047 were seen double heading the 4L41 from Trafford Park Freightliner Terminal to Felixstowe North Freightliner Terminal.

Of note, on June 24 Class 66 No. 66523 worked 6Y54 (Network Rail CWR train) from Carlisle to Ulverston via the Cumbrian Coast line. This required Askam in Furness signalbox remaining open for its passing.

On Friday, June 30, retro green liveried Class 47 No. D1645/47830 ran light from Crewe OC45/08.18) to Carnforth via the S & C, and later returned to Crewe from Carnforth (0K46/11.14).

DRS

Observations of the flask trains from Sellafield to Heysham Power station and return produced Class 68 Nos. 68016+68001 top-and-tailed on May 25 and June 1, and by Nos. 68009+68005 on June 5. When seen on June 8, Nos. 68002+68007 were at the helm. On June 3, Class 68 No. 68017 led a four class 68 consist with Nos. 68001+68034+68007 hauling two FNA-D Flask wagons routed through Barrow in Furness on 6K73 Sellafield to Crewe CLS as Dalton junction signalbox is unmanned on Saturdays.

Thursday, June 8 found Class 68 Nos. 68004+68018 pulling a single FNA flask from Sellafield (6K74/16.46) via Carlisle to Crewe. Two days later on Saturday, June 10, Nos. 68002+68007 pulled a single flask from Sellafield (6K73/08.30) via Barrow-in-Furness to Crewe.

Saturday, June 10, saw the first running of both 6C53 Crewe CLS to Sellafield and 6K73 Sellafield to Crewe CLS, both pathed through Barrow-in-Furness, since last year. 6C53 was hauled by Nos. 68004+68017 while 6K73 saw Nos. 68002+68007 employed. In both cases they

were hauling a single FNA-D nuclear flask wagon

On Tuesday, June 20, consecutively numbered DRS Class 68 Nos. 68033+68034 pulled two FNA flasks on the 6K64/16.58 from Sellafield via Carlisle to Crewe.

Nos. 68004 and 68017 worked 6K73 Sellafield to Crewe CLS via Barrow-in-Furness on June 24 while Nos. 68003+68002 were on the same diagram on July 1.

Class 68 No. 68033 plus Class 88 No. 88007 ran light on Thursday, June 29 from Sellafield (0C51/12.41) to Heysham. Later these two locos worked two FNA flasks from Heysham (6C52/15.25) back to Sellafield. Both these locos were working, the Class 88 was running on its diesel engine.

Class 57 No. 57308 *Jamie Ferguson* ran light on Thursday, June 8, on a 0Z57/15.00 from Crewe to Carlisle.

After a stint at the North Norfolk Railway between June 10-12, Class 66 No. 66424 made its way to Stowmarket to collect the errant Class 57 No. 57002 that had been isolated at former DRS RHTT site for nigh on six months, a recovery mission that was finally completed mid-afternoon on the June 13, dragging it slowly cross-country to Crewe.

Still carrying pink 'Thunderbird' nameplate DRS Class 57 No. 57307 *Lady Penelope* ran light on Tuesday, June 13, from Carlisle (0Z57/10.55) to Crewe.

Class 88 No. 88005 was noted, from a passing train, in the yards at Wembley on Friday, June 23, at the head of the 4M07 from Tilbury 2 Container Terminal to Daventry.

Noted at Nuneaton on June 29 was Class 68 No. 68017 *Hornet* hauling 4S44/12.16 Daventry to Mossend intermodal and passing the other way some 10 minutes later, No. 68004 *Rapid* with a 4M27/05.53 Mossend to Daventry working.

Observed at King's Norton on July 6 were Classes 68 and 88 Nos. 68002 and 88006 hauling a nuclear waste train from Bridgwater.



What would summer be without a shot of Rosebay willowherb on a railway embankment? Here at Battledown Viaduct, west of Basingstoke, on July 7 it is nearing full flower as No. 66011 – still wearing obsolete EWS livery – hurries past with the 4O43/05.47 Wakefield Europort to Southampton Western Docks. STEVE STUBBS

GB Railfreight

In a first, as far as we know, on June 5, Class 69 No. 69001 *Mayflower* worked along the Cumbrian Coast, being the first of the class seen on the line. It was top-and-tailed with Class 66 No. 66744 *Crossrail* on the 3Q99 Carlisle CE-Carlisle CE Weedkiller train.

Class 66 No. 66797 was allocated for the first time on the 6P41 from Harwich Refinery to North Walsham tank diagram on June 7, returning the next day with the loaded condensate tank consist and leaving Harwich Parkestone Quay yard via the normal 0E06 to Peterborough MPD later the same evening. Unusually, it turned up again on Monday, June 12, for another North Walsham outing but on the return journey on June 13, it failed at Whitlingham Junction between Wroxham and Norwich in the early afternoon.

Fortuitously, No. 66741 *Swanage Railway* had arrived in Harwich Parkeston Quay yard at 11.45 with another mid-week running of 4L03 intermodal set from Doncaster i-Port and was 4Z03 from Parkeston Quay to Ipswich at 13.01 when it was dispatched on a rescue mission from Ipswich, attaching itself to No. 66797 and hauling it and the consist to Harwich Parkestone Quay yard some two hours late, the failed No. 66797 being left in field sidings, while No. 66741 shunted the tanks into the Refinery grounds.

The following day, No. 66741 worked 6P41 to North Walsham and returned on June 15, and when the movement of tanks into the refinery was complete attached itself to the stricken No. 66797 and hauled it to Peterborough MPD, from where later it was hauled to GBRf Roberts Road Depot at Doncaster.

No runs operated during the week commencing June 19, but No. 66753 *EMD Roberts Road* turned up on June 26 on OP41 from Ipswich to haul 6P41 at 09.54 to Norfolk loading point, returning loaded the next day, before taking the empty set back on June 28, but after an overnight stay at Ipswich Reception, was directed back to Peterborough leaving the tanks uncollected at North Walsham.

It was July 4 before No. 66750 *Bristol Panel Signal Box* was dispatched from Ipswich and hauled the now loaded set of tanks back to the Harwich Refinery as the normal 6A32 diagram, returned to Ipswich Reception overnight, before coming back to the Harwich Refinery on July 5 to once again convey the empty tanks back to North Walsham.

Class 69 No. 69006 made a welcome appearance through Market Harborough on June 9 when it formed the 0Z06/10.10 Bardon Hill-Wellingborough light engine move.

On Saturday, June 10 Class 66 Nos. 66717 and 66766 passed Thankerton whilst working the 6X69/20.26 Slateford to Abington service running via Beattock. On the same day the Saturdays only 4S57/11.39 Hams Hall to Mossend service pulled by Class 66 No. 66757 West Somerset Railway, comprised of just five containers.

Weekend stopover intermodals from Doncaster i-Port into Harwich Parkestone Quay yard on June 10, were Class 66 Nos. 66741 *Swanage Railway* (4L03) and 66771 *Amanda* (4L28), both leaving on Monday June 12, as 4Y66 and 4R43 respectively. The following weekend, June 17, it was just No. 66780 *The Cemex Express* on 4L28 but come Monday, June 19, No. 66783 *The Flying Dustman* had arrived from Whitemoor on 4A23 and took the intermodal flats left by No. 66741 on its midweek visit from June 13, and hauled those around to Felixstowe under the usual 4Y66 with No. 66780 taking 4R43 earlier in the day.

On June 24, Nos. 66760 *David Gordon Harris* and 66735 *Peterborough United* arrived and departed two days later, while on July 1 it was Nos. 66760 again on 4L03 and 66749 *Christopher Hopcroft MBE 60 Years Railway Service* on 4L28, although with the cross-country route from Peterborough to Ipswich closed for engineering work, both came down the ECML into London and back out on the GEML to Harwich Parkeston Quay port sidings, leaving on July 3 for the morning trip round to Felixstowe.

Class 56 No. 56098 was observed on the end of a biomass train at Edge Hill on June 15.

MoD traffic reported included blue liveried and unbranded



A rare loco-hauled working on the St Ives branch in Cornwall saw Nos. 66701 and 66711 top-and-tail a weed-spraying train in the early hours of July 15. The working, which also visited Goonbarrow (on the Newquay branch) and Penzance, is seen paused at Carbis Bay during the night of July 14. CRAIG MUNDAY





Large Logo No. 37418 *An Comunn Gaidhealach* powers past Spondon with a rake of MRA wagons working the 6Z38/13.21 Toton North Yard to Loram Derby on July 13. STEVE DONALD

Left: The distinctive slate mountains in the background give away the location as Blaenau Ffestiniog, at the end of the branch from Llandudno Junction, as Nos. 47828+47810 (D1924) *Crewe Diesel Depot* arrive with the 1Z47/05.15 'Snowdonian Statesman' from Kilmarnock on July 12. ROBIN STEWART-SMITH

Class 66 No. 66305 running light on Thursday, June 15 from Glen Douglas (0F01/11.15) to Kineton. Class 66 No. 66705 worked from Kineton to Marchwood light on June 17. Two days later, it worked a Marchwood-Kineton-Carlisle diagram, before running light engine on June 20 from Carlisle to Kineton. The following day it worked a Kineton-Bicester-Kineton-Marchwood circuit.

A change of loco on June 26 found No. 66717 on a Longtown to Southampton Western Docks followed the next day working from the Docks to Kineton, Marchwood and back to Kineton. A further circuit from Kineton to Marchwood, Southampton Western Docks and Kineton followed the next day. A final move reported was of No. 66791 on July 4 working from Marchwood to Bescot before going forward to Donnington and Mossend the next day.

Class 66 No. 66775 pulled an additional 4E04/11.38 Mossend to Doncaster via Crewe and Toton fully loaded container train on Wednesday, June 21.

Making a change from the usual Class 60 locos at Tuebrook, Class 56 No. 56098 was noted stabled there on June 21.

Scrap trains reported included No. 66765 on a regular Liverpool-Swindon-Liverpool diagram on June 21, 23, 28 and July 5. On July 3 and 10 the Class 66 was observed working from Small Heath yard to Saltley, returning the loaded wagons to Liverpool.

Class 66 No. 66796 pulled a train of ten oil tankers on Thursday, June 22 on a 6O07/17.29 from Prestwick BP Oil Terminal (Ayrshire) to Grain BP Oil Terminal (Kent) – an unusual WCML working.

Observed on Friday, June 23, Class 66 No. 66757 *West Somerset Railway* was seen passing Harrow & Wealdstone station at the head of the 6X43 carrying Ford cars from Dagenham Dock Reception to Garston Car Terminal.

A convoy of Class 66s Nos. 66735+66702+66792+66711+66799 was sighted passing through Stockport on July 8 whilst running as 6G49 from Doncaster Down Decoy to Crewe Basford Hall for GBRf Engineers' trains over the weekend. Also at Stockport on the same day was Class 60 No. 60002 on the 6E17 from Liverpool Biomass to Drax Aes with a rake of loaded biomass wagons.

COLAS RAIL

Class 37 No. 37254 *Cardiff Canton* ran light engine from Shettleston to Barrow Carriage sidings as 0Z22 on June 5. The following day it ran as 0Z23 from Barrow CS to Askam where it crossed over and reversed and then ran as 0Z24 Askam to Preston.

After a break of several weeks the 6M38/10.09 Ravenstruther to Longport train of high sided empty mineral wagons ran on Tuesday, June 20 pulled by Class 70 No. 70811.

DC Rail

Class 60 No. 60028 was seen passing Kensington Olympia station at the head of the 6Z71 from Grain Foster Yeoman to Willesden DC Rail Sidings on Wednesday, June 21. It was working again the next day when it was seen passing Wandsworth Common station on the 6O15 from Willesden DC Rail Sidings to Chessington South.

DCR's Class 56 No. 56091 put in a surprise appearance on the 10.05 Preston-Haverton Hill empty ICA bitumen tanks on June 29. This is normally a Colas class 70 turn and was on time passing Normanton.

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Retro green liveried EE Type 4 (Class 40) No. D345 (40145) pulled a rake of maroon along with Pullman coaches on a 5Z39/11.47 from Carnforth to Burton Wetmore Sidings on Friday, June 9. On the following day, this set of coaches formed a Burton-on-Trent to Weymouth (1Z40) and return (1Z41) excursion. On Sunday, June 11, the rake was worked back to Carnforth (5Z40) arriving at 18.06 pulled by WCR Class 47 No. 47815 with non-operating D345 on the rear.

After arriving in Chester at 07.40 on Tuesday, June 13 from Carnforth, Class 37 No. 37706 and Class 47 No. 47746 top-and-tailed the rake of Mk.1 maroon and Pullman liveried coaches then departed at 07.48 (1Z52) on a 158 mile journey via Settle to Carlisle with the Class 37 leading. At 15.14 this train and loco formation (1Z53) left Carlisle to return to Chester via Shap and later returned north ECS to arrive in Carnforth at 22.46.

Class 57 No. 57314 passed Thankerton on Tuesday, June 14 whilst working the 5Z38/12.53 Assenta Rail, Hamilton to Carnforth Steamtown following the fitment of retention toilets.

On Monday, June 26, Class 40 No. D345 ran light on a 0Z40/07.30 from Carnforth to Castleton (ELR) running first to Worksop, then on to Castleton (1Z41) via Chesterfield, Stafford, Warrington and Manchester Victoria.

Class 57 No. 57010 ran from Carnforth (5V42/12.27) to Southall on Tuesday, June 27 pulling a single chocolate and cream liveried Mk.1 coach.

Varamis Rail

Swift branded Class 321 No. 321334 ran on Friday, June 9, on a 5Z01/08.23 from Mossend to Birmingham International, returning later on a 5Z02/14.16 to Mossend.

Locomotive Services Ltd

LSL's retro green Class 37 No. D6851 (37667) ran light on Wednesday, June 14, from Crewe (0Z37/16.40) to Carlisle. On Tuesday, June 20 the same loco ran light on a 0Z37/10.10 from Carlisle back to Crewe.

Sims Metals

Following a relatively quiet time, stock has again been arriving at Sims, Newport, South Wales for disposal.

Arriving by road from Northampton on June 26 were Nos. 77346+71800 with Nos. 62919+77347 (all 319429) the following day. The four vehicles from No. 319012 then followed with Nos. 77313+62902 on June 28 and 71783+77312 on June 29.

On June 28, Class 321 Nos. 321409 and 321432 arrived from Worksop behind Class 37 No. 37884. The following day, the Class 37 brought No. 321406, also from Worksop. Three HST power cars from Laira arrived by road in July with No. 43005 arriving on July 4, No. 43041 on July 6 and No. 43171 on July 7.

Two further Mersey Rail units arrived on the morning of July 10, namely Nos. 507012+508115. These were followed on July 14, when Class 37 No. 37884 delivered Nos. 321424+321436 from store at Worksop.

Eastleigh Works

The Class 313 units have continued to arrive at Eastleigh from store at Hove with Nos. 313213+313219 arriving on June 27; 313203+313210 on July 4; 313205+313211 on July 11 – the final two units to move to Eastleigh. Cutting by Raxstar commenced on June 15 with 313214 the first to be processed.

Only other news is that Class 08 No. 08567 has been repainted in 'Arlington Green'.

LORAM

Rail Grinding machines Nos. DR79102-05 were observed parked in the sidings directly north of Darlington station just before 18.00 on May 27.

SB Rail Track Machine No. DR77903 was moved on Thursday, June 8, on a 6U16/11.57 from Carlisle to Guide Bridge.

On Friday, June 9, the 3Z55 from Derby R.T.C. to Tonbridge West Yard was seen pausing by platform 3 at Clapham Junction for a crew change. The train was headed by GBRf Class 73 No. 73962 *Dick Mabbutt* and formed of Ultrasonic test coach support vehicle 9523, Track recording coach 999550, Special vehicle 1256 and Generator 6260, with Class 73 No. 73964 *Jeanette* bringing up the rear.

Class 37 No. 37607, in orange livery and lettered HN Rail but on hire to Colas Rail, was noted in Reading Triangle sidings at the head of a train of Network Rail test carriages on Wednesday, June 14.

SB Rail's Tamper No. DR75013 was moved on Friday, June 16, from Nuneaton (6Q61/07.24) to Oxenholme. On the same day NR's Rail Grinder No. DR79262 Chris Gibb was moved to Carnforth from Crewe on a 6U02/09.52.

Colas Rail Tamper No. DR73842 was moved on Friday, June 30 from Carnforth (6J37/10.09) to Crewe.

Our thanks

THE Railway Magazine's thanks for information go to: Paul Atkinson, Peter Boyce, Gene Collins, Kevin Driscoll, George Jones, Barry Knock, Sean Morris, Richard Moxon, George Orriss, Dorian Porter, Richard Prentice, Mark Reynolds, R.D.Richardson, Kev Smith, Nicholas Walker, Craig Wellum and Chris West.



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IÉ's recovery continues

Annual report for state-owned operator shows a small financial surplus and year-on-year increase in passengers numbers.

IARNRÓD Éireann's (IÉ) annual report for 2022 was published in early July, and showed the company continued to recover from the Covid-19 pandemic.

It reported a small net surplus of €0.8m with total revenue of €224.1m up from €144.1m in 2021, a recovery of €80.0m reflecting a recovery from the impact of Covid-19. Rail freight revenue increased by €1.2m to €4.8m. Total tonnage in 2022 also saw a significant rise with total tonne kilometres of 81 million up 11 million from 2021.

IÉ chief executive Jim Meade said: "The 'post-Covid-19' era of all our lives began to unfold in 2022, and for public transport operators like IÉ, this meant the very welcome return of many of our customers – passenger numbers more than doubled compared to 2021."

In 2022 passenger journeys saw a 106% increase with IÉ recording 35.8 million passenger journeys. Passenger revenue increased to €166.5m (2021: €100.1m) showing an increase of 66% on prior year, due to a strong recovery in passenger numbers from the reduced levels witnessed during the pandemic.

Volumes

Revenue rose across Intercity €113.8m (2021: €65.8m), Commuter €24.9m (2021: €16.7m) and DART €27.8m(2021: €17.6m) services when compared to 2021.

The report said that the second half of the year saw a return of volume to Intercity that is broadly comparable to 2019. However, while DART and Commuter volume continued to grow, it has not returned to 2019 levels, as flexible working arrangements remain in place post pandemic. This is having a particular impact on season tickets which now lag behind all other ticket types.

In 2022 the percentage of Intercity customers using the web to book in advance was 75%, a decrease from 80% from 2021 when mandatory reservations were in place. The 2019 figure was 64%.

In his statement in the 2022 annual report, Frank Allen, IÉ chairman said that the decision making for complex infrastructure projects takes too long in Ireland when compared to international comparisons.

Mr Allen said the timely delivery of new projects, and maintaining safety and quality on existing services, depend on certainty about funding and on appropriate institutional arrangements. "We are very pleased that our main funders, the Department of Transport and NTA, are committed to multi-annual funding for infrastructure maintenance and for projects that extend over several years.

Decisions

"The lengthy period between an in-principle decision to proceed with an investment and the award of contracts to begin implementation is a cause of concern."

He added: "It is fair to say that decision-making processes to grant approval for complex infrastructure internationally do not take as long as in Ireland and there is no evidence that Ireland achieves better value or greater compliance with good planning.

"The resourcing for planning and for other decision-making needs attention if we are to meet the ambition of our sustainability strategies."

Foynes reconstruction sees more track removed

WORK on rebuilding the Foynes line continues, and by July 10, Iarnród Éireann contractors had removed over 10 miles of track as far as the 16 milepost from Foynes.

All redundant material is being brought to Foynes for disposal. New compounds have been established at Knockdromin, Adare station and Kilgobin to assist the removal of track towards Limerick, which is expected to be completed by the end of August.

IÉ has confirmed that it expects contractor Sisk to start work on renewing Robertstown viaduct near Foynes in quarter three, with its reconstruction completed in early 2024.

The existing structure will be replaced by a single span steel truss bridge. It will require new reinforced concrete piles and abutments to support the new structure, but will retain the intermediate piers from the old structure for aesthetic reasons, and will not be loading bearing.

Piling must be completed in the July to September window to minimise impact on wintering birds and river habitat.



Work continues in removing the redundant track from the Foynes line to allow reconstruction. By early July over 10 miles had been lifted via local compounds using Road Rail Vehicles (RRV). On July 4, an RRV is seen moving lifted panels to a compound at Ballingrane No. 1 Crossing. TREVOR BEACOM



CATCHING A LIFT: Iarnród Éireann Kirow crane No. 900 made its first outing on the network for gauging trials on June 20, and is seen approaching the 11¼ milepost near Hazlehatch with No. 085 working the 10.30 Portlaoise to North Wall trial. DYLAN KINSELLA



READY FOR A RETURN TO ACTION: The Downpatrick and County Down Railway has confirmed that former Great Southern & Western Railway 0-6-0T No. 90 will be the next loco to be overhauled. Designed by Alexander McDonnell and built in 1875 at Inchicore Works for the Castleisland & Gortatlea Light Railway, when returned to steam No. 90 will be Ireland's oldest working steam engine. Withdrawn in 1960 by CIÉ in Cork, the loco was initially preserved in Fermoy and Mallow before being rebuilt and returned to steam by Tuam-based Westrail in 1990. It operated on the main line until 1993 and spent a period in store in Tuam and Inchicore before being overhauled at Whitehead and arriving at Downpatrick in 2007. Withdrawn in 2010, No. 90 is seen in the yard at Downpatrick after it was shunted out of the carriage gallery on June 24, ahead of being brought to the loco shed for dismantling and assessment. Until dismantling is complete, the timescale for the loco's return cannot be estimated. PICTURE: MIKE BECKETT



COMPILED BY KEITH FENDER

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'Flirts' planned for Lithuania

STADLER will build 15 'Flirt' multiple units for Lithuanian national operator LTG Link, due to enter service in 2026.

The order includes nine five-car 25kV AC Intercity EMUs for use on the Vilnius to Klaipėda line and six 65 metre Battery EMUs (BEMUs) with 70km battery range to replace DMUs.

Options have been agreed for 13 more Intercity EMUs, 15 BEMUs with 100km battery range and 11 BEMUs with 70km range.

Honolulu Metro section opens

THE first 17.7km section of the Honolulu Metro in Hawaii opened along with nine stations on June 30. The new line is fully automatic – the first of its kind in the USA – and uses Hitachi metro EMUs. Extensions are planned or being constructed; an 8.3km four station extension will open in 2025, while two other extensions are planned.

Steam railroad reopens line after 38 years

Completion of civil engineering repairs to flood damage allows services to resume over full length of West Virginian route.

ONE of the USA's major steam tourist railways re-opened in May, nearly 40 years after it was closed by flooding.

The 15-mile line from Cass to Durbin in West Virginia once formed part of Chesapeake & Ohio Railroad's Greenbriar Subdivision. Abandoned in 1979, the section between Cass and Durbin was purchased by the West Virginia State Rail Authority in 1980 but was severely damaged by flooding in 1985 with a bridge destroyed.

A steam operated shuttle service was retained at the Durbin end of the line, but until 2023 through journeys were not possible from Durbin to Cass.

Thanks to repair work funded by the state government and the railway operator, Durbin and Greenbriar Railroad, which also runs the 'Cass Scenic' route from Cass using several steam locos on an 11 mile former logging railway, the line was repaired in 2022 and a re-opening special was run on May 13. Since May 31, regular trains marketed as the 'Greenbrier Express' have operated five days a week during the June – September summer season.



Durbin and Greenbriar Railroad has an extensive collection of Shay, Heisler and Climax logging geared steam locos now used on both lines it operates from Cass. For the re-opened line from Cass to Durbin Shay locos are normally used. Class 70-3 Shay No. 4 (Lima 3189, 1922) is seen leaving Cass with the 10.00 departure for Durbin on the second day of restored service between the two towns, June 1, 2023. RICHARD CRIPPS

Lines re-open in Argentina

TWO railways have re-opened to passengers in the space of a few days in Argentina.

One offers short weekend services aimed at leisure travellers, while the other crosses the country to the foothills of the Andes... but currently only runs twice a month.

The introduction of trains for tourists on the metre gauge line from Mercedes to Tomás Jofré is the first passenger use of the once-busy metre gauge network in Mercedes, around 100km west of Buenos Aires, for decades.

Services are operated by national rail company Trenes Argentinos using a two-car DMU built in Argentina by Emepa, which is based on the Belgrano Sur commuter network when not in use; running empty from Mercedes to Gonzalez Catan in the suburbs of Buenos Aires.

Initially, a single train pair only on Sundays was offered but it has already proven so popular that two train pairs were introduced after a month of operation.

Trenes Argentinos reinstated long-distance passenger services on the 1,676 mm gauge San Martín main line between Buenos Aires and the Province of Mendoza in the west of the country from June 2. The new service is an extension of the existing service to Justo Daract, itself only re-introduced in mid-2022.

The 1,028km San Martín line between Palmira and Buenos Aires was used for passenger trains until 1993, but following rail privatisation these were restricted to the 254km Buenos Aires – Junín section. This lasted until 2021 when services were extended westwards to Laboulaye after parts of the San Martín line west of Junín were rebuilt, having been closed for several years due to infrastructure problems. Services were further extended west to Justo Daract, 654km from Buenos Aires in July 2022.

The new service adds another 374km west to Palmira which is around 30km east of Mendoza city centre. Longer term, an extension of the service 22km from Palmira into Mendoza is planned after the track has been rebuilt, but the Gutiérrez eastern terminus of the Mendoza light rail system will be the final terminus in the city, although no timescale has yet been announced. The last 12km of the former San Martín route into Mendoza's 1,676mm gauge station was converted to standard gauge light rail operation in 2012.



Seen from above the inaugural train on the re-opened metre gauge line as it crosses the two 1,676mm gauge lines that run through Mercedes on 27 May 2023, the single track nearest the camera is the San Martín main line (which has long distance services including the new Palmira service) while the double track line next to it is the Sarmiento mainline that serves Once station in Buenos Aires and has regular regional services to Moreno in the city's western suburbs. DARIO SAIDMAN

An inaugural run occurred in March with the Argentine president in Palmira to welcome the train on March 22, but regular operation did not begin until June. Initially, services are only being operated once a fortnight on the Justo Daract to Palmira section, while passenger numbers grow.

Services between Buenos Aires and Palmira are currently scheduled for 28 hours, which compares badly with the 1930s when the steam-hauled express train between Buenos Aires and Mendoza took just 15 hours! Present day long distance buses take a similar time.

Rovos Rail expands fleet

SOUTH African luxury tour train operator Rovos Rail has expanded its fleet of 1,067mm gauge locos recently, buying four Class 38 electro-diesel locos (Nos. 38 012/013/017 and 040) which had been used by national rail operator Transnet.

Assuming they are successful, Rovos has agreed an option to buy eight more. These will be used to work Rovos trains when in South Africa, where they are already approved for use.

Rovos has previously bought nine ex-South African Railways (SAR) Class 5E1 3kV DC electric locos which are used on electrified routes when possible.

Using the Class 38 locos may enable wider operation with Rovos owned locos, working on non-electrified routes or the 25kV AC electrified section (Beaufort West – Kimberley) of the Pretoria to Cape Town route.

The Class 38 electro-diesel locos were built by the 'Consortium Class 38' led by Siemens. The 50 locos ordered by Spoornet (successor to SAR) were built by Union Carriage and Wagon in Nigel, South Africa between 1992 and 1994 and were used for both trip and long haul freight.

After surviving the collapse of the tourist industry due to the Covid-19 pandemic, Rovos Rail is now running a full programme of tour train holidays with most trains operated as 20 coach or longer rakes. While the company once made regular use of steam, this is now very limited, although serviceable steam locos are still kept at the Rovos Capital Park station and depot in Pretoria.





Above: Newly purchased Class 38 locos Nos. 38012 and 38017 at Rovos Capital Park depot in Pretoria on June 5, still in Transnet livery, awaiting overhaul. KEITH FENDER

Left: Rovos Rail Class 5E1 locos E1105 and E1115 seen at Meyerton south of Johannesburg on June 5 with a train that had started in Walvis Bay, Namibia 12 days before. The first 135 Class 5E1 locos were built in the UK by Metropolitan-Vickers between 1959 and 1961; the remaining 555 locos were built under licence by UCW in South Africa. The Rovos Class 5E1, Series 5, UCW built, locos all date from 1967-1969. KEITH FENDER

'Vectron' Dual Mode works Czech passenger test trains

A Siemens 'Vectron' Dual Mode (DM) loco was tested for the first time on scheduled passenger services in the Czech Republic in mid-June.

Czech national operator České dráhy (ČD) tested the electro-diesel loco working semi fast passenger trains between Brno and Jihlava in place of the modernised Class 750.7 locos normally used, although they were included in each train but not used.

ČD is planning a tender for 30 bi-mode locomotives to allow replacement of existing diesel loco hauled trains, most of which currently use Class 754 locos built in the 1980s or modernised Class 750.7, refurbished with new engines and traction electronics. Several Czech freight operators have also tested the Vectron DM model which incorporates a 2MW diesel engine. Siemens has sold 195 Vectron DMs, mainly to German freight operators.



Siemens-owned demonstrator loco No. 248019 pilots ČD 750710 at Brno hlavní nádraží on June 14 working train R668, the 07.43 to Plzeň, which it will work as far as Jihlava where electric traction will take over. ANDY DAVIS



Veteran PKP electric loco No. EP05-23 with the BLS 'Katowice & Krakow Wanderer' railtour at Libiaz on May 13, 2023. IAIN SCOTCHMAN

Second successful BLS tour in Poland

THE UK based Branch Line Society (BLS) ran its second tour in Poland on May12-15.

The 'Katowice and Kraków Wanderer' successfully completed a four-day tour of freight and secondary routes in Silesia, starting and ending in Wrocław. The train was run by Polish tourist train operator Turkol with national operator PKP InterCity. Three locos featured with veteran express loco No. EP05-23 (built by Škoda in Czechoslovakia in 1961) on two days and PKP Cargo diesel No. SM42-1086 on day 3 before Turkol's own loco, No. SM42-742, newly overhauled, worked on the final day.

A wide variety of freight lines were covered over the four days in Katowice and the area around Kraków; despite a reduction in coal mining and heavy industry this area has one of the densest railway networks in Europe, much of it normally only used for freight.

The tour visited lines serving major steelworks in Katowice and the very large Nowa Huta steel plant east of Kraków. The BLS may run a third Polish tour in 2024, although this is not yet confirmed.

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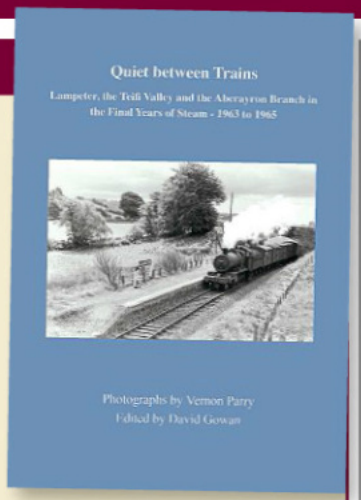
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QUIET BETWEEN TRAINS



Edited by David Gowan

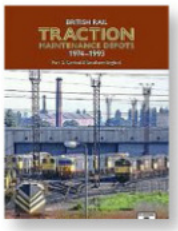
AT THE core of this interesting booklet are 64 previously unpublished monochrome pictures by Vernon Parry taken during the final days of steam over the Aberystwyth to Carmarthen line around the Lampeter area and, in particular, the last trains on the branch to Aberayron (as it was at the time, now spelt Abereraeron) which closed on April 2, 1965.

The pictures, reflecting the last operations over a rural railway in Cardiganshire (now Ceredigion) and Carmarthenshire are supplemented by text drawn from notes made by the photographer, who clearly knew the locality and its people well – notably the railwaymen themselves, since footplate and brake van rides feature as part of his travels to appropriate locations.

There are plans afoot to reinstate the Aberystwyth to Carmarthen line, although many locally doubt this will ever come to fruition, but surely trains will never return to Abereraeron. That said, steam can again be seen on a part of the route in the form of the Gwili Railway with the book including two pictures at Conwil (now Cynwyl), which was the next original station north of the Gwili's Bronwydd Arms base and not so far from the heritage line's current Day y Coed terminus.

Published by Lampeter History Society
Available through www.amazon.co.uk and others, 44 pages, softback. £8

British Rail Traction Maintenance Depots 1974-1993 Part 2: Central & Southern England



By Michael Rhodes

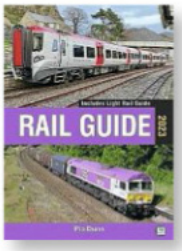
THIS book follows a similar format to the first edition (which covered Northern England), but covers a much larger geographical area – from Barrow Hill and Shirebrook in the North Midlands to Norwich in the East, Eastleigh in the south and St Blazey in the west.

There is a mixture of colour and mono images, but all accompanied by detailed captions and notes about what was on shed at the time, plus a brief history of the depots themselves. Many of the locations are now long-gone, as are the coal, steel and other industries they supported.

It is not a comprehensive work, in the sense that not all depots within the area are included, but it still adds up to a good selection and reminder of days gone by when 'bunking' sheds was still a possibility.

Published by Platform 5
www.platform5.com
96 pages, softback. £21.95

Rail Guide 2023



By Pip Dunn

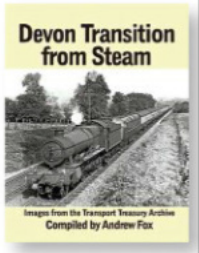
THIS 456-page hardback book is a useful reference tool for enthusiasts and industry professionals alike. It contains fleet lists of all the passenger, freight, open access, and light rail companies – plus much more.

Companies are listed alphabetically, with contact details and a complete stock list of locomotives, multiple units and coaches, and route maps. The guide is comprehensive, with sections also dedicated to rail related organisations including Network Rail, manufacturers, charter firms and scrapyards, and is well illustrated throughout.

Furthermore, main line preservation groups, depots and maintenance works, heritage lines, preserved locomotives, main line steam operators, charter promoters and scrapyards are listed, all adding up to a handy resource and value for money.

Published by Crécy Publishing
www.crecy.co.uk
456 pages, hardback. £25.00

Devon Transition from Steam



Compiled by Andrew Fox

THE railways of Devon have long been a draw to enthusiasts, conjuring up images of holiday trains to the West, or the once many Western and Southern branch lines – many now long since closed. This latest book from Transport Treasury taps into those emotions, looking at the period of change from steam to diesel traction, the contraction of the network, and station closures.

The author notes that "Devon is a county where the railway network changed more than most in the Beeching era. A county that had previously been well served by both the Great Western and Southern railways now presented an amount of duplication, added to which quaint branch lines served areas of limited population, the latter financially viable for just a few months of the year. Peaks and flows of traffic were not something to be tolerated by Dr Beeching."

Steam disappeared over a period of just eight years from the arrival of the first diesels, while "the passing of a whole way of life" saw many stations and lines disappear. Here the Transport Treasury archive allows a look back to those days, including some of the major expresses that served the region – such as the 'Torbay Express', 'Cornish Riviera Express' and 'Atlantic Coast Express' – but also the less glamorous branch lines.

The excellent black & white photo selection includes a wide range of both steam and early diesel classes, along with some steam double-headers and even a few steam+diesel combinations. Most images cover passenger workings, but some freight is also included. A bargain at this price.

Published by Transport Treasury
ttpublishing.co.uk
112 pages, softback. £14.95

DISCOVERING AMAZING WOMEN BY RAIL – 2 LIVERPOOL LIME STREET TO WATFORD JUNCTION



By Richard Lysons and Nicky Thompson

BOOK 1 was launched in 2018 covering the Mid-Cheshire and the Calder Valley routes, and now Book 2 has been issued for West Coast Main Line destinations between Merseyside and the northern edge of London.

Issued in partnership with London Northwestern Railway and Women in Community Rail, this is essentially a booklet to encourage rail travel to places associated with significant women in history – for example pottery designer Clarice Cliff at Stoke-on-Trent or author George Eliot (Mary Ann Evans) at Nuneaton to name but two of the 27 women featured.

For each of the 14 locations listed, there are brief biographies of the famous women associated with them, plus an overview of the town and a list of museums and other cultural attractions.

Book 2 is currently available for free at selected LNR stations, but both books can also be downloaded in PDF format from the Community Rail website at communityrail.org.uk

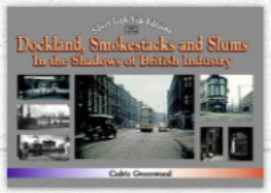
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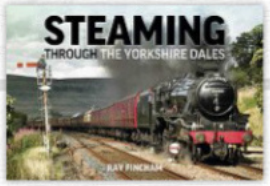
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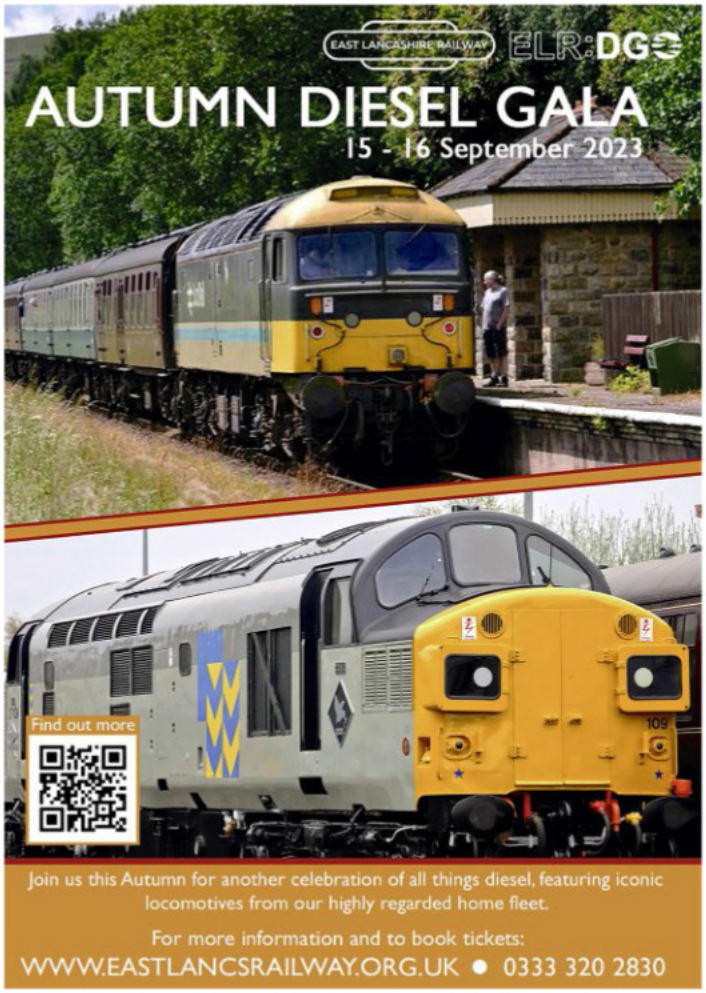
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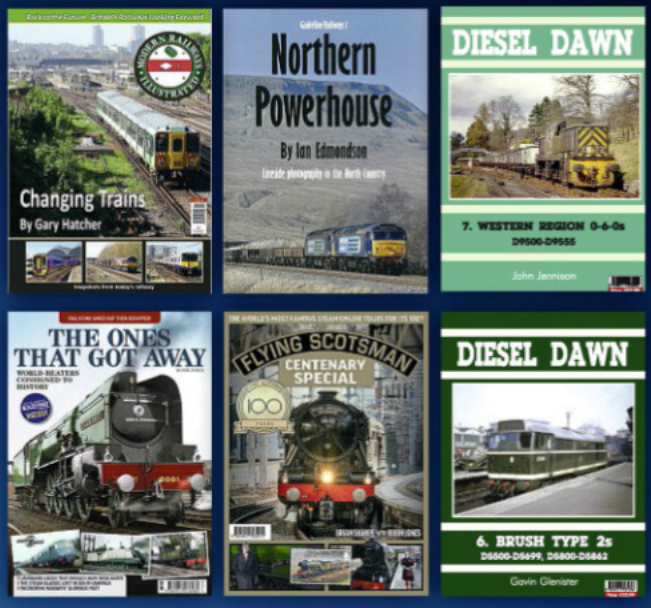
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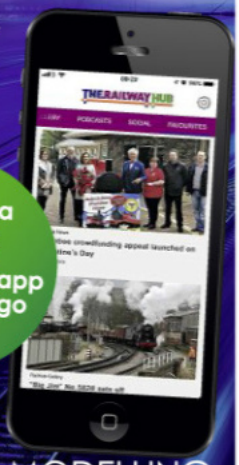


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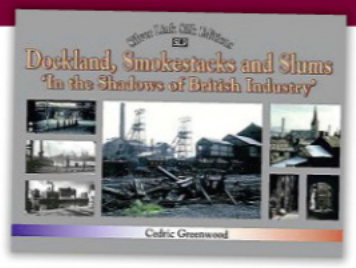
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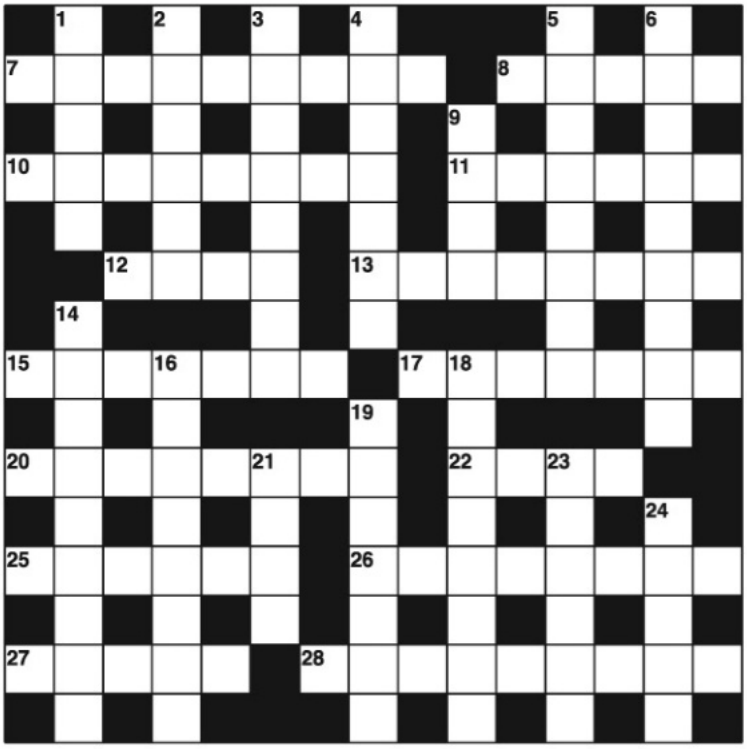
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Across

7 Preserved Class 50 No. 50019 (9)
8 Bridge of ___, West Highland Line station (5)
10 and 27 across '___ Express', Paddington-Aberystwyth service introduced in 1927 (8,5)
11 and 23 down 'Merchant Navy' No. 35016 (6,6)
12 See 9 down
13 'Britannia' No. 70044 (4,4)
15 Island Line station (7)
17 GW Main Line station between Ealing and Southall (7)
20 South Wales town with Town and Parkway stations (4,4)
22 *The* ___ *Guardsman*, 'Royal Scot' No. 46150 (4)
25 ___ siding, in which a slow train could be held while faster traffic passed (6)
26 Headquarters of the Nene Valley Railway (8)
27 See 10 across
28 The 'E' of ASLEF (9)



Down

1 ___ *Valley*, 'West Country' No. 34024 (5)
2 Familiar name of a Union Pacific articulated 4-8-8-4 locomotive (3,3)
3 District and Hammersmith & City Line station between West Ham and Barking (8)
4 Preserved 'Jubilee' No. 45690 (7)
5 George ___, founder of a series of 'Railway Companions' in 1839 (8)
6 Location of a railway accident in 1928 on the Bristol and Gloucester line (9)
9 and 12 across Play by Ibsen, and name of German Class 52 2-10-0 No. 5865, preserved at Bressingham (4,4)
14 1983 junctions on the Selby Diversion connecting it to the Leeds-Selby line (9)
16 Gerard Powys ___, GCR 'Improved Director' No. 507 (BR No. 62661) (8)
18 '___ 27 across Express', Waterloo-Padstow service introduced in 1926 (8)
19 Name of Stockton & Darlington 0-6-0 No. 25 preserved at the NRM (7)
21 *The Royal* ___, Class 73 No. 73101 (4)
23 See 11 across
24 Far North Line station between Lairg and Helmsdale (5)

August crossword entry form

Name

Address

Postcode

Tel Email

Send completed form (photocopies are accepted) to: August 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 October 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 June issue

Across: 1 Dreadnought 9 Inverness 10 Grove 11 Tryfan 12 Moorgate 13 Ninety 15 Skegness 18 Sprinter 19 Gypsum 21 Schubert 23 Cromer 26 Emrys 27 Arlington 28 Sheet Stores
Down: 1 Dainton 2 Envoy 3 Darlaston 4 Owen 5 Gasworks 6 Tiger 7 Siemens 8 Voyagers 14 Norchard 16 Guy Granet 17 Weardale 18 Sisters 20 Marines 22 Buses 24 Motor 25 Slot
June winner: Richard Hadingham, Wragby
Runners-up: Brian Ashby, Kettlestone; Colin Mason, Chelsfield
The closing date for this month's crossword is Friday, September 8, 2023.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Where is it? Our pictorial quiz, for fun only



THE lone signal pictured last month (right), stands guard on Hayling Island, Hampshire, at the south end of the former Langstone Viaduct, the wooden structure that led to the branch from Havant being closed in November 1963 after needing repairs deemed too costly.

For this month's poser (left, by Michael Cooper) where was this Class 153 unit hiding in a recent shot?



Next month The September issue will be on sale on September 6, 2023. Thank you for choosing *The Railway Magazine*

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(3 for the price of 2, in other words get two and the third is free)

This month we are promoting six of our STEAM productions*



STEAM SPECTACULAR

South Africa Botswana & Zimbabwe

Narrated by Jonathan Kydd



The very best of preserved and working steam trains in Southern Africa filmed over a four year period by enthusiast and cameraman Jean Dulez. Living in South Africa, Jean was uniquely able to travel throughout the African sub-continent to seek out the most spectacular locations to film preserved steam at its best. He was also able to record the amazing spectacle of some of the last pockets of working industrial steam trains in the 21st century in Botswana and Zimbabwe. The scenery, the weather, the wide variety of steam action over main lines, branch lines, the so-called Cape Gauge (3ft 6ins) plus narrow gauge lines all combine to make this a steam spectacle not to be missed. We have added a commentary off button to allow you to listen to the wonderful stereo sounds of steam engines hard at work without interruption. Filmed between 2013 and 2017. Written and filmed by Jean Dulez

Produced by Peter Middleton 112 minutes



WELSH HIGHLAND RAILWAY

CAERNARFON TO PORTHMADOG

Narrated by Arfon Haines Davies



The Welsh Highland narrow gauge steam railway runs from coast to coast through the mountains of the Snowdonia National Park, and what better way of seeing it than from one of the Beyer Garratt steam engines. This is more than just a Driver's eye view. With cameras mounted on the buffer beam and around the cab, we can see the line and the scenery even better than the driver does. Our ride begins at Caernarfon close to the famous castle, venue of the investiture of Charles the Prince of Wales. We not only see the railway from the locomotive, but also from the stations, the trackside, the carriages and even from the air. The 25 miles of scenic line was only reopened throughout in 2011 and Arfon Haines Davies's narration gives all the fascinating facts and chequered history of the line. This is your chance to see this magnificent route as never before.

Written by Peter Middleton 2014 111 mins



THE JACOBITE

FORT WILLIAM TO MALLAIG

Narrated by Paul Coia



The West Highland Railway (Mallaig extension) is arguably Britain's most scenic and what better of seeing it than from "The Jacobite" steam train. Our cameras followed one such service in the mid-summer sunshine on board Black Five No 45407 The Lancashire Fusilier. To see the scenery in all its glory, a helicopter followed our train all the way to Mallaig with a state of the art gyro stabilised camera filming in high definition. Cameras also show lineside shots footplate shots and the radio signalling centre (RETB) at Banavie Written by Peter Middleton 2015 85 mins



THE ISLE OF WIGHT

SHANKLIN TO RYDE PIER HEAD, SMALLBROOK JCT TO WOOTTON

Narrated by Jonathan Kydd



The STEAM RAILWAY is a preservation gem with unique elements such as the 100% original steam-hauled coaching stock and undoubtedly unique steam survivor class 02 Calbourne. The railway links with the electric line at Smallbrook Junction where we join the crew of Calbourne for a magnificent journey along the line through the line's semaphore signalled base at Haven Street and on to the current terminus at Wootton. More than just a driver's eye view, we see the crew at work, coupled with plenty of views of the train and scenery. The video starts with a history of the island's railways using maps and photographs and an in-depth look at the two survivors, one steam and one electric. WARNING: This video starts with a Driver's eye view of the The Island Line, on board an ELECTRIC tube train. Both steam and electric lines were filmed in glorious weather for some stunning pictures. Written & produced by PETER MIDDLETON 79 minutes including bonus features.



DARJEELING HIMALAYAN RAILWAY

part 1 *New Jalpaiguri to Tindharia*

Narrated by Jonathan Kydd

Our journey begins at New Jalpaiguri on board an NDM 6 diesel loco, which takes us to Siliguri Junction alongside India's broad gauge main line. The narrow gauge crosses the broad on the level and later on is even interlaced to share a single track viaduct over a river. At Siliguri Junction, an iconic 'B' class steam engine takes over, hauling our train past the hustle and bustle of busy markets, shops and businesses along the Hill Cart Road. Following the first tea plantations, we arrive at Sukna, where we witness the single line token being handed over. Our 0-4-0 saddle tank takes on much-needed water as we leave the plains for an almost relentless climb as steep as 1 in 18 into the foothills of the Himalayas! The line crosses the road dozens of times to ease the gradient or lessen a curve but even then three 'Z' reverses and the Chunbhati loop were necessary. 152 mins.



DARJEELING HIMALAYAN RAILWAY

part 2 *Tindharia to Darjeeling*

Narrated by Jonathan Kydd

Starting at the half way point of the DHR, the climb continues through the rugged mountain terrain and around the loop at Agony Point (so-named due to the effect on passengers riding the severest curve on the line, coupled with frighteningly sheer drops). We encounter three more 'Z' reverses, before entering the outskirts of Kurseong with its dead-end terminus. Here another steam engine takes over for the final climb to the 7,400 foot summit of the line at Ghum. After taking on yet more water, our train descends for the last few miles around the famous Batasia loop and through the built up streets all the way to the end of the line at Darjeeling. Both parts narrated by Jonathan Kydd with commentary-off buttons.

Written & produced by PETER MIDDLETON 144 minutes

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