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The RAILWAY Magazine

BRITAIN'S BEST-SELLING RAIL TITLE
September 2023

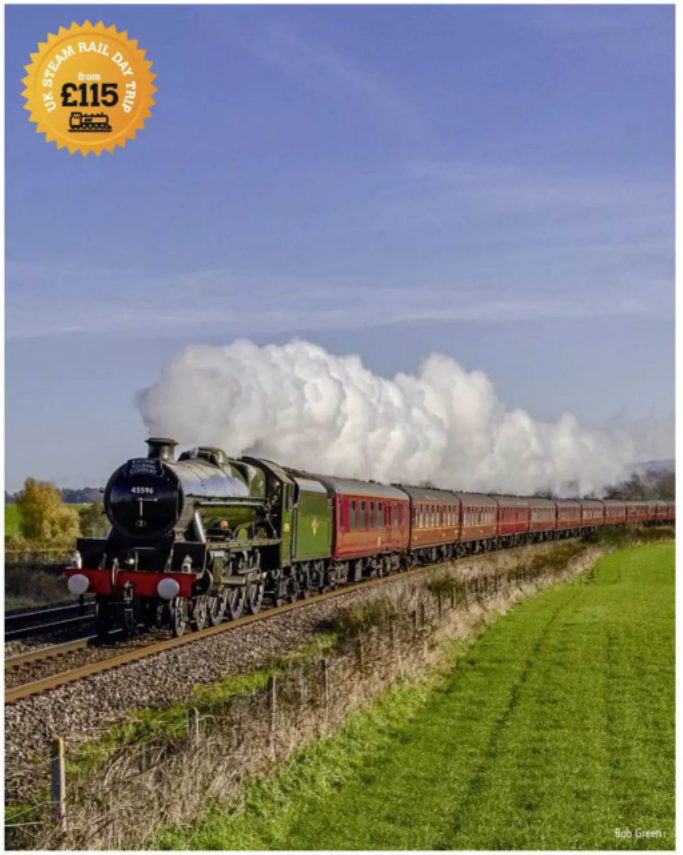
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End of the line for Cornwall's iconic china clay fleet

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Join us at Statfold Barn to see Darjeeling locomotive No. 19B in action





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Thursday 23rd November

Join us for a main line steam to Nottingham. The added attraction will be the popular seasonal Christmas market. Nottingham's Winter Wonderland is a traditional German-style market with all the wonderful Christmas food, mulled wine, handmade gifts and decorations that you would expect to see in a German Christmas market. The traditional chalets combine well with the less traditional events and activities..

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The Christmas White Rose
Saturday 18th November
Join us from London Kings Cross, Stevenage, Huntingdon and Peterborough to visit York.

The Cardiff Christmas Express
Tuesday 21st November
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Saturday 25th November
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The RAILWAY Magazine

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Join us at Statfold Barn for a day out with DHR No. 19B

THE new owner of Darjeeling Himalayan Railway No. 19B, the Darjeeling Tank Locomotive Trust, is offering readers of *The Railway Magazine* the chance to ride behind the locomotive at the Statfold Barn Railway on October 7.

Full details are on page 17, but in essence the DTLT has kindly made its locomotive available for the day as a thank-you to readers for helping to raise funds to buy the locomotive at auction in June. No. 19B was formerly owned by much-respected rail boss and Vivarail founder Adrian Shooter, who sadly passed away at the end of last year.

The loco and two replica DHR coaches were in danger of being sold abroad but, thanks to the DTLT and its generous supporters, they are now safe at a new home at Statfold. No. 19B is due to be taken out of service soon for a major overhaul, so this will likely be the last time to see it in steam before then – although it is hoped to be back in service in the second half of 2024, when it is planned to make visits to other 2ft gauge lines.

The loco was built by Sharp Stewart & Co in 1889, and is now the only survivor of its type outside India. With the winning auction bid in excess of £250,000, it is also now thought to be the most expensive narrow gauge locomotive the world!

Do come along to see this incredible locomotive if you can. Members of the editorial team will also be there on the day with a stand near the entrance, so please feel free to say hello.

Your nominations needed

With autumn round the corner, it will soon be time for the Heritage Railway Association's awards committee to meet up and discuss shortlists for its annual prizes, which this time will be held in Brighton on February 10, 2024.

Alongside the HRA's own winners are a number of awards sponsored by the railway media, *The Railway Magazine's* being a de facto 'Lifetime Achievement Award', although – as many of our past winners have been quick to point out – that does not always mean they have stopped working yet!

This year we are opening up suggestions for nominations for the *RM* award to our readers.

We are looking for anyone connected with the preservation movement, whether high-profile or known only to a few 'behind the scenes', who has demonstrated many years of hard work and dedication to the cause; someone who has played an important role in keeping our railway history alive for future generations to enjoy; and someone who deserves recognition for all they have done, but does not necessarily seek it out.

If you know of anyone who might fit the criteria and deserves recognition for all they have done, then please do get in touch and let us know.

Judging is due to take place at the end of November, so there is plenty of time to give it some thought.



Paul Bickerdyke, Editor

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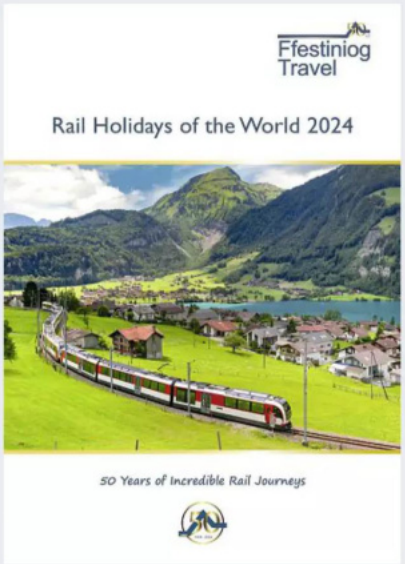


KEITH FENDER
World news



14 New tours to choose from, including a special 50th celebratory tour to Switzerland!

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Orcadian Odyssey ~ Departs 9 May 2024 - 15 days from £3,255pp
A leisurely rail journey north from Glasgow to Orkney, with Royal Deeside sightseeing en route. Enjoy stays in Stromness and Kirkwall, taking in the must-see highlights of this magical isle with a local guide. Visit the Castle of Mey and overnight in Inverness before returning south to Edinburgh.

Rails, Trails & Tracks of the Mid Pennines ~ Departs 16 June 2024 - 6 days from £1,125pp
Spend a few transport-themed days in Brontë Country including behind the scenes access to the Keighley & Worth Valley Railway. Journey on the Settle-Carlisle Railway, travel by vintage bus and learn more about the industrial history of the area.

Scottish Islands & Highlands ~ Departs 6 September 2024 - 14 days from £3,195pp
A small group tour that travels through the Inner and Outer Hebrides. Meet local islanders and learn more about life on the isles - this holiday aims to be much more immersive than previous tours, using local guides where possible to add depth and value.

Europe

Northern France ~ 19 June 2024 - 15 days from £2,895pp
Journey with us through Northern France, a destination known for its history, cuisine and spectacular coastline. With historic cities, rivers, coast and heritage railways there is something for everyone on this tour.

Trams & Trains of Austria ~ Departs 6 September 2024 - 11 days from £2,530pp
Journey via Innsbruck, over the border to Garmisch-Partenkirchen and on to Vienna and Frankfurt. Stunning scenic journeys by standard, narrow gauge, steam, cog railways, cable cars and extensive tram networks - combine panoramic mountain and lake views with metro city travel.

50th Anniversary Celebration Tour to the Rhätischebahn ~ Departs 4 October 2024 - 8 days from £2,620pp
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Worldwide

New Zealand Rail Adventure ~ Departs 9 February 2024 - 27 days from £8,750pp
A fabulous rail tour that covers highlights of both North and South Islands of New Zealand including spectacular rail journeys, scenic sailings and the unique opportunity to self-drive a 'RailCruiser'! Truly a trip of a lifetime, enhanced by stopovers in Singapore and San Francisco to break up the travel.

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The RAILWAY Magazine

Cornish crossings A stunning view of a GWR 'Castle Class' HST (with power cars Nos. 43042 *Tregenna Castle* and 43194 *Okehampton Castle*) as it crosses Coombe Viaduct, Saltash, on August 9, with the 2C77/13.00 Cardiff to Penzance, shortly after entering Cornwall via the Royal Albert Bridge over the River Tamar in the background. GEOFF GRIFFITH



'Red' rating given to HS2 project

Public auditor the Infrastructure and Projects Authority considers successful delivery of HS2 Phase 1 and Phase 2a as 'unachievable'.

By 'Industry Update'

TWO elements of the HS2 project have received Parliamentary approval for construction... but delivery of the core Phase One route between London and Birmingham and the connecting Phase 2a line to Crewe has been described as unachievable by the Infrastructure and Projects Authority (IPA), which acts as the Government auditor.

In a damning summary, the IPA identifies there are major issues with project definition, schedule, budget, quality and benefits. It says at this stage these do not appear to be manageable or resolvable, and the project may need re-scoping and its overall viability reassessed.

Major concern

One of the major concerns is outside management control, as it is acknowledged that the scale and impact of inflation has been significant on the construction sector and wider industries.

This may account for the fact that 23 out of 45 major construction projects sponsored by the Government are rated as 'red' and therefore seen as unachievable at the current time.

But the example of the Elizabeth Line shows projects can be turned round quickly, as the Crossrail project (as it was then described) was rated as 'red' in both 2019 and 2020, but the introduction of cross-London services in 2022 resulted in a 'green' assessment this year as the final phase of the timetable was implemented.

Other rail projects rated as 'amber' – meaning that successful delivery appears feasible given effective management – are the East Coast Digital Programme, East West Rail, the Midlands Hub, Northern Powerhouse Rail (including the Trans-Pennine upgrade) and Great British Railways reforms (although these remain unspecified).

Opponents of HS2 have wasted no time in calling for the immediate cancellation of the project to allow funds to be diverted to improve the existing network. That outcome must be inconceivable given the amount already spent and the pace of current construction, which would leave significant partly-built infrastructure over many sections of the route – including the two-mile long Colne Valley viaduct.

In any case, the Government is continuing to study the options for the eastern leg of HS2 to reach Leeds, and acknowledges that instead of thinking of the high speed route as a stand-alone project, the benefit of integration and interconnection with the existing network should be given greater recognition.



Excavation work for Streethay Cutting near Lichfield, Staffordshire, on August 16 – just one of the many HS2 construction projects currently taking place that would make cancelling the project difficult, despite its 'red' rating by auditors at the IPA. HS2

Squaring Euston

Indecision about the final configuration of the high-speed line had brought criticism from the Parliamentary Public Accounts Committee in respect of the future layout at Euston.

The original plan was to provide six new platforms alongside the existing station, where property has already been demolished, to provide capacity for the initial service to Birmingham and the North West, with a section of the current station being taken over to cater for eastern leg services.

With the decision to terminate trains at Old Oak Common for two years before any platforms are provided at Euston, there is now uncertainty about the high-speed capacity that will be needed. It is evident that the original budget of £2.6 billion has already grown to an estimate of £4.8 billion, even before the impact of inflation is considered.

The belief in the construction industry is that the cheapest way to build the new line is simply to get on with it, thus removing uncertainty from the planning process.

Opposition mounts to ticket office closures

AFTER an extension of the consultation period, which saw the deadline for submissions changed from July 26 (allowing only 21 days to respond) to September 1, it was revealed as this issue went to press that more than 460,000 comments have been received from organisations and individuals by Transport Focus and London Travelwatch.

The consultation is a legal process, as the National Rail Ticketing and Settlement Agreement obliges train operating companies that have ticket offices to consult with the statutory passenger watchdog organisations, which in turn cannot authorise change in a vacuum as the views of stakeholders affected must be considered.

The Rail Delivery Group, which acts on behalf of the train operators holding contracts with the Department for Transport, have arguably played a very poor hand in not coordinating the response of individual operators.

As an example, West Midlands Trains plans to continue providing a ticket office at Birmingham Snow Hill while Avanti West Coast plans to shut the facility at the much busier Birmingham New Street.

Operator anomalies

The anomalies continue, as stations controlled by devolved Governments and Combined Authorities – such as the Liverpool City Region – do not intend to follow the same direction, with ticket offices retained at locations where they are currently provided.

Commentators have attempted to summarise the reasons for the strength of objection to the proposals, and the principal concern is that the closure proposals at stations should have followed the promised reforms to simplify ticketing rather than being put forward in advance of this.

The complexity of identifying the cheapest ticket available for a journey is not something that is available using a ticket machine.

The idea that moving staff out of ticket offices to the platform gateline (where these exist) is also impractical, as mobile ticketing devices again do not have access to the full range of fares available.

In any case, there is also the question of staff expertise, as the scale of proposed job cuts indicates that it will not be people who currently work in ticket offices who will be providing the advice.

Important decisions affecting the way a service is provided are normally supported by an impact statement assessing the effect on any disadvantaged groups. This is absent in this case, but one should be provided so that mitigations can be set out before the closure plan continues.



Ticket machines, such as this one at Hayes and Harlington in West London, can often be baffling to passengers and do not always offer the full range of tickets. Ironically, the ticket office at Hayes and Harlington station is to remain as it is on the Elizabeth Line and managed by Transport for London. TFL



Passengers load their bikes onto No. 153370 at Glasgow Queen Street on April 27, which with No. 156500 forms the 16.34 to Oban. Scotrail has a fleet of five Class 153s to help boost leisure traffic on the West Highland Line. PHIL WALLIS

Scots' strategic plan reflects Carmont lessons

THE measures being taken following the Carmont crash (see separate story) are reflected in NR's £4.2 billion Strategic Business Plan for Scotland for Control Period 7 (covering April 2024 to March 2029), where 19% of planned renewals will cover earthworks, drainage and lineside management, and 22% is allocated to replacing structures.

One concern identified is the effect of ash dieback, which has brought risk from dead and diseased trees. There are three million ash trees adjacent to running lines across Britain, and a rapid increase in tree mortality is expected in Scotland in the years to 2029, which will require proactive intervention.

No new electrification projects are proposed, although the reopening of the Levenmouth branch will continue and this will be provided with overhead line equipment. Much of the earlier electrification carried out in Scotland is now up to 60 years old, and a lot of this Mk.1 equipment needs replacing, for which a budget of £88 million has been set aside.

Track renewals are key

Track renewals are the largest single element in the delivery plan, accounting for 26% of the total. Of 2,800 track miles in Scotland, there are still some 170 miles of pre-1979 rail in place, for which replacement is planned.

Specific projects are on the Glasgow High Level routes, where a deterioration in the track is evident, and there is a need to provide investment on the Far North Line, which has had a low level of past renewals and the assets now becoming life expired. Remodelling is also planned at Perth, where signalling equipment is to be renewed.

A challenge reflected in the infrastructure investment is that ScotRail's pre-Covid level of demand, which amounted to 97.8 million annual journeys, is not expected to recover beyond 80 million users given the impact that working from home has had on commuter services serving Glasgow and Edinburgh.

The emphasis now is on promoting leisure travel, with Transport Scotland placing a renewed focus on improved services on the West Highland Line through the adoption of a Highland Explorer service. This includes using modified Class 153 DMUs to strengthen services and provide greater capacity for carrying bicycles, luggage and leisure equipment for camping and sports activities.

By far the most successful railway leisure attraction in Scotland is West Coast Railways' twice-daily summer season 'Jacobite' steam-hauled service between Fort William and Mallaig. This attracted capacity bookings for this year based on return fares of £89 First and £57 Standard Class, which is significantly above that charged for the use of timetabled services.

There was an interruption to these services at the end of July after the regulatory licence was suspended on safety grounds.

This was resolved to allow the trains to be restored, but an ongoing dispute remains about the need to retrofit central door locking to the Mk.1 vehicles used, which is the subject of an application for judicial review.

There will be continued support for the Caledonian Sleeper service, which is now under direct control of the Scottish Government after financial terms could not be agreed with previous operator Serco at the mid-term break point in the original 15-year contract. The current haulage contract with GB Railfreight will continue, using Class 92s south of Edinburgh/Glasgow and modified Class 73/9s north of Edinburgh.

"ScotRail's pre-Covid demand of 97.8 million annual journeys is not expected to recover beyond 80 million"

Network Rail faces prosecution over fatal Carmont HST crash

NETWORK Rail is to face prosecution over the Carmont derailment that occurred on August 12, 2020 when three people, including two traincrew, were killed.

Six other passengers were also injured, but the train was lightly loaded at the time due to the Covid-19 pandemic.

The company has been summoned to appear at the High Court in Aberdeen on September 7 and the process being used by the Crown Office and Procurator Fiscal Service (Section 76 of the Criminal Procedure Scotland Act 1995) suggests that NR plans to plead guilty.

The exact charges have not been specified, but come following consideration by the Crown Office and Procurator Fiscal Service of reports from a joint investigation held by Police Scotland, the British Transport Police and the Office of Rail and Road.

The derailment took place when a HST struck a landslide south of Stonehaven, hitting material that had been washed out from a drain. Severe damage was caused, with the leading power car hitting a bridge parapet, causing following vehicles to fall down an embankment.

A Rail Accident Investigation Branch report published in March found that construction defects in the drainage system installed by Carillion (which went into liquidation in 2018) meant surplus water overflowed after heavy rail rainfall fell on the morning of the crash. NR has previously accepted the findings of the RAIB report and instituted an action plan that addresses the risks that extreme weather events can bring, which includes bringing a team of weather experts into the control room to provide round-the-clock, real-time analysis of weather patterns and any potential impact on the railway.

A Network Rail spokesperson said: "While we cannot comment on the ongoing legal process, the Rail Accident Investigation Branch report into Carmont made clear that there were fundamental lessons to be learnt by Network Rail and we have supported the investigation process.

"We have been working hard to make our railway safer for our passengers and colleagues.

"We are committed to delivering on the recommendations made by RAIB and have also made other significant changes to how we manage the risk of severe weather to our network."

Two-seater Wickham joins Somerset venue's events

FOLLOWING the success of Somerset & Dorset Railway Heritage Trust's Wickham Weekender event at Midsomer Norton on July 8/9 (*RM* August p79), agreement was reached for the two-seat Wickham 4165. BR No. 156W to remain in Somerset for the Wickham Wednesday events this season, *writes Peter Nicholson*.

The 8S joins resident six-seater No. B40W (Wickham 7504 of 1958), which is giving rides the length of the present line from Midsomer Norton Station, but running on the shorter, parallel up line. This a good example of co-operation between two heritage railways: S&DR @ Midsomer Norton and Vale of Berkeley project.

Remaining dates for September are 6, 13, 20 and 27 (10.30-15.00) No 156 W (TR12/PWM2188) then returns to storage at Sharpness Docks.

For more details of operating times and fares visit: www.sdjr.co.uk/events/view/wickham-wednesdays

Two arrested for alleged mail raid

TWO teenagers were arrested over an alleged attempt to steal from a mail train near Lockerbie in the early hours of August 1.

British Transport Police said two people gained access to the 23.30 Warrington to Sheildmuir. Nothing was believed to have been stolen, but a number of parcels were "interfered with".

■ The incident was almost 60 years to the date since the so-called 'Great Train Robbery' at Ledburn, Buckinghamshire, which took place on August 8, 1963.

TPE tells staff loco-hauled Mk.5 sets will end this year

Operator plans to return to a unit-based fleet.



No. 68032 *Destroyer* departs Doncaster on July 28 with the 1B85/15.24 Cleethorpes to Liverpool Lime Street, the final Class 68-hauled working on TPE's South Pennine route. From the December timetable change, TPE plans to withdrawn all its Mk.5 sets from service and replace them with units. GEOFF GRIFFITHS

STAFF AT TransPennine Express have been told by managing director Chris Jackson that the operator plans to stop using the loco-hauled 'Nova 3' sets from the December timetable change.

In a memo to colleagues on August 25, he said it will instead cover these services using its 2005/2006-built Class 185 DMUs and Class 802 'Nova 1' bi-modes.

"December 2023 provides us with a great opportunity to restore reliability and stability to our services by addressing some of the issues that have caused problems for us in the recent past," said Mr Jackson.

The Mk.5s are currently used on the North Pennine route from Scarborough to York, Leeds and Manchester. The underused fleet was also planned to be used on the South Pennine route from Cleethorpes to Doncaster and Manchester but, although some services did run, delays with crew training after the pandemic meant the idea was dropped from the end of July.

Additionally, some of the Mk.5 sets have also suffered from the discovery of body cracks, with regular inspections finding signs of stress and cracks around the yaw damper and anti-roll bar bracket.

"There will be no changes to the number of services operated on the Anglo-Scottish route (along the West Coast Main Line), on the South Route or between Newcastle and Edinburgh," said Mr Jackson. "There will, however, be some temporary amendments to the timetable to deliver improved punctuality and reliability.

"This review identitified issues with the operation and stabling of the 'Nova 3' fleet and we believe that the removal of the fleet from service from December 2023 will be a step forward towards returning TPE to a stable and resilient operator.

"The timetable still needs to be sanctioned by Rail North Partnership Board and until this happens any details may be subject to some final amendments."

Grand Central takes on 'Voyagers'

FORMER Avanti West Coast DMUs Nos. 221142 and 221143 have entered service with Grand Central on its route from Bradford Interchange to King's Cross via Wakefield Kirkgate.

No. 221143 was noted on test on the East Coast Main line on July 7, forming an evening 5Z22 empty stock working from Crofton depot (near Wakefield) to King's Cross and back.

From August 11, this unit was in service with GC between Wakefield and London – staff training and clearance work still being needed for the Bradford to Wakefield via Halifax section.

GC has also temporarily taken on two ex-EMR Class 180s – see page 93 for more.



Right: No. 221143 passes Biggleswade on July 20 with an evening test run for Grand Central from Crofton depot, Wakefield to King's Cross and return. ALISDAIR ANDERSON

Application process for Transport and Works Act Orders modernised

THE process for authorising the construction or operation of railways, tramways, trolley vehicle systems, other guided transport systems, inland waterways and certain structures interfering with the rights of navigation of waterways in England and Wales under the Transport and Works Act 1992 (TWAO) has been streamlined, *writes Gareth Evans*.

As reported in *RM* May 2023 (Headline News), a Department for Transport consultation which closed on April 7 outlined proposals to modernise the TWAO process to enable electronic applications instead of working solely with paper documents.

Following a positive response to the consultation, the guidance was updated on July 14 to reflect that TWAOs can now be submitted electronically. The changes will only apply to new applications which had not been submitted at the date of the changes coming into force.

In its response, the Government said: "While we understand why the proposal to include on-going applications was largely supported, in the interests of fairness and clarity, the government has decided that the changes to the TWAO rules will only apply to applications which have not yet been submitted at the date the proposed change comes into effect.

"This is because, from the date of the new TWAO rules, this provides clarity of the requirements for existing and for new applications, both for applicants and for statutory consultees. It provides fairness for those that are responding to an existing application, that they can expect to continue to receive application and / or inquiry documents by the same means as before the new TWAO rules. It remains available for applicants to seek consent from those statutory consultees to receive documents electronically on existing applications."

Visit https://tinyurl.com/TWAOchanges2023 for more information.



All change in Cornwall: DB Cargo withdrew the last of its four-wheel CDA china clay wagons on August 11 after more than 35 years in service. The trains from Parkandillack, Burngullow and Goonbarrow to Carne Point (Fowey) will now be formed of bogie JIA and JGA wagons, as also used on the long-distance services from Cornwall to Stoke-on-Trent. Additional bogie wagons were sent to Cornwall from store at Long Marston on August 19, and the following day No. 66190 is pictured in the goods loop at Lostwithiel with the five additional JGA wagons and two of the 17 extra JIAs. See pages 20-25 for a tribute to the CDAs. CRAIG MUNDAY

Britannia suffers main line failure

ON the evening of August 25, BR '7MT' No. 70000 *Britannia* suffered a mechanical fault in the Surrey Hills at about 20.30 while operating Steam Dreams' 'Sunset Steam Express' circular tour from London Victoria. It is understood the 4-6-2 suffered a broken crosshead.

Class 47 No. 47712, which was attached to the rear, moved the train to Guildford after No. 70000 had been made safe for towing.

During and following the incident, passengers were quick to praise online the customer service received from the staff. LSL owner Jeremy Hosking, who was onboard, reportedly walked through the train, stopping at each table to talk to passengers.

The train eventually arrived back at Victoria 278 minutes late.



Right: Three days before its failure, No. 70000 is pictured approaching Swanley, Kent, with Steam Dreams 'Garden of England Lunchtime Tour' from Victoria to Dover and back on August 22. NATHAN GIBSON



Torrington return: Preserved 'Pacer' No. 143617 starred at the Grand Reopening Event at the Tarka Valley Railway (Torrington, Devon) on August 5, which marked the return of passenger services to the station since 'The Last Atlantic Coast Express' railtour on November 6, 1982. The Tarka Valley Railway has so far relaid 300 yards of track towards Bideford, but hopes to extend as funding allows. Pictured next to the unit (from left) are guard from the first train Adam Morrice, guard from the last train Graham Braund, driver from the first train Brad Lambert and driver from the last train Fred Cole. TOM BRAUND



New role for Northern 'Pacer': Vehicle No. 55801 from set No. 144001 has been converted into a non-clinical space at Airedale Hospital near Keighley for youngsters on the children's ward and for those visiting paediatric outpatients. The hospital won the carriage in the Transform a Pacer competition run by the Department for Transport in 2019, and Northern has sponsored the transformation through its customer and community innovation fund. Renamed the 'Flying Dalesman', the carriage now includes creative spaces, sensory zones, areas for reading and learning, an indoor tree and a garden courtyard. The driver's cab has been also been restored so parents and children can sit in the front of the train. NORTHERN

SIDELINES

Woodhead museum plan

PLANS have been submitted to Tameside Council, Greater Manchester, for a museum dedicated to the former Woodhead Line between Manchester and Sheffield. The Woodhead Railway Heritage Group museum would be based in a vacant Network Rail building at Guide Bridge station, and it is hoped it could become a tourist attraction.

The Woodhead Line closed as a through route in 1981 when the section between Hadfield and Penistone was take out of use, although regular passenger services had ended in 1970. The line was electrified at 1500V DC and was famous for its fleet of Class 76 and 77 locomotives. The WRHG is also trying to raise funds to acquire a Class 506 EMU cab for the museum.



Pete Kelly tribute

THE Sleaford Model Railway Club has paid tribute in model form to former *RM* editor Peter Kelly, who died on December 28, 2022. Pete donated his model railway to the club, and members incorporated his memory in a new layout – including this model of a motorbike shop named after him (pictured above) – bikes being another of Pete's great passions.

New life for EMU in Fife

FORMER Network Rail test EMU No. 313121, which was used as a test vehicle for European Train Control System (ETCS) digital signalling, has been preserved at the Fife Heritage Railway in Leven. Earlier this year, the Rail Heritage Designation Advisory Board gave the unit 'heritage status' to protect it for future generations because it retains the original seats from when it was built in the late 1970s.

The FHR plans to site the test train on a parallel track to the new Levenmouth Rail Link, the five-mile branch from the Fife Circle line to Leven that is due to reopen to passengers in spring 2024.

It will keep its yellow and black livery, and ideas for long-term use include as a means of education about what goes on behind the scenes to keep the railway running.

Seeking the best in railway photography!

The RCTS and Mortons Media, publisher of *The Railway Magazine, Heritage Railway, Rail Express, Railways Illustrated,* have teamed up to launch a major new railway photographic competition with the chance of winning some fantastic prizes.

THE Railway Correspondence and Travel Society (RCTS) and Mortons Media have launched Steam or Modern; People and the Environment. The 2023/24 RCTS Photographic Competition.

The contest will offer existing and fledgling photographers of all ages the chance to showcase their work and win one of a great range of special prizes.

The competition builds on the long-established precedent of excellence in railway photography, which survives and thrives in railway publications such as *The RM* and the RCTS's in-house title *The Railway Observer*.

There are four possible categories to enter:

- Heritage railways and mainline steam
- Modern traction
- People and the railways
- The environment and the railway.

In choosing these categories, the joint organisers have sought to embrace both current railway operations as well as the enthusiasm and nostalgia for steam, be it on preserved lines or mainline tours and specials.

One of the two other categories aims to recognise railways cannot operate without people – whether employees, volunteers or passengers – and it is hoped the character and variety of the human aspects of railway operation can be captured in an image.



Railways in the environment: GWR Class 150 DMU No. 150265 captured at work on the Looe branch in Cornwall on June 20, 2022. CHRIS MILNER

The final category is for views of the railway in its natural habitat or images of new technologies, such as hydrogen, electric-battery and other traction propulsion that use renewable fuels. There is clear scope in this category for some innovation on the part of the photographer to capture forward-thinking and thought-provoking images.

Judging will be undertaken by appointed members of the society and Mortons Media editorial staff. The decisions of the judges will be final, and no correspondence will be entered into. Images will be judged on their quality, composition and the interpretation of the subject. Any image taken from a position that is deemed to be unsafe, or apparently obtained by trespassing on any railway property, will be disqualified.

Winners will be notified via email, and no travel or accommodation costs required for winners to join any prize event will be paid unless specifically advertised as part of each winning prize.

How to enter

The competition is open to all and there is no fee to enter. Photographs can be submitted from now to the end of March, 2024, although the image may have been taken at any time from January 1, 2022.

Entries should be made in digital format only (as a jpg/jpeg file between 1 and 10Mb) and accompanied by good descriptive captioning.

Details that are required with submissions are photographer's name, entry category, picture title, image file reference number and contact details. Images can be taken on any piece of image-taking equipment, including cameras, mobile phones, drones and poles. Entrants will be required to provide details of the equipment used, relevant technical information and a declaration of any post-production processes used.

Entries can be made to any or all of the categories, with up to two entries per category. This means an entrant can enter from one to eight photos in all. Images must have been taken by the person named in the entry system.

Copyright of all images will remain with the photographer, but the society and Mortons Media reserve the right to reproduce any image in any format for up to one year from the closing date of the competition.

For the latest information, full terms and conditions, and a link to upload your photos, please visit the dedicated webpage at https://rcts.org.uk/rcts-mortons-media-photo-competition-2023.

Good luck!

GREAT PRIZES TO BE WON

BESIDES Mortons Media and the RCTS, we are pleased to announce that the following organisations are supporting the competition through the donation of prizes, some of which are not generally available to the public:

- DB Cargo
- East Lancashire Railway
- GB Railfreight
- Nene Valley Railway
- Severn Valley Railway
- Talyllyn Railway

These prizes range from a simulator session, through cab rides and depot tours, to books and magazine offers, and further details on all prizes will be revealed before the competition closes.

Prizes will be allocated to each category, as well as one for the overall winner, which may be a winner of one of the sections or another image meeting those criteria.

While the organisers will endeavour to ensure that the prizes offered will be as described, they are subject to change or withdrawal by the third party providers.

RCTS | The Railway Magazine | Heritage Railway | Rail Express | Railways Illustrated

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2023/24 STEAM TOURS UPDATE

EUROPEAN & WORLDWIDE STEAM 23/24

Festive Saxony & Winter Steam Explorer

Fares From £1835

DEPARTS: Tuesday 28 November 2023



Depending on your choice of excursions we feature two fabulous mainline steam excursions and 3 heritage steam railways, plus rides on the funicular & suspension railways as well as a river cruise on the beautiful River Elbe.

Whilst for lovers of atmospheric Christmas markets in stunningly traditional surroundings we offer the beautifully rebuilt city of Dresden (our tour base), the music city of Leipzig, and beautiful Zeitz, Plus we cross the border into the Czech Republic by modern express train to enjoy sightseeing with the help of an included 'hop on hop off' bus ticket in the Bohemian city of Prague or take a heritage steam train across the border to beautiful Liberec, an undiscovered gem of a heritage town.

Saxony & Harz Winter Steam Extravaganza

Fares From £2199

DEPARTS: Thursday 8 February 2024



Get ready to experience the ultimate steam tour adventure! Discover the stunning landscapes of Saxony and the Harz region in all its glory on this unforgettable journey. With no less than EIGHT steam lines to explore, you'll be sure to have an action-packed itinerary. But that's not all - this tour offers an exclusive guided visit to the Altstadt steam roundhouse and museum in Dresden, giving you a unique insight into the fascinating history of steam engines. And if that's not enough, enjoy a relaxing tram ride down charming country lanes, taking in the picturesque scenery as you go. Don't miss out on this once-in-a-lifetime opportunity to see Saxony and the Harz from a truly unique perspective.

The Australian

Fares 20 Days Flight Inclusive from £5989

Fares 18 Days Ground Only from £4599

DEPARTS: Thursday 23 May/Friday 24 May 2024



Our escorted rail holiday to Australia boasts at least nine steam train rides including exclusive charters, outback towns, the scenic Blue Mountains, a vintage wooden paddle steamer cruise, and some amazing railway museums. Enjoy comfortable day time rail journeys between Sydney, Melbourne, and Adelaide with free time in these amazing cities to explore and create unforgettable memories.

Eastern USA Fall Colours Steam

Fares 13 Days Flight Inclusive from £TBC*

Fares 12 Days Ground Only from £3399

DEPARTS: Wednesday 2 October 2024



Join us on this truly amazing, new tour to the USA featuring 7 steam lines including marvellous double headed shay locomotives and a phenomenal 2-6-6-2 Mallet in operation. On this action-packed adventure we will also experience two scenic diesel excursions, an Amtrak ride into New York with free time in the infamous "Big Apple", and two fascinating railroad museums. **Flight Inclusive Fare will be confirmed Nov 2023*

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SIDELINES

RM tour cancelled after *Alycidon* failure

A DECISION by the Deltic Preservation Society (DPS) to temporarily withdraw No. D9009 (55009) *Alycidon* from the main line has led to the cancellation of *The Railway Magazine*/Pathfinder Tours 'Tees-Tyne Commemorative' charity tour on September 27, *writes Chris Milner*.

Pathfinder has started the process of refunding tour passengers.

The 'Deltic' returned to the main line on July 29 after an extensive overhaul, initially working a train for Pathfinder Tours, but at one point ran on one engine; the minor fault later rectified.

A second tour on August 19 from King's Cross to Scarborough and back saw the loco stopped in platform 1 at Retford on the return with battery issues. A decision was made to rescue the train using the Newark Northgate-based 'Thunderbird', which took the consist forward to Finsbury Park, North London.

■ Discussions over a new charity tour for the spring of 2024 involving *The RM*, Riviera and Pathfinder were due to get underway as this issue closed for press.

First HST sets exported

Off lease power cars and MK.3s head across the Atlantic.

By Ashley Butlin



The Angel Trains HST stock being loaded onto the *BBC Arkhangelsk* at Great Yarmouth docks on August 9. OLIV3R DRONE PHOTOGRAPHY (WWW.FACEBOOK.COM/OLIV3RPHOTOGRAPHY)

THE arrival of Class 43 power car No. 43170 and two Mk.3 coaches Nos. 41100 and 44094 on Wednesday, August 2 at Great Yarmouth docks by road from store at Ely caused quite a stir among local enthusiasts.

These were followed the next day by Nos. 43022, 41091 and 42179 and on the Friday by Nos. 43158, 44034, 44061, and 44063. Deliveries continued on Monday with Nos. 42401 and 42405, and finally on Tuesday Nos. 42026 and 42402 completed the line-up on the dockside. It is worth noting that, although some of the coaches had been in store at Ely for some considerable time, two of the power cars – Nos. 43022 and 43158 – had only arrived at Ely from Laira on July 31.

The next day, August 5, the vehicles began to be loaded on the *BBC Arkhangelsk*, a general cargo vessel flying the flag of Antigua Barbuda, which then set sail for Castellon in Spain. A further report on August 20 showed that the vessel had left Spain for Corpus Christi, Texas USA, where it was due to arrive on September 3.

All the stock is owned by Angel Trains and an approach to the company by *The RM* to ascertain the future of the stock was met with the reply: "Unfortunately, Angel Trains will not be commenting on any commercial matters at this time." This tallied with reports that a confidentiality clause was attached to the move, and all information was embargoed within the company.

While Angel Trains is clearly not able to reveal the future for this stock, numerous reports on social media indicate that it is destined for Mexico, where the *BBC Arkhangelsk* will dock at the Port of Altamira, and that the stock will find employment on a new tourist railway under construction.

The RM cannot as yet confirm this, nor the reports circulating that more HST stock will follow for export. However, we will keep readers fully informed of moves in the coming weeks which should clarify the destination and planned usage.



Railways in Parliament

by Jon Longman

Changing staff roles

BATH MP Wera Hobhouse pressed the Government in a series of five questions to discover if the Department for Transport (DfT) has assessed the impact on existing passengers and potential customers on future train use after plans to modernise the customer service across the network were revealed by the Rail Delivery Group (RDG) on July 5.

In the light of plans to close 1,000 ticket offices, Transport Minister Huw Merriman replied: "These reforms will bring our stations in tune with what customers expect from other modern and responsive services, including supermarkets and banks, where customer assistants help with information, support and making digital transactions on the shop floor.

"Together with industry we want to improve and modernise the passenger experience and moving staff out from behind the glass of ticket offices and into more visible and accessible roles around stations is a central part of this.

"Passengers have alternative ways to purchase tickets. The RDG estimated that 99% of all transactions made at ticket offices last year could be made at ticket vending machines or online.

"Industry is looking to expand digital ticketing options and make them even easier for passengers to use through upgrades to ticket vending machines and digitisation of more tickets and processes."

Mr Merriman added: "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.

Mr Merriman told the Bath MP: "Passengers will not be expected to travel out of their way to buy a ticket and will be able to buy en route or at their destination. This is an industry-led process. The outcomes of the consultations will not be known until the Ticketing and Settlement Agreement process [see below] has been concluded."

Angry MPs bombard DfT

CATHERINE West MP, one of a host of MPs who have bombarded the Secretary of State for Transport with more than 80 questions since the RDG's July 5 announcement, asked what plans the DfT has to support vulnerable and disabled passengers affected by the closure of railway ticket offices in her Hornsey and Wood Green constituency.

The Transport Minister, failing to address the Hornsey and Wood Green MP's specific concerns, replied with his standard reply to most questions: "Under the Ticketing and Settlement Agreement, 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 passenger needs.

"We would also expect operators to consider equality-related needs and make this clear in the notice sent to other operators and passenger groups. No currently staffed station will be unstaffed as a result of industry changes. Train operators will ensure staff are well located to meet passenger needs in future."

East West prediction

Tanmanjeet Dhesi MP asked the Transport Minister what the projected end date is of East West Rail; what the forecast spend is for the current financial year; what the initial planned whole life costs were; what the projected whole life costs are; and what the delivery confidence assessment is.

Mr Merriman told the Slough MP: "East West Rail Connection Stage 1 (CS1) – connecting Oxford to Bletchley/Milton Keynes – is expected to enter in to service in 2025. This is regularly reviewed. The Government has provided £1.3bn towards its delivery.

"For Connection Stages 2 (Bedford) and 3 (Cambridge) the next step is a statutory consultation, expected in the first half of 2024. EWR Co is aiming to introduce services across the whole route in the early 2030s. The estimated cost of the CS2/3 stages is £4bn to £6bn.

"The Infrastructure and Projects Authority assessed CS1 as amber [for delivery] and CS2/3 as red."



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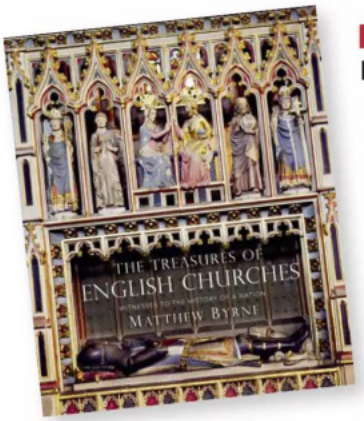
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RM-Sept

SCAN ME

You can join us for a special '19B' readers' day at Statfold Barn

The new owners of Darjeeling Himalayan Railway No. 19B are offering *Railway Magazine* readers the chance to ride behind the loco before it is taken out of service for overhaul.



No. 19B and one of the replica DHR coaches in action for its supporters at the Statfold Barn Railway on August 6. PHIL MARSH

A SPECIAL day for *Railway Magazine* readers (as well as for those of Mortons Media's other rail titles (*Heritage Railway*, *Rail Express*, *Railways Illustrated* and *Steam Days*) is to be held at the Statfold Barn Railway near Tamworth on October 7.

The star of the show will be Darjeeling Himalayan Railway Sharp Stewart No. 19B, which was bought by the newly-formed Darjeeling Tank Locomotive Trust at an auction of the late Adrian Shooter's Beeches Light Railway on June 21.

The trust also acquired the two replica DHR coaches which Adrian had built at the Ffestiniog & Welsh Highland Railway's Boston Lodge Works.

As thanks to readers of Mortons magazines for helping the DTLT raise funds to buy the locomotive, which at more than £250,000 makes it possibly the world's most expensive narrow gauge loco, the trust is offering the chance to see the locomotive in steam at its new home before it is taken out of traffic for a major overhaul. No. 19B is the sole example of the class outside India, and is thought to have the oldest operational boiler in preservation.

The event will take place at the Statfold Barn Railway, part of the Statfold Country Park, in Ashby Road near Tamworth, Staffordshire. To gain entrance on October 7, readers need to bring a current issue of a Mortons railway title and pay the normal Statfold entrance fees (various rates apply, see its website at www.statfold.com for a full list of prices).

The opening times for readers are from 10.30am to 3.30pm and (subject to availability on the day) there will be the chance to see the locomotive in action and ride behind it in the replica DHR coaches, which will be reserved for Mortons readers.

Mortons and the DTLT will each have a stand near the entrance to the museum, where readers will be able to meet members of our magazines' editorial staff.

New old look

The readers' event follows a hugely-successful launch day on August 6 for supporters of the campaign to keep 1889-built No. 19B in Britain. More than 300 supporters turned up, exceeding the organisers' expectations.

DTLT chairman Jeremy Davey told the audience that the boiler had been checked, a steam test carried out, the insurance renewed for the trust, and no major concerns were noted.

Given that former Chiltern Railways boss and Vivarail founder Adrian Shooter was 6ft 7in tall, No. 19B's cab roof was raised in 2003 so he could drive his locomotive. At the supporters' event, No. 19B was unveiled with its original cab, returning it to as-built condition with a more powerful squat profile.

The locomotive will be further modified with safety railings fitted on the footplate, enabling it to operate again as a tank engine, as it did in India. The tender will be retained for longer operations when it goes on visits to other railways.

10 MINUTES 10 QUESTIONS

Former managing director of South West Trains Graham Eccles interrupts his retirement to speak with **Steven Knight.**

GRAHAM Eccles joined British Rail straight from school at the age of 16, but was rejected as a staff entrant on BR's Management Training Scheme as being "too shy to make a manager".

Over time he progressed through the operating ranks to become a regional operations manager, director of operations and safety for Network SouthEast and, finally, divisional manager for the South Central Division of NSE.

He headed a management buy-out at Privatisation for South Central, which he lost, moving on to South West Trains in 1996 and then senior management at Stagecoach. He retired from full time work in 2006, but continued to work as a non-executive in the railway and healthcare industries until fully retiring in 2021.

Q. What was your first-ever job?
I worked in Banks' record shop in York on Saturdays from age 14 until I joined the railway at 16. It's where my love of popular music comes from. My first job on the railway was as a station junior at Sherburn-in-Elmet, sweeping platforms and starting to learn ticket office and goods yard duties.

Q. Were you interested in trains before you joined the rail industry?
No, I've never had any interest in trainspotting or model railways. But I became a third-generation railway worker after my father and grandfather – I guess there was an inevitability about me joining the industry. I never regretted my choice of career.

Q. What attracted you to your final industry role?
My final full-time role was working for Stagecoach Group. I became the chairman of its railway division, co-chairman of Virgin Trains, and a member of the Stagecoach Board. I wasn't exactly attracted to it; I was fired by Connex after losing my management buy out (MBO) attempt at Privatisation. Brian Souter, who bankrolled my MBO, offered me a job. The rest, as they say, is history.

Q. What has been your biggest achievement?
Can I be permitted to detail two things: Becoming one of the six regional operations managers during BR days and, secondly, recruiting and leading the team of managers who turned around South West Trains from the dark days of 1997 when the loss of the franchise was a real possibility, to winning the title of passenger operator of the year in 2006.

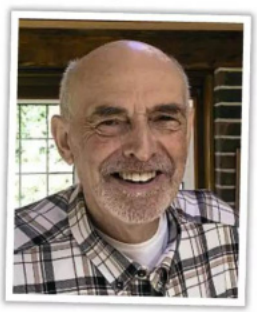
Q. …and the low point of your railway career?
The fatal accident at Cowden in 1994, when I was divisional manager for South Central. With all my experience as an operator, I knew that small traincrew depots serving branch lines were a breeding ground for slack working. I should have increased the level of traincrew supervision on the line. It changed my entire attitude for the rest of my career towards the sanctity of the driving cab and such things as giving cab rides as raffle prizes. I still think about it a lot.

Q. If you were Transport Secretary for a day, what would you do to support or change the industry?
I'd return the Department for Transport to its role as a policy maker. I'd create an organisation that was responsible to the Secretary of State for the direction and operation of the railway. I would appoint professional railway people to run that organisation. I would also appoint a board of non-executive directors, not all of whom would be railway people, to represent the customer and to support and guide the executives, but ultimately, to hold them to account.

Q. How do you relax?
I listen to music, own a classic car and act as my wife's labourer in the garden in East Sussex. We also part own, with another railway friend, a vineyard in France which keeps us busy. We produce the equivalent of 70,000 bottles a year.

Q. What is your view on the current state of the railway industry?
It makes me sad. It's like the worst days of BR when there was no money to spend on improvement, except there is no BR, only the Treasury and the civil servants at the DfT – none of whom have ever worked a shift on an operational railway.

Q. …and where do you see the industry in 2050?
Not a clue. I'm a great fan of the private sector freight businesses in UK Rail, I really hope they do well and prosper. I worry about infrastructure investment; the industry has a poor track record of delivering major projects from West Coast PUG2 to HS2. All the logic says that rail is the right thing for a modern-thinking country. I'm now 77 and I won't be around to see that happen, but I believe my children will.



Former BR, SWT and Stagecoach manager Graham Eccles.

Q. Finally, is there something about you that you can share with us that our readers are unlikely to know?
After retiring from full time work in 2006 I had a 13-year career as a chairman in UK healthcare, both NHS and private sector. I really enjoyed that as well.

SIDELINES

Three quarters of tunnel excavated

TUNNEL boring machines (TBMs) *Florence* and *Cecilia* are beyond three-quarters of the way through creating the twin bores of the 10-mile tunnel that will take the HS2 route under the Chiltern hills.

The TBMs reached the vent shaft near Little Missenden in Buckinghamshire during early August. Launched in summer 2021, they have already extracted around two million cubic metres of chalk and flint.

Break through at the northern portal, planning consent for which was recently granted by Buckinghamshire Council, is expected next year.

Hartlepool factory begins production

PRODUCTION of more than 83,000 concrete segments for HS2's Northolt East and Euston tunnels has begun in Hartlepool. Over 100 people are employed at the Strabag factory, located within the town's docks, which has been opened in a unit previously used for oil rig fabrication.

Robotic systems are being used to produce the reinforcement cages for the segments, which are being made with aggregate from local quarries. Ninety-six segments are expected to be manufactured each day. Trains will run six days a week from the railhead alongside the site to take them to HS2's Logistics Hub at Willesden.

Supporting careers for women

A FREE course consisting of two weeks of training and two of work placement on HS2 has been designed to help women into construction careers.

Organised in partnership with the not-for-profit organisation Women in Construction, participants who successfully complete October's training will gain construction skills accreditation which allows them to work on site.

An information event is being held at HS2's offices in Birmingham on September 20 and further details about the programme can be found online at: women-into-construction.org.

Underbridge, overbridge in the West Midlands

Three bridges moved into position and one demolished as part of HS2 route preparations.



Above: The Fulfen Wood bridge takes the West Coast Main Line over the HS2 alignment near Lichfield. It was moved into place on July 17 in what engineers described as the UK's heaviest single-span bridge drive. HS2



Right: To illustrate the progress at Streethay Cutting, this is the site of the Fulfen Wood bridge (as seen in our April issue) of No. 45699 passing on the WCML on March 13. John Whitehouse

BETWEEN mid-July and mid-August, engineers in the West Midlands moved three new bridges into place and demolished one old structure to accommodate the alignment of HS2.

In what is believed to be the UK's heaviest single-span bridge drive, a 56 metre-long (184 feet) and 19 metres-wide (62 feet) concrete structure weighing 6200 tonnes was positioned underneath the West Coast Main Line at Fulfen Wood (at the southern end of the 1.5 mile/2.5km Streethay Cutting) near Lichfield on July 17.

The bridge, constructed alongside the railway over a period of six months, was put into place using a remote-controlled, self-propelled modular transporter with four carrier beams and a total of 840 wheels.

To create the cutting for HS2, 61,000 cubic metres of earth was removed. A further 15,000 cubic metres of excavation took place to create space for the new bridge to be moved into. The work took place during a nine-day closure of the WCML between Stafford and Rugby.

The same equipment was used to move a 2600 tonne structure into place under the South Staffordshire line (at the northern end of Streethay Cutting) on July 28. Carried out during a 10-week blockade, the project also required the movement of 14,000 tonnes of earth and construction of a 140 metre (459 feet) retaining wall.

Track removal

On July 31, positioning of a new bridge under the Coventry to Leamington Spa line between Coventry and Kenilworth was completed. A total of 113 metres (370 feet) of track, 188 sleepers and 15,000 cubic metres of ground containing hard sandstone were removed in order to insert the 5600 tonne structure. Having been built on-site, it was jacked into position on a guiding raft slab during a five-and-a-half hour operation.

The work was done during an engineering occupation which also saw Network Rail carry out strengthening work on the viaduct over the River Avon at Leamington Spa.

Over the weekend of August 12/13, a team completed the demolition of a bridge built for the now diverted A452, over the M42 near Solihull, making way for a new twin box structure to carry HS2. The task was completed quicker than expected, allowing the M42 to be reopened 14 hours ahead of schedule.

Rubble from the demolition will be used to create haul roads and working areas for the construction of HS2.

Conveyor takes the strain

IT is estimated that 70,000 lorry journeys will be avoided by the use of a spoil conveyor linking two HS2 construction sites in Buckinghamshire.

Stretching for 0.8 miles, crossing the A413 and the Marylebone-Aylesbury railway line, the conveyor is expected to carry 550,000 cubic metres (over 719,000 cubic yards) of chalk and other excavated material over the next two years, which will be used in earthworks elsewhere on the route.

Transported by a network of similar conveyors, which were inaugurated last November, over a million tonnes of spoil from HS2 construction sites in London has so far passed through its Logistics Hub at Willesden Euro Terminal, for onward movement by rail to Kent, Cambridgeshire and Rugby.

By the time the project draws to a close, a total of five million tonnes of spoil is expected to have been dealt with at the hub and dispatched by train for reuse.



Spoil being discharged from the Wendover conveyor. Bulldozers and excavators are used to move it for loading into tipper trucks. HS2

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Farewell to Cornwall's CDAs

Paul Stanford FCIRO looks back at the CDA china clay wagon fleet, which was taken out of traffic in August after 35 years moving Cornwall's 'white gold'.



AS we near the 200th anniversary of public railways, the days of the humble four-wheel freight wagon – which have existed since the very earliest railways – are now definitely numbered in revenue service in Britain.

One step closer came in August with the end of the four-wheel CDA china clay wagons in Cornwall after 35 years of loyal service. The whole fleet, operated by DB Cargo, was withdrawn on Friday, August 11, after their last trip loaded with clay from Treviscoe to Fowey Docks, operating as the 6P24 to Fowey running 180 minutes early. (See also Wagon news on page 94 for more on other remaining four-wheel wagons).

The CDA design is a derivative of the successful HAA air-braked, merry-go-round (MGR) coal wagon of the late-1960s, with two axles and six bottom-discharge hoppers, and they were introduced to Cornish clay traffic in February 1988.

Prior to then, clay traffic in Cornwall had been moved in four-wheel, wooden-bodied, vacuum braked 'Clayhood' wagons of TOPS code OOV (recoded from UCV in 1983). These wagons were owned and operated by British Rail and totalled close to 500 vehicles. But by the mid-1980s they were reaching the end of their useful life, so BR trialled a specially cleaned, air-braked MGR wagon (HAA No. 353224) as a possible replacement.

Production fleet

The modified HAA trial was a success, leading BR to build a derivative of the HAA with a roll-top canvas hood to protect the precious clay traffic as it was railed to Fowey Docks for export. The 124 new wagons, built at Doncaster from 1987, were assigned TOPS code CDA denoting they carried clay and were air-braked.

One CDA could do the job of three OOVs, so they became a game changer for BR and the Cornish clay industry. The initial order was supplemented with another 24 wagons converted from coal hopper wagons in 1989.

Construction of the new wagons was completed in early 1988, allowing the OOVs to be withdrawn on February 6, 1988. The new wagons took over the movement of clay to Fowey, hauled by Class 37 locomotives from the Parkandillack, Moorswater, and Newquay lines, plus two Devonian loading

A classic view of a rake of CDAs at Lostwithiel on September 15, 2020, as the clay train from Rocks passes the late running Aberthaw to Moorswater cement train, which ceased operation a few months later. Both flows utilised four-wheel wagons and following the withdrawal of the CDAs in August, PCA wagons have become one of the last four-wheel wagon fleets in revenue service.
PHOTOS BY PAUL STANFORD UNLESS STATED



After just seven months in service, this CDA wagon was already heavily coated in china clay when pictured in Lostwithiel Yard on September 30, 1988.





The CDAs replaced a large fleet of wooden-bodied OOV 'Clayhood' wagons, No. B743010 pictured in preservation on the South Devon Railway on April 24, 2011. GEOF SHEPPARD (CC BY-SA 4.0)

"One CDA could do the job of three previous OOV wagons"

points at Marsh Mills and Heathfield.

When new, the wagons had a galvanised metal finish body, with a mid-blue bodywork 'cradle' and an English China Clay logo on the side in blue and white, although they were BR owned. This was noteworthy in the 1980s, when BR was encouraging end customers to purchase their own wagons for BR to simply do the 'hook and haul'. The new wagon order was seen at the time as part of railway's commitment to English China Clays (ECC), later to become Imerys when they bought out ECC in 1999.

Modifications

Following their introduction, the wagons were generally successful. An exception, however, was a few years after introduction there were cases of cross-contamination of the clay with wagons not fully discharging. Accordingly, a temporary facility was established at St Dennis Junction – on the Newquay branch – to remove the non-stick coating. Also, in the very early days of the CDAs, modifications to the interior wagon coating occurred at York Clifton Depot.

Aside from regular maintenance at St Blazey depot near Par, their next major workshop foray was in 1999 when then owners EWS led a refurbishment of the wagons, which gained maroon roll-top hoods and relivered framework to match. A temporary facility was established at Pontsmill, at the end of a short branch line close to St Blazey Yard, to execute the work and a few wagons at a time were worked up from St Blazey, normally by a Class 08 shunt loco. The refurbishment programme ran into summer 2000. The Pontsmill branch was never a haunt of CDA wagons when open as it closed in 1992 as a clay loading point.

Cornwall only

CDAs never strayed north of Plymouth after the cessation of clay traffic from Heathfield (near Newton Abbot, Devon) in the 1990s, while 2008 saw the end of the Marsh Mills (Plymouth) clay traffic and thus the end of their forays out of Cornwall. For the past 15 years, the furthest north the vehicles worked was Lostwithiel after coming out of the China clay district for the run-round movement to head down to Fowey Docks.

The norm from 1988 to the early ▶



A rake of CDAs being loaded with china clay by dumper truck at Rocks (Goonbarrow) on October 6, 2016.
CRAIG MUNDAY





Inside the wagon shops at St Blazey depot on July 20, 2020, as No. 66107 (left), and a CDA receive attention.
CRAIG MUNDAY

2000s was that rakes of CDA wagons would be tripped from local loading points to Lostwithiel and, depending on the size of trains, combined with other rakes for the trip to Fowey Docks.

This practice ceased when EWS consolidated the clay by rail business, the outcome being that a single rake of 38 CDA wagons worked up to two trains a day to Fowey from either of the two loading terminals on the Parkandillack branch, or from Goonbarrow (Rocks Works) on the Newquay branch. This followed trials as to locomotive's hauling/braking capability, and assessing the wagons' coupling strength.

Recent use

For the past 10 years until the end of their use, traffic has tended to be handled in a single train of 38 CDAs operated each weekday to Fowey, as a lower volume of clay traffic has been moved, reflective of a changed market for the sale of UK mined clay. With the four-wheel wagons ageing, the decision was taken by DB Cargo to withdraw them on August 11, and means that Class 66 locos have hauled the CDAs over the bulk of their lives from 1999-2023.



"Clay traffic is staying on rail as bogie JIA wagons will be used to Fowey"

Transrail-liveried No. 37669 arrives at Par from Fowey on September 23, 1996 with a rake of CDAs. HAWTHORNE COLLECTION

Left: Railfreight-liveried No. 37672 *The Freight Transport Association* arrives at Par on September 30, 1988, with an afternoon train of CDAs from Rocks (Goonbarrow) to Fowey. The siding on the right was used as a short-lived Freightliner terminal in the late 1960s/early 1970s.

Right: The ship loading point at Fowey Docks in July 2021, showing the two 'reach' CDA wagons that were used to stop Class 66 locos traversing the discharge lines. These wagons were removed with the last empty CDA train to leave the site on August 11.



The very last CDA working of all was on August 11, when No. 66199 took this rake from Treviscoe (seen awaiting departure) to Fowey, before returning the empties to St Blazey. CRAIG MUNDAY



Mercifully, the clay conveyed by CDA wagons is staying on rail. Following a trial in July, bogie JIA wagons – themselves now 23 years old – will be used to Fowey. These wagons were launched into traffic in July 2000 by Imerys and have been used to carry long-distance clay from Cornwall to Cliffe Vale in the Potteries. But from now on, they will fulfil both short and long distance roles, and bolstering to the JIA wagon fleet will occur as they replace the CDAs. ■

■ Special thanks are due to Network Rail's Craig Munday, and DB Cargo's Simon Kelly and Nick Edwards for their help and support with this article.

Above: Taken from the signalbox at Goonbarrow, No. 66104 arrives in the Newquay branch passing loop with empty CDAs for Rocks on the evening of July 25. CRAIG MUNDAY

MODELS AND PRESERVATION

THE scale of affection and interest in CDA wagons is highlighted as they have been available in model form in 'N', 'OO' and 'O' gauges.

For some, however, model form is not enough and a fund was launched in July to make a bid to the owners DB Cargo to buy a small rake of CDA wagons for preservation at the Bodmin and Wenford Railway.

To find out more or donate to the fund, see the National Wagon Preservation Group's web page at: www.nwpg.co.uk

Right: The beginning of the end for the CDAs followed this test run on April 19, of bogie JIA wagons to Carne Point (Fowey). No. 66060 is seen heading the rake of five wagons at Golant. The unloading procedure will take longer at the port as the traverser can only accommodate four-wheel wagons. CRAIG MUNDAY





Left: No. 66156 shunts stored CDAs at St Blazey on August 8 – the one on the right being the first of the production fleet No. 375000.

"CDAs never strayed north of Plymouth after the cessation of clay traffic from Heathfield in the 1990s"



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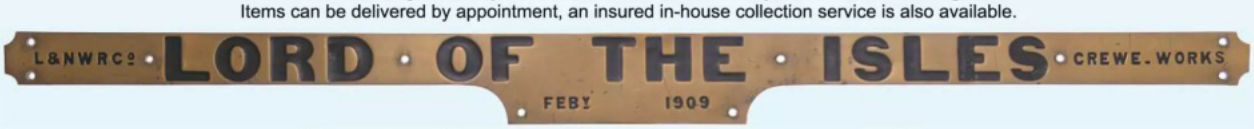
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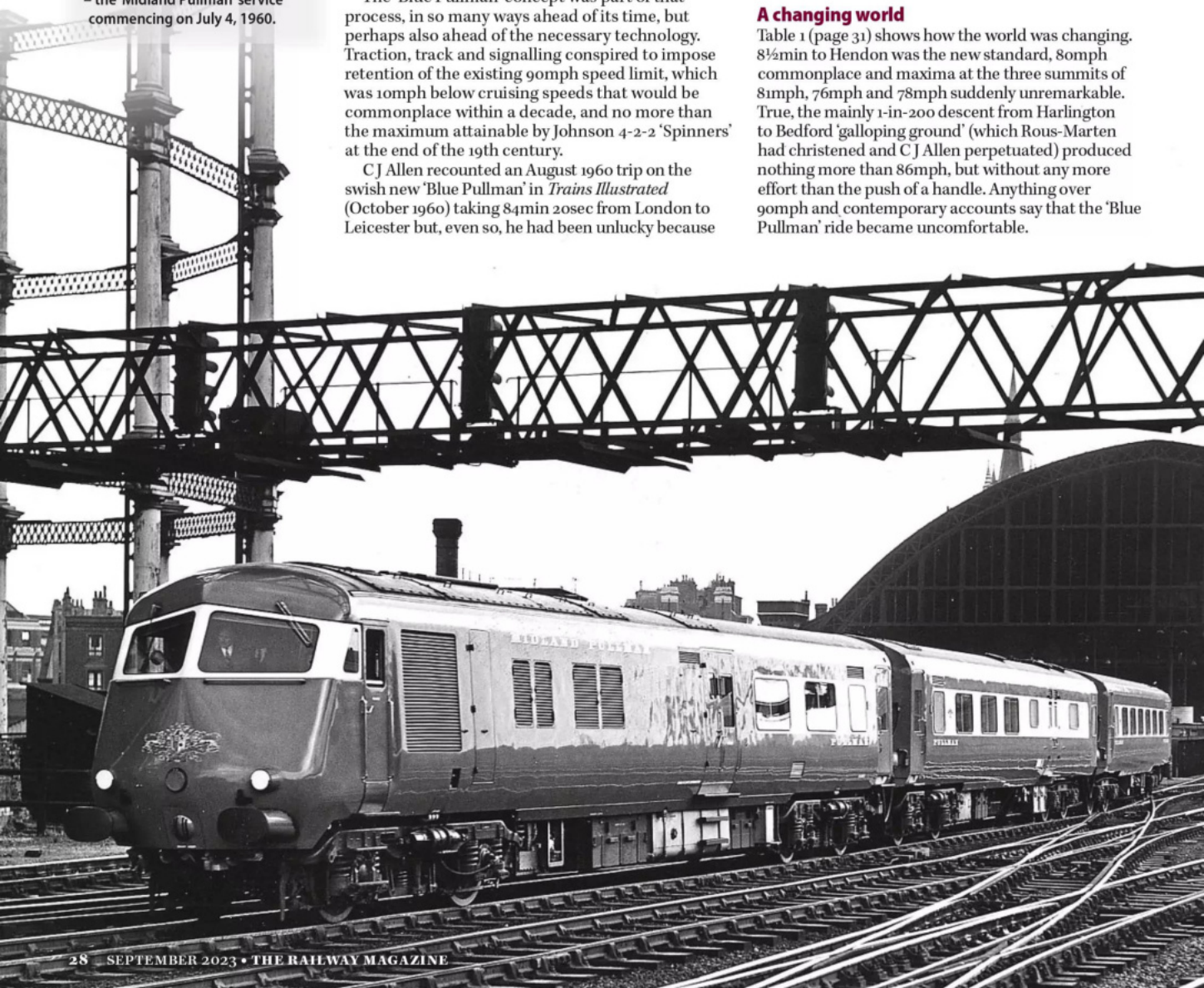
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MIDLAND TRANSITIONS 2

From Blue Pullmans to Fragonset '47s'

John Heaton FCILT examines performance on the Midland Main Line in the diesel locomotive era from 1960 to the turn of the century.



Below: The famous gasometers and train shed roof identify this as St Pancras, as a 'Blue Pullman' set leaves in this 1960s British Railways publicity shot – the 'Midland Pullman' service commencing on July 4, 1960.

IN the first Midland Transitions article (June issue), we left the steam era on the former Midland Railway's main line from St Pancras to Leicester at the end of the 1950s with 'Jubilees' gamely fighting for survival alongside 'Royal Scots' and 'Britannias' – but with dieselisation poised to pounce.

The 'Blue Pullman' concept was part of that process, in so many ways ahead of its time, but perhaps also ahead of the necessary technology. Traction, track and signalling conspired to impose retention of the existing 90mph speed limit, which was 10mph below cruising speeds that would be commonplace within a decade, and no more than the maximum attainable by Johnson 4-2-2 'Spinners' at the end of the 19th century.

C J Allen recounted an August 1960 trip on the swish new 'Blue Pullman' in *Trains Illustrated* (October 1960) taking 84min 20sec from London to Leicester but, even so, he had been unlucky because sub-83min times were being regularly achieved. On July 20, 1960 Mr H G Ellison had forsaken his double-headed steam locos of 1956, in the previous Midland Transitions article, for the luxury of the new train. No longer were runs such as his steam 91¼min (net) a cause for wonderment.

A changing world

Table 1 (page 31) shows how the world was changing. 8½min to Hendon was the new standard, 80mph commonplace and maxima at the three summits of 81mph, 76mph and 78mph suddenly unremarkable. True, the mainly 1-in-200 descent from Harlington to Bedford 'galloping ground' (which Rous-Marten had christened and C J Allen perpetuated) produced nothing more than 86mph, but without any more effort than the push of a handle. Anything over 90mph and contemporary accounts say that the 'Blue Pullman' ride became uncomfortable.



Left: LMS-designed Co-Co diesel No. 10000, which entered service at the end of 1947 just before Nationalisation, and its twin No. 10001 were first put to work on the Midland Main Line before moving to the West Coast Main Line the following year. Here No. 10000 heads the 12.05pm Derby to St Pancras at Harper Lane cutting, south of St Albans, in what looks like spring or early summer 1948.
E D BRUTON

Mr Ellison's July 1960 journey was with the 12.45 St Pancras -Leicester 'infill' attempt to make the diagram more productive than a straight out and back business-time return run between Manchester Central and London. As with many such attempts, such as the Paddington-Paignton trip of the 'Golden Hind' HST set in the 1980s, rewards can be meagre.

The lunchtime 'Midland Pullman' was ambitious in other ways, especially the 85min schedule, which was then the fastest booked start to stop run in Great Britain at 70mph for the 99.1 miles (or 69.953mph if you insist on a few more decimal places).

The 2,000hp six-car formation weighed 299 tons tare, the gross load being quoted as only 301 tons, implying a mere 30-or-so passengers. Speed was soon up to 80mph, but a 60mph temporary speed restriction (TSR) intervened after Hendon. The recovery was brisk, reaching 87mph by Radlett before observing 80mph through St Albans and maintaining that figure on the 1-in-176 up to Sandridge.

Following another 87mph at Harpenden, the maximum speed of 86mph down the slope through Ampthill seemed conservative, taking some time to be reached, but the driver was obviously aware of the imminent 20mph TSR at Millbrook, and then he surprised everyone by managing a full 90mph both before and after Bedford North Junction.

Keeping to the scheduled 39½min for the 50miles to Bedford North Junction was clearly no sinecure, even with the 6.7hp/tonne power/weight ratio of this lightly loaded 'Blue Pullman', as the train had lost a further 3½min on its one minute late start – Mr Ellison ascribing half of this minute 'against the engine'.

Sharnbrook station was passed at 81mph, speed falling only to 75mph at the summit before a flying 91mph down the 1-in-120 to Irchester. The average speed was 83.9mph for these 15.4miles from Elstow, including the three miles at 1-in-119 up to Sharnbrook summit and, when added to an accurate and well positioned 4min recovery allowance, this performance took the Pullman through Wellingborough only ½min late. If St Pancras could have contrived to give the driver a right time start, he would have been ½min early.

With just 25min allowed for the 27.1mph from Kettering to Leicester, including a 50mph permanent speed restriction (PSR) at Market Harborough, the odds were against a right time arrival. However, climbs to Desborough North (1-in-122) at a minimum of 76mph, and Kibworth North (1-in-130) at 78mph, covered this section in 22m 56s. The overall time was 82m 27s – 1½min early after deducting the late start. The actual start to stop average speed had been 72.1mph, with a net time and net average speed of 79½min at 74.2mph.

Below: After the Co-Bo fleet was banished from the Midland Main Line to the North West, and eventual early withdrawal, No. 5705 survived in departmental use at Derby and is seen on one such duty passing through Kettering on August 15, 1972. After departmental use it became a carriage heating unit, lasting long enough to be preserved in 1985 as the sole surviving member of the class and is currently under restoration at the East Lancashire Railway.
HAWTHORNE COLLECTION

An earlier Pullman log with power cars Nos. 60092/3 has been sent to me by Ted Patten, featuring a Sunday test run from Derby to Kettering and back followed by a Derby to Leicester return trip, reaching 90mph at Loughborough on the first outward leg but grinding to a halt on the up main line at Sileby for 88min on the second run. Not to worry though, this was scheduled for a catering crew familiarisation lunch service to railway staff volunteers. Small wonder it was over-subscribed.

LMS 'Twins' trialled

Diesels were not new to the former Midland Railway main line. London Midland & Scottish (LMS) experimental diesel No. 10000 was recorded twice in 1948, the better time being 121m 36s. Another run of 127m 18s also appears in the Railway Performance Society (RPS) electronic archive timed by K B Stone, an accountant who travelled extensively for work. Writing about this period in later life, when he referred to his 1948 logs as being 'from the Stone Age', ▶





'Peaks' were introduced to the MML from summer 1959, first with the original batch of 10 (Class 44) then later the improved Class 45 version. No. D115 (later 45067) is pictured leaving Kettering on March 16, 1963 with an up working to St Pancras. P H WELLS

he voiced his frustration at the incidence of delay, calling for reinvigoration of the Midland Railway's Cecil Paget-era control strategy to improve timekeeping. One senses not only frustration at a fall in standards, probably applicable to continuing wartime recovery, but also an impression it was being attributed to nationalisation.

Ben Stone had come up to London behind 'West Country' Bulleid Pacific No. 34005 *Barnstaple* participating in the 1948 Locomotive Exchanges, and now his northbound journey was behind an experimental diesel. No. 10000 was entirely unexpected – the RCTS's *Railway Observer* magazine had led him to believe it would be its twin No. 10001. The novelty of the journey could not mask 25min of delay but, taking a positive view, Ben found the recovery from the checks impressive and minima at the summits unsurprisingly far better than 'Black Fives' and 'Jubilees' would have managed.

It was beyond Leicester that the best work could be done, the diesel managing to run the 29½miles to Derby in 29m 37s. This 59.8mph start-to-stop average was the nearest to 'even time' (when journey miles and minutes first match) he had managed since the outbreak of war and a feat he would not repeat until May 1950. The speed of 79mph at Barrow-upon-Soar by No. 10000 was his highest for two years and not to be beaten in the remainder of 1948. Even so, Ted Patten's run with 'Jubilee' No. 45575 *Madras* described in part 1 of Midland Transitions managed 29m 48sec, with a 37sec faster time to pass Loughborough than the diesel.

Table 1 shows a different run with No. 10000, timed by future British Railways Eastern Region general manager D S M Barrie, two months before Ben Stone's run. The train identity is not specified, but it could well have been the same 2.15pm down Manchester express as it was running to the identical same 121min schedule. The log quaintly shows the Co-Co wheel arrangement in 'old money' as 0-6-6-0.

We can draw a veil over the Fell Diesel locomotive (No. 10100), which Ben Stone says "did not appear much… did not last long". Although the RPS archive logs are spread over a five-year period, all the logs are north of Leicester. According to Ben: "It was very noisy in the gear department." Two runs he had from Derby to Loughborough were no match for any of three 'Jubilee' performances Ben had recorded with comparable trains, but C J Allen gives the loco a kinder press in *The RM's* September 1952 issue, pointing out the Fell system's potential for reducing diesel-electric component expenditure and publishing a speed of 80½mph at Cheadle Heath with the 4.15pm from St Pancras.

Pilot programme locos

The first diesel log of the official pilot modernisation programme to appear on a St Pancras to Leicester express in the RPS archive features a pair of Type 2 Metropolitan Vickers/Crossley ('Metrovick') Co-Bos in November 1959 on the 2.25pm's 99min schedule. The Midland's small engine policy lived on, but could this pair of 1,200hp diesels with a 75mph top speed match even a pair of 'Black Fives' let alone some of the more powerful combinations with which the 2.25pm Manchester express was often vested?

Recorder M N Bland was clearly having to adapt to the new era, noting the 'train' loco as Co-Bo No. D5719 and the 'lead' one was 'the other way round'. Mr Bland anticipated the later additions to Reverend Awdry's literary canon by recording it as 'Bo-Co D5705' He also describes, with apparent chagrin, how his coach 'vibrates when standing!'

Co-Bos were to become TOPS Class 28. It was said to be a serious suggestion that the locos should be turned between passenger and freight jobs for the more appropriate bogie to be leading, 'Co' for freight, 'Bo' for passenger. Multiple working, I believe, was supposed to have both 'Cos' in the middle, as on this combination, but was this deliberate compliance or just a one-in-four random chance? I shall examine photos of Metrovick double-headers more closely in future.

The empty stock of the 2.25pm was brought into St Pancras by Fairburn 2-6-4T No. 42227 and the two Type 2s attached, resulting in a 2min late departure. Table 1 shows what looks like a modest start, but it was almost enough to keep time as

far as Hendon, where an unwelcome 20mph TSR intervened costing 2min further delay out to St Albans. Undaunted, the fearless driver must have been clinging on to his seat as he worked the diesels up to 81mph down the 1-in-200 to Flitwick. It is said the locos had a propensity for the driver's window to drop out at high speed, presumably some primitive form of overspeed protection to supplement its engine cut-out arrangement. The fun was soon brought to an end by another TSR and signal check.

It seems the train ahead was making poor progress, as it was being run down by this diesel combination. Mr Bland notes it was headed by 'Jubilee' No. 45667 *Jellicoe*. Recovery from 19mph at Souldrop saw speed rally to 43mph at Sharnbrook summit. Wellingborough was passed almost 15min late as Mr Bland noted the numbers of the '9F' 2-10-0s in the shed yard. No further checks intervened before Leicester, but the locos' speed limit was observed so perhaps 81mph had been an adventure too far. The time of 106min 52sec on the 99min schedule looks disappointing, but the net time was probably around no more than 95min – similar to 'Royal Scot' No. 46166 a year later in part 1 of Midland Transitions.

Patience with the Crossley engine failures in the Co-Bos began to wear thin and it was decreed that the whole class should be banished to the furthest corner of the London Midland empire, defined as Barrow-in-Furness, where existed the naval shipyards and a convenient pocket of expertise in Vickers' maritime engines. Incidentally, history is partially blaming the failure of this experiment on Oliver Bulleid, who had favoured two-stroke engines (the Co-Bos being the only variety of such in the original programme) for the Irish 001 Class. One of the locos on the 2.25pm, No. D5705, has been preserved after subsequent departmental use, and restoration funding for this unique survivor of the class is being sought by the COBO Locomotive Group on the East Lancashire Railway.

Enter the 'Peaks'

In the early months of 1960, the original 2,300hp 'Peaks' Nos. D1-D10 (that were to become Class 44) featured in the RPS archive on the 2.25 and 4.25pm departures from St Pancras.

Table 1 shows a run with the latter train timed by G J Aston. The run of No. D7 *Ingleborough* touched 90mph only once before the Kettering stop of this train, taking 102m 56s running time to Leicester plus the Kettering station dwell time. However, this was with 12 coaches, therefore a candidate for double-heading if steam hauled. The driver recovered the 1½min late start but still arrived at Kettering 6½min early. It seems as though he was brought up in the best Midland traditions by sidling along at 75mph down through Flitwick when the schedule made no higher demands from his powerful diesel. Having 'stood time' in Kettering, there was the frustration of frequent signal checks to Leicester and a 4½min late arrival.

There is only one non-stop St Pancras-Leicester run in the RPS archive with this class, taking 101m45, timed by John Wrottesley in February 1960 with No. D9 *Snowdon*. For the record, archetype No. D1 *Scafell Pike* made an appearance on the 4.25pm on April 1, 1960 timed, but only in outline, by D C Davies.

The 2,500hp diesel-electric 1Co-Co1 'Peaks' that became Class 45 first appear in the RPS archive on St Pancras-Leicester non-stop trains in January 1961. The run was timed by future Derby deputy chief controller Ken Barlow, also with the 2.25pm Down express, on an only slightly improved 98min schedule, and taking 101m 56s (see Table 2). You often need more than just a change of motive power to effect a timetable transformation.

It was the winter 1962 timetable before authentic diesel schedules appeared, the Reverend R S Haines timing No. D12 on the 12.15 to Leicester in 86m 25s on a 91min schedule, with a revolutionary 83¼min net. Table 2 shows a run timed by Ken Barlow with 'Peak' No. 73 on the 17.05 down Sheffield train in 1968, taking 83½min on an 89min timing.

Although I experienced only 11 non-stop Class 45 runs from St Pancras to Leicester, I was fortunate enough to register the RPS fastest time of 76m 15s, arriving an ▶

TABLE 1: LONDON ST PANCRAS TO LEICESTER. EARLY DIESELS

Unit/Loco		Blue Pullman 600xx/600xx			LMS diesel 10000			Co-Bos D5705/D5719			I Co-Co 1 Peak D7		
Vehicles/tare/gross tons		6/299/301			10/310/330			9/302/-			12/404/-		
Train		12.45 St Pancras-Leicester			2.15pm St Pancras-Man C			14.25 St Pancras-Man C			4.25pm Man C		
Date		July 20, 1960			April 22, 1948			November 21, 1959			April 13, 1960		
Recorder		H G Ellison			D S M Barrie			M N Bland			G J Aston		
Miles	Timing Point	Sch	MS	MPH	Sch	MS	MPH	Sch	MS	MPH	Sch	MS	MPH
0.0	St PANCRAS d	0	0 00	1L	0	0 00		0	0 00	2L	0	0 00	1½L
1.5	Kentish Town	3½	3 37	51	4	3 24	41	4	4 12	38	4	3 20	44
3.9	West Hampstead		6 05	62		6 42	47/tsr26		7 24	49		6 24	48
5.0	Cricklewood		7 11	71/80					8 52	-		7 47	53
7.0	Hendon	8½	8 40	73	11	11 01	57	10½	10 47	60/62	12	9 30	69
9.3	Mill Hill		10 50	tsr60					13 19	-/tsr20		11 35	64/tsr35
12.4	Elstree		13 28	74		16 50	54		18 38	51		15 54	49
15.2	Radlett		15 29	87		19 27	72		21 11	73/75		18 24	77/78
19.9	ST ALBANS	18	18 53	80	27	24 18	54/68	23	25 12	64	25	22 13	67
21.3	Sandridge SB		19 55	80					26 30	65		23 27	67
24.6	Harpenden		22 17	87/78		29 19	65/71		29 23	74		26 20	74/79
27.3	Chiltern Green		24 14	83/80/85		-	59		31 28	78/70		28 24	77/73
30.2	LUTON	26	26 26	75	39	34 25	70	33	33 50	78/sigs	35	30 42	81
32.7	Leagrave		28 25	74		36 35	69		36 51	30		32 39	77
37.3	Harlington		-	82		40 18	76		41 34	76/81		35 58	88
40.2	Flitwick		33 53	85/84					43 49	80		37 55	90
41.8	Ampthill		34 58	86		44 02	64/tsr40		45 02	76		39 05	77
43.8	Millbrook SB		36 42	tsr20					48 48	tsr24		40 40	75
45.9	Houghton Conquest SB		40 03	64					51 21	60/sigs10		42 22	74
47.3	Elstow		41 09	81/90					54 52	38		43 31	72
50.0	Bedford N Jct	39½	43 02	85/80	59	53 50	tsr25	49	57 50	64	52½	45 55	65/67
53.0	Oakley		45 12	85/90	62	58 10	54/tsr14/46		60 52	59	55	48 42	63/71
56.6	Sharnbrook		47 46	81		64 35	44		64 19	67		51 57	61
58.1	Souldrop		48 53	78					66 13	sigs19		53 29	55
59.7	Sharnbook Summit (MP59¾)	46½	50 09	75	70	68 52	43	58½	69 13	43	62	55 18	52
62.7	Irchester	[4]	52 10	91		-	71		72 02	71/72		58 03	68
65.1	WELLINGBOROUGH	54½	53 57	65	76	76 09	sigs15/10	61½	74 05	70/61	67	60 11	60/68
68.2	Finedon		56 33	84					77 00	68/73		63 03	67/70
72.0	KETTERING	60	59 31	70	85	85 55	61/66	70	80 10	68	75	67 13	
75.6	Glendon & R		69 29	79/75					83 27	64	0	6 17	54/55
78.5	Desborough N SB	65	64 47	76	95½	93 05	tsr23/-	77	86 10	61	9½	9 27	54
80.4	Braybrook SB		66 09	91					87 52	71/75		11 17	75/77
82.9	MARKET HARBOROUGH	68½	68 09	50	100	98 02	-/tsr32	82	90 23	51	14	13 28	sigs44/41
86.3	East Langton		71 22	79/81		103 50	46/50		93 39	72		17 17	64/sigstop
89.7	Kibworth N SB		73 57	78		108 15	44		96 39	64		23 24	40
91.5	Great Glen		75 12	85		110 00	66		-	75/73		25 14	65/sigs18
93.9	Kilby Bridge SB		76 54	84					100 02	75		29 12	58
95.9	Wigston N Jct		78 38	45		115 30	tsr30/-		102 06	44		31 31	39
97.9	Knighton S Jct		80 50	65					104 31	56		33 49	63
99.1	LEICESTER a	85	82 27		121	121 36		99	106 52		31	35 43	

[x] = mins recovery time

Minor editing undertaken to harmonise recording differences. Distance mainly those used by Mr Ellison.

"It is said the Co-Bos had a propensity for the driver's window to drop out at high speed, presumably some primitive form of overspeed protection"



ETH-fitted No. 45139 approaches Leicester from the north on April 20, 1986 bound for St Pancras. The semaphores have long since gone from here, but BR-era Class 37, 56 and 58 locos can still be found at the shed on the right, which is now home to UKRL. HAWTHORNE COLLECTION

TABLE 2: LONDON ST PANCRAS TO LEICESTER. CLASS 45 LOCOS

Loco		D71			73			114			45138		
Vehides/tare/gross tons		9/300/620			10/341/350			9/300/320			9/305/310		
Train		2.25pm St Pancras-Man C			17.05 St Pancras-Sheffield			14.05 St Pancras-Sheffield			16.01 St. Pancras-Sheffield		
Date		January 10, 1961			October 2, 1968			March 27, 1974			May 5, 1981		
Recorder		K J Barlow			K J Barlow			J Heaton			J Hartill		
Miles		Sch	MS	MPH	Sch	MS	MPH	Sch	MS	MPH	Sch	MS	MPH
0.00	St PANCRAS d	0	0 00		0	0 00		0	0 00		0	0 00	-/sigstop
1.47	Kentish Town		4 43	-		3 33	49		3 14	53		14 20	35
3.49	Finchley Rd	6½	7 55	45/56	6	5 48	59		5 21	62		17 08	54
5.04	Cricklewood								6 48	65		18 43	62
6.91	Hendon	10½	11 58	tsr45/58	9½	8 57	68	9	8 16	79	9	20 18	77
9.29	Mill Hill					11 00	70		10 02	82		22 08	78
12.40	Elstree		18 00	56		13 39	70		12 24	78		24 35	76
15.15	Radlett		20 41	70/75		15 42	86		14 18	95		26 31	91
19.82	ST ALBANS	23	24 35	70/69/78	20½	19 07	74	19	17 32	78	19	29 44	81/80
24.57	Harpenden		28 33	76		22 47	82/78/84		21 01	93/95		33 12	86
27.18	Chiltern Green		30 43	72/62								34 58	92/88
30.17	LUTON	32	33 26	75	29	26 55	81	27	24 53	84	27	36 59	92/90
32.70	Leagrave		36 12	sigs44		28 51	77		26 41	84		38 39	91
37.20	Harlington		40 11	84/86		32 03	86		29 36	95		41 24	104
40.15	Flitwick		42 17	83		34 05	88		31 30	90		43 07	103
41.68	Ampthill		43 27	78		35 07	90					44 03	98
43.71	Millbrook		44 58	82		36 28	90		33 50	93/95		45 15	102
49.80	Bedford	47	49 42	76/73	43	40 35	86	40½	37 45	90	40½	48 54	96
52.89	Oakley		52 14	74/81		42 47	84/90		39 46	93/95		50 53	91/94
56.60	Sharnbrook		55 06	74		45 18	88	45	42 09	85	45	53 16	88
59.67	Sharnbook Summit (MPS93¾)	56	57 53	63	50½	47 40	72		44 30	76		55 33	75/99
62.03	Irchester S Jct	[4]			[3]				46 06	95/68		57 10	-
62.63	Irchester		60 17	79/sigs		49 44	89						
64.99	WELLINGBOROUGH	64½	62 31	47	58	51 41	59	51½	48 21	71	52	59 13	74
68.19	Finedon		65 54	65		54 27	74/77		50 53	82/85		61 36	81/86
71.92	KETTERING	70½	69 24	62/sigs3	63½	57 33	68/72	57½	53 34	82	57½	64 16	81
75.51	Glendon & R		75 48	-		60 39	70		56 19	78			
78.41	Desborough N	77½	79 41	50/68	70	63 12	67/84	62½	58 34	77		69 20	73/96
82.86	MARKET HARBOROUGH	81½	83 54	54	73½	66 56	50	66	62 18	54	66½	72 28	70
86.42	East Langton		87 14	69/sigs40		70 14	72/68		65 23	74/80		75 08	84
89.66	Kibworth N	88	91 37	45		73 00	74	70½	67 51	76		77 43	75
91.46	Great Glen		93 23	68		74 19	86	[4]	69 09	86	[4]	79 00	88/93
95.90	Wigston N Jct	94	97 35	45	85	78 28	45	80½	72 22	71	81	81 54	86
97.49	Knighton S Jct		-	58		80 18	60		73 49	63			
99.01	LEICESTER a	98	101 56		89	83 35		84½	76 15		85	86 09	

RPS mileages from 'middle of train' at St Pancras. [x]= mins recovery time
45138 schedule is that of the 13.00 St Pancras-Sheffield in summer 1982.

unjustifiable but enjoyable 7½min early, after a 53sec late start, on an 84½min schedule. I had taken only intermittent rail-joint speeds (presumably I was 'wrong side' for the easily timed Midland mileposts rather than feeling exceptionally lazy) but I have used these and interpolated averages to show speeds in Table 2 log.

While researching this article I became aware of a remarkable run recorded by Jeremy Hartill, who now edits the world's fastest rail schedules for *Railway Gazette International*. My 1974 RPS start-to-stop time had remained unbeaten for over 10 years, despite changes to track, signalling and coaching stock. Indeed, it continued to do so until the arrival of IC125s (HSTs) in 1983, but Jeremy's 1981 log (also shown in Table 2) made a better net time of no more than 74¼min. However, one might justifiably claim that the net time would not have been as fast had it not been for the initial signal stop, which cost 12min.

The train was the 16.01 to Sheffield formed of nine air-conditioned coaches with electric train heating (ETH) Class 45 No. 45138 at the head, the first entry in these tables of not only an ETH loco, but also one sporting a TOPS number. 'Peak' No. 114 had reeled off the 24.83miles from Harlington to Irchester South Junction, including the three mile climb to Sharnbrook summit, at an admirable 90.3mph, but Jeremy's No. 45138 managed a startling 94.5mph.

Locomotive haulage bows out

Class 47s made far fewer appearances on St Pancras-Leicester nonstops than might be imagined. The first run in the RPS archive occurred on November 12, 1966 with brand new No. D1954. According to the admirable BRDatabase website (www.brdatabase.info), the loco was enjoying its second day in service and first of its Nottingham Division allocation. The first ETH Class 47 that appears is an entirely unremarkable but punctual run I had with Stoke division's No. 47448 taking 81min 14 sec on May 1, 1974.

None of the Class 47 St Pancras-Leicester non-stop entries beat the 80min barrier, so I am going 'off piste' and ski-jumping forward to 2002 when an avalanche of runs was recorded on the Monday-Friday 17.30 St Pancras-Sheffield, which was rostered for a Class 47 hired in from Fragonset. The organisation was founded in 1997 as a spot hire firm that merged in 2005 with train operator Merlin Rail (founded 2000) to form FM Rail, although the combined company entered financial administration at the end of 2006.

Fragonset locos Nos. 47488, 47703/9/12, plus EWS's No. 47791, shared the 23 occasions the train appears in the RPS archives. What the 17.30 departure lacked in variety it usually gained by some very fast running, but stops at



Above: The driver awaits the 'off' at St Pancras on June 11, 2002 as the station clock shows it is time for Fragonset's No. 47712 *Artemis* to depart with the 17.30 to Sheffield.
HAWTHORNE COLLECTION

Below: No. D89 (later 45047) *Honourable Artillery Company* leaves St Pancras on October 15, 1965 with the 13.25 to Nottingham Midland.
JOHN CLARKE

TABLE 3: LONDON ST PANCRAS TO LEICESTER.
CLASS 47 NO. 47709. 17.30 ST PANCRAS-SHEFFIELD. RECORDER: J HEATON.

Vehicles/tare/gross tons			7/236/254		7/237/260		7/236/265	
Date			March 25, 2002		May 23, 2002		September 6, 2002	
Miles		Sch	M S	M P H	M S	M P H	M S	M P H
0.00	St PANCRAS d	0	0 00	½E/ tsr 40	0 00	T/20tsr	0 00	2L
1.47	Kentish Town		3 53	-	4 59	-	3 42	-
3.85	West Hampstead	5½	6 34	55	8 08	-	6 05	-
5.04	Cricklewood		7 42	71	9 19	80	7 07	80
6.96	Hendon	8	9 09	83	10 44	82	8 31	85
9.29	Mill Hill		10 50	85	12 26	84	10 10	85
12.39	Elstree		13 02	84	14 37	86	12 21	85
15.15	Radlett		14 49	98/101	16 23	99	14 06	99
18.19	Napsbury		16 41	94			16 00	94
19.84	ST ALBANS	16½	17 45	90/tsr27	19 17	90	17 04	91
24.57	Harpenden		22 31	62	22 23	97/99	20 09	96
27.19	Chiltern Green		24 35	84	24 03	93	21 48	95
30.17	LUTON	23	26 39	89/88	25 59	90/91	23 44	91
32.71	Leagrave		28 20	91	28 00	tsr50	25 23	93
35.62	Sundon		30 11	100			27 14	99
37.19	Harlington		31 07	100	31 39	97	28 11	99
40.14	Flitwick	29½	32 55	96/tsr17	33 27	99	29 58	99
42.17	Ampthill TSP		35 43	42	34 43	95	31 14	95
43.69	Millbrook		37 15	73	-	100	32 46	tsr55
46.09	Houghton Conquest		38 57	93/99	-	98	34 43	87/94
48.69	Bedford S Jct		40 46	73			36 41	72
49.81	BEDFORD a	38	42 18		40 40		38 18	
49.81	d	39	43 42		42 15		39 38	
52.89	Oakley		4 06	70/85	4 02	69/86	4 23	72
56.60	Sharnbrook	6	6 48	83/77	6 48	83	7 29	tsr49
59.67	Sharnbook Summit (MP59¾)		9 10	79	9 09	78	10 50	61
62.63	Irchester		11 07	99	11 08	95	12 54	91/93
64.99	WELLINGBOROUGH a	12½	13 37		13 35		15 29	
64.99	d	13½	15 34		14 54		16 41	
68.19	Finedon		4 00	75/82	3 59	75/84	4 09	77/82
71.92	KETTERING a	7½	7 47		7 35		7 43	
71.92	d	8½	8 39		8 32		9 13	
75.51	Glendon & R		4 40	67	4 41	66	4 51	67
78.41	Desborough N		7 13	74/97	7 12	75/92	7 14	75/94
82.86	MARKET HARBOROUGH	10	10 25	55	10 32	57	10 34	62
86.42	East Langton		13 30	84	13 28	84/85	13 24	84
89.66	Kibworth N		16 19	65/tsr61/78	15 48	81	15 46	80
91.46	Great Glen	[2]	17 55	73/tsr27	17 00	94	16 58	94
95.90	Wigston N Jct	21	22 39	50/58	20 01	80	22 18	37/-
97.49	Knighton S Jct		24 27	57	21 13	72		
99.01	LEICESTER a	25	27 09		23 54		27 40	

RPS mileages from 'middle of train' at St Pancras. [2]=2mins recovery time

"This Class 47 foray had been a welcome interlude amongst modern traction developments taking place on the former Midland Railway's main line"

Bedford, Wellingborough, and Kettering should strictly have precluded the train from this analysis of 'non-stops'.

I sampled the train three times through to Sheffield, where it was likely to arrive early after 2 min recovery and 8 min pathing on leaving Chesterfield. The loco and coaches arrived in London on the 09.32 from Nottingham (although precise times differed), which was a former HST diagram.

Most of the '47/7s' used were formerly Scottish 'push-pull' locos, which had been specially maintained for 100mph running and were believed to have non-standard field diverts that reduced acceleration in the middle speed ranges. This was especially noticeable on their Exeter-Waterloo line trial in the late 1980s, but I do not know if this arrangement had still been retained in 2002. One change that was made was the removal of the locomotives' Scottish names.

Two runs with No. 47709 *Dionysos* (formerly *The Lord Provost*) climbed the 1-in-176 to Elstree at 85mph and reached 100mph on the 'galloping ground'; a third stuck stubbornly at 99mph, completing the 4.52miles from Sundon to Flitwick at an average speed of 99.2mph. Unfortunately, both 100mph sprints were interrupted by TSRs (see Table 3). North of Leicester, all three drivers obliged with 100mph in the Loughborough area.

Incidentally, I was never sure whether the spelling 'Dionysos' deliberately reflected the spelling of the Greek town near Athens or an alternative rendering of the Greek god Dionysus (Bacchus in Roman mythology) who ruled, among a long list of responsibilities, the grape harvest and ritual madness. Even more incidentally, and cleverly, No. 47712 *Lady Diana Spencer's* Fragonset name was the Greek *Artemis* – which was 'Diana' to the Romans. We shall draw a veil over the loco's intermediate name *Dick Whittington*, presumably during the pantomime season.

This Class 47 foray had been a welcome interlude amongst modern traction developments taking place on the former Midland Railway's main line. Track circuit block signalling had ironed out many of the uneven absolute block spacings and some speed limits were tweaked to 100mph, 110mph and ultimately 125mph.

The HST era had arrived, and the 'Meridian' ('Voyager'-style) units were taking shape, but it would be many years before the bi-mode InterCity Express Trains were to emerge from the DfT 'hall of mirrors', where some might say distortion magnifies the benefits of having two methods of propulsion but minimises the snags.

However, none of these modern manifestations has, or probably will ever have, the top speed record on the Midland Main Line – as will be revealed in a subsequent part 3 of Midland Transitions. ■



Life's a drag...



More than 25 years after the end of British Rail, many BR-era diesel locos are still finding a useful niche on today's railway hauling new, stored and withdrawn vehicles between locations around the country.





1
Freightliner's sole Class 47 No. 47830 *Beeching's Legacy* is usually used on route learning duties, but on April 4 it was rostered to haul the 6Q50 Crewe Basford Hall to Wolverton Works with new CAF DMU No. 197106 in the consist and seen at Heamies Farm (Staffordshire). BRAD JOYCE

2
Around 30 Class 47s live on with seven main line operators. GBRf has three, and one of them, No. 47739, is seen hauling EMR unit No. 360111 past Battledown Flyover, west of Basingstoke, on August 5, 2022, working the 5Q80/09.30 Cricklewood to Eastleigh Works. STEVE STUBBS

The ever-useful Class 37s are still turning their hand to a wide range of jobs, with around 60 on the books of just over half a dozen main line operators – including Europhoenix, which has six on hire to Rail Operations Group. One of them, No. 37884 *Cepheus*, is pictured at Stenson Junction on April 3, hauling 'Voyager' No. 221143 from Worksop to Barton-under-Needwood. PAUL BIGGS



3
Two Class Fifty Fund locos are on hire to GBRf for main line work – Nos. 50007 *Hercules* and 50049 *Defiance*. No. 50007 is pictured in the guise of scrapped classmate No. 50034 *Furious* hauling Hitachi-built bi-mode No. 805001 past East Goscote (Leicestershire) on April 3, as the 5Q70/09.09 Old Dalby to Oxley. PAUL BIGGS





A surprising development in recent years has been the use of back-to-back HST power cars as locomotives with operator RailAdventure, Nos. 43468+43480 and 43465+43484 seen at Slindon (north of Stafford) hauling the 6Q77 Willesden to Walton Old Junction on March 22, hauling new Class 777 units Nos. 777142/144/146 to Merseyrail's Kirkdale depot. BRAD JOYCE



VETERANS STILL GOING STRONG

Special mention should be made of Class 20 'Choppers', the first of the fleet dating back to 1957 when BR steam locos were still being built. Nos. 20901 (the former 20101, built 1961) and 20905 (ex-20225 and one of the last to be built in 1968) are pictured passing Melton Mowbray on August 9, hauling a rake of five Mk.3s from storage at Gascoigne Wood (North Yorkshire) to ERS's base at Great Yarmouth. CHRIS MILNER



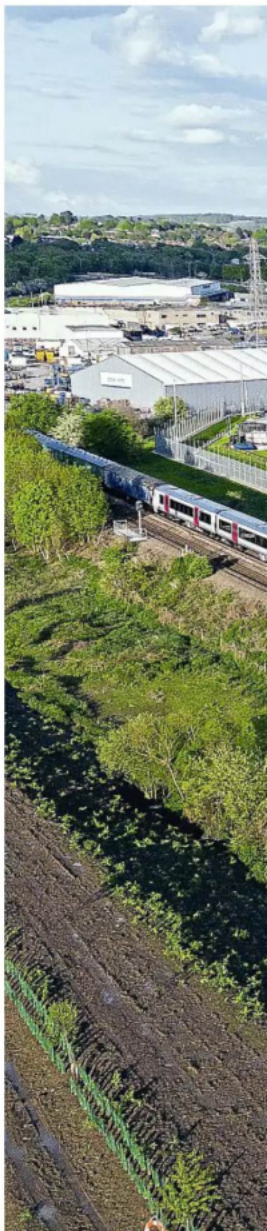




1
Another Class 805 move, this time No. 805002, is seen passing Burbage Common, Hinckley, on July 24, being hauled by GBRf's blue-liveried 'Grid' No. 56081 as the 5Q13/11.24 Newton Aycliffe (Hitachi)-Oxley. The '805s' are destined for use with Avanti West Coast. CHRIS MILNER

2
Class 57s were created in the late-1990s/ early2000s in the Privatisation era, but were based on BR Class 47s. GBRf now operates four Class 57/3s, including No. 57305, which is seen hauling EMR unit No. 360103 for scheduled maintenance, passing Harrowden Junction (north of Wellingborough) on August 15, as the 5Z98/08.53 Kettering to Northampton depot. RICHARD GENNIS

3
Another re-engineering programme has been the conversion of BR Class 56s into GBRf Class 69s – No. 69008 seen passing Hersham (Surrey) on July 26, hauling EMU No. 701016 as the 5Q47/09.24 Marchwood to Wimbledon Park depot. IAN MARR

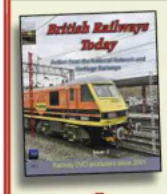




Being built in the final years of BR for Channel Tunnel traffic, some of the much under-used fleet survives in use in Britain with DB Cargo and GBRf. One of DB's locos No. 92011 *Handel* is seen on May 22, hauling diesel No. 66002 and Stadler-built tri-mode 'Flirt' units Nos. 756102/101/104 on the climb from Dollands Moor (Channel Tunnel) to join HS1 at Dollands Moor West Junction and run on to Ripple Lane, East London. ANDREW GARLAND

Large logo 'Grid' No. 56098 hauls No. 50049 *Defiance* and Alstom EMU No. 720130 into Derby on May 11, working the 5Q06/15.44 Wembley to Derby Litchurch Lane. No. 50007 was at the rear. STEVE DONALD

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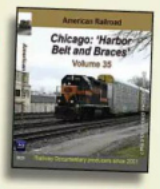


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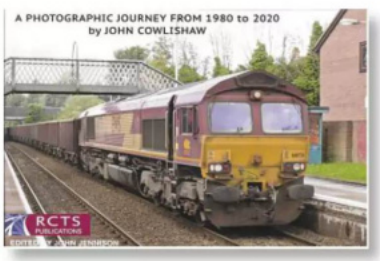
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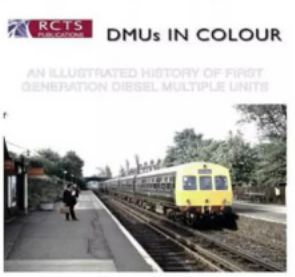
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RCTS Latest Book Titles



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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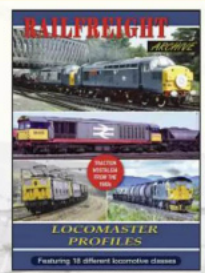
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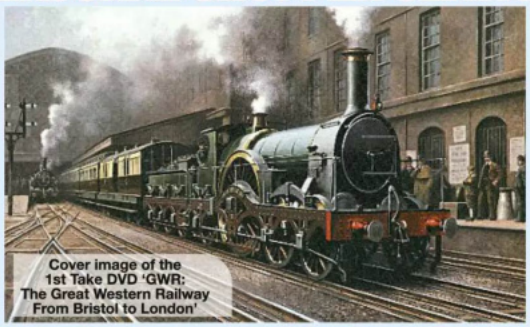
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Above: The 'open air' gauge changing equipment at Zweisimmen, this view looking south towards Montreux. KEITH FENDER



Swiss gauge changers

Through trains between Montreux and Interlaken in Switzerland make use of novel technology to switch between standard and metre gauges en route, as Keith Fender explains.

A NEW daily service is now running over the 115km (71 miles) between Montreux and Interlaken in Switzerland – despite the through-trains having to change gauge, voltage and even height en route! Regular services began on June 11, with one train pair, building up to a planned four each way by the end of August.

The new trains use two existing railways: the standard gauge line from Interlaken Ost to Zweisimmen via Spiez (which opened between Interlaken and Spiez in 1893, and in stages from Spiez to Zweisimmen in the Simmen Valley by 1902); and the 62.4km (38.5 miles) metre-gauge Montreux Berner Oberland Bahn (MOB), which opened from Montreux over the mountains via Gstaad to Zweisimmen between 1901 to 1904.

The MOB line was built as an electrified route using a relatively unusual 900V DC supply. From 1916, thanks to completion of the Brünigbahn between Interlaken and Luzern, it was possible to travel by train from Montreux to Luzern with two changes (at Zweisimmen and Interlaken), and the route became known as the 'Golden Pass Line'.

In 1913, the Bern-Lötschberg-Simplon-Bahn (BLS) took over the Thunerseebahn, which owned the Spiez to Interlaken line, and by 1920 had electrified it at 15kV AC. The Spiez to Zweisimmen line, also electrified by 1920, was operated by two separate companies that merged into the Spiez-Erlenbach-Zweisimmen-Bahn (SEZ) in 1942. The SEZ ran it until 1997, when it was absorbed by the BLS along with several other railways in the Bern region.

Idea first mooted

The idea of marketing the MOB route to tourists was developed early on, especially after the First World War. In 1931, the Wagon Lits company introduced four metre-gauge Pullman cars on the route, but these only operated for one season in summer 1931, as the global recession following the Wall Street Crash of 1929 had largely killed off the tourist market. All four Pullmans were sold to the Rhätische Bahn in eastern Switzerland, which still uses them for special trains. The MOB today has a set of retro Pullman-style coaches, although these were rebuilt in 2004-06 from standard FFA1-type coaches of 1963/64.

A plan to run through trains from Montreux to Interlaken, and then onward using another rack-equipped metre-gauge line over the Brünig Pass to Luzern, was first discussed in 1924, when the Goldenpass Association was founded. But the Second World War intervened, removing international tourists for more than a decade as war-damaged European economies were slowly rebuilt. The idea was resurrected in the 1970s and 80s after the MOB invested in new trains with panoramic windows, while the success of the St Moritz to Zermatt 'Glacier Express' showed the scope for tourist routes.

Converting the Zweisimmen to Interlaken section to dual metre/standard-gauge had been considered. This would have had the advantage of allowing through metre-gauge operation from the other metre-gauge lines around Interlaken, but was ruled out in 2006 as the complexity of bringing the metre-gauge line through the important BLS-operated junction station at Spiez (also used by frequent long-distance and international freight services) was considered too challenging without a too-expensive new tunnel under the station.

With a dual gauge line ruled out, the MOB and BLS pursued the idea of a gauge-changing train that would swap over at Zweisimmen where the two railways meet. From 2008, the MOB developed a concept for a gauge-changing bogie, using wheels attached to a frame that is moved by hydraulic rams. Working with the Bombardier factory in Villeneuve (near Montreux) and Swiss engineering firm Prose, prototype EV09 bogies were built for testing on the metre gauge MOB route.

The Swiss gauge-changing technology has

to handle the largest dynamic gauge change in the world, with wheelsets moving 435mm (17 inches) between metre and standard gauge. Other comparable dynamic gauge-changers include 368mm in Japan, where some Shinkansen trains switch from 1435mm (standard gauge, 4ft 8½in) to 1067mm, and a 233mm difference in Spain where trains switch from 1435mm to 1668mm.

The gauge change for the Golden Pass trains is made possible by both sides of the bogie frame being connected by telescopic links, with the wheelsets on stub axles attached to the frame on each side. As the bogie moves through the gauge changer, it is guided by retractable pins that drop from the bogie and travel along grooves cut in the baseplate. Unlike gauge changers in other countries that are inside a shed or station, the two installed at Zweisimmen are in the open.



Left: The route of the 'Golden Pass Express' from Montreux to Interlaken via Zweisimmen.

Above: 'Golden Pass Express' heads north out of Zweisimmen towards Interlaken on December 14, 2022, formed of a four-coach GPX rake plus standard gauge interface carriage and a BLS loco pushing at the rear. ALL PHOTOS BY KEITH FENDER UNLESS STATED

New stock ordered

Funding was agreed in 2011 for gauge changing facilities at Zweisimmen, then development of the new trains that could operate throughout began in earnest. The aim was mainly to offer 'one seat' rides on the 'Golden Pass' route, rather than to ▶

"The idea of marketing the MOB route to tourists was developed early on, especially after the First World War"



accelerate services significantly – anyone in a hurry to get from Interlaken to Montreux can already make the journey much faster using standard gauge trains and changing at Spiez and Visp. The multiple tourist groups who use the route each week benefit from not having to change trains and, importantly for groups travelling between the Alps to the Lake Geneva area, not having to move luggage from one train to another.

A fleet of 23 'Golden Pass Express' (or GPX) push-pull coaches has been built in Switzerland by Stadler, although the last few of these – designated type Bs, incorporating low floors for PRM (persons of reduced mobility) access – will not be delivered until later in 2023 or early 2024.

Three coaches are standard gauge-only (type Bsi, Second Class translator/interface coaches), while the other 20 have gauge-changeable bogies comprising: four type Ast (Prestige/First Class), four ABst (Prestige/Second Class), four As (First Class), four Bs (Second Class), and four Bs (Second Class with low floor).

The vehicles are formed into four gauge-changing push-pull sets, each set having five vehicles with a driving/panoramic coach at each end, and three sets are needed in normal service. Three interface/translator type Bsi coaches have been delivered so far for operation on the standard gauge section, with all three required for the daily service progressively introduced from June, any necessary maintenance being undertaken at night. The gauge-changing trains (and the standard gauge translator cars) are owned by MOB, which financed the CHF 89 million (£80 million) cost using loans.

The EV18 gauge-changeable bogies have been made by Alstom at its Salzgitter factory in Germany, with final assembly at the former Bombardier plant in Villeneuve near Montreux, which had been involved in prototyping the design since 2009.

Three classes of travel

Unlike purely tourist premium trains, such as the St Moritz to Zermatt 'Glacier Express', the GPX trains run as part of the local transport system. They have therefore benefited from infrastructure funding from the Swiss government for the gauge-changer, and ongoing operating costs are partly covered by the regional governments served.

Despite being part of the public transport network, there are special features aimed at visitors – for example, a very Swiss 'cow bell' chime is used to precede all on board announcements which, as usual in Switzerland, are in multiple languages including English. On board video screens show a video of the gauge-changing process filmed from under the coach as the train passes through the gauge changer.

There are three classes of on board accommodation: Second Class is modern 2+2 seating, albeit (like all the train) with big picture windows; First Class is 2+1; and both ends of the train has Prestige seating (which can be rotated) with leather, heated seats raised 40cm higher to improve the view, and a view forward (or back, if going backwards) for the part of the journey where there is no locomotive coupled up.

The Prestige Class seats require pre-booking with a special fare (currently 35 Swiss Francs, so around £31) charged on top of the First Class ticket price. However, reservations are not compulsory for the rest of the train and rail passes, like Interrail or the Swiss Pass, are accepted. Several on board catering options are available with locally sourced food, some of which can be pre-ordered when reserving seats.

The trains have 145 seats on the Montreux to Zweisimmen section (18 in Prestige Class,

48 in First Class and 79 in Second Class). Once the low-floor coaches are delivered in late 2023/early 2024, the capacity of the GPX train will rise to 184 seats (an extra 39 Second Class). On the BLS standard gauge section, the train's capacity increases by 54 Second Class seats due to the interface/translator coach, and this section is historically busier than the MOB section.

Older locos for now

The locomotives used are not new, with MOB employing its three remaining Ge 4/4 Class locos built in 1994 (it sold the fourth one to the Rhätische Bahn several years ago), although it has begun a tender for replacement locos to operate the GPX in the long term. Until the 1980s, the MOB – which was built as an 'overland tramway' rather than mainline railway – had only used EMU-type vehicles. Its first 'locos' were six GDe 4/4 Class or 6000 series motor luggage Bo-Bos delivered in 1983.

On the standard gauge section, the BLS uses its fleet of recently modernised Re465 Class locos built in 1994-97. Two of the three MOB locos and two (of 18) BLS Re465 Class electric locos are required daily to operate the full timetable of four train pairs. The ▶

Above: BLS loco No. 465011 at the rear of the first weekday eastbound GPX service to Interlaken on December 12, 2022, descends from Spiez towards Lake Thun (Thunersee) at Faulensee on the standard gauge BLS section. GORDON WISEMAN

Right: The stunning views from the window of a First Class GPX carriage.

"With a dual gauge line ruled out, the MOB and BLS pursued the idea of a gauge-changing train"



Above: On the metre-gauge MOB section, Ge 4/4 Class loco No. 8002 arrives at Schönried with a GPX train bound for Montreux on December 14, 2022.

Below: The luggage and ski rack inside a GPX Second Class carriage.



BLS 465 Class is expected to remain in service for another decade or two. All the locos from both companies work the new GPX trains in push-pull mode.

The locos used cannot change gauge, so they always have to pass through the gauge changer when it is set for 'their' gauge. In practise, this means the train cars always change gauge when being pushed or pulled by the metre gauge MOB loco.

The journey from Interlaken Ost to Zweisimmen takes just over an hour, and trains arriving on the standard gauge route stop just before the gauge changer, where the BLS loco at the front is removed along with the translator coach. The metre-gauge MOB loco then couples up at the rear and pushes the whole train through the gauge changer at 15kph, then the onward journey to Montreux takes 1 hour 50 minutes.

The opposite applies for trains going to Interlaken. They arrive through the gauge changer hauled by the MOB loco, where the technology allows the metre-gauge loco to go through before changing all the other axles behind it from meter to standard gauge. Once the MOB loco is removed from the front, a BLS loco and translator coach are attached at the rear, the loc pushing the train to Interlaken.

In addition to the gauge change, the overhead power has to switch in the platform at Zweisimmen to enable the loco movements, as the BLS uses Switzerland's standard 15kV AC overhead power, but the MOB's metre-gauge uses 900V DC.

The gauge changing system also raises or lowers the coach heights, as platforms on the BLS standard gauge section are 200mm higher than on the MOB route. This is achieved using fixed guide rails alongside the gauge changer that can be moved to the vertical position using hydraulic rams. These interact with retractable cantilevered outriggers on the bogies, each equipped with two small rollers to maintain contact with the guide rails. As the bogie passes through the gauge changer, elements of it change height, moving the coach body up or down depending upon the direction of travel.

Just 10 minutes is allowed in each direction for the gauge, voltage, height and loco change.

Teething troubles

The first GPX trains ran on December 11, 2022 as a single train pair whilst the commissioning process for all the new coaches was underway. After two months of operation, the BLS began to notice unexpected levels of damage to point work, including the expensive and often bespoke cast point 'frogs'. The damage was traced back to the new coaches when operating on standard gauge track and, from late February 2023, through operation onto BLS metals was temporarily suspended.

From June 11, a single through train pair



"Just 10 minutes is allowed in each direction for the gauge, voltage, height and loco change"

began operating again following modification to the gauge changing bogies and extensive testing. The MOB resolved the problem by moving the wheelsets 'by a few millimetres'. As the wheelsets are attached to the bogie frame by stub axles, and the frame itself moves when the bogie changes gauge, then by moving the wheel spacing there is now less scope for wheels to move laterally when negotiating point work.

The MOB is now introducing more through trains, and the full timetable of four trains each way was planned to be running by the end of August.

The development of the new trains took over a decade and they are amongst the most technologically complex in the world. The stunning scenery on the 'Golden Pass' route has been drawing visitors for over a century, and now the new trains provide another reason to visit or revisit. ■









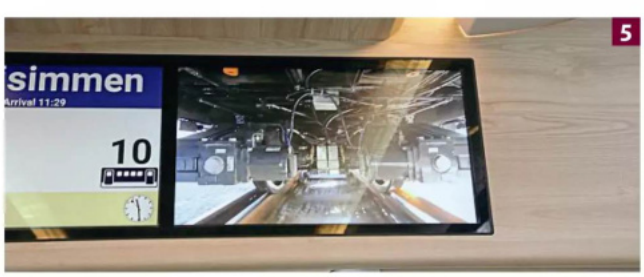
1: The raised leather seats of a GPX 2+1 'Prestige' Class observation car.

2: The 2+1 seating of a GPX First Class coach.

3: GPX Second Class 2+2 seating.

4: The coupler between the standard-gauge only interface car (left), and the GPX gauge-changing set.

5: An on board display showing the gauge changer in action at Zweisimmen.



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3rd July to 10th July 2024
4th September to 11th September 2024
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NRM opens Wonderlab

York museum's new interactive gallery aims to inspire a new generation of railway engineers.

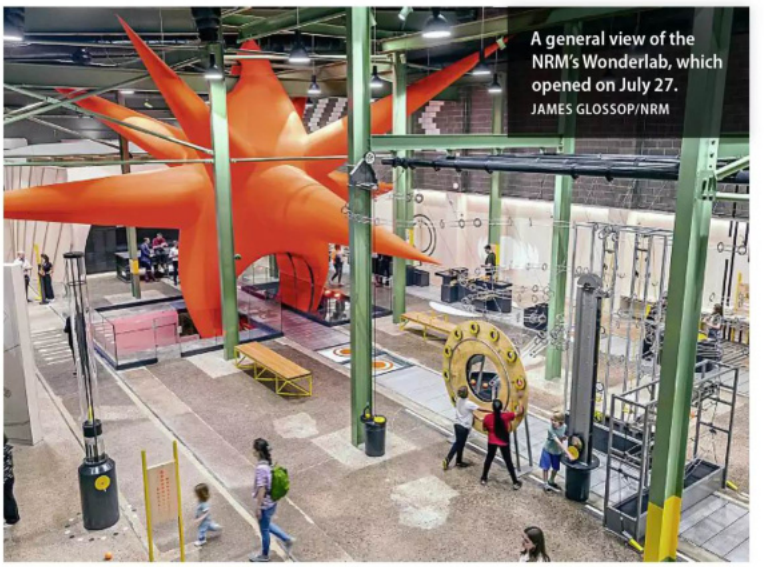
THE National Railway Museum in York opened a new permanent exhibition called 'Wonderlab: The Bramall Gallery' on July 27, the first project from its 'Vision 2025' masterplan to be completed.

Wonderlab has been in development for five years, and features 18 hands-on exhibits around the themes of railways and engineering. It is aimed at families with children aged 7-14 and school groups, and is housed in the former locomotive workshop building next to the Great Hall.

The interactive exhibits include how landscapes affect the design of railways, choosing the best design for bridges, which locomotives have the best streamlining shape, how to 'see' friction, and which wheel shape works best on tracks. There will also be live science shows and demonstrations inside the Weston Showspace.

NRM Director Judith McNicol said: "The gallery was developed in partnership with the rail industry and other experts, and we have listened to visitor feedback about the need for more interactive, hands-on experiences. We want to ensure that children have great fun while developing a spark of interest in engineering that will contribute towards tackling the UK's shortage in STEM skills."

Although entry to the NRM remains free, day tickets for Wonderlab cost from £7.20 and annual passes from £13.00.



A general view of the NRM's Wonderlab, which opened on July 27. JAMES GLOSSOP/NRM

Museum engineering facilities

Following closure of the NRM's Works to make way for Wonderlab, the museum is creating three on-site workshop areas to maintain its own fleet of rail vehicles and service heritage locomotives visiting from the main line.

There will be new shed in the South Yard to maintain mini rail vehicles, while a Light Workshop is being built in the Karen Harrison Building (close to Wonderlab) to maintain gallery exhibits and house the rest of the machinery that is not in the new shed. Both are due to be completed later this year.

Meanwhile the Prep Bay for main line locos is being refurbished in September and October, with improvements including a new extraction system and lighting in the inspection pit.

The Workshop at Locomotion in Shildon also remains in use, and is currently being used to repaint one of the museum's Class 306 vehicles. ■

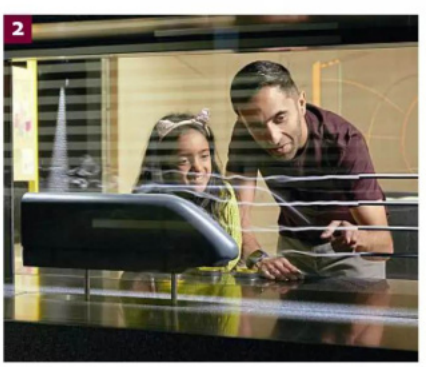
1: How the gallery space looked in March 2016 when still in use as the museum's Works. HAWTHORNE COLLECTION

2: The exhibit showing the benefits of streamlining. JODY KINGZETT/NRM

3: Demonstrating the best railway wheel shape. JODY KINGZETT/NRM

4: How landscape affects railway design. CHARLOTTE GRAHAM/NRM









STAR LETTER

Torbay Express in the 1950s

CONGRATULATIONS to *The Railway Magazine* for the excellent 'Castle Centenary' edition.

In early 1956, our family moved to live by the sea at Torbay and I attended school at Dartmouth. This meant cycling to Churston station, taking the train to Kingswear, then the ferry across to Dartmouth.

One day in the early summer that year, as we approached Kingswear station, we boys were excited to see a brand-new rake of Mk.1s in a GWR chocolate & cream livery stabled in the Hoodown carriage sidings: the day of the relaunched 'Torbay Express' was here.

Our classroom at Dartmouth Grammar School overlooked the town and river, with Kingswear station beyond. At about 10.30am, some of the boys were bobbing up and down to look out of the window and get a glimpse of the 'Castle' Class loco rostered to take the 'Torbay' up to Paddington. One boy got put into detention as the teacher was not impressed by this momentous occasion!

A few weeks later it was school holidays, and I had a much closer look at this train. We lived close to the Broadsands viaduct and there was a cliff path with a good view of the up trains approaching. After a short wait the rails started 'singing' and there, coming around the curve, was this magnificent gleaming loco and the pristine 'choc 'n' creams' complete with dining and kitchen cars. I think it was *Clun Castle*, which may have been a regular in those days.

No wonder those carriages stayed clean for so long as they didn't have a hard life. There were two opposing 'Torbay Express' departures on weekdays, leaving Paddington and Kingswear at 11am, so each rake only did one single journey a day.

Richard Kelly
By email

Special memories of 'Castles' at work

SATURDAY, May 9, 1964 was a 'Castle' day out that will be etched on my memory for as long as I live. Borrowing my dad's car, I drove with three friends from my Hertfordshire home to Steventon, a small station on the main line to the west of Didcot. We were hoping to see the Ian Allan 'Castle'-hauled special, organised as part of the diamond jubilee celebrations of *City of Truro's* 100mph run in 1904.

As it turned out, we got two 'Castles' for the price of one! Shortly before the special was due, the down 'Red Dragon' appeared from the east, hauled not by the usual diesel, but by No. 5039 *Rhuddlan Castle*. Work-stained and minus its front number, it looked in poor shape and was clearly struggling to keep time – but so what? It was a 'Castle' in steam!

The Steventon platforms gave an unbroken view for miles to the west, down the dead straight track towards Wantage Road. Excitement mounted as the serried rank of lower quadrant semaphores guarding the frequent level crossings dropped into the off position, one after the other. Something was coming! We heard it before we saw it. A sound like thunder, growing louder and louder; then a tiny smudge of black smoke appeared, a gleaming locomotive tearing down the track, swiftly growing bigger and bigger, nearer and nearer, the noise fortissimo – as 'Castle' No. 5054 *Earl of Ducie* finally hurtled past us at 86.5mph.

Next day in church – as the vicar preached – where was I, the teenager? At Steventon I'm afraid, but understandable perhaps.

Rev Canon Andrew Dow
Moreton-in-Marsh

AS a young spotter living in Oxford during the 1950s, we were in the heart of Great Western territory, although engines from other regions were common visitors. However, our favoured location was Didcot, a 40 minute bike ride away, where we could watch 'Castles' at speed as well as enjoy the constant activity in and around the station and yard.

In the summer of 1958, with school exams over and little homework, we would jump on our bikes at the end of school and pound over to Didcot to spend the evening watching the trains. Seeing your picture of *Caerphilly Castle*, now sadly 'stuffed and mounted' at the Steam Museum in Swindon, I was reminded of an incident in those far off days.

Having spent the evening on the platform, we really should have been heading for home, but just as we were about to leave, a 'double peg' was shown on the up main line, so we waited for the train to arrive. When it did, what should be at its head but No. 4073 itself. What a cop!

We little knew then that within six years all GW steam would have vanished from the scene, but how lucky we are that a good number of the engines have survived into preservation.

Malcolm Lock
Windsor



Royal 'Castles': The 'Castle Centenary' articles reminded me of a trip to Weymouth with my parents to see No. 7029 *Clun Castle* working a special on September 5, 1965 ['The Hants & Dorset Rail Tour' from Birmingham Moor Street], but I also attach a scan of my late father Brian's colour slide from May 1956 (possibly the 9th) featuring Nos. 7024 *Powis Castle* and 5044 *Earl of Dunraven* heading the Royal Train back to Paddington after a visit to Devon and Cornwall.
IAN MARSHALL, BOGNOR REGIS

YOUR feature on the 'Castle' Class immediately took me back to my birthplace in Berkshire, where I spent my first 12 years. As a bad-tempered toddler, an occasional treat was to be taken up on the footbridge at Wokingham station to see the trains. Alas, only a steam train would do, and the SR EMUs to Waterloo offered no excitement whatever. The SR 'Schools'-hauled trains to Redhill and Tonbridge were infrequent, so disappointment was the norm.

However, another much greater treat was a visit to Twyford on the GWR main line. Passing the stationary (and therefore uninteresting) GWR tank engine on the branch to Henley, we would head for the open footbridge, which was the stage for an experience of thrilling drama.

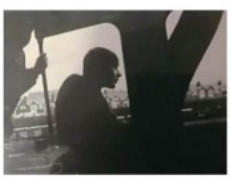
Way down the long straight towards Reading, a whistle could be heard. Gradually and with growing anticipation, the express drew closer and closer, until with a blast of whistle, we were lost in a dense cloud of steam as the mighty beast – a 'Castle' and its train – roared beneath us. On a good afternoon, this ecstasy might be repeated several times; certainly at least twice.

Many years later, I happened to be returning home from a visit to Henley and with a long wait for a stopping London train, the twin roars of the Paxman engines on a speeding HST took me back to those halcyon days – but it was only a faint hint of those unique and glorious afternoons of childhood.

Dr Martin J P Davies
Langton Green, Kent



Recalled on canvas: In the 1950s, my family lived close to Castle Cary station in Somerset, and my special memory is of No. 4088 *Dartmouth Castle*, which appeared from time-to-time on the Kensington Olympia to Plymouth empty milk train. In those days, West of England expresses were not timetabled to stop at Castle Cary, but the milk train often used the down loop to wait for a path on to Taunton. So this was an opportunity to study an express engine up close, and I was fascinated. A good friend of mine John Corden, who lives in Derbyshire, has been kind enough to produce two paintings of No. 4088 at Castle Cary, one on an up express and the other on the down milk train. The engine is shown in its condition before 1958 when it was given a double chimney and transferred from Laira to Worcester. RICHARD RATHBONE, BY EMAIL



'Castles' in the air: Here I am rushing through South Wales on the footplate of No. 5043 *Earl of Mount Edgcumbe* with my friend fireman Keith… we wish! The photo was actually taken on an organised trip to Barry scrapyard in 1968. Little did we think that this loco would still be with us 55 years later and in such beautiful condition. We had not seen *The Earl* before and had to climb on board. PHIL HOLNESS, NEAR COCKERMOUTH, CUMBRIA

PUTTING THE RECORD STRAIGHT

■ Which station is involved in the listed building consent application to Dumfries & Galloway Council (August, page 85)?
Frank J Balme, by email
Apologies for the omission, it is Dumfries – Ed.

■ There were two spelling errors in the review of 'Quiet Between Trains' (August, page 107): the current spelling of Aberayon is Aberaeron (not Abereraeron), and the Gwili Railway's current terminus is Dan y coed (not Day y Coed).
Nigel Bird, Tregaron

■ The caption to the photograph of the KS Diesel (August, page 67) should read 6wDM No. 4415/1928 (not 4wDM).
Paul Smith, Southport

■ The San Francisco cable cars article (August, page 24) says the Powerhouse cable sheaves are nine metres diameter, which translates as almost 30 feet. Having seen the machinery in operation on several occasions, the sheaves are actually 14 feet diameter.
Peter G Scott, Higher Denham

Locos by road

IT is always delightful to read your excellent magazine until, that is, I come to pictures of engines being taken by road, when my heart begins to sink. Many recent issues seem to have featured at least one such photograph (the July edition had three) and I wonder what image this gives of our railways?

At a time of profound environmental concern, when there's a desire and need to shift from road transport to rail, the image of the very engines which could haul goods being carried on our roads seems ironical, even incongruous.

I don't recall this happening much in the past, but it seems almost normal now – what a sad reflection of our transport system.

John-Francis Friendship
By email

Shortest loco name

GORDON Casely relates (letters, August) how 'CBI' might have been the shortest name for a locomotive. In fact, several three-letter names have been carried over the years, particularly in the smaller gauges (*Pet* and *Ant* spring to mind). But in full-size practice, one contender is Thompson B1 4-6-0 No. 61018 *Gnu* – the letters being fairly widely spaced on the nameplate. This name always makes me chuckle, as the Flanders & Swann ditty 'The Gnu Song invariably comes to my lips.

John Bruford
Brentwood

Garbled message

I RECENTLY had cause to contact a train operator [name withheld by *The RM*] on two issues, and below is an extract of the reply from a customer service centre advisor, which was either produced by a five-year-old or the AI system had an off day. Surely customers should expect a reply that is at least readable with correct wording and grammar?

"Regarding your enquiry other space for language, I understand that we do have a number of tourism attractions though out our network. However, [TOC name withheld] is predominantly a commuter route, and found when we have large luggage areas, there were spending a large amount of journeys unused when passengers were having to strange. This is why we have priorities more seating over these areas.

"We have luggage racks above seats for bags and huddles, additionally spaces between forward and back facing seats that suitcase can slide into, providing the are under the maximum luggage size outlines by the Nation Rail Conditions of Travel."

John Margerum
Colchester

Seaton pannier tanks

AS someone who knew the Seaton branch well, perhaps I can help Michael Donovan (letters, August) with his memories of a Boys Brigade trip to Seaton back in the day. He was correct in that his train would have been due to leave Waterloo at around 08.00 (08.03 to be precise), but the year would have been 1963, not 1962, as pannier tanks did not appear until May 1963, the Western Region having taken control of the former Southern lines west of Salisbury at the beginning of that year. His arrival at Seaton would have been at 11.39. After all that, I hope his camp was a successful one (sorry Michael, I was a Scout).

Mike Bussell
East Chinnock, Yeovil

I THINK Michael Donovan got his years or tanks mixed up when saying he was hauled by a pannier on the Seaton branch in 1962. 'M7s' still held the fort in 1962, with Nos. 30045/48/125 seeing action. No. 30048 was still in use on May 2, 1963, after which panniers Nos. 6400/30 took over, with 6412 appearing from July. DMUs arrived in November 1963, but 1400 Class locos Nos. 1442/50 were used in February 1965 due to a shortage of units.

Phil Wright
Exeter



Where is it?

LAST month's picture (repeated right) was of single-car No. 153379 playing 'peek-a-boo' at Manningtree station, Essex, on July 11. The DMU is now part of Network Rail's departmental fleet as 'Network Video Inspection Unit Vehicle 5' and was parked in the downside Engineer's Siding off platform 3.

For this month, can you identify the location of these rails and 'buffers' seen by Neil Taylor (above)?



San Francisco cable cars

I HAVE ridden San Francisco's cable cars many times when visiting the city, and on our most recent visit (in May) we experienced a most unusual running repair.

The gripman, before leaving the Hyde turnround, asked for a new grip to be available at the maintenance facility. Our car was stopped right outside the Cable Car Museum with a new grip alongside the track and this was then manhandled into place after the defective one had been removed. The whole operation took nearly 15 minutes, with traffic blocked behind the car, but the service resumed as normal once the new grip was fitted. Imagine a traction motor change mid-journey on the UK rail network!

Tom didn't mention the humour that many of the gripmen use to make the ride enjoyable. On one trip 15 years or so ago, the car stopped at the intersection of Powell and California streets and the gripman was earnestly looking around the car. His comment of "has anyone seen a little green book? It's marked downhill operation" caused much hilarity. Gripmen also play tunes on the single tone bell, all part of the unique atmosphere of the cable cars that is well worth experiencing.

Mark Evans
By email

TOM Ingall briefly mentions the existence of a cable tramway in Birmingham, which existed from 1888 to 1911. This ran from outside Snow Hill station to Handsworth, with the engine house at Hockley. The corporation took over tram services within the city in 1911 and immediately converted the cable route to electric traction the same year.

There is also the Birmingham Airport to International station Air-Rail Link (which opened in 2003 to replace the 11-year-old Maglev system that had closed in 1995), but this has two cars that are permanently attached to a cable.

David Humphries
By email

MEETINGS

Compiled by **Jon Longman**

FRIDAY, SEPTEMBER 8

Slough & Windsor Railway Society (SWRS). The Manor, Slough station. 19.30. Members' presentation evenings.
Oxfordshire Railway Society. Kidlington Baptist Church, High Street. Kidlington, OX5 2DS. 19.00. 'A Railway Family History': David Mather.

SATURDAY, SEPTEMBER 9

Stephenson Locomotive Society (SLS). Kidderminster Railway Museum, Kidderminster DY10 1QX. 14.00. 'The 1923 Grouping': Robin Gibbons.

MONDAY, SEPTEMBER 11

Lincoln Railway Society. St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30. 'Strictly Freight Only – Pt 2': Brian Ringer.
Southern Electric Group. Deall Room, Southwick Community Centre, BN42 4TE. 19.30. 'Southern EMUs': Allan Harvey.
RCTS (Ipswich branch). Greenfinch Church Hall, Greenfinch Avenue, Ipswich IP2 0SQ. 19.15. 'Lost Railways of Suffolk': Nathan Dodd.

TUESDAY, SEPTEMBER 12

Great Western Society (Bristol Group). Room 4, BAWA, 589 Southmead Road, Filton, Bristol BS34 7RF. 19.30. 'Building the Bristol & South Wales Direct Line'.
LCGB (North London branch). Parish Room, St Michael's Church, Wood Green, London N22 8HE. 14.00. 'Scotland Part 1 – On the road to the Kyle of Lochalsh': Ray Schofield.
Pewsey Vale Railway Society. Woodborough Social Club SN9 5PL. 19.30. 'The Stratford-upon-Avon and Midland Junction Railway': Richard Heacock.
RCTS (Cambridge branch). The Swifts, Fulbourn, Cambridge CB21 5HD. 19.30. 'Railways to the Seaside': Tony Kirby.
RCTS (Croydon & South London branch). East Croydon United Reformed Church, Addiscombe Grove, Croydon CR0 5LP. 19.30. Branch meeting.
RCTS (Hitchin & Welwyn Garden City branch). Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE. 19.30. 'The Last Four Years of Steam': George Howe.
The 8E Railway Association (Northwich branch). The Gladstone Club, Northwich CW9 5RB. 19.45. www.8erailwayassociation.org.uk

WEDNESDAY, SEPT 13

LCGB (Dorking branch). Friends Meeting House, South Street, Dorking RH4 2LE. 19.30. 'The History and Mystery of the Milwaukee Road': Guy Hardy.
North Yorkshire Moors Railway (York Area group). St Lawrence's Church Hall, Lawrence Street, York YO10 3WP. 12.00. 'The Railway Mission': Dudley Clark. The meeting will be preceded by a buffet.
RCTS (South Wales branch). Old Church Rooms /Hen Ysgoldy'r Eglwys, Park Road, Radyr, Cardiff CF15 8DF. 19.00. 'The Vale of Rheidol and Welshpool & Llanfair Railways': Dave Waldron.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Turkey and Indonesia Images': Derek Huntriss.

THURSDAY, SEPT 14

Continental Railway Society. St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 19.15. 'Uganda: Building The Lunatic Line 1896-1901' and 'Steam in Kenya': Kevin Patience.
Locomotive Club of Great Britain (St Albans branch). St Bartholomew's Church, 47 Vesta Avenue, St Albans AL1 2PE. 19.30. 'A History of Carriages' – Part 1': Colin Brading.
Monmouthshire Railway Society. Lysaght Institute, Orb Drive, Newport NP19 0RA. 19.00. Annual meeting and films.
Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. '1960s films from the Jim Clemens collection': Michael Clemens,

FRIDAY, SEPTEMBER 15

LCGB (Central London branch). Keen House, 4 Calshot Street, London N1 9DA. 18.30. 'Railways of Austria and Cechslovakia': Terry Bagworth.
SWRS. The Manor, Slough station. 19.30. TBA.

SATURDAY, SEPT 16

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

SUNDAY, SEPTEMBER 17

RCTS (Hitchin & Welwyn Garden City branch). Visit to Epping Signalling Museum.
RCTS (South Essex branch). Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8LB. 19.30. 'The New Essex Lines of the GER': Nathaniel Dodd.

TUESDAY, SEPTEMBER 19

Leicester Railway Society. Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP. 14.00. 'Woodhead – The Lost Railway. Part 1: Hadfield to Penistone': Stephen Gay.
RCTS (Croydon & South London branch). 14.00. Redhill afternoon branch meeting.
RCTS (East Midlands branch). The New Mechanics, 3 North Sherwood Street, Nottingham NG1 4EZ. 19.30. 'The Statfold Barn Railway': Graham Lightfoot.
RCTS (Humberside branch). Black Beauty pub, Keddington Road, Scunthorpe DN17 2QU. 19.30. '40 Years of Change in Lincolnshire': Graeme Wade.
RCTS (Thames Valley branch). Didcot Civic Hall, Britwell Road, Didcot OX11 7JN. 19.00. 'Swindon Works – The Final years': Canon Brian Arman.
SLS. Langdon Square Community Centre, Coulby Newham TS8 0TF. 14.00. 'The Long Drag': Tony Metcalfe.

WEDNESDAY, SEPT 20

Bradford Railway Circle. Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 14.00. 'French and Belgian Steam': Colin Boocock.
Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. Members' digital image competition. Further details on www.penninerailwaysociety.com.
RCTS (Solent branch). Eastleigh Railway Institute, 2 Romsey Road, Eastleigh SO50 9FE. 19.30. 'The Development of Eastleigh': Gordon Adams.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'The History of the Old Dalby test track': Dave Coxon.

THURSDAY, SEPT 21

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 19.30. Annual meeting.
Lutterworth Railway Society. Lutterworth Bowls Club, off Coventry Road, Lutterworth LE15 4RB. 19.30. '20 Years of High Speed Railways in the UK': David Hanger.
Marlow & District Railway Society. Bourne End Community Centre, Bourne End SL8 5SX. 19.30. Members free, non-members £3. 'The Railways of Sri Lanka': Simon Colbeck. Visit www.mdrs.org.uk
RCTS. RCTS Library Leatherhead, Station Approach, Leatherhead. 11.00-16.00. Archive open day.
RCTS (Cheltenham branch). Victory Club, Lypiatt Road, Cheltenham GL50 2SY. 19.00. 'Fun with Southern Steam in the 1960s': Malcolm Garner.
RCTS (West Riding branch). Saltaire Methodist Church, Saltaire Road, Shipley BD18 3HJ. 19.30. 'The Keith Pirt Collection': Bob Gellatly.

FRIDAY, SEPTEMBER 22

Nuneaton Railway Circle. Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD. 19.45. 'The Year So Far'.
SWRS. The Manor, Slough station. 19.30. TBA.

MONDAY, SEPTEMBER 25

LCGB (Brighton branch). Brighton MRC Room, London Road Station, Brighton BN1 4QS. 19.30. 'Bill & Brian: A Dip into the Jackson Photographic Collection': Brian Jackson.
RCTS (Northampton branch). Weston Favell Parish Hall, Booth Lane South, Northampton NN3 3EP. 14.00. 'Six decades of steam photography': Tony Storey.
RCTS (Windsor & Maidenhead branch). Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead SL6 3AX. 19.30. 'Railway at the Junction': Fraser Pithie.

TUESDAY, SEPTEMBER 26

LCGB (North West branch). Red Lion Hotel, 9 Ash Brow, Newburgh, Wigan WN8 7NF. 19.30. 'My Life on the Railways': Frank Watson, Footplate Inspector on 1T57 in 1968.
RCTS (Hitchin & Welwyn Garden City branch). Digswell Village Church Hall, Warren Way, Digswell, Welwyn AL6 0DH. 14.00. 'The Line from Doncaster to Hull': Stephen Gay.
SLS. The International Anthony Burgess Foundation, Engine House, 3 Cambridge Street, Manchester M1 5BY. 18.30. 'The Independent Locomotive Manufacturing Industry in the 19th Century': Dr Michael Bailey.

WEDNESDAY, SEPT 27

RCTS (Chichester branch). Bassil Shipham Centre, Tozer Way, St Pancras, Chichester, West Sussex PO19 7LG. 19.15. 'An American Rail Rover': John Day.
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. 'Rails to the British Tyrol': Peter Dickinson.

THURSDAY, SEPT 28

RCTS. GBRf RCTS National Zoom Meeting. 19.30.
Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'Sir Nigel Gresley and the A4s': David Macintosh.
Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. '45596 Bahamas – A Preservation Pioneer': John Hillier.

FRIDAY, SEPTEMBER 29

Railway Club of the New Forest. Brockenhurst Village Hall, Highwood Road, Brockenhurst SO42 7RY. 19.30. 'Pot Pourri 2023': Ian Copplestone. www.railwayclubofthenewforest.org.
SWRS. The Manor, Slough station. 19.30. TBA.

MONDAY, OCTOBER 2

Mid Hants Railway Preservation Society (Croydon group). St Mary Magdalene and St Martin's Church, Canning Road, East Croydon CR0 6QD. 19.30. 'The Titanic Boat Train Project': Ian Giles.

TUESDAY, OCTOBER 3

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 19.30. 'Twenty years of high-speed rail in the UK': David Hangar.
LCGB (Bedford branch). St John's Church Hall, St John's Street, Bedford MK42 0DL. 19.30. 'Edge Hill and its Complex Railways': George Howe.
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. 'London Underground Then & Now – As it was and as it is': Brian Hardy.

WEDNESDAY, OCTOBER 4

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. '2020: What A Year!': Robert Pritchard. 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.

THURSDAY, OCTOBER 5

Norfolk Railway Society. United Reformed Church Hall, Ipswich Road, Norwich NR4 6QR. 19.30. Members' Evening.
RCTS (Milton Keynes branch). The Quadrant (Network Rail building), Elder Gate, Milton Keynes MK9 1EN. 19.30. 'Cathedrals of Steam': Christian Woolmar.

FRIDAY, OCTOBER 6

Nuneaton Railway Circle. Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD. 19.45. 'Rail Freight Group – The Opportunities and Challenges': Phil Smart.
RCTS (Bristol branch). St Teresa's Church Hall, 71 Gloucester Road, North Filton BS34 7PL. 19.30. 'An audience with a professional photographer – Jack Boskett'.

MONDAY, OCTOBER 9

RCTS. National Zoom meeting. 19.30. UK Rail Freight Motive Power Options Going Forward.

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FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO SEPTEMBER 1923

Charing Cross electrification

ORDERS have been placed for motors and control gear required for the electrification of the first section of the South Eastern and Chatham division of the Southern Railway, which covers the conversion to electrical operation of the suburban services within a 15-mile radius of Charing Cross.

The equipment consists of no fewer than 508 traction motors, each of 300hp, with the appropriate controlling apparatus. The orders are possibly the largest for multiple unit equipment for main line railway electrification which have ever been placed.

50 YEARS AGO SEPTEMBER 1973

Independent route to Channel Tunnel proposed

IF the British and French Governments decide that the Channel Tunnel is to go ahead, a completely independent link between London and Folkestone for through trains is being recommended by British Railways.

The new route would start from a passenger terminal at White City, where good connections exist to the Midlands, the North and the West. Southwards, the West London line would be enlarged and electrified to Clapham Junction, whence new tracks would follow the east side of the Brighton main line to a point beyond Balham. From there it would be carried in tunnel to near South Croydon, to run thence closely parallel to the route of the Oxted line as far as Woldingham, then diverging westwards to some extent to the neighbourhood of Edenbridge, where it would link with the present Redhill to Tonbridge line, which would be adapted for high-speed operation and electrified.

From Tonbridge to Pluckley, two new tracks would be constructed to the south of and alongside, with a bypass south of Ashford. Plans also have been drawn-up for extensive overnight sleeping services, Motorail and charter trains, and fast container and other freight traffic.

20 YEARS AGO SEPTEMBER 2003

Eurostar shatters UK record

AFTER years of poor publicity, the UK rail industry finally had something to scream about from the rooftops on July 30 when a Eurostar train utterly pulverised the British rail speedrecord.

Travelling on the Channel Tunnel Rail Link [now called HS1], set Nos. 3313/14 established a staggering new maximum of 208mph (334.7km/h) to shatter the previous highest by an almost unbelievable margin of 45.8mph!

Special permission had to be obtained to stage the record attempt, as it required in excess of the 10% 'overspeed' normally allowed for test runs, and involved disconnection of the in-cab signalling system to prevent it from automatically applying the brakes at more than 330kph.



Left: Screens on board Eurostar sets Nos. 3313/14 showed the moment on July 30, 2003 when the 300kph barrier was broken on a British railway.

Granting permission strictly on a one-off basis for a route designed for 300kph (186mph), Her Majesty's Railway Inspectorate said it would allow the attempt to take place as long as no other train was running anywhere on the new line and as long as another Eurostar set was operated along the route earlier that morning to check for obstacles or defects. In addition, stringent safety checks had to be carried out on both the route and set No. 3313/14, and CTRL personnel had to be posted at strategic locations such as bridges and tunnels.

The train was driven by Eurostar's Alan Pears accompanied by traction inspector Kevin Clark. The record run took place along the 40 miles (64kms) between Westenhanger (west of Folkestone) and Singlewell (near Gravesend), the 40 miles being reeled off in a blistering 15 minutes 46 seconds.

Wensleydale reopens

JULY 4 was indeed 'Independence Day' in the Yorkshire Dales when the first passenger trains ran on the Wensleydale line for 49 years.

To the sound of a brass band, church bells and exploding detonators, the Wensleydale Railways ex-BR Class 107 DMU began services on 12 miles of former freight-only line between Leeming Bar and Leyburn, North Yorkshire.

The inaugural passenger train left Leeming Bar at 10.30 and the first eastbound service departed from Leyburn an hour later. Both were formed of three-car set Nos. Sc52025/ Sc59791 and Sc52006, and passengers on the 40-minute journeys received commemorative medals and certificates.

RCTS
Britain's leading Railway Society

The RCTS: then and now

RCTS president Canon Brian Arman recalls a story concerning the repurposing of the Class 56s with new technology to emerge as Class 69s.

Back in 1977, when he was studying for his postgraduate degree at Durham University, he managed to persuade his great aunt, who was driving him north from his home in Swindon, to divert into a suburb of Sheffield. As a lifetime railway enthusiast he had found out that new Romanian-built Class 56s were arriving at Tinsley depot and they had to be copped!

Brian, in a collar and tie and having left his great aunt in the Three Magpies pub in Brinsworth (strictly for a coffee!), marched up and into the depot, being acknowledged as an inspector. We think the tie and the notebook persuaded the overworked fitter to allow him to enter.

The date was August 24, 1977 and Nos. 56011/012/017 plus 'our loco' No. 56018 were duly copped. Fast forward 45 years to August 27, 2022 and Brian was in a shed again, not too far away at the Barrow Hill Roundhouse in Chesterfield, and this time with permission, to see No. 56018 in its new guise as No. 69003 and to name it *The Railway Observer.*

Brian was thrilled, and this anecdote illustrates very well the dynamic nature of the railway freight locomotive. We look forward to hearing more about this from GBRf's engineering specialist Bob Tiller on Monday, October 9, when he will give a talk titled 'UK Rail Freight Motive Power options in the future' (details on how to log into the talk will be published separately).

Ian Allan inspired a generation of postwar youngsters to take up train spotting, and many of those that stuck with their newly-found interest joined a railway society to gain first-hand information on what was going on and to visit locomotive sheds in organised groups. The RCTS prospered, running frequent shed visits, publishing its monthly magazine *The Railway Observer,* running railtours, and substantially expanding its branch network.



Class 56 No. 56018 at Derby on July 25, 1997. The loco is now the re-engineered No. 69003 *The Railway Observer.* PAUL CHANCELLOR/RCTS

Membership reached a peak however, long after the end of British Railways steam in the late-1960s, but today the *RO* usually contains about 80 pages of news, articles and high-quality photographs (and is also available in digital format) – including train workings, infrastructure changes and general industry information, plus full details of stock and livery changes. The heritage scene and world railways also have their own sections.

Branches also organise outdoor visits to railway centres and locations not normally open to the public, such as maintenance facilities and signalling centres, and there is also the annual members' weekend, which includes a number of outdoor visits and also talks.

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

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PAUL BICKERDYKE, EDITOR

Freightliner's No. 66554 approaches Humble Lane bridge, between Leicester and Loughborough, with a Hams Hall to Tees Dock via York intermodal on June 10, 2022. CHRIS MILNER

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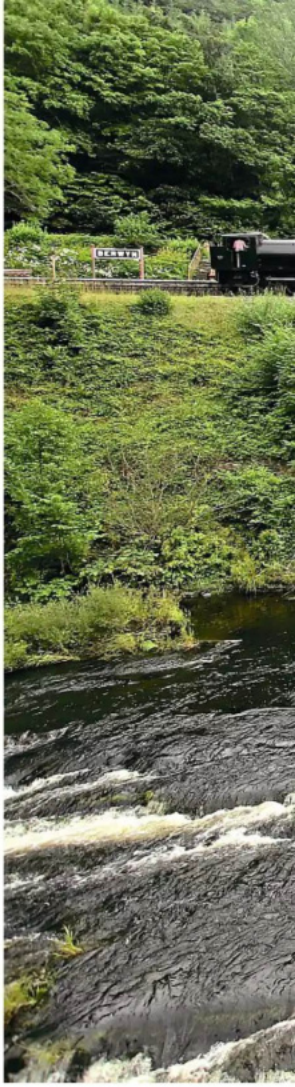
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1 3
2 4 5

1
GBRf 'Tug' No. 60021 *Penyghent* rolls towards the semaphores controlling Settle Junction, North Yorkshire, on August 4, with the 6E69/12.54 Ribblehead Quarry to Hunslet. The line in the foreground is that from Settle Junction to Carnforth. CHRIS GEE

2
Heavy rain and steam combine to shroud '9F' No. 92134 as it leaves Grosmont, North Yorkshire Moors Railway, with a service to Pickering on August 2. STEVEN BARKER

3
A different view of Berwyn station, Llangollen & Corwen Railway, from the balcony of the Chainbridge Hotel on the opposite side of the River Dee, as Hudswell Clarke 'Austerity' No. 1752 of 1943 – in the guise of scrapped BR 'J94' No. 68067 – heads down the valley to Llangollen on July 22. GREG MAPE

4
Type 2 No. D7628 (25278) *Sybilla* gets a wash and brush-up at Grosmont shed, NYMR, on July 26. TONY WINWARD

5
A steam gala was held at Threlkeld Quarry and Mining Museum, in the Lake District near Keswick, on July 29/30, featuring home-based Bagnall No. 2135 *Sir Tom* plus visiting Statfold Barn locos Andrew Barclay No. 1991 *Cegin* and Peckett No. 1632 *Liassic*. No. 1991 is seen on the first day on the line's new extension working hard to restart a rake of out-of-shot wagons attached by chain. MATT DITCH





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The parallel road and rail bridges across the River Mersey at Runcorn are captured in this summer's evening shot on August 7, as a West Midlands Trains Class 350 EMU heads towards Liverpool Lime Street with the 17.34 from Birmingham New Street. The railway bridge opened in 1868 and the road bridge – now known as the Silver Jubilee Bridge – in 1961. TOM MCATEE

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Ex-LNER 'A4' No. 60007 *Sir Nigel Gresley* hauls Saphos Trains' 'English Riviera Express' over Whiteball summit (on the Somerset/Devon border) bound for Kingswear on August 5. The tour was hauled from Northampton to Taunton by Class 40 No. D213 *Andania*, while Type 4 No. 47593 *Galloway Princess* was at the rear. STEPHEN GINN

60 STEAM 65 HERITAGE WAGONS 67 INDUSTRIAL 68 NARROW GAUGE 72 MINIATURE
76 HERITAGE TRAMS 79 CLASSIC TRACTION 84 RAILTOURS 86 NETWORK 88 FREIGHT 91 METRO
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Blue Peter's return edges closer:

On August 21, the boiler for LNER 'A2' No. 60532 *Blue Peter* reached a significant milestone in its overhaul, with the boiler successfully passing a hydraulic test at Locomotive Services Group's Crewe works. Test pressure was taken up to 340psi, and the successful test effectively 'starts the clock' on the life of the new boiler ticket. Two days later saw the first fire lit in the locomotive's boiler in 21 years. LSG

New home for 'Black Five'

Severn Valley raises valuable funds through sale of LMS 4-6-0 which last ran in 2008.

MYSTERY surrounds the identity of the new owner of LMS 'Black Five' No. 45110 – although reports suggest it has relocated to the North West of England.

The sale of the out-of-ticket 4-6-0 was announced by the Severn Valley Railway (SVR) on August 16, the day after the loco departed the line.

"We know that some people may be upset that this particular locomotive has left the SVR," said Chris Walton, the chairman of SVR (Holdings) Plc.

"However, it's clear that selling it was absolutely the right thing to do. The board believes that it is in the best interests of both the railway and the locomotive itself for us to move No. 45110 on to a new owner.

"This significantly increases the chances of the loco being restored and back in steam in the near to medium term, and of course the funds we have received will help a great deal to improve the SVR's financial position, as we plan for 2024, in the expectation that this will also be a challenging year.

"The loco left the SVR by road on August 15, with the timing of the announcement restricted as a condition of the sale. I'm pleased to add that after discussions with the new owner, it is possible that the loco will return to the SVR for a future event."

Background

The SVR management said that the railway would not have been in a position to consider the locomotive's restoration in the foreseeable future, and that the revenue generated by the sale will play an important part in securing the railway's finances.

In April, the SVR launched a £1.5 million Survival Fund appeal, to enable it to reinstate the cash reserve it had traditionally held in the bank before the financial challenges of the Covid-19 pandemic and rapidly escalating running costs. At the time, managing director Jonathan 'Gus' Dunster warned that without an urgent injection of cash "we won't be able to lift the railway out of the financial difficulties it's now facing."

The appeal has so far raised more than £400,000, and this will be boosted by the sale of No. 45110.

The 4-6-0 has special significance as one of the last steam locomotives to be used by British Railways. It worked the final return portion of the 'Fifteen Guinea Special', the last steam passenger service run by BR on August 11, 1968.

The loco has not steamed since 2008, and after stints on display in both Barrow Hill Engine Shed and the SVR's Engine House at Highley, it has spent the past four years in storage at Kidderminster carriage shed.

Finance

David Williams, one of the pioneering preservationists at the SVR in the 1960s, has added his support to the decision to sell the locomotive. He said: "We know that an expensive restoration, costing in the region of £1million would be unthinkable for the SVR in its current financial circumstances.

"The railway needs to focus on building up its reserves once more so that it's in good shape to thrive in the future, and this sale will contribute towards that end."

The railway has already confirmed that it is considering sales of other surplus rolling stock – a move mirrored by several other heritage lines.

Visit svr.co.uk/survival/ to donate to the SVR's Survival Fund appeal.

Welsh theme for Forest steam gala

THE Dean Forest Railway's October 14/15 Royal Forest of Steam gala is to have Steam in South Wales as its theme this year – with main line companies and industrial railways represented during the event.

GWR 0-4-0ST No. 1340 *Trojan* is making a rare visit away from Didcot Railway Centre and will be joined by Bagnall 0-6-0ST No. 401 *Vulcan*, appearing courtesy of the North Tyneside Steam Railway and the Embsay and Bolton Abbey Steam Railway. No. 401 previously worked at Port Talbot Steelworks, while No. 1340 was built for Dunn and Shute of Newport Town Dock, before being bought by the Alexandra Docks Railway, which was absorbed by the GWR. No. 1340 then worked at Cardiff Cathays and Radyr sheds.

In addition to homefleet performers, other attractions will include multiple passenger trains and brake van rides in the demonstration goods train, as well as attractions at stations along the line.

Visit deanforestrailway.co.uk/ for details.

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BR '5MT' 4-6-0 No. 73156 departs Loughborough with a train of mineral wagons on the Great Central Railway, while WR 4-6-0 No. 6988 *Swithland Hall* backs into platform 1 on August 19. ALAN WEAVER

Great Central comes up with the goods

VISITORS to the Great Central Railway on August 19/20 were transported back to the 1960s as the line held its popular Railways at Work event.

Star of the show was WR 4-6-0 No. 6990 *Witherslack Hall*, running as scrapped classmate No. 6988 *Swithland Hall*. The 'Modified Hall' made a welcome return following completion of boiler repairs.

A key part of the event was the re-creation of a time when railways played a pivotal role in Britain's logistics sector. No fewer than three rakes of the restored goods wagons based on the GCR were in operation each day – and Quorn & Woodhouse yard was a hive of activity with re-enactors loading and unloading wagons in the sidings.

Lifting demonstrations took place with the BR Joseph Booth & Bros heavy duty crane No. 81549, which moved containers and machinery on and off waiting wagons and lorries, while the yard turntable also took stock for a spin.

A rich variety of classic cars, vintage lorries, mechanical horses and parcels trollies were also on site.

Providing a reminder that this year marks the 60th anniversary of the publication of the Beeching report, re-enactors staged 'protests' at Loughborough station as 'Dr Beeching' arrived with a police escort.



Having returned to service following overhaul, No. 5552 is seen arriving at Bodmin General from Boscarne on August 3. JIMMY JAMES/BR

Prairie pair in steam at Cornish line

THE Bodmin Railway's steam roster has been boosted following the return to action of GWR '4575' No. 5552. The 2-6-2T, which had its overhaul carried out by contractor Leaky Finders, hauled its first public trip with its new boiler ticket on August 1.

As a result, the Cornish heritage line now has a pair of consecutively numbered Small Prairies on its roster – the other loco being No. 5553, which as previously reported, is on hire from the Waterman Railway Heritage Trust for the season.

The Bodmin Railway is hosting a China Clay Gala on September 9/10, featuring three locomotives in steam – Nos. 5552, 5553 and Bagnall 0-4-0ST *Judy*. Diesels due to be in action over the weekend include Nos. 08359, 47306 *The Sapper* and 50042 *Triumph*.

A new attraction this year will be the opportunity for members of the public to travel in a converted clay wagon and brake van rides will also be available to purchase on the day, allowing visitors to experience a ride behind a small set of clay wagons along the line.

Visit bodminrailway.co.uk/ for details.

BR '4MT' moves to Ropley ahead of hoped-for rebuild

BR '4MT' 2-6-4T No. 80150 was successfully relocated by rail from Alresford to Ropley on the Watercress Line on the evening of Tuesday, August 8. This move formed part of a reorganisation of the country (Winchester) end of Alresford station, which will culminate in 'Battle of Britain' 4-6-2 No. 34058 *Sir Frederick Pile* being transported to the Sellindge base of Southern Locomotives Ltd for full restoration.

Acquired by the Mid-Hants Railway (MHR) from the Vale of Glamorgan Council in 2011, No. 80150 remains one of two unrestored examples of the 15 surviving Standard Four 2-6-4Ts. It was one of the last locomotives to leave the famous Barry scrapyard as part of the 'Barry Ten' group acquired for the abortive Wales Railway Centre.

Since 2017 the Friends of 80150 group has been carrying out work to conserve the locomotive and make it moveable. This work included freeing the seized rear bogie and fitting springs salvaged from No. 75079. Members have been transforming it from a rusting hulk, painting, acquiring and manufacturing a host of components ready for when it can take its turn inside Ropley Works.

Rather than a blanket, generic appeal for 'x' thousands of pounds, the group's approach has been one of bite-size chunks with targets for particular components, resulting in an impressive kit of parts to be assembled and fabricated for the loco's restoration.

During the 1960s it frequently worked van trains of watercress from Alresford station.

Having had the volunteer work approved by MHR engineers, the move to Ropley by a specialist team took place smoothly and without incident. The locomotive now safely resides in the Top Yard at Ropley.

Although no decision has yet been made, the Friends of 80150 hope to persuade the locomotive's owning body, the Watercress Line Heritage Railway Trust to allow No. 80150 to be the railway's next long-term volunteer-based restoration project once Standard 4 4-6-0 No. 75079 has been completed.

Visit justgiving.com/campaign/watercressline-80150 to make a donation.



Members of the team who helped move No. 80150 on August 8, are seen with the 2-6-4T and diesel No. 12082. MATT BENTLEY/MHR

SIDELINES

Scotsman set for Doncaster

NO. 60103 *Flying Scotsman* is due to return to Doncaster, the city where it was built 100 years ago, for a weekend visit on November 11/12. This special event will be free for the public to attend and they will get the opportunity to get close to the 'A3' and step onto the footplate. *Scotsman* will be staying at Freightliner Railport, near the city centre. Full details about timings and how to order tickets are due to be announced shortly.

Furness No. 20 is back

FURNESS Railway 0-4-0 No. 20 returned to steam at the Pontypool & Blaenavon Railway in mid- August, following repairs to its right-hand piston head, cylinder cover and crossheads. This means the 160-year-old loco will be available for the PBR's September 8-10 gala. Back at the Furness Railway Trust's Preston base, dismantling of GWR 0-6-2T No. 5643 in connection with its 10-year boiler overhaul has continued with the removal of its vacuum cylinder.

Lord Hendy dinner

LORD Peter Hendy of Richmond has agreed to visit the East Lancashire Railway and share his experiences of main line and heritage transport on Thursday, September 28. This special evening meal will take place in Bury Transport Museum. Tickets cost £75.00 per person. The evening begins at approximately 19.00 and will finish at around 23.00. Visit eastlancsrailway.org.uk for details.

Ivatt progress

BURY Standard 4 Group volunteers continue to progress the restoration from Barry scrapyard condition of BR '2MT' 2-6-0 No. 46428. In late July the new smokebox was lifted into a temporary storage position on the frame saddle. Work on the new cab has also continued and it is now ready for the assembly screws to be replaced with the final rivets. The rusted studs on the cylinders have been drilled out and a new smokebox door baffle plate fabricated. New brake hanger metal for the six hangers has been delivered and they are now being machined. A new steam brake fulchrum has been fabricated, as well as front guard irons and steps. The old Ivatt chimney has been adapted into a 'Chimney Fund' donation point.

SIDELINES

'Terrier' on tour

THE Mid-Hants Railway has announced another visiting loco for its October 6-8 Autumn Steam Gala. LBSCR 'Terrier' 0-6-0T No. 72 *Fenchurch* is to star in the event, courtesy of the Bluebell Railway – alongside LNWR Coal Tank No. 1054 (*RM* August 2023). Other performers are due to include GWR '5205' 2-8-0T No. 5239 *Goliath*, which is on hire this season from the Dartmouth Steam Railway – plus resident BR '2MT' 2-6-2T No. 41312 and the S&D Railway Trust's '7F' 2-8-0 No. 53808. Driver experiences will also be offered with Peckett 0-4-0ST *Kilmersdon*.

'B12' progress

THE overhaul of Midland & Great Northern Joint Railway Society's 'B12' 4-6-0 No. 8572 continues to progress. On August 3, the smokebox was removed at Weybourne in readiness to move the boiler inside the boiler shop as soon as space becomes available. It will also allow the workshop team to start measuring the front tubeplate and developing a Computer-aided design (CAD) drawing for the profile of the tubeplate material.

Headboard raffle

NORTH Yorkshire Moors Railway is offering a money-can't-buy raffle prize – the unique 50th anniversary headboard which was placed on the front of the first public train to run on the NYMR 50 years ago during its anniversary celebrations. Tickets for the raffle cost £5 each and are open for entries until November 4. The winner will be drawn on November 5, on the last train of the 2023 season. Visit nymr.co.uk/raffle to enter the draw and read the terms and conditions.

Railway cushions

VOLUNTEERS from the Gloucestershire Warwickshire Steam Railway's Upholstery Team have found a way to use up spare carriage seat moquette, while also raising valuable funds. Cushions covered in a range of railway patterns include First Class Donkey Stripe and Blue Diagonal. Available for sale in the railway's shops and online shop at gwsr.vticket.co.uk/ the cushions cost £33 each or £60 per pair.

Standard to bow out in style in North Norfolk

BR '4MT' to be withdrawn for overhaul following Poppy Line gala.

THE North Norfolk Railway Autumn Showcase weekend on October 6/7 is set to feature up to six locomotives and a DMU operating a frequent timetable that utilises many of the historic rail vehicles in the care of the North Norfolk Railway and the Midland & Great Northern Joint Railway Society (M&GN).

BR Standard '4MT' No. 76084 is due to make its last event appearance prior to overhaul, while the weekend will also see the event-debut of newly-restored Class 104 Driving Trailer No. M56182.

The gala will see the line's oldest working locomotive, 'Y14' 0-6-0 No 564 hauling a train of vintage four and six-wheeled carriages. There will also be a rare opportunity to travel in the sole-surviving 'Quad-Art' set dating from the 1920s, which only operates on a handful of days each year.

The M&GN Society's two Class 08 diesel shunters, Nos. D3635 (08767) and D3940 (08772), will make an unusual appearance on a passenger train, being diagrammed to double head along the line's full 5½ mile length. The workings will be No. D3940's first passenger duty to Holt since the loco returned to service in 2022 following an extensive overhaul.

BR '9F' 2-10-0 No. 92203 *Black Prince* and Class 31 No. D5631 (31207) will complete the line-up and a frequent service of passenger trains will run between Sheringham and Holt from 9.30am each day.

Other attractions will include demonstration goods trains and behind the scenes tours of Weybourne locomotive and carriage & wagon works. Reedham Junction Signalbox which was saved for preservation and moved to Holt last year will be open to the public for the first time, allowing visitors to see how the restoration is progressing.

Following the event, NNR's steam and heritage diesel services run at weekends plus Tuesdays, Wednesday and Thursdays until October 29 and the line's festive services, the Norfolk Lights Express and Santa Specials run in November and December. Visit www.nnrailway.co.uk for details.



No. 76084 is seen in use at the North Norfolk Railway's Spring Steam Gala on April 16, with a mixed train comprising vintage carriages and restored wagons, near Windpump Crossing. JAMES KINDRED

Severn Valley and Moors add further gala attractions

TWO 'premier league' heritage lines have announced additional attractions for their respective autumn steam galas.

The North Yorkshire Moors Railway says it expects 11 locomotives will be on the roster for its September 21-24 50th Anniversary Steam Gala. The final two guest locos are BR '4MT' No. 75069 from the Severn Valley Railway and the Scottish Railway Preservation Society's 0-4-4T No. 55189.

Other visiting locos are LNER 'A4' Pacific No. 60007 *Sir Nigel Gresley* and Great Central Railway-based BR '9F' 2-10-0 No. 92214.

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*.

Meanwhile, the Severn Valley Railway has confirmed that Dartmouth Steam Railway-based USATC 'S160' 2-8-0 No. 2253 *Omaha* and Mid-Hants Railway resident BR '2MT' 2-6-T No. 41312 will join the exciting line-up of guest and home locos at its September 14-16 Autumn Steam Gala.

As reported last issue, 'B1' 4-6-0 No. 61306 *Mayflower* and Bagnall 0-6-0ST No. 40 *Vulcan* are also among the guest locos. They will join SVR-based LMS 2-6-0 No. 43106 'The Flying Pig' as it makes its last gala appearance before going out of ticket, along with GWR No. 4930 *Hagley Hall*, GWR 0-6-0PT No. 7714, SR Bulleid Pacific No 21C127 *Taw Valley* and BR '4MT' No. 75069

Other attractions announced in late August included demonstration goods trains and on Thursday, September 14 a re-creation of the first train to depart from Bridgnorth in 1970 – when No. 43106 will haul a 14.00 departure formed of LMS carriages from Bridgnorth to Hampton Loade, adorned with the 'Severn Valley Reopening Train' headboard.

A mini beer festival at The Engine House, Highley, and a Spitfire flypast at 13.56 on Saturday 16th, by the Battle of Britain Memorial Flight, are also scheduled during the event.

Visit www.nymr.co.uk and svr.co.uk respectively for details.

New East Lancs GM

EAST Lancashire Railway (ELR) has appointed Lee Kenny as acting general manager for the rest of 2023.

The former deputy general manager joined the ELR over 28 years ago and has been ever present in the traction and rolling stock department before becoming head of the department 12 years ago.

Mr Kenny added: "This is a great opportunity for me personally to have the chance to lead the railway I have known and loved for almost three decades.

"My focus for the rest of this year is delivery of key events like our Thomas, Halloween and Santa trains, and to continue the key work the ELR does engaging with key local stakeholders, the ELR trust partners and our own internal groups, and updating our staff and safety processes.

"I am confident we can rise to every challenge as a team. The ELR is fuelled by our passionate, dedicated team of volunteers and staff and we couldn't survive without their loyal support."

Meanwhile, ELR chairman Mike Kelly has revealed that visitor numbers are down 20% year on year between March and July.



Lee Kenny. ELR

Mr Kelly said: "The impact of the cost of living crisis continues to negatively affect ELR revenues, more so with energy and material costs stubbornly high, along with many households now struggling with higher mortgage repayments.

"Heritage railways face the ongoing challenge of not just retaining its 'core' audience, but attracting new audiences offering exciting events within a heritage setting at affordable prices. Throughout this year, we have successfully hosted new family events such as 'Bluey & Bingo'; 'Peter Rabbit' and 'Paddington' where visitor numbers have been strong."

Grange steaming set for November

RECREATED GWR 'Grange' 4-6-0 No. 6880 *Betton Grange* is approaching completion at Tyseley Locomotive Works (TLW).

With the last of the pipework and cleating sheets being fitted in late July and early August, plans are now in hand to couple the loco to its temporary tender, a 4000 gallon Collett example hired from No. 3814 – and get both it and the engine into the paintshops at Tyseley for finishing in lined Brunswick green with later BR crest.

A first steaming for members and supporters of 6880 Betton Grange Society Ltd will be held behind closed doors at TLW on Saturday, November 4, with the first public steaming to be staged soon after, barring any unforeseen circumstances.

An appeal launched more than 18 months ago, to raise funds to build a replica 3500 Collett tender, has so far raised around £35,000 of the estimated £150,000 required for the new tender, which will be built to main line standards. A suitable chassis and wheelsets have been secured to form the basis of the 'bottom half', but a new tank and tender top will need to be constructed from scratch.

After initial test steamings within the confines of the yard at Tyseley, it is planned to take *Betton Grange* to a nearby heritage railway for load testing and running in. That venue is still under negotiation. It is then hoped the locomotive can star in its own gala weekend before going out on the hire.

No plans have been made to take the locomotive onto the main line, although this option has always been left open.



No. 6880 *Betton Grange* at Tyseley. QUENTIN MCGUINNESS/6880BGSL



Last trip: NER 'H' class 0-4-0T No. 1310 operated its last trains for the foreseeable future on July 23, on the Middleton Railway, Leeds. Poignantly, "Farewell 1310" was chalked on the smokebox, while the 'Middleton Pioneer' headboard was adapted with the addition of the loco's number and the years it has most recently been active, namely 2011-2023. The loco is being thoroughly cleaned and polished before going on display in the Engine House, as there are no plans to overhaul it in the short term. RICHARD CROFT/MR

Funding paves way for Ruddington shed completion

GREAT Central Railway (Nottingham) Ltd (GCRN) has been awarded a £40,000 grant by Rushcliffe Borough Council to complete the construction of a carriage shed at Ruddington. The sum comes from the UK Shared Prosperity Fund (UKSPF) and Rural England Prosperity Fund (REPF), part of UK Government's Levelling Up agenda, providing funding for local investment.

The money, combined with match funding from East Midlands Railway Trust and LNER (GC) Heritage Trust will allow the already part finished carriage shed to be completed. The aim is to house four operational carriages undercover, protecting them from the elements and vandalism. There will also be room for a small workshop.

It is also hoped to be able to use the new building as an additional event space, for example to stage craft festivals and exhibitions, thus encouraging more visitors to the vibrant Nottingham Transport Heritage Centre.

Known as Building No 4, the project had been underway for some time before the pandemic intervened, and funds dried up.

Prior to the announcement of funding, preparatory work was carried out by volunteers to lay sidings into the part built shed – which is being counted as a match funding contribution to the project.

DIARY

Sep 5 Bodmin Railway: Murder Mystery Trains
Sep 5-9 East Anglian Railway Museum: Chappel Beer Festival
Sep 7-10 Great Central Railway: Beer Festival
Sep 7-9 Severn Valley Railway: Bridgnorth Beer Festival
Sep 8-17 North Yorkshire Moors Railway: Heritage open days
Sep 8-10 Swanage Railway: Classic & Steam Vehicle Show
Sep 9 Churnet Valley Railway: Ipstones specials
Sep 9 Ecclesbourne Valley Railway: A Taste of Faulty Towers
Sep 9-10 Bo'ness & Kinneil Railway: Days Out With Thomas
Sep 9-10 Helston Railway: Heritage Transport Weekend
Sep 9-10 Isle of Wight Steam Railway: Cheese & Cider Festival
Sep 9-10 Lincolnshire Wolds Railway: Heritage Weekend
Sep 9-10,16 Middleton Railway: Heritage Open Days
Sep 14 Great Central Railway: The Ruddy Fine Express
Sep 14-17 Severn Valley Railway: Autumn Steam Gala
Sep 16-17 Isle of Wight Steam Railway: 1960s Weekend
Sep 16-17 Kent & East Sussex Railway: Celebration of Hops (Bodiam)
Sep 16-17 Lincolnshire Wolds Railway: Life in the 1940s
Sep 16-17 North Norfolk Railway: Steam Back to the Forties
Sep 16-17 Strathspey Railway: *Flying Scotsman* Steam Gala
Sep 17 Epping Ongar Railway: Peppa Pig
Sep 17 East Anglian Railway Museum: Roman Roadsters Meet
Sep 17 Mid-Norfolk Railway: Vintage Day
Sep 21-24 North Yorkshire Moors Railway: 50th Anniversary Steam Gala
Sep 23 Bluebell: Beer Festival
Sep 23 Epping Ongar Railway: Evening Real Ale Trains
Sep 23-24 Isle of Wight Steam Railway: Autumn Gala
Sep 23-24 Spa Valley Railway: Model Railway Weekend
Sep 24 East Lancashire Railway: The Wizarding Adventure
Sep 30 Great Central Railway: Bus Rally
Sep 30-Oct 1 East Lancashire Railway: Days Out With Thomas
Sep 30-Oct 1 Ribble Steam Railway: Autumn Gala
Oct 5-8 Great Central Railway: Autumn Steam Gala

What next for LMS Patriot loco?

New-build locomotive project progress boiler and chassis but key contractor withdraws from third-party work.

THE LMS-Patriot Project, which is constructing new-build 4-6-0 No. 5551 *The Unknown Warrior* has made headway in terms of physical progress – but has now received a blow following the decision of its main engineering base to cease third party contract work.

On July 27, the Patriot Project was formally notified by the Princess Royal Class Locomotive Trust (PRCLT) that it was withdrawing from third-party contract work to focus on the development of their own locomotives – at present No. 5551 and the LSL '9F' No. 92212.

This followed the earlier news that Simon Scott, PRCLT's chief mechanical engineer and the Patriot project's lead engineer, has accepted an appointment as general manager of the Ecclesbourne Valley Railway (*RM* August 2023) at Wirksworth, Derbyshire.

Chris Powell, PRCLT's new interim chairman said: "PRCLT is undergoing major change – it is very different to what it was three or four years ago – and is in the process of rebuilding what the Trust was and is all about, which is its collection of locomotives and related artefacts."

Arrangements

At its regular quarterly meeting on July 29, the Patriot project's Trustee Board noted steps taken to safeguard the No. 5551 chassis and all components with volunteer help – and agreed on actions now under way to determine the way forward for the project.

Mr Scott remains a keen supporter of the Patriot project and will continue to act as the group's lead engineer as a volunteer during the transitional period.

The Patriot group said it has received assurances of an orderly transition by the new PRCLT management – No. 5551 will remain at West Shed for the time being and accessible to working volunteers. However, what has ended with immediate effect is the services under the existing contract. Communication is ongoing with PRCLT regarding the next steps.

Prior to the notification, at West Shed, chassis reassembly had already picked up pace. The smokebox components, cab frame, horn guides, ties, keeps and valance had been refitted to the frames.

Early July saw the delivery of the loco's new driving wheels from contractor William Cook, after completing the rectification work identified in their quality inspection at the end of May. All the necessary certification documents are now in place.

The wheels have been moved to contractor Riley & Son (E) Ltd for the assembly of the driving wheelsets. Meanwhile, Riley & Son (E) Ltd has completed the rectification work on a range of chassis component defects identified in the MPI (Magnetic Particle Inspection) testing programme earlier in the year.



New Patriot driving wheel castings at William Cook Cast Products.

Progress

The project's competent volunteer metallurgist reran some final hardness testing on some of the chassis components with no issues identified. This means that all the chassis main frame components removed for testing and not requiring replacement can now be refitted to the frames.

Contractor Heritage Boiler Steam Services (HBSS) held an open day at its Huyton workshops on July 15, and LMS Patriot Project members were able to see the all-new boiler for No. 5551 and get an update from HBSS directors Andy Wilcock and Rob Adamson on the plans for the final stages of construction. The boiler was initially started at Crewe where Andy and Rob both worked, before they started HBSS. The new Patriot boiler was their launch project.

Work left to do includes fitting of the crown stays, riveting of the firebox door hole surrounds, fitting of the dome and internal components including small and large tubes, pipework, brackets and trays. These work packages will be issued and completed so that the boiler is ready to be steam tested and fitted when the chassis has been reassembled.



New Boiler at HBSS. BOTH: THE LMS-PATRIOT PROJECT



No. 563's tender at Herston Works on August 17. SRT

'T3' tender rewheeled

LSWR 'T3' No. 563 reached another milestone on its return to steam on August 17, when the tender was rewheeled at the Swanage Railway's Herston Works.

With the wheels and axle boxes installed, the brake blocks could subsequently be fitted, followed by the pull rods for the brakes. As previously reported, the engine is nearly complete at the Flour Mill, Forest of Dean.

By late August, £5000 remained to be raised to complete the loco's overhaul. Visit 563locomotivegroup.co.uk for details of how you can help.



A Tanfield visitor to Butterley: The Midland Railway at Butterley hired Hawthorn Leslie 0-4-0ST No. 2 (2859/1911) from the Tanfield Railway during August. The former Keighley Gasworks locomotive is seen working a passenger train along the Golden Valley on August 6. ALAN WEAVER

Freight cameo scenes created

Restored wagons at the Gloucestershire Warwickshire Steam Railway are helping to recreate the past.

VOLUNTEERS at the Gloucestershire Warwickshire Steam Railway (GWSR) have been focusing their attention on restoring several historic good wagons for display and demonstration.

For some time there has been a desire to enhance the appearance of the sidings alongside the goods shed and running lines at Toddington by stabling some restored wagons there.

Two GWR tool vans and a pair of GWR creosote tanks, all four of which are over 100 years old and not really suitable to run in a goods train are being restored for display, with shotblasting being employed to save on volunteer time and resources before the vehicles are painted and lettered.

Tank wagon No. 43914 has been completed in GWR Loco Dept black livery, while work continues on the second tanker, GWR No. 43930 which will lose its current mock milk tank identity in favour of a more authentic white with red lettering and dark red band livery.





Above: Creosote tank No. 43914 restored. GWSR

Left: The cameo goods yard scene at Winchcombe showing the wagons next to the restored Usk weighbridge building. GWSR

Durability

The opportunity is being taken to experiment on the tool vans in order to evaluate the impact of different wood treatment. While 1908-built No.4 is receiving two-pack epoxy primer, 1921-built No.92 will be primed with boiled linseed oil, before both are painted using Williamson's paints. The restoration of both vans is currently underway at Winchcombe.

To complement the restored former Usk weighbridge building and associated goods platform at Winchcombe, a cameo goods yard scene has been created using three restored wagons. GWR Toad brake van No. 35357, GWR Macaw No. 107328 and LNWR van No. 27018 have been placed in the siding. The order of wagons has been carefully planned so as not to hide the reconstructed building from passing trains.

Meanwhile, the renovation of GWR chaired sleeper wagon No. 100677 continues to progress at Toddington, with cleaning and painting being the main focus. The wagon arrived from the Bluebell Railway in 2022.

In addition, two box vans have recently arrived on GWSR metals. Insulfish No. 87675 and Vanwide No. 784757 have been acquired from the Swanage Railway by the GWSR DMU group. It is hoped to use the new arrivals on demonstration goods trains in due course.



GWR toolvan No. 4 under restoration at Winchcombe. GWSR

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Foxfield 'Knotty 100' gala success

Event features visiting Barclay from Tanfield alongside popular home performers on a variety of duties.

THE weekend of July 14-16 saw the Foxfield Railway celebrate Knotty 100, the centenary of the end of the North Staffordshire Railway (NSR).

Although the grouping was officially January 1, 1923, for legal reasons the NSR did not actually cease to exist until July 1 that year, and as this almost coincided with the usual Foxfield Gala date, the railway used the weekend to celebrate this much-loved company as part of the event.

The visitor for the weekend was newly restored Barclay 0-6-0ST *Horden* (1015/1904) from the Tanfield Railway and this loco also helped haul the 'Knotty Train' of vintage rolling stock during the weekend.

Bagnall 0-4-0ST *Hawarden* (2623/1940) made its appearance at the gala following a major overhaul, performing very well and looking impressive as always – a credit to its owner and the overhaul team.

Two other locomotives were operating at the gala, the first being Kerr, Stuart 0-4-0ST works number 4388 built in 1926. This tiny standard gauge locomotive performed very well all weekend.

The other additional locomotive was the impressively named 'Marston, Thompson & Evershed No 3', Hawthorn Leslie 0-4-0ST (3581/1924). The locomotive was making its first gala appearance at Foxfield since its major overhaul was completed.

As always, the event proved popular with enthusiasts and families alike, Foxfield Bank providing an excellent demonstration of steam haulage.

In the workshops, work continues on the overhaul of Hunslet 'Austerity' 0-6-0ST *Whiston* (3694/1950). The locomotive is currently jacked up and undergoing bearing and motion repairs.

Immediately behind is 1874-built Haydock Foundry 0-6-0WT *Bellerophon*. Work is continuing on preparing the boiler for lifting as soon as access can be gained to a crane – *Whiston* is currently blocking the way – allowing further inspection and work to continue. Much work was expended on *Bellerophon's* chassis during the last 10 year operational period so it is expected that little will be required this time around – the focus is expected to be on the boiler and it is hoped to see the engine steam in 2024 to celebrate its 150th anniversary.

Avonside 0-4-0ST *Millom* (1563/1908) continues its overhaul with the new firebox throatplate and door plate expected to arrive in September for fitting to the firebox.

Finally, loco owner Dave Scragg has now turned his attention to Dubs 0-4-0CT works number 4101, built in 1901.

The overhaul has commenced with the removal of smokebox fitting, all tubes and also the ashpan prior to dismantling the locomotive.



Barclay 0-6-0ST *Horden* looks at home hauling the 'Knotty Train' at Dilhorne Park on July 13. KIERON RIGBY



Bagnall 0-4-0ST *Hawarden* enters Caverswall Road with demonstration freight on July 14. KIERON RIGBY

A Victorian British steam locomotive in Denmark

A TRIP to Denmark found a Hudswell Clarke 0-4-0ST at the Nordsjaellands Veterantog, a heritage operation which runs trains on the DSB line from Helsinor Gronnehave to Graested.

Ostre Gasvaerk No 1 (498/1899) is used for special occasions, for children who visit the Graested headquarters. Currently awaiting overhaul, the loco is often displayed with a face and visited by many keen young visitors. It is one of a pair, with No 2, Hudswell Clarke 0-4-0ST 499 built the same year, on display in somewhat dilapidated condition at the Danish Technical Museum.



Hudswell Clarke *Ostre Gasvaerk No 1* inside the shed at Graested on the Nordsjaellands Veterantog in Denmark. IAN SMITH



***Rosyth No. 1* is set to be withdrawn for overhaul shortly after the event. It is seen at Furness Sidings, Blaenavon on August 8.** STEVE THOMAS/PBR

Blaenavon to celebrate 40th anniversary with special gala and varied roster

THE Pontypool & Blaenavon Railway is to mark its 40th anniversary in style with a gala on September 8-10 featuring a varied roster of motive power.

In addition to LNWR 0-6-2T No. 1054 (*RM* August 2023) and Furness Railway 0-4-0 No. 20, the event is set to produce a number of industrial locos working hard on this steeply graded line.

Avonside 0-6-0ST *Cranford* (1919/1924) visiting from Appleby Frodingham Preservation Society at Scunthorpe is set to join Hudswell Clarke 'PLA' 0-6-0T works number 1857, built in 1952, hauling trains.

Also due to be in action is stalwart Andrew Barclay 0-4-0ST *Rosyth No. 1* (1385/1914). This ex-Royal Navy dockyard loco has been a regular performer and will be withdrawn for overhaul shortly after the event.

SINGLE LINES

■ JOE Horsley, volunteer general manager of the Leighton Buzzard Railway for nearly 40 years, has died following a short illness. Mr Horsley (1953-2023) joined the Leighton Buzzard Narrow Gauge Railway Society in early 1974, became publicity officer from late 1977 and took over the role of general manager in May 1984. He was a railway professional whose background included periods with Network Rail and South West Trains before becoming a management consultant providing expert advice to various railway operators.

■ GRAHAM Fairhurst's ex-Minas de Utrillas O&K 0-4-0WT 2378/1907 *Utrillas* has been withdrawn from service at the Lancashire Mining Museum, Astley Green, on expiry of its 10-year boiler ticket. Dismantling commenced on site and the boiler has been lifted. *Utrillas* relocated to the Lancashire Mining Museum's then-new passenger line in July 2021 from its previous West Lancashire Light Railway base.

DIARY

SEPTEMBER
1-3 Welshpool & Llanfair steam gala
9-10 Amerton Railway road + rail show
10 Halesworth to Southwold NG Railway Blythburgh station open day
10 Manx Electric Railway 130th anniversary
16 Apedale Valley LR steam gala
23 Talyllyn heritage weekend
23-24 Devon Railway Centre 25th anniversary
23-24 Lynton & Barnstaple Railway gala
23-24 Rhyl Miniature Railway everything goes gala
24 West Lancashire LR working engines gala
30-October 1 Sittingbourne & Kemsley LR gala

OCTOBER
1 Bredgar &Wormshill steam gala
6-8 Ff&WHR Bygones weekend
7 Seaton Tramway depot tours
14 Apedale Valley LR Farewell Hudswell, Clarke

New future for former Indian tank locomotive

Dismantled ex-Matheran Light Railway No. 740 set to be returned to steam.

THE acquisition of ex-Matheran Light Railway 0-6-0T No. 740 (OK2343/1907) was announced by (Miss) Madison Dolby, under the title of Darnall Locomotive and Railway Heritage, on July 19. The South Tynedale Railway (STR), for which the loco (in dismantled form) was purchased by a consortium of members some eight years ago, confirmed its intention to find a new owner earlier this year (*RM*, March).

The new owner intends to move the loco from STR's Alston works to the Statfold Barn Railway, where it will become resident and make it available to visit other 2ft gauge railways when restored.

MLR No. 740 arrived in Britain in November 1986, having been gifted to the UK by Indian Railways. It came into the ownership of Peterborough-based Railworld in 1991 and subsequently placed on loan to the Leighton Buzzard Railway (LBR) which returned it to operation.

It last ran on July 5, 2008 and with the loan agreement to LBR expiring it was returned to Railworld with a boiler certificate valid into 2011.

However, it was never steamed again, instead being dismantled at Statfold Barn Railway on behalf of Railworld. The dismantled loco was subsequently sold, the components arriving at Alston on January 23, 2015, where they have remained in storage with no work towards restoration commencing.

"I've watched the Darjeeling Tank Locomotive Trust's work to not only save 19B but also to engage in education and inclusion of the Indian diaspora, and I'd like to join them in those efforts," commented Madison Dolby.

"We have a collective responsibility to tell the story of these wonderful national assets, and I am determined that whilst in my care the locomotive will be available to the largest number of people possible."

Formation of a charitable trust is currently in progress. In addition to MLR No. 740, this trust will also take ex-Ingenio Y Refineria San Martin del Tabacal No. T907 2ft gauge 0-10-0T Luttermöller Orenstein & Koppel (OK10956/1925), ex-South African Railways Class 91 diesel Grindrod General Electric UM6B 91.016 (both previously reported as purchased by Matt Dolby with restoration of the 0-10-0T currently in progress at 'Workshop X) and Maddie Dolby's four-wheel internal combustion Coferna 3821/1950 under its umbrella.

Gala visitor



Moseley Railway Trust's Hudswell Clarke 'Ganges' 0-6-0WT 1238/1916 *Ashanti*, pictured on August 6 during its visit to the West Lancashire Light Railway's August 5/6 steam gala. Home-based Hunslet 0-4-0ST *Irish Mail* was also in action, celebrating its 120th anniversary with an appropriate headboard during the event. NIGEL VALENTINE

Rail delivery for new line

PREPARATIONS for construction of the planned new Tweeddale Heritage Railway have stepped forward with the delivery of over 30 track panels, a quantity of loose rail, fishplates and metal sleepers to the group's storage yard.

The material has been sourced from peat lines which were operated by Messrs William Sinclair (which went into liquidation in 2015) and which is understood to have been from their lines at Ryflat and Auchencorth.

The newly arrived panels are 2ft gauge, which will be altered to 2ft 6in gauge when tracklaying commences. The rail includes 30lb and 25lb material.

The location of the new railway has yet to be publicised.

Welsh Pony to star at L&BR 125th anniversary gala

FFESTINIOG & Welsh Highland Railway's England 0-4-0STT *Welsh Pony* will be the star guest for the Lynton & Barnstaple Railway's (L&BR) September 23/24 gala.

It will join L&BR residents, re-created Baldwin 2-4-2T *Lyn* and Kerr, Stuart 0-6-0T *Axe*, for the gala which marks the 125th anniversary of the original L&BR opening.

Welsh Pony is a late replacement for the originally announced guest loco, Welsh Highland Heritage Railway's Hunslet 2-6-2T *Russell* which has encountered a mechanical issue at its home line. Visit www.lynton-rail.co.uk/ for details.



Gauging clearances

The test of Chinese C2 class 0-8-0 tender loco up the Ffestiniog Railway to check clearances was undertaken on August 4, hauled by Hibberd Planet 4wDM *Upnor Castle*. The test included entering Garnedd Tunnel and it did fit – just! Work undertaken since it was imported in early 2007 has included regauging from 762mm gauge. CHRIS PARRY

New train for Lappa Valley in time for venue's 50th anniversary

LAPPA Valley Railway has commissioned Alan Keef Ltd to build a new train for the 15in gauge line at its site in St Newlyn East, Cornwall. Representing an investment of over £500,000, the train will comprise a bogie diesel locomotive, five passenger carriages and a buggy wagon. Delivery will be in stages with the first carriage already nearing completion and work on the loco frames, cab and body in progress. The complete set is expected to be at Lappa Valley in October this year, in time to enter service for the line's 50th anniversary in 2024.

The loco will be the first new locomotive for Lappa Valley's 15in gauge line since delivery of Severn Lamb-built 0-6-4T *Zebedee* in 1974. The carriages will provide 100 seats, raising the passenger capacity of the main train service by nearly 60%, and feature low floor access to significantly increase provision for wheelchair users.

Glyn Valley 150th anniversary marked at Chirk and Glyn Ceiriog

THE earliest days of the Glyn Valley Tramway (GVT) when it was horse-worked, only later adopting steam, were recalled at Chirk station on July 9, to mark the 150th anniversary of the GVT opening – and effectively 88 years after the GVT ceased operating on July 6, 1935.

A horse hauled wagons, loaned by the Talyllyn Railway, over the short length of line laid by the Glyn Valley Tramway Trust in front of the remains of the platform, where a live steam model railway based on the GVT's Chirk terminus was displayed.

A free vintage bus service operated from Chirk to Glyn Ceiriog, passing the restored GVT waiting room at Pontfadog en route. At Glyn Ceiriog the New Glyn Valley Tramway and Industrial Heritage Trust, which has developed a museum in the old GVT loco shed, also participated in marking the anniversary by demonstrating a Ruston diesel on the tracks laid in the adjacent old station area.



A horse pulls a wagon along the track laid at the GVT's Chirk station site on July 9. In addition to clearing the trackbed, the remains of the original GVT platform have been excavated as can be seen on the right beyond the Hand Lane road bridge. The national network's Chirk station is behind the fence line to the right of the old narrow gauge terminus. GARY ESSEX

Annual delights amid Threlkeld's industrial charm

THIS year's July 29/30 gala at Threlkeld Quarry and Mining Museum featured two visiting locos from Statfold Barn Railway, Andrew Barclay 0-4-0WT *Cegin* (1991/1931) and Peckett 0-6-0ST *Liassic* (1632/1923).



In this July 29 image, *Cegin* hauls the first passenger service of the day up to the quarry, with Threlkeld resident Bagnall 0-4-0ST *Sir Tom* on the tail. This was the first time *Cegin* had visited another line since it was restored in 2021. DAVE HEWITT

Shortlisted

PAUL Lewin, director and general manager of Ffestiniog and Welsh Highland Railways since the beginning of 2003, has been shortlisted in the 'outstanding individuals' section of the 2023 National Lottery Awards. The awards are the annual celebration of ordinary individuals and organisations who do extraordinary things with the help of National Lottery funding. Winners will be revealed in the autumn.



Milestone moment

Steam swirls around Ffestiniog Railway's new-build Double-Fairlie *James Spooner* on August 4, as the first fire was lit in the new-build loco at Boston Lodge on August 4. CHRIS PARRY/FF&WHR

SINGLE LINES

■ THE stonework from the entrance to the South Eastern Railway offices on Tooley Street in London has been incorporated into the frontage of the Vale of Rheidol Railway's (VoR) display building, being redeveloped from the old standard gauge loco shed at Aberystwyth. The stones were acquired some years ago at the same time as the canopy piers from London Bridge station which will eventually be incorporated into the planned new museum building adjacent to the works.

■ THE final element of a three-stage overhaul of Ravenglass & Eskdale Railway Museum Trust's 1912-built Bassett Lowke 4-4-2 'Little Giant' *Synolda* is nearing conclusion with the newly constructed tender (still in undercoat) appearing behind the locomotive for testing at Ravenglass on July 20. The overhaul has been progressed over several years, the first stage being work on the boiler in 2019, followed by stripping down the loco for attention to the running gear.

■ FFESTINIOG Railway's Hunslet 0-4-0ST *Lilla* and 'Bug Box' carriages Nos. 1 and 12 formed the centrepiece of a Ffestiniog & Welsh Highland Railway publicity stand at the August 5-12 Llŷn and Eifionydd National Eisteddfod of Wales held at Boduan, north-west of Pwllheli. The event, a celebration of Welsh heritage and traditions, is considered the largest music and poetry festival in Europe.

■ CONSTRUCTION of an extension to the Apedale Valley Light Railway's Field Railway has commenced. The new line will provide a link between the run-round loop at the end of the current main Field line and the spur on the other side of the field which provides access to the First World War Trench area and recently completed new storage shed. This will enable demonstration trains to work round a complete circuit in the field.

■ CLEETHORPES Coast Light Railway's July 15/16 75th Anniversary Weekend celebrations included visits by Rhyl Miniature Railway's 4-4-2 *Prince Edward of Wales*, Evesham Vale Light Railway's 0-4-2T *Monty* and an exhibition telling the story of the railway, which dates from the appearance of the first miniature railway at Cleethorpes on July 16, 1948.

SINGLE LINES

■ HAYLING Light Railway's Alan Keef Ltd 4wDH AK11/1984, donated to the line by Thorpe Park Resort (*RM*, April), has returned to the railway after rebuilding by its original manufacturer. The new bodywork has been completed in a green livery with cream and black lining. While it has entered service, the name it will carry has yet to be unveiled.

■ PERRYGROVE Railway will progress repainting of its present red carriages into a new dark green livery over the next three years. The first coach in the new livery returned to service on July 14 after respraying by a local company.

■ WESTONZOYLAND Pumping Station Museum is preparing the trackbed for an extension of the 2ft gauge railway to the far end of the museum site. The route has been cleared of vegetation preparatory to laying ballast and sleepers. The extension will involve creating a new level crossing into the public car park and using two points to build a loading position for visiting locos and a wagon storage siding.

■ HALESWORTH to Southwold Narrow Gauge Railway (HSNGR) moved is first passenger carrying vehicle, wagon No. 3 (a new open wagon body with seats on an ex-RNAD four-wheel chassis), to Blythburgh station site on July 25. Tests on the short length of reinstated 3ft gauge track were then undertaken with HSNGR's Greenwood and Batley 4WBE hauling the vehicle, coupled to replicated Southwold wagon No. 18, back and forth.

■ THE caption relating to Kerr, Stuart 4415/1928 in the August issue inadvertently referred to the loco as a 4wDM rather than the 6wDM which it actually is.

■ HAVING returned to Llanfair Caereinion in June, Welshpool & Llanfair Light Railway's (WLLR) ex-Sierra Leone Railway Hunslet 2-6-2T No. 85 has been moved to the display shed at Welshpool Raven Square.

■ RAVENGLASS & Eskdale Railway's Davey Paxman 2-8-2 *River Esk* was to visit Whistlestop Valley's (Kirklees Light Railway) September 9/10 annual gala.

■ THE South Tynedale Railway Preservation Society is seeking a new Chair of Trustees to replace David Granath. The unpaid post is for a fixed three-year term.

Manx festival marks milestone anniversaries for railways

Owen Hayward reports on the 'Year of the Railways 2023'.





Above: MER's diesel-electric car No. 34 *Maria*, normally employed on engineering and p/way duties, made its first appearance since 2010 operating MER passenger trains. It is pictured approaching Laxey on July 24 with a shuttle returning from Doon Quarry. OWEN HAYWARD

Left: Dubs 0-6-0T *Caledonia* was displayed at the site of the Knockaloe Internment Camp on July 23/24. The camp housed nearly 26,000 internees and guards at its peak and the loco operated a branch (lifted long ago) between here and the quay at Peel to deliver supplies. *Caledonia* was back at the site for the first time in over 100 years. OWEN HAYWARD

ON July 1, 1873 the first stretch of the Isle of Man railway opened between Douglas and Peel with the steam operated lines later branching out to serve Castletown and Port Erin. Over the following 15 decades the line reached a peak in passenger transport and faced many uncertain times including coming close to being lost. On July 1 the railway marked the official anniversary with the unveiling of a plaque at Douglas station (*RM*, August).

The first stretch of the Manx Electric Railway (MER) opened between Derby Castle and Groudle Glen on September 7, 1893, later being extended to Laxey and finally to Ramsey. The tramway will formally mark its own anniversary on September 10, with a parallel tram run, a plaque unveiling, and a Victorian Fayre at Laxey.

On July 23-30 the whole of the island's rail transport network, including the Snaefell Mountain Railway, Douglas Bay Horse Tramway (also Manx Government owned) plus The Great Laxey Mine Railway and Groudle Glen Railway, participated in celebrating these anniversaries in the annual transport festival.

The Douglas-Port Erin steam line saw double-headers, 'boat train' re-creations and photographic specials, while the electric line started most mornings with a parallel tram run along the original section. Tours of the Derby Castle (MER) and Laxey (Snaefell Mountain line) sheds offered a glimpse behind the scenes, with the showpiece being a cavalcade of all operational MER vehicles at Laxey on July 29. The MER stock included Freight Trailer No. 26, back in traffic for the first time in 30 years, last having appeared during the 1993 MER Centenary celebrations.

MER's diesel-electric maintenance car No. 34 *Maria* operated a complete Derby Castle to Ramsey passenger service for the first time ever, previous trips for the car having been short workings out of Laxey and Ramsey. It also appeared hauling two trailers for the first time. Car 34 (now rebuilt from its original form) is the only item of stock to have operated on all four of the Manx Government-owned railways.

Other highlights included Beyer Peacock 2-4-0T No. 8 *Fenella* displayed opposite the surviving stone water tower in Peel where the line no longer exists – and Manx Northern Railway's Dubs & Co. Ltd. 0-6-0T No. 5 (IOMR No. 15) *Caledonia* displayed at the site of the Knockaloe Internment Camp. The Groudle Glen Railway held a Gala Day on July 30 featuring an intensive service worked by seven steam, electric and diesel locomotives.

The celebrations closed on July 30 with a line-up at Douglas station comprising operational Beyer Peacock 2-4-0Ts Nos. 13 *Kissack*, 4 *Loch*, No. 11 *Maitland*, Dubs 0-6-0T MNR No. 4 *Caledonia*, together with locos currently out of service.

Alishan diesel to debut hauling the goods at W&LLR gala

WELSHPOOL & Llanfair Light Railway's (W&LLR) September 1-3 Steam Gala is expected to feature six locomotives. Although there is no visiting loco as such, a significant attraction is set to be the first public appearance of Alishan Forest Railway's Mitsubishi diesel locomotive DL-34, which arrived earlier this year on a three-year loan, hauling goods trains.

Other locos in action will be newly-overhauled S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn*, U-class 0-6-2T No. 2 *Zillertal*, Beyer, Peacock 0-6-0T No. 822 *The Earl*, Diema 6wDH No. TSC175 and Baguley Drewry 0-6-0DM *Chattenden*.

W&LLR has renewed its push to raise the finance to overhaul *Chattenden*. Overhauling the loco was part of its 'A Railway Transformed' appeal launched in 2021. Over £56,000 has been raised towards the overhaul now estimated as likely to cost £150,000 (two years ago the estimated requirement was £120,000). Although still operational *Chattenden* urgently needs attention and W&LLR needs to have the work done during the three-year 'window' available while Alishan Forest Railway's DL-34 is at the railway.

The other element of the 'Railway Transformed' appeal was to develop a premium dining train. This aimed to upgrade WLLR's two existing ex-Sierra Leone Railway (SLR) bogie carriages and build a replica of the SLR 'Queen's Coach'. As previously reported (*RM*, October 2022) the latter element was subsequently dropped and work continues on preparation of a new design for a premium carriage to accompany ex-SLR first class carriage No. 1207.

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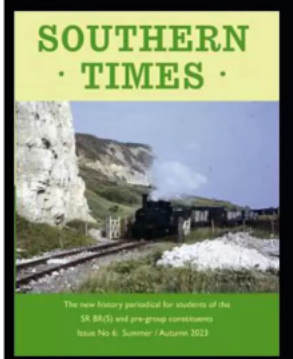
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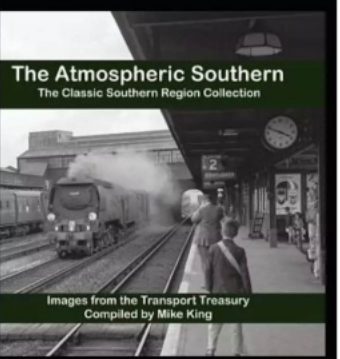
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E&OE. All locomotives, exhibits and other attractions appear subject to availability and are subject to change without prior notice.
2999 appears courtesy of the Great Western Society and Didcot Railway Centre. 7714 appears courtesy of Severn Valley Railway. Photograph of 2999 courtesy of Alan Weaver.

Don't miss our 'Last Hurrah' Gala. Join us on 18th-19th November 2023.

New Beyer Garratt loco launched

Battery-electric loco enters traffic at Cheshire line.

THE High Legh Miniature Railway, Knutsford, put a new loco into traffic in late August after a long and complex build. An 0-4-0+0-4-0 battery electric Garratt was completed and underwent a successful test run with 11 coaches at the 7¼ in gauge line on August 16.

Construction was started by the late Arnold Bimpson of Maghull in 1993 as a petrol-hydraulic sit-in loco for Pugneys Light Railway, Wakefield. Problems arose with the rolling chassis and the project passed to several others, ending up with Austin Moss at Windmill Farm, Lancashire.

The 'Bimpson Garratt' was bought by Caleb Lovegrove in February and by March the trailer load of parts was in the workshop. With friend Patrick Mullee they attended to the power bogies, first making them battery-electric powered with a 12v motor on each.

The superstructure was constructed from various items – the 'firebox' from a lorry fuel tank and the cab from an old boat hull, for example. In typical Bimpson style it was a real 'scrapheap challenge' but many people seeing it believe it to be an actual steam locomotive.

Visitors can travel behind the new loco at High Legh Garden Centre, Halliwell's Brow, High Lee, Knutsford WA16 0QW at weekends 10.30-16.00.



Thirty years old, but brand-new in 2023, is the Arnold/Lovegrove/Mullee 0-4-0+0-4-0 battery-electric Garratt. CALEB LOVEGROVE/HLMR



Visiting the ESMR gala on Saturday, July 29, was Bernard Farrow's 0-6-0BE model of LMS-liveried Harland & Wolff 330hp 0-6-0DM No.17. KEN SLADE/ESMR

Open event held at Cranmore Miniature Railway

THE 7¼in gauge railway located behind Cranmore signalbox, East Somerset Railway, held its inaugural open weekend over July 29/30.

The first day was in good weather, attracting a surprisingly large number of people in view of the very short notice, with trains running through to midnight. The following day saw heavy rain throughout and was a wash-out.

A number of visiting locos attended on the Saturday, including James Duncan's LYR 'Pug' 0-4-0ST No. 51207, Tim Kay's one-time Stockholes Farm Railway, Lincolnshire 'Holmside' 0-6-0ST *Bess*, and 'scratch-built' Sentinel 4wDH type battery-electric in Esso red livery from Kieran Pickett, Swindon.

Another visitor was Bernard Farrow's LMS-liveried 0-6-0BE, a model of rare prototype, Harland & Wolff 330hp, 0-6-0DM No.17 of 5ft 3in gauge LMS Northern Counties Committee. Built in 1936 as the sole Class X, it was mainly used in Belfast docks until withdrawal in 1967.

It is hoped to hold another open weekend in due course.









1
2

1
SETTING OFF: SR Bulleid Pacific No. 34028 *Eddystone* departs Swanage station with a Swanage Railway service to Norden on Sunday, August 6, passing SR 'U' 2-6-0 No. 31806 stabled with a 'Not to be moved' sign attached. ANDREW PM WRIGHT

2
DIDCOT TRIP: Avonside 0-4-0ST No. 1340 *Trojan* arrives at Didcot halt on Saturday, July 29, on the Branch Demonstration Line at Didcot Railway Centre. Built in 1897, *Trojan* is the oldest working GWR loco – and it is pictured hauling Collett Auto trailer No. 190. JAMES TAVINER





1 | 3
2 | 4

1
CRUISING ALONG: LMS 'Jubilee' 4-6-0 No. 45596 *Bahamas* passes narrow boats on the Kennet & Avon Canal at Kintbury with the 'West Somerset Steam Express' railtour on Saturday, July 22. The Railway Touring Company excursion ran from Paddington to Minehead – motive power being changed at Bishops Lydeard to a pair of 'Manors' (see image 2). JAMES TAVINER

2
'MANORS' TO MINEHEAD: Nos. 7812 *Erlestoke Manor* and 7828 *Odney Manor* pass Crowcombe Heathfield on July 22, with 'West Somerset Steam Express' railtour. The Western Region pair hauled the Railway Touring Company trip from Bishops Lydeard to Minehead, allowing 'Jubilee' No. 45596 *Bahamas* to be serviced. JOSH BRINSFORD





3
SEEING THE LIGHT: Taff Vale Railway 0-6-2T No. 85 catches the sun on the Keighley & Worth Valley Railway as it passes Woodhouse Lane on the approach to Ingrow West on Sunday, August 6. HARRY BRADLEY

4
CHANGING TIMES AT BABWORTH: SR 4-6-2 No. 35018 *British India Line* makes its debut on the East Coast Main Line at Retford en route to York on July 15, with the Railway Touring Company's 'The White Rose' excursion. Class 47 No. 47802 was attached to the rear. In the photographer's words: "This may seem a bit of a 'nothing shot', but it's a record shot – it shows the last remnants of Babworth goods that was just North of Retford. Until a few years ago, you could see right down to the station, but by next year this shot will have gone due to vegetation growth. It's nicely framed with trees and a mast at present, making it better than it was." ALAN WEAVER



New home for 'Centenary' 645

Blackpool car could become second 'Access Tram' at Crich Tramway Village.

BLACKPOOL Transport has donated 'Centenary' car No. 645 to the National Tramway Museum (NTM) in Crich, where it will be assessed with a view to turning it into a second accessible tram for visitors.

Conversion to allow it to carry wheelchair users and other passengers with reduced mobility would offer some additional flexibility as Berlin Tramways No. 3006, which returned to service after repairs in June, is currently the only such 'Access Tram' at the site.

A total of eight 'Centenaries' were built for the Blackpool system between 1984 and 1988 by East Lancashire Coachbuilders in Blackburn. They were the last of the 'first generation' trams to be built and operated in the UK.

The first of its type to become part of the NTM collection, No. 645 entered service in September 1987 and survived as part of the fleet until November 6, 2011, the final day of traditional tram operations in Blackpool, when it failed and had to be towed back to the depot.

Ownership changes

Within months, it was sold and moved around six miles for use as a caravan park cafe and gift shop, returning to its former Rigby Road home in 2017, where it has been in storage ever since. Ownership passed from Blackpool Heritage Trust to Fylde Transport Trust and (most recently, in 2022) back to Blackpool Transport. Until its latest move, however, there had been no plans to restore it.

NTM volunteers Peter and Susan Whiteley covered the cost of moving the tram from Blackpool to Crich as well as making a significant donation to help return No. 645 to operational condition.

"I realised that the tram would possibly make a good 'Access 2' tramcar as it has a flat saloon floor, is eight feet wide and has offset centre doors, which makes the body very strong and maximises space in the saloon," said Mr Whiteley, who is heavily involved in restorations at Crich. "It is a large single decker so would retain a significant number of seats allowing it to be used as an 'Access Tram' at the same time as a service tram."

'Centenary' cars were built for one-person operation, meaning No. 645 could also be useful when there are fewer crew members available.



With 'Broadwater via Cleveleys' still displayed by the destination blinds at both ends, preparations are made to unload 'Centenary' No. 645 following its arrival at Crich Tramway Village on July 19. NATIONAL TRAMWAY MUSEUM

Wirral Transport Museum transfer imminent

EARLY September has been set as the target for management of the Wirral Transport Museum in Birkenhead to transfer to the Big Heritage community interest company.

In March, Wirral Council approved proposals for the not-for-profit firm, which operates a number of other local historical attractions, to take on a 25-year lease.

A report to the authority's Tourism, Communities, Leisure & Culture Committee said the changeover offered potential for the museum and its half-mile long tramway to Woodside to be a "compelling visitor attraction" for up to 40,000 visitors a year.

In contrast, under council management and reliant on members of the Merseyside Tramway Preservation Society for day-to-day operation, its opening hours have been restricted to weekends, school and bank holidays, bringing a footfall of 6000 people per annum.

The museum and tramway have been shut since mid-April.

Wirral Council says most of the issues identified by an Office of Rail & Road inspection have been resolved and the focus has moved to repairs associated with the handover to Big Heritage.



Heaton Park 'firsts' despite the rain

The 'Tramtastic' event on July 8, saw four cars in operation (Hull No. 96, Manchester No. 765, Stockport No. 5 and Blackpool No. 619) at Manchester's Heaton Park Tramway. It was the first time that this had happened in the tramway's 43-year history and saw the two departure roads at both ends of the line utilised. In another 'first', the four cars were joined by Blackpool No. 623 for a cavalcade in which all five trams were in public use. Unfortunately, the weather was less than helpful and led to the first evening services in many years having to be abandoned due to heavy rain. Nos. 765 and 96 are pictured during the downpour. MTMS

Oporto 196 is next Beamish priority

ONCE the extensive overhaul of Gateshead No. 10 has been completed, Beamish Museum has confirmed that Oporto No. 196 is next in line for a mechanical overhaul and body repairs.

Also referred to as South Shields No. 196 and currently carrying related advertisements and the royal blue and primrose colours of South Shields Corporation Tramways, it could also gain a new livery if the current paintwork proves to be beyond repair.

Built in 1935 to a 1909 American design at the Boavista Works of the Oporto Tramways Company, it was brought to Beamish in 1989 with the intention of it being a source of spare parts, but its sound condition and ability to run on arrival saw it repaired and converted into a fully-enclosed car, mainly for off-season use.

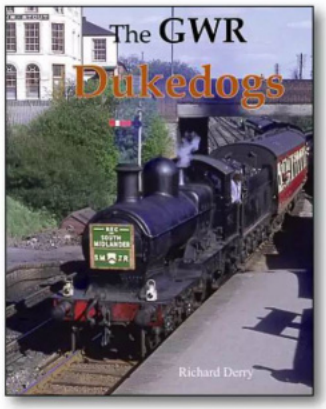
Despite what he describes as "competing pressures" on those working on No.10's refurbishment, Beamish transport, design and industry assistant director Paul Jarman says pace is being maintained. Both bogies are ready to receive their brake gear and motors following painting.

Some work is also needed on Sunderland No. 16 and Newcastle No. 114. Blackpool No. 31 is earmarked for the overhaul of both staircases.

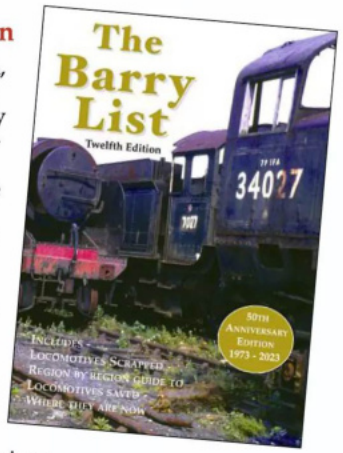


Oporto No. 196 is next in line for overhaul at Beamish. The car is seen in the 1900s town on July 8. GARETH EVANS

New Books and DVDs from Kingfisher



'The Barry List No. 12' - 50th Anniversary Edition



Edited by Roger Hardingham. Since the last edition, the eleventh edition, there have been many changes to the locomotives that escaped from Dai Woodhams' yard at Barry. More have steamed into further service; many have changed locations; some have been scrapped to make way for new-build projects and dozens have now been withdrawn for overhauls.

'The Barry List – Twelfth Edition' details all of the changes up to date in April 2023; full list of locomotives saved from Woodham Brothers at Barry; those of the 213 saved which have steamed so far; where they are all located; those which will never steam again and those which have helped construct new-builds.

48 pages A5 paperback colour and black & white photographs – £4.95

'The GWR Dukedogs'

By Richard Derry The full class list of the much-love Dukedog Class of which only one survives, No. 9017, at the Bluebell Railway. Histories of each member of the 29-strong Class which finally came to an end in 1960. Work's visits, full allocations and finer details of each member's movements are accompanied by many photographs and a special tribute to the last survivor.

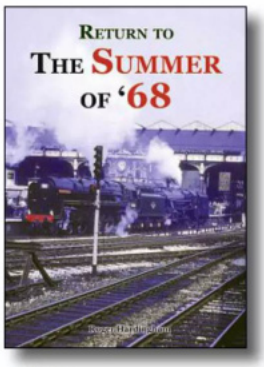
Paperback, 40 pages fully illustrated, £9.95



'Return to the Summer of '68'

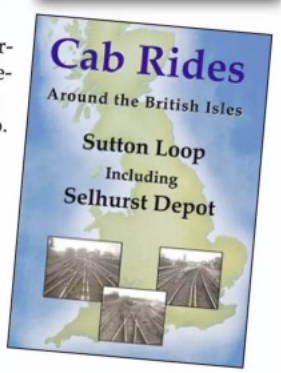
By Roger Hardingham An A5 paperback full of colour and black & white images with captions of the final weeks of BR Steam. Stories of visits to motive power depots in April and June 1968 and the 4th August specials over the final weekend of steam. Shed visits to Bolton, Rose Grove, Stockport, Speke Junction, Edge Hill, Lostock Hall, Carnforth, Newton Heath and Patricroft. Reminder of the final days of these steam sheds and the many LMS and BR types on show with detail on those that survived.

24-Page A5 paperback with colour and black & white photos, £5.



'Railway Round Up No. 17'

This latest edition is packed with steam and some heritage diesel footage. * First DMU services between Swanage and Wareham * Galas at Mid-Hants featuring Nos. 4079 *Pendennis Castle*, 5329, 53808 and 506 and launch of Peckett *Kilmersdon* * Winter gala at the Great Central featuring Nos. 73082 and 506 * main line steam over Shap and Settle-Carlisle featuring Nos. 34046, 34067, 35018, 44932, 45690 and 70000. Also Class 50s 'Hoovers' 50049 and 50007 double-heading over Shap and Deltic * SVR galas with No. 2999 *Lady of Legend*, 7714, 506, 43106, 34027, 75069 * update on progress with conversion to original condition of MN No. 35011 at Swindon & Cricklade * Last workings with No. 34092 *City of Wells* at the East Lancs Railway * No. 60007 *Sir Nigel Gresley* on its first outing in BR blue livery – at the Nene Valley Railway * Swanage Railway galas featuring 70000 and 76084 * West Somerset galas with *Lady of Legend*, 34027, 7812 *Erlestoke Manor* and 9466 * Launch of No. 4110 at the East Somerset Railway * Heritage diesel galas at the SVR and Swanage * Gloucester Warwickshire Steam Railway hosting *Pendennis Castle*, 75014, 78018, L&Y Pug, 31806 plus main fleet of 7820, 35006 and 7903 * *Clan Line*'s last tours and much, much more. **Approximately 2 hours £9.95**

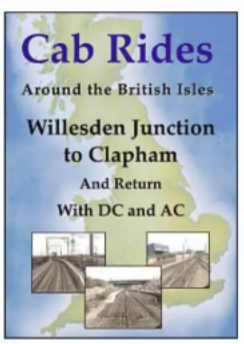




'The Building and Operation of No. 2999 Lady of Legend'

The Great Western Society based at the Didcot Railway Centre have many fine achievements to their name, but in 2019 they unveiled one particularly important development which has been in the planning for nearly 50 years. The re-creation of a Churchward 'Saint' Class locomotive.

This is the story of how the project developed following a concerted effort to complete this dream was outlined in 1995. Since then, the project has raised £825,000 to pay for a new set of 6' 8 1/2'' driving wheels, new cylinders, remodelling of the frames and the building of a new tender. The launch of No. 2999 *lady of legend* took place on 3rd April 2019 and since then the engine has entered service on the demonstration line. We see Lady of legend operating on the Severn Valley Railway, Mid-Hants and West Somerset Railway between 2021 and 2023. **54 minutes duration £14.95**





'The Story of Arlington Fleet Services'

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SIDELINES

Highland Heritage and Cultural Centre closes

THE crafts and gift shop at the former Great North of Scotland Railway Grantown-on-Spey (East) railway station has closed. It opened on November 2, 2018 (*RM* November 2018), exactly 50 years to the minute when the last rain left the station. The station was restored along with two carriages installed for use as dining cars. They are former Southern EMU Class 411/412 4-CEP/BEP cars TSOLs Nos. Sc70292 and Sc70531.

First diesel gala trains through to Corwen

THE Llangollen & Corwen Railway's September 15-17 diesel gala is to feature Pete Waterman's Class 25 No. D7659 (25309/25909) visiting from Peak Rail, as one of many gala appearances this Type 2 is making this season. Residents due to be in operation include Class 31 No. 31271 *Stratford 1840-2001* and Class 47 No. 1566 (47449).

More details are expected nearer the event at www.llangollen-railway.co.uk

'Teddy Bear' gala roster

NEXT year's Ecclesbourne Valley Railway 'Teddy Bear' 14s @ 60 gala on August 25-28 already has the following booked to attend, with several others under negotiation. These are No. D9504 courtesy of Mike Grimwood and the Kent & East Sussex Railway; EVR residents Nos. D9525 returning to service after an engine overhaul, D9537 making its final runs before withdrawal for five years for overhaul, and D9551 courtesy the Severn Valley Railway's Class 14 Co. Ltd.

Shunters come and go

THOMAS HILL 'Vanguard' 189C, a small 4wDH rebuild from a 100hp 4wTVBG steam loco (Sentinel 9536 of 1952) arrived at the Spa Valley Railway on July 20.

Previously used by DavyMarkham Ltd, heavy engineers of Darnall, Sheffield, it was acquired privately via HNRC. It is a back-up for Drewry shunter *Southerham* around the yard at Tonbridge Wells West and on small works trains.

Meanwhile, Class 10 0-6-0DE No. 10 *Colonel Tomline*, a gala favourite on the Kent railway since 2001, ran for the last time on August 6, its owner having sold it for use on the Helston Railway, Cornwall.

SVR all set for diesel gala

Autumn modern traction event set to be a golden line-up of hydraulic locos.

THE 50th anniversary of the first ex-BR main line fleet diesel loco to be preserved is being commemorated by the Severn Valley Railway's Autumn Diesel Bash – The Magnificent Seven and BR Western Region on September 27 – October 1.

The first main line diesel loco preserved privately was 'Warship' Class 42 diesel-hydraulic No. D821 *Greyhound*, in early 1973. The event to mark this historic occasion is hoped to feature the largest line-up of hydraulic locos in preservation, excepting the East Lancashire Railway's 'Teddy Bear' 50th anniversary gala in July 2014 with 10 Class 14s.

However, the seven hydraulic locos have lost two key participants with the withdrawal from the line-up of West Somerset Railway-based Class 35 'Hymeks', Nos. D7017 and D7018. The Diesel & Electric Preservation Group (DEPG), which owns two locos, was unsure both would be available in time, then an incident with No. D7018 at Williton on August 4 required both locos to be pulled from all future engagements until the matter has been investigated and resolved as a matter of safety.

The rest of this major event continues as planned, with hydraulics in operation being 'Warships' Nos. D821 *Greyhound* and 832 *Onslaught* from the East Lancashire Railway, Class 52s Nos. D1015 *Western Champion* and D1062 *Western Courier*, and Class 35 'Hymek' No. D7076 from the ELR.

A smaller hydraulic, 0-6-0DH Class 14 No. D9551, runs Friday to Sunday. Two further hydraulics under restoration will be on static display at Kidderminster: 'Hymek' No. D7029 and No. D1013 *Western Ranger*.

At least 13 locos, residents and visitors of nine different classes, will be in operation over the five days, each with a different roster with the following themes: Wednesday – excursion day; Thursday – BR Blue; Friday – hydraulics; Saturday and Sunday – hydraulics and diesel electrics.



The preserved diesel loco that started it all half-a-century ago – 'Warship' Class 42 No. D821 *Greyhound* in action at SVR Haybridge on May 20, almost exactly 50 years after acquisition from BR, seen heading the 16.30 from Kidderminster. PETER NICHOLSON

Other attractions include a 5in gauge railway, a nameplate display and mini beer festival at The Engine House, Highley and the 7¼ in gauge Coalyard Railway giving rides at Kidderminster with appropriate model diesels – plus through trains, some non-stop and local services.

September 27 is ADB Excursion Day, a leisurely running day with three hydraulic-hauled trains before the event gets into full swing. 'Hymek' No. D7076 departs Kidderminster on the 10.00; 'Warship' No. D821 *Greyhound* on the 13.00, and Class 52 No. D1062 *Western Courier* on the 16.00.

The £30 ticket (£25 child) gives three round trips on the booked train, a full day of seated travel. Also, if purchasing tickets for theDiesel Bash, there is 10% off the Wednesday excursion Edmondson card tickets.

Visit www.svr.co.uk/all-events for latest details.

Iris 2 debut:

The one-time departmental DMU Laboratory 19, *Iris 2*, acquired by the Plym Valley Railway from the Barry Tourist Railway in April (*RM* May p79), worked its first fare-paying passenger service on the line on July 29. Class 101 DMBS No. 50222/53222 (RDS 977963) + DMCL No. 50338/53338 (RDB 977964) are seen at World's End with the 14.15 Plym Bridge–Marsh Mills. BERNARD MILLS



Shunters fore at 1940s gala

THE Avon Valley Railway's 1940s weekend on September 16-17 has the unusual theme of diesels for an event marking this decade.

Salute to Shunters features 0-4-0DM No, WD70042 *Overlord* (Barclay 357 of 1941) visiting from Chatham Historic Dockyard in Kent. It is sister to resident No. WD70043 *Grumpy* (Barclay 358 of 1941). This will be the first time these two former War Department veterans will have run together for more than 70 years.

The timetable sees double and triple headers, fitted and unfitted freights and 'express' trains. This is the first time *Overlord* will haul a revenue-earning passenger service in recent years as it usually heads demonstration goods trains around the dockyard. Three steam locos, *Karel*, *Fry* and *Wimblebury*, visiting for the season, are also due to be in operation, requiring some careful rostering on this 2.3 mile line, now with no intermediate passing loops.

Visit www.avonvalleyrailway.org.uk for details.

Preservation debut for Poppy Line DMU

CLASS 104 DTCL No. M56182 is due to be launched into traffic at the North Norfolk Railway on September 9. This follows a 9½ year restoration and is the first time the driving trailer will carry passengers in preservation; the previous being for BR in 1987.

No. M56182 (54182/977554) was one of 302 cars of the class built built by the BRCW from 1957 to 1959.

It is owned and has been meticulously restored by the Birmingham RailCar Workgroup, responsible for all 12 surviving cars based on various railways.

Attention has now turned to DMBS No. M50479 (53479) at the NNR so they can run as a two-car set, as new in 1958. Meanwhile, the restored DTCL will be paired with a Class 101 DMBS.

SIDELINES

Crewe Heritage Class 86 exported to Bulgaria

CLASS 86/6 No. 86622, in Freightliner PowerHaul green and yellow livery, was on display at Crewe Heritage Centre, on loan since October 2021 (*RM* Dec. 2021).

It left the museum on June 9 to rejoin Freightliner's large fleet of Class 86 electric locos, all for export to Bulgaria (*RM* August p8). Meanwhile, Thos Hill 'Vanguard' 0-4-0DH 132C has left Crewe Heritage Centre for Lincolnshire. It was rebuilt in 1963 from 0-4-0DM Fowler 22982 of 1942.

Embsay-based 'Teddy Bear' on the move

CLASS 14 No. D9513, in blue livery as NCB 38, has been put up for sale by its owner at the Embsay & Bolton Abbey Steam Railway, the third small diesel this year from this line.

The 0-6-0DH last worked a train in 2020, when it failed with a faulty starter motor. No. D9553 was at the Gloucestershire Warwickshire Steam Railway from 1983 to 2016, but then stored at various locations.

It went to the Caledonian Railway last November and moved under its own power for the first time in many years on August 7.

DIARY

September
9-10 Dean Forest Railway diesel gala
10-17 East Lancashire Railway (ELR) heritage open days
15-16 ELR home fleet diesel gala
16-17 Avon Valley Railway Salute to Shunters
16-17 Llangollen & Corwen Railway diesel gala
22-24 Epping Ongar Railway diesel gala
22-24 Mid-Norfolk Railway diesel gala
23 Great Central Railway (GCR) diesel running day
23-24 Swindon & Cricklade Railway mixed traction gala
28-Oct 1 Severn Valley Railway diesel bash

October
7-8 Llangollen & Corwen Railway heritage railcar weekend
7-8 Nene Valley Railway diesel gala
8 Colne Valley Railway diesel gala
14 Dartmouth Steam Railway charity diesel charter
28-29 GWSR mixed traction gala
28-29 KWVR DMU gala

SR vehicles on the move

New homes for former 'Brighton Belle' and Southern Region 4TC carriages.

THE 4TC Group based on the Swanage Railway took delivery of Class 491 unpowered trailer car DTSO No. 76301 on July 31.

This and DTSO No. 76302 have been in static use for many years at Bellingham old station, Northumberland as a café and education facility. Both are from unit No. 417/8017.

No. 76301 with seats and tables removed will be stored while the 3-TC unit at Swanage is completed. This comprises DTSOs Nos. 76275, 76322 and TBSK No. 70824, which will be joined later by TFK No. 70855 and buffet No. 69322.

Longer term plans for No. 76301 are being formulated but they should see it restored as a spare driving trailer.

No. 76302 is expected to move south later in the year once the heritage centre at Bellingham has finished with it.

Meanwhile, Pullman car No. 89 has joined the collection of retired coaches at Carriages of Cambridge for restoration for static luxury dining use at this authentic mock station.

Former 'Brighton Belle' DMPB parlour car No. 89 (S289S from unit No. 2051/3051) was acquired for use as a restaurant at Little Mill Inn, Rowarth, Derbyshire but later downgraded for use as bed-and-breakfast accommodation. The three 5-BEL EMUs were withdrawn in 1972.

After more than 50 years in the open, a considerable amount of work is now called for to bring No. 89 back up to standard for use alongside the BR Mk.1s converted already as diners. It will be many years before completion, with the restoration due to take place in the premise's own dedicated carriage restoration workshop.

The interesting site is located within the grounds of Bannold's, a supplier of hard landscaping materials at Capability Barns, Huntingdon Road, Fen Drayton, Cambridgeshire. www.carriagesofcambridge.co.uk



Former 'Brighton Belle' driving motor parlour car No. 89 arrived for further static dining use at Carriages of Cambridge in June. Acquired from open-air storage in Derbyshire, full restoration is planned for the future, but in the meantime weather proofing is being undertaken. Scaffolding was erected for this work in July, as seen on August 14. CARRIAGES OF CAMBRIDGE



Departmental test train debut at GCR:

THE Heavy Tractor Group's Railfreight Metals-liveried Class 37/7 No. 37714 *Cardiff Canton* hauled a demonstration test train during the Great Central Railway's Quorn Wagon & Wagon Group open weekend on July 22. Comprising the group's Test Car 2, No. DB975397 and recently restored Bogie Bolster D No. B928135, the consist passes Woodthorpe. This was the 14.25 Loughborough to Quorn & Woodhouse and was the first time the test car, in BR Departmental red and blue livery, had run in an authentic 1980s 'test train' formation in preservation. The coach, converted from Mk1 BSK No. 35386, was used for freight wagon slip/brake testing from the mid-1970s. The restoration undertaken at Quorn was rewarded with winning the Mortons Media (*Rail Express*) Modern Traction Award in 2019. STEVE DONALD

SDRT shunters for sale

THE Somerset & Dorset Railway Trust's (SDRT) notice to quit the West Somerset Railway site at Washford station on November 30 is fast approaching.

All of its stock and artefacts have found new homes except restored six-wheel coach No. 4, which is not currently passed for passenger carrying. There has also been little or no interest in the two diesel locos.

SDRT has to be mindful it is a charitable trust and has to show care when making disposals of its assets. With time running out, an advert for them has been placed in a trade journal.

One is an 80hp 4wDM (Ruston & Hornsby 210479 of 1942). It is operational condition but needs attention to its starting mechanism. It is an S&D loco by association, having shunted wagons to and from the S&D main line in and out the sidings at Bath Gas Works.

The other is fully operational and has shunted all the stock recently removed from the Williton site. This is ROF Puriton No. 2, an 0-4-0DM (Barclay 349 of 1941) and is one of only two of this small type surviving.

Offers of interest by email to: info@sdrt.org

Nine locos for Epping Ongar

THE Epping Ongar Railway (EOR) announced its September 22-24 diesel gala in commendably good time (*RM* May p81).

Since then, in addition to the previously notified Peter Waterman Class 25 No. D7659 (25309/25909) appearing at the EOR event, more locos have been added to the roster. 'Teddy Bear' Class 14 No. D9516 is making a rare appearance away from its home at Didcot Railway Centre. Also, Class 20 No. 20227 in London Transport maroon livery, courtesy of the Class 20 Locomotive Society, will be reunited with its sister loco No. 20001, which is resident on the line.

Other home-fleet locos in operation are due to be Class 03 No. 03170, Class 08 No. 08114, Class 31 No. 31438, Class 37 No. 37029 and Class 47 No. 47635 *Jimmy Milne*.

This is the biggest diesel gala at the EOR ever, with up to nine locos in action each day. An intensive, three-train service will run as well as cab and brake van rides, and the chance to drive a shunter. Visit www.eorailway.co.uk.



A rare sight at the WSR vintage rally was 'Teddy Bear' No. D9526 heading a pair of brake vans, GWR 'Toad' No. 68765 and BR LMS-type 20T No. 732525. This was along the short section of the old Barnstaple branch. One of 41 round trips, passengers boarded in the middle of this line at the little-used David Holmes Halt, going out and back in either direction. PETER NICHOLSON

Diesels dominate WSR vintage rally

THE West Somerset Railway's annual Steam & Vintage Rally, held on August 5-6 in the area at Norton Fitzwarren triangle, included many items of railway interest.

This year, all trains serving the fair were diesel-hauled with 17 free shuttles running the three miles from Bishops Lydeard station to Norton Fitzwarren platform by the rally site. With the usual Class 115 DMU unavailable, a four-coach train was top-and-tailed by Class 09 D4107 (09019) and Class 33 'Crompton' No. D6575 (33057). Sister loco No. D6566 (33048) was on the Bishops Lydeard to Minehead trains with both Type 3s seen alongside each other on several occasions.

A particular attraction was Diesel & Electric Preservation Group's Class 14 No. D9526 giving brake van rides along one side of the triangle, which has been laid on a mile-long section of trackbed of the former Taunton to Barnstaple branch. It had been hoped one of the two Class 35 'Hymeks' was going to be positioned nearby, but this was unable to appear. Several items of restored rolling stock were displayed at Norton Fitzwarren platform, including 10T GWR 'Starfish' ballast wagon No. 80669, which delivered coal for the traction engines.



'Rat' takes the lead: Class 25 No. D7612 (25262) was one of two guest locos visiting the Spa Valley Railway's August 4-6 diesel gala from the South Devon Railway. The 'Rat' is seen clagging well and doing all the work with 'ED' Class 73 No. 73140 at Pokehill Crossing with the 14.00 Tunbridge Wells West to Eridge on August 4. The two Class 25s are owned by the South Devon Diesel Traction Group; BR blue No. D7535 (25185) arrived on the railway a few days before the event to replace green-liveried No. D7612. This has been on loan the Spa Valley since 2022 and after the gala moved on to the Embsay & Bolton Abbey Steam Railway for its little-publicised August 26-28 diesel event. PICTURE: PAUL BIGGS

Large and small visitors for Dean Forest autumn gala

A RARE visitor for the Dean Forest Railway's (DFR) September 9/10 diesel gala is Class 03 No. 03145. It is believed to be its debut appearance in passenger service on a public heritage railway.

The 0-6-0DM was built at Swindon in 1960 as No. D2145, with a cutdown cab for use on the Burry Port & Gwendraeth Valley line. It is now in the care of the D2578 Preservation Group which operates the private Moreton Park Railway within the confines of a secure industrial estate in Herefordshire. It is planned to use the loco on at least one full round trip of the DFR on both days.

Also visiting is EE Type 3 Class 37 No. 37227 from the Chinnor & Princes Risborough Railway.

Residents running will be Class 08 No. D3937 (08769) *Gladys* and Class 14 D9521.

NVR celebrates the 1980s

BRITISH Rail in the 1980s will be the theme of the Nene Valley Railway's October 7-8 diesel gala.

'Deltic' No. 55009 *Alycidon* is due to visit courtesy of the Deltic Preservation Society. Also running will be resident HST set with power car No. 43045 *The Grammar School Doncaster AD1350*, GWR TRFB buffet No. 40904 (originally 40001), LNER TS No. 42355 (prototype 42000), LNER TS No. 42357 (prototype 41002), and power car No. 43060 *County of Leicestershire*.

Other residents running will be Class 45 'Peak' No. 45041 *Royal Tank Regiment*, Class 14 No. 14029 (D9529) and 'Pacer' No. 143602. Other attractions include Mk1 stock, licensed buffet cars on the HST and Mk1s with a trolley service on the 'Pacer', and an evening HST beer train.

While No. 55009 is on NVR metals, it is due to work a day of freight driver experience courses on October 6 and 'pure' driver experience courses on October 16.

Visit https://nvr.org.uk/ for further details.

SINGLE LINES

Another 'Pacer' moved into preservation

A FORMER Northern Class 142 'Pacer', DMSL No. 55638 from set No. 142047, has turned up at the rear of private residence at Stowbridge near Downham Market, Norfolk. The site is the former Stow Bardolph station closed on November 4, 1963.

The car was delivered late April from storage at Gascoigne Wood Sidings near Selby, where it arrived in February 2020. Reported at the time as sold for preservation, nothing more was heard until now. The fate of the accompanying DMS, No. 55888 is not yet known.

The many identities of KWVR gala 'Teddy Bear'

THE application of fictitious identities to a loco reached new heights with the appearance of Mid-Norfolk Railway's Class 14 No. D9520 visiting the Keighley & Worth Valley Railway's June 23-25 diesel gala. Numbers carried during the event included the correct D9520 as depicted (*RM* July p74), D9531, D9534, D9541, D9545 and 43200.

Of these, No. D9531 still exists, known as 'Ernest' on the East Lancashire Railway.

'Whistler' returns to East Lancs for September gala

CLASS 40 No. 40012 *Aureol* was due to appear at the East Lancashire Railway's June 29 -July 1 diesel gala, but was not ready in time at its Midland Railway–Butterley base. It made the journey by rail on July 20 and following further attention at Bury, will stay on for the rest of the year at least. This includes appearance at the ELR's otherwise home-fleet diesel gala on September 15-16, and possibly some dates in 2024. It last ran in 2019.

Class 37/6 goes for scrap after donating parts

CLASS 37/6 No. 37605 was acquired from DRS by Loram and The Heavy Tractor Group (HTG) as a source of spares for Nos. D6700 (37119/37350) *National Railway Museum* and HTG's No. 37714, both based on the Great Central Railway. No. 37605 arrived in May 2022 and has given up many parts for the GCR's two 'Tractors' and others. The 'remains' left Loughborough on July 24, destined for a scrapyard. This is the first of the 12 37/6 subclass (Nos. 37601–37612) intended for the aborted EPS 'Nightstar' service in the 1990s, to be broken up.

Plus ça change...

Incredibly, more than four decades separate the 'then' and 'now' shots in these two pairs of photographs reflecting British Rail's blue era.



1 | 3
2 | 4

1
'Deltic' No. 55013 *The Black Watch* pauses at York on July 26, 1980, with the 1E10/09.10 Dundee-King's Cross, which it worked throughout. The loco survived in traffic almost to the end of the class, being withdrawn on December 20, 1981. GORDON EDGAR

2
August 19 saw the Deltic Preservation Society's No. 55009 *Alycidon* – in the guise of *The Black Watch* – haul UK Railtours' 'Coronation Deltic' tour from King's Cross to Scarborough (top-and-tail with No. 47813), seen heading the return leg at York in almost the same spot as the 1980 photograph. Sadly the loco later failed at Newark and had to be rescued by No. 47848. GORDON EDGAR

3
Totnes still had its semaphore signals when this shot was taken of blue and yellow HST power car No. 43191 arriving with an up service and taking the line into the platform in autumn 1982. COLIN WALLACE

4
41 years later on August 20, CrossCountry's retro-liveried No. 43007 (ex-43207) is in the same spot at Totnes as it leads (with No. 43184 at the rear) the 1S51/12.27 Plymouth to Leeds. COLIN WALLACE


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'Jacobite' gets back on track

OPERATION of the popular 'Jacobite' train between Fort William and Mallaig resumed on August 9.

The twice daily services of the tourist train had been suspended from July 14, following a second inspection from the Office of Rail and Road (ORR), the industry safety regulator, after concerns over a number of door lock and window safety issues. This led to West Coast Railway's (WCR) safety exemption certificate being revoked for use of Mk.1 stock on that service.

The resumption of service was initially with just the morning train at 10.15 from Fort William and followed ORR approval of revised safety arrangements.

In a statement, the ORR said: "Following an inspection of WCR's proposed safety arrangements for the 'Jacobite' service on August 8, ORR has granted it a new exemption certificate which will allow the 'Jacobite' to recommence.

"This exemption certificate is required for all train operators who want to use hinged door carriages without central door locking fitted.

"WCR's exemption certificate is granted for a time-bound period from August 8 to November 30, to enable it to honour its bookings, and reflects the interests of its employees, whilst its claim for judicial review is determined."

To get the new certificate, WCR will provide stewards for all coach vestibules to manage and monitor safety compliance to meet ORR standards. WCR has been recruiting and training extra seasonal stewards, offering full or part-time roles to all age groups, with pay at £12 per hour.

Resumption of the afternoon train to Mallaig at 12.50 began on August 18. The two-train morning/afternoon 'Jacobite' runs daily until September 29, with the morning train continuing daily from September 30 until October 27.

New tour date

DUE to national strike action by RMT members on September 2, Pathfinder has moved the date of its 'Cornish Explorer' to October 14. Pathfinder says planned pickup/set downs at Chippenham and Bath Spa will now not be included as per the original itinerary, due to lack of time within the pathing.

Pathfinder announces Christmas itineraries

Excursions offer traction and destination variety in the festive season.

TWO Christmas trains with full dining options, and a third aimed at enthusiasts, have been added to Pathfinder Tours' winter programme.

On November 25, Pathfinder will run the 'Winchester Christmas Excursion' which starts at Burton-upon-Trent, and then picks up at Tamworth, Birmingham New St, Bromsgrove, Worcestershire Parkway, Cheltenham, Cam & Dursley and Bristol Parkway, before heading east along the GW man line to Reading, and then to Winchester where passengers can enjoy the Christmas markets, cathedral or other historic sights.

For a second option, the train continues to Southampton where passengers will have three hours in the city which is also hosting a Christmas market. The final destination for the special is Salisbury, again with options of a Christmas market, the cathedral or just sightseeing.

Fares begin at £129 standard, (£65 junior) or £496 for a party of four. First class fares are £185 adult, £145 junior or £720 for a party of four. Premier dining seats, which will include a full English breakfast, elevenses and a four-course evening dinner, cost £299 adult, £259 junior or £1176 for a party of four.

Traction for this tour is expected to be 'Deltic' No. 55009 *Alycidon*.

Traction

The second offering, on December 9, is the 'Chester Christmas Cromptons' and is planned for a pair of West Coast Railway Class 33 to work from Eastleigh to Shrewsbury and Chester. From Eastleigh, the tour will pick up at Southampton Central, Romsey, Salisbury, Warminster, Westbury, Trowbridge, Bath Spa and Filton Abbey Wood before taking a route via the Severn Tunnel and Welsh Marches line for a first set down point of Shrewsbury. From Chester the train will continue to Chester, again with options of a Christmas market featuring 70 stalls, the cathedral or just sightseeing.

Fares for this tour are £129 standard, (£70 junior) or £496 for a party of four. First class fares are £185 adult, £145 junior or £720 for a party of four. Premier dining seats including a full English breakfast and a four-course evening meal are priced at £299 adult, £259 junior or £1176 for a party of four.

For enthusiasts, on December 16 there's a top-and-tailed Class 60 trip around the West Midlands area traversing a number of freight lines, loops and visiting some freight depots.

With a start from Gloucester, the 'Festive Midland-ian' will pick up at Cheltenham Spa, Worcester Shrub Hill, Stourbridge Jct and Birmingham Snow Hill, and its journey will include both Stourbridge and Rowley Regis goods loops, Caledonia yard and goods loops at Small Heath, Banbury (break), the branch to MoD Kineton as far as the Network Rail limit, Hatton loop, Wolverhampton logistics centre and the Royal Mail terminal at Stafford. On the return, the set down is at Birmingham New St. A Class 66 may substitute for one of the 60s.

Fares for this train are £129 standard, £70 junior or £496 for a party of four, with first class fares at £185 adult, £145 junior or £720 for a party of four.

Online booking at www.pathfindertours.co.uk has opened, or call 01453 835414 or 834477 to book by phone, Monday-Friday between 09.15 and 14.00.



Deputising for 'A1' No. 60163 *Tornado* on the 'Aberdonian' tour on July 29 was Carnforth-based 'Jubilee' Class 4-6-0 No. 45690 *Leander*, seen leaving Dundee with outward working from Edinburgh. MICHAEL DENHOLM

Tornado tour plans cancelled for rest of 2023

PLANS for 'A1' Pacific No. 60163 *Tornado* to work a number of 'Aberdonian' excursions during the summer have unfortunately had to be cancelled. The decision is a bitter blow to A1 Steam Locomotive Trust staff, volunteers, contractors and its supporters, as the loco is several months away from being main line ready.

The boiler overhaul of the loco had already been delayed by defective materials and there had been delays in fitting the ETCS (European Train Control System) equipment. Hydraulic testing of the superheater header and elements took place during August before being refitted into the boiler. Externally, the lagging and cladding have been fitted to the boiler which passed a test in July.

On completion of the remaining boiler work, the next stage will see the boiler taken to Loughborough and reunited with the frames, as all the teams involved work towards completion of the loco and the start of running-in trials on the Great Central Railway.

Additionally, the loco will need to visit the Network Rail test track at Old Dalby as part of the testing and calibration of the ETCS equipment, *Tornado* being the first mainline steam loco to be fitted with such equipment.

With these major milestones still to be completed, once achieved, new tour dates for *Tornado* will be announced.

A further problem has been that the delays and unavailability for main line use has been hampering the trust's fundraising efforts, and there is an ongoing appeal for donations running at www.a1steam.com.

■ Two of the 'Aberdonian' trains did run on July 27 and 29, hauled by West Coast Railway's 'Jubilee' No. 5690 *Leander*.

Bluebell excursion for East Midlanders

AN opportunity for people living in the East Midlands to visit the Bluebell Railway, which coincides with the railway's annual beer festival, occurs on September 23.

UK Railtours special will begin from East Midlands Parkway (06.15) hauled by a Class 66, before calling at Leicester, Kettering, Bedford, Bletchley and Watford Junction. Routed west around London via Acton Lane reception sidings, the Class 66 is replaced by a pair of GB Railfreight Class 73/1s for the onward journey via Olympia and Crystal Palace to East Grinstead, and onto the Bluebell metals, continuing to Sheffield Park.

Haulage

With a ruling grade of 1-in-75 from Sheffield Park, rising to 1-in-55 through Imberhorne cutting near East Grinstead, the Bluebell's own Class 73 No. E6040 (73133) will be added to the head of the train for the return working, detaching at Hill Place Viaduct, East Grinstead.

The GBRf '73s' will take the train back to Acton via the Kingston loop where the Class 66 will haul the special back to East Midlands Parkway.

Fares, which include a Bluebell rover ticket are £129 adult/£119 junior, first class non-dining £179 (limited availability), with first class dining at £289 or £1136 for a party of four.

Beverages

A team from the Bluebell Railway will join the train at East Grinstead southbound to sell souvenir glasses and beer tokens on board. There will be around 90 cask beers and ciders on offer, with a priority on the selection given to Sussex breweries and cider producers.

More details and book online options at www.ukrailtours.co.uk or by calling 01428 715050.



'Deltic' returns

On its first railtour following a major power unit overhaul, 'Deltic' No. 55009 *Alycidon* approaches Doncaster with 'The Capital Deltic Reprise' Pathfinder charter from Willington to King's Cross on July 29. GEOFF GRIFFITHS

Seaside special

On July 29, Vintage Trains operated a 'Jolly Fisherman' excursion from Birmingham New St to Skegness, utilising the Scottish Railway Preservation Society-based Class 37 No. 37403 *Isle of Mull*, seen approaching Narborough, Leicestershire. CHRIS MILNER



CrossCountry HST farewell tour sold out

A FAREWELL railtour to mark the planned withdrawal of CrossCountry HST sets in September sold out within days.

The 'Pines Express' tour, organised by *Modern Railways* magazine and CrossCountry is due to run on September 26 with an HST set working from Leeds to Swanage via Sheffield, Tamworth and Reading. Proceeds from the tour are being donated to the Brain Tumour Charity.

The last day of scheduled HST haulage is set for September 16.

While the main excursion has sold out, the set is operating a 'Bournemouth Belle' fill-in turn from Swanage to Bournemouth and back in the afternoon. Seats for this trip cost £30 return and proceeds from this train are also being donated to the Brain Tumour Charity. However, as we closed for press the train was full and had a waiting list.

The 125 Group will have a sales stand on the train.

Bookings are being handled online by the Branch Line Society at branchline.uk.

STEAM TOURS: SEPTEMBER

Date	Name	From-To	Locos	Promoter
1-30	Jacobite	Fort William-Mallaig-Fort William (twice daily, until Sep 29)	44871/45407/45212	WCRC
3	Shakespeare Express	B'ham-Snow Hill-Stratford-upon-Avon	5043 or 7029	VT
6	Golden Hind	Taunton-Exeter-Plymouth	LSL Pool	ST
7	Dalesman	Hellifield-Carlisle-Hellifield	WCRC Pool	WCR
9	Cumbrian Fells Express	Carnforth-Shap-Carlisle-Settle-Preston	34067	PF
10	Waverley Scotsman	York-Hellifield-Carlisle-York	60103	RTC
13	Swanage Belle	London Victoria-Poole-Swanage, Southampton-Victoria	45596	RTC
16	Coast to Coast Express	Liverpool-Guide Bridge-Sheffield-Scarborough-Milford	WCR Pool	RTC
16	West Somerset Express	Paddington-Reading-Bishops Lydeard	45596	RTC
19	Dalesman	Hellifield-Carlisle-Hellifield-Carnforth	WCRC Pool	WCR
20	Settle & Carlisle Fellsman	Chester-Hellifield-Carlisle and return	LSL Pool	ST
21	Dalesman	Hellifield-Carlisle-Hellifield	WCRC Pool	WCR
24	Royal Duchy	Bristol TM-Plymouth-Par	45596	RTC
30	Spirit of the Lakes	Crewe-Stratford-upon-Avon-Crewe-Carnforth	WCRC Pool	WCR
30	Lakelander	Preston-Shap-Carlisle-Workington-Preston	LSL Pool	ST
30	Cumbrian Coast Express	Carlisle-Workington-Carnforth	WCR Pool	RTC

Notes: WCRC Pool: Locos from 45680/45699/46115/35018/34067

LSL Pool: Locos from 34046/45231/46100/4498/70000

DIESEL AND ELECTRIC TOURS: SEPTEMBER

Date	Name	From-To	Locos	Promoter
9	Anglian Angel	Peterborough-Finsbury Park-Ely-Middleton Towers	GBRf Cl 66 (top and tail)	UKR
9-11	West Highland Pullman	Paignton-Bristol TM-Fort William	Blue Pullman HST	MP
16	Pilgrim Centurion	Swindon-Kemble-Preston-Carlisle-Edinburgh	50007/50049	PF
16	Skipping Devonian	Peterborough-Finsbury Park-Paignton	DBC Class 67	UKR
22	Push-Pull Edinburgh	Crewe-Preston-Carlisle-Edinburgh (returns Sept 24)	47712 + push-pull set	IC
23	Push-Pull Inverness	Edinburgh-Glasgow-Inverness-Aberdeen-Edinburgh	47712 + push-pull set	IC
23	Bluebell Railway	East Midlands Parkway-Bletchley-E Grinstead-Sheffield Pk	GBRf Class 73s	UKR
24	Push-Pull Edinburgh	Edinburgh-Carlisle-Crewe	47712 + push-pull set	IC
26	CrossCountry HST Farewell	Leeds-Tamworth-Oxford-Swanage (and return)	CrossCountry HST	BLS
26	Bournemouth Belle	Swanage-Bournemouth-Swanage	CrossCountry HST	BLS
27	Tees-Tyne Commemorative	King's Cross-Newcastle-King's Cross **CANCELLED**	D9009	PF
30	Snowdonian	Euston-Rugby-Llandudno Junction	Unspecified	UKR

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.
- Tours listed may be subject to cancellation due to industrial action – check with tour promoter.
- Tours may start and finish elsewhere.

SIDELINES

'Ozzy' unveiled at New Street

THE bull, which was the centrepiece of last year's Commonwealth Games and – following a public poll – was named Ozzy after Birmingham music legend Ozzy Osbourne, was unveiled on the concourse of New Street station. The ceremony was watched by the singer's wife Sharon and Network Rail chairman Lord Hendy.

Accessibility better at Port Glasgow

WORK to improve access for passengers at Port Glasgow station has reached a major milestone as a ramp at the Princes Street entrance is now complete. The £5 million project, part of the government's Access for All programme, has also seen contributions from Inverclyde Council. A further phase of work will cover the installation of a new footbridge and lifts.

Staff depot for Ashington approved

PLANNING consent for a building with mess facilities for Northern train crews at Ashington has been approved by Northumberland County Council. The building, on the site of a former care home, is just off the southern end of the station platform, in its own secure compound. Recruitment for conductors to work the services (due to begin in 2024) will start towards the end of this year.

Sheffield coal drops could see new life

A PLANNING application has been submitted to Sheffield City Council to convert the former Great Central Railway coal drops at Neepsend into office spaces, workshops, studios, shops, a café and gallery, plus a two-storey rooftop level bar/restaurant with garden and views towards the city.

Canopy refresh

WILMSLOW station's heritage platform canopies have been restored as part of a £1.6 million refurbishment of the Cheshire station. Since February 2022, Network Rail teams have been carrying out restoration work to the Victorian platform canopies which provide shelter on the four platforms.

Big refurbishment set for Keighley station

West Yorkshire interchange serving main line and heritage services to benefit from upgrade.

PLANS for a major refurbishment of Keighley station have been outlined by the Keighley & Worth Valley Railway (KWVR) which shares two of the station's four platforms with Northern. Ultimately, the station is Network Rail owned.

The multi-million pound plans cover both sides of the 130-year-old station which has been showing its age, and Network Rail has been working with contractor AMCO and consultant AECOM on the project.



The smartened appearance of the Keighley & Worth Valley's main platform 4 and 3, which borders the main line side of the station. Both: KWVR



A generated image of how the frontage of Keighley station, facing Bradford Road, is expected to look.

Scope

At the front of the station, there will be repairs to the canopies, drainage channels as well as general masonry repairs.

Across the whole station, work will be undertaken to repair the roof and there will be large-scale repair and renewal of timber elements of the access ramps, including above platform 4, the Worth Valley's main platform.

Elsewhere, the footbridge spanning both pairs of tracks will be refurbished, and on the KWVR side, strengthening to the canopy support structure will be carried out.

There are also plans for repairs to the eastern face of the main station, repairs to the gable end of the café to make the building stable again and extensive masonry repairs and drainage work in other locations.

The KWVR says it has been liaising and consulting with Network Rail for several years regarding this project, providing access to its platforms for surveys and design work, but has also had significant input into the plans.

It adds that the positive relationship with Network Rail has led to numerous improvements to the work on its side of the station which will benefit the Worth Valley Railway for years to come.

The work is scheduled to begin in September and continue until next December. Keighley station will be closed for heritage operations from January 2 to March 1 – the KWVR operating over the remainder of its line, with a bus connection from Ingrow to Keighley. Parking will be restricted as the area will be used as a materials compound.

During the time the KWVR platforms are closed, work will continue on other projects such as the structural and cosmetic restoration of the ex-Shipley Junction Signal Box and a start will be made on the water tower.

Partnership formed to improve Manchester transport

A NEW partnership of Network Rail and Transport for Greater Manchester (TfGM) has been formed with the aim of using land and infrastructure to create a better-connected Greater Manchester.

Over the next 12 months the two organisations will work with key stakeholders and future partners on proposals across six stations: Manchester Piccadilly, Manchester Victoria, Manchester Oxford Road, Deansgate, Salford Central and Salford Crescent.

Through the new Trailblazer Deal agreed with Government comes a huge opportunity for Greater Manchester to deliver the Bee Network – an integrated public transport system including local rail services by 2030. This partnership will play a part in helping with its future delivery. Manchester is the fastest growing metropolitan area in the UK. The total population of Greater Manchester is predicted to grow to around 2,950,000 by 2031.

Infrastructure

Network Rail owns more than 90 stations in the area and approximately 5.6 million journeys are made across TfGM's transport network each day.

The partnership will focus on transport upgrades and supporting regeneration which allow the two cities (Manchester and Salford) to meet the demands of future population growth and further support the regional economy.

The partnership says it will work towards Net Zero, improving accessibility for passengers and ease of movement between stations, and look at placemaking, where each station will be considered within the community, heritage, and cultural context to ensure wider social value is delivered.

Work would also be undertaken to take a joined-up approach to securing additional funding and maximising commercial development opportunities around the stations and assets.

Resources

Commenting on the announcement, Lord Hendy of Richmond Hill, chairman of Network Rail said: "This is a landmark moment for Manchester and Salford, to see our two organisations build a partnership team to make the best of our resources and expertise. Working jointly with the local authorities we are putting passengers and rail services at the forefront of infrastructure investment and wider neighbourhood improvements."

Stations total rises as Portway joins network

THE opening of a new railway station in Bristol has taken the total number of stations on the national network to 2578.

After a formal inauguration on July 31 by Transport Secretary Mark Harper, services from the new Portway Park & Ride station began on August 1.

Located between Shirehampton and Avonmouth on the Severn Beach line, GWR trains call at the station at half-hourly intervals.

Accessible by road from the A4 and also near to junction 18 of the M5 motorway, the station consists of a single 126-metre long platform capable of handling between two and five-carriage trains.

The £5.8m facility was jointly funded by Bristol City Council, the West of England Combined Authority and the UK Government's Department for Transport. It forms part of the West of England Combined Authority's wider plans to enhance the local rail network through its MetroWest programme. Some of the construction took place at night using pre-cast concrete sections for the platform.

With 830 parking spaces, Portway is the first new railway station to be delivered as part of the MetroWest programme, and the first new station to be opened in Bristol since Parson Street station in 1927. MetroWest will see the introduction of seven new stations and the re-opening of the line to Portbury is part of an enhancement of cross-city services for Bristol commuters.

Although just 24 minutes by train from Temple Meads, the station is also served by local buses, and being close to the M5 the station is expected to attract users from a wide area to continue their journeys.



GWR Class 166 'Networker' DMU No. 166204 arrives with guests for the official opening of Portway Park & Ride on July 31. NETWORK RAIL

Warwick's step-free plans hit surprise foundation snag

WORK to provide Warwick station with new platform lifts in a move to step-free access has been suspended after construction teams discovered unexpected foundations.

The lift shafts will connect platform level with the station's subway but the unearthing of foundations, believed to be from the first railway station built on the site in 1852, will mean a redesign is required.

The previous station was destroyed by fire in 1894 and unbeknown to engineers, the current building was constructed on top of the 1852 foundations, but this was never recorded in any plans. There are walls which lie where the lift shafts were planned to go, but the substructure can't be disturbed as it is integral to the existing building and platform.

All work has been suspended pending new designs, with the subway remaining closed and passengers having to use an alternative walking route.



Evidence of walls from Warwick's original station were unearthed after workmen removed some of the stone steps leading to the underpass at the station. NETWORK RAIL

Disused platform at Hull to reopen

NETWORK Rail is seeking to bring the disused platform one back into use at Hull, submitting a planning application as the station is Grade II listed. If approved, the platform will be extended by seven metres and the surface improved.

Disused since the mid-1990s, there is a need to increase the capacity currently provided by the station's other six platforms.

Historically, the platform was used by immigrants travelling from eastern Europe to America between 1836 and 1914 and was segregated from the rest of the station.

Electrification completed

COMPLETION of a £63million scheme to electrify the Glasgow to Barrhead route came on August 4 when the line reopened to passenger traffic, having been shut since June 24.

In addition to the installation of Overhead Line Equipment (OLE) masts, catenary and 14.4km of overhead wires from Muir house South Jct to Barrhead, infrastructure has been upgraded.

At Kennishead and Priesthill & Darnley stations, bridge parapets were raised, the old lattice footbridge at Nitshill station – too low to fit the overhead cables underneath – was replaced with a new ramp to platform 2 for services to Barrhead and Kilmarnock, while at Barrhead station platform 3 was extended to accommodate longer four-car EMUs. This involved moving the current buffers and rebuilding the access paths.

Finishing works to the OLE will be carried out soon, as well as replacing copes and tactile paving at Pollokshaws West station. This will be followed by signalling commissioning and running test trains on the route in the autumn, ahead of the introduction of electric trains from December.

Scottish structural refresh



NETWORK Rail has completed the £3.8 million refurbishment of a bridge spanning the A8 at Saltmarket, near Glasgow Cross, ahead of schedule.

The lattice bridge has been given new steelwork where there were signs of corrosion and 1000 new rivets were replaced before the whole structure was repainted. Timing of some of the noisier elements of the work required community engagement and liaison with Scotrail to reduce overnight work during the week. The non-electrified line connects High St Jct, near Bellgrove, with Shields Jct, crossing the River Clyde via the City Union Bridge, and is mainly used by empty stock movements for maintenance. Picture: NETWORK RAIL

Air purifying trial for New Street

A TRIAL of two air purifying devices has started at Birmingham New Street station.

The hi-tech 'totem style' devices will be trialled on platforms 10 and 11, and they are designed to filter pollutants from the air. They work by taking in air at the bottom before it's passed through a series of filters with clean air then released at head height. The central sections of the units will feature large visual advertising displays.

Since the rebuilding of the concourse with its Grand Central shopping area above the station, there have been many complaints about fumes from diesel trains in the main areas. If this trial is successful, then more of the devices will be installed along other platforms at the station in the future to complement the station's overhead ventilation system.

A trial of the units in London reportedly saw a reduction of up to 67% in particulate matter, and 22% in Nitrous Oxides.

Glenfinnan repairs plan submitted

NETWORK Rail has applied to Highland Council for consent to make temporary repairs to Glenfinnan viaduct.

Cracks on the 122-year-old semi-circular concrete listed viaduct will mean the installation of a brace to protect the structure pending a wider refurbishment programme.

Repairs will involve securing a metal bracket on the parapet (side wall) on the north (inland facing) side of the viaduct.

Accessibility upgrade plans



NETWORK Rail has applied for listed building consent for a new footbridge with lifts to make Pitlochry station fully accessible for passengers.

Perth and Kinross Council is considering the application, and if approved, the existing lattice iron footbridge will be removed, and the new step-free bridge constructed.

The design is for a bridge with a 15m span and 9m-high lift towers but also identifies ways to mitigate the impact of what is a significant development at the Grade A listed station and is therefore sympathetic to the look and feel of the station's historic character. As well as improving the facilities at the site for passengers, it would also remove a barrier to future electrification of the line. Further accessibility improvements are being planned for other stations along the Highland Main Line. Picture: NETWORK RAIL

DB Cargo's future without Class 90s

Chief exec says actions will not be 'at the expense of decarbonisation' – as lobbying continues for biofuel.

DB CARGO UK has blamed "the continuing high cost of energy" for its decision to withdraw its last remaining operational Class 90 electric locomotive from service.

The company has 24 members of the class in its fleet and No. 90039 joined the rest in storage after working a charter on July 17. In an update to staff dated July 24, DB Cargo UK chief executive Andrea Rossi said that it would examine disposal options for the locos "with a view to maximising their value either through scrappage or sale". Half of them have been in storage for periods ranging from five to 20 years.

Additional cost

Mr Rossi said that it did not make sense to incur the additional cost of running and maintaining Class 90s when it had "an alternative fleet" of Class 66 locomotives at its disposal.

Despite what he described as "acute economic challenges", he added "this does not mean our actions will be at the expense of decarbonisation".

Mr Rossi also referred to his "continued lobbying" for support for bio and synthetic fuels and a need for the business to be both economically and environmentally sustainable.

A company spokesman told *The RM*: "Whilst this is not a decision we have taken lightly, it is one that we are using as a platform for greater engagement on affordability and availability of biofuels, which can be used in our existing, fully operational diesel fleet of locomotives to lower carbon emissions and operate more sustainably."

Derbyshire limestone quarry reconnected

LIMESTONE is once again being carried by rail from Hillhead Quarry in Derbyshire, over 20 years after aggregates were last extracted there.

With the quarry having been reopened by Tarmac, a new siding including a locomotive run-round loop and connection to the freight line from Buxton have been constructed to serve it. The line, which today continues southwards only as far as the quarries at Hindlow and Dowlow, once provided links to Cromford and Ashbourne.

Although the old ground frame at Hillhead was still in place, the connection to the branch had long since been removed. Due to there being no power available at the location, work on the new siding involved installation of a new (but still mechanical) ground frame, along with a token machine to control train movements.

The first service from the quarry ran on June 14. Operated by GB Railfreight to Hams Hall in the West Midlands, it transported aggregates for use by HS2 construction contractor Balfour Beatty VINCI.

Alongside Tunstead and Hindlow, Hillhead Quarry provides extra capacity within Tarmac's local operations to supply the construction sector and nationally-important infrastructure projects including HS2, which is expected to generate one train each weekday from the Buxton complex.

The siding at Hillhead has also seen stone traffic bound for other locations, including the Fox Group terminal at Leyland in Lancashire.



Above: Appropriately, GBRf Class 66 No. 66796 *The Green Progressor* headed the first working from Hillhead Quarry on June 14, carrying aggregates bound for HS2 construction sites, to Hams Hall in the West Midlands. The train is seen being loaded at the new quarry siding. TARMAC



Right: Freightliner No. 66607 is pictured at Hillhead on July 27 with a stone working bound for the Fox Group sidings at Leyland in Lancashire. STEVE STUBBS



GB Railfreight No. 66745 with the first working of ballast for Network Rail to Whitemoor Yard on July 27 from Port of Lowestoft. GBRF

GBRf hauls Network Rail ballast from Lowestoft

A SERVICE carrying ballast for Network Rail from the Port of Lowestoft is scheduled to run twice a week. Operated by GB Railfreight, the first train, hauled by Class 66 No. 66745, ran between sidings at the port and Whitemoor Yard, Cambridgeshire on July 27.

The trains consist of 20 IOA/IEA wagons, each of which carries 61 tonnes of ballast.

GBRf estimates that each train will carry the equivalent of 55 lorry loads of material and emit 74% less carbon than carrying it by road.

The new sidings, which are able to accommodate longer trains and allow easier maintenance, saw their first traffic in March 2022, run in partnership with contractor Land Recovery.

Land acquired for Herts freight interchange

PROPERTY investment and development company SEGRO Plc has acquired over 1000 acres of land at the former Radlett Aerodrome in Hertfordshire, which it plans to develop into a strategic rail freight interchange.

Purchased from Hertfordshire County Council and Gorhambury Estates Company Ltd in a £120 million deal, the site is alongside the Midland Main Line and M1, M25 and A1(M) near St Albans.

Concerns have been raised about the impact the development could have on traffic in the area, but SEGRO already has planning permission for the development, which is recognised by the Government as nationally significant.

Initial work will focus on the creation of a rail connection and preparing the site for development.

Can you help save our railway legacy?

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

The tasks undertaken by this unsung army range from the hidden and thankless, to the 'glamorous' and public-facing.

Raising funds, raising steam, applying for grants, lending expertise, lending muscle, some requiring technical and engineering expertise or simply a steady painting hand... there are so many roles that need filling.

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

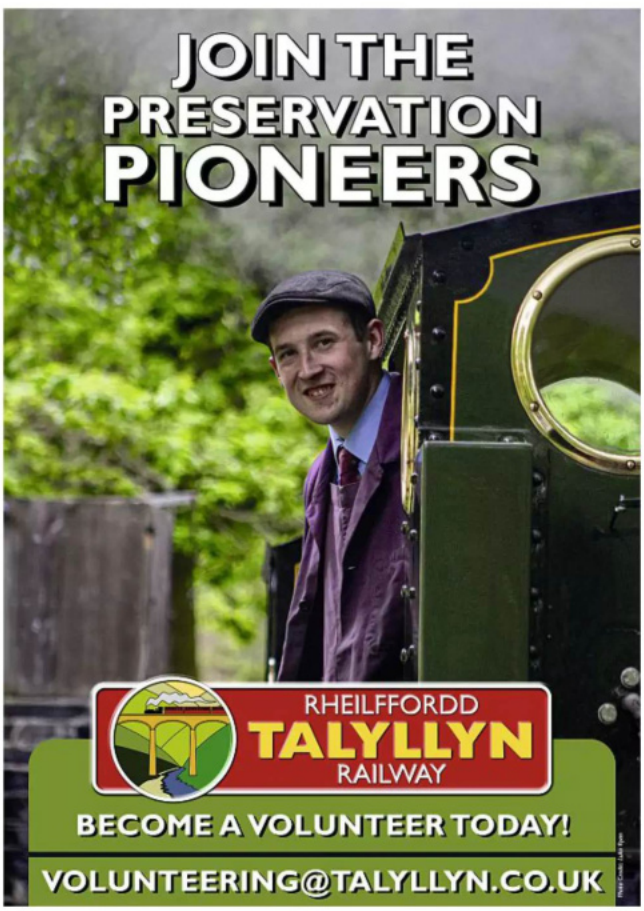
Be the answer

Now, heritage lines and groups around the UK are calling out for help... and maybe YOU could be the answer – not by dipping into your wallet (although that is always welcome), but by donating valuable time and expertise, either utilising your professional experience, or just learning something new to you and vital to the group..

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

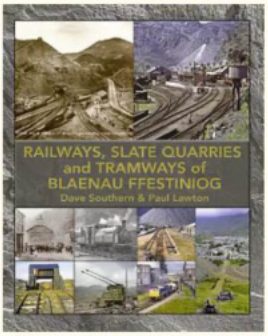
The volunteers of the past have helped create so many wonderful places, locomotives and opportunities... why not step forward and help preserve that legacy by giving your local line a call?







NEW AND FORTHCOMING FROM LIGHTMOOR PRESS



RAILWAYS, SLATE QUARRIES and TRAMWAYS of BLAENAU FFESTINIOG

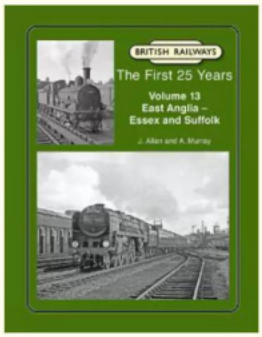
Dave Southern and Paul Lawton

Written by two authors with extensive knowledge of slate quarries and the Blaenau Ffestiniog area, this book surveys the network of railways and tramways that were built to extract the slate and then to transport it onwards to its markets, where it 'roofed the world'. Slate created Blaenau Ffestiniog, turning it into one of the most important towns in North Wales and though the industry has largely gone, its legacy lives on, not only in the slate tips that dominate the skyline but also in the surviving railways that add to the town's prosperity today. The book goes beyond the geographical confines of Blaenau Ffestiniog, allowing the authors to devote separate sections to each of the major quarries that had a significant tramway system. The tramways, and what remained of them in later years, together with the three major railways that slate attracted to the town are fully illustrated, with pictures that for the most part are previously unpublished. DUE LATE SEPT

192 pages, colour throughout, 215 x 275mm, gloss art, laminated board covers. ISBN: 9781915069 31 3. **Price £35.00 + £4 p&p**

British Railways The First 25 Years

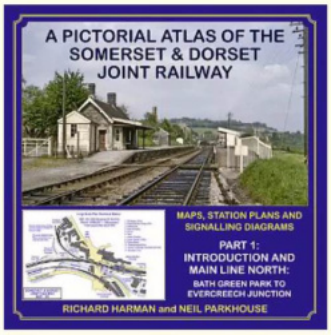
J. Allan & A. Murray



Volume 13: East Anglia – Essex and Suffolk

This volume covers the former GER lines in the southern half of East Anglia, concentrating on Essex and Suffolk, with short incursions over the border into Norfolk and Cambridgeshire to complete the routes. Starting out from Romford, places visited include Shenfield, Southend, Colchester, Witham, Maldon, Braintree, Kelvedon, Tollesbury, Clacton-on-Sea, Walton-on-the-Naze, Brightlingsea, Manningtree, Parkeston Quay, Harwich, Ipswich (including the shed and docks), Felixstowe, Beccles, Lowestoft, Yarmouth, Saxmundham, Leiston, Aldeburgh, Cambridge, Stowmarket, Bury St. Edmunds, Newmarket, Marks Tey, Haverhill, Bartlow, Saffron Walden, Audley End and Mildenhall branch back into Suffolk. Pre-nationalisation motive power continued into the early 1950s with ex-GER and L&NER designs predominating, although a few intruders appeared in the shape of the NER 'G5' 0-4-4Ts and GNR 'C12' 4-4-2Ts. However, the 'E4' 2-4-0s, the 'F4', 'F5' and 'F6' 2-4-2Ts and the 'J15' 0-6-0s were predominant on the secondary and branch lines until the mid-1950s and 'B12', 'D16' and 'B1' 4-6-0s were the main support for the 'Britannia's on the main lines. Railbuses and Lightweight DMUs were introduced in a pre-Beeching attempt to reduce costs and, by the mid-1960s, Brush Type '2', English Electric Type '3' diesel-electrics and later Class '47's would become common. DUE OCT

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A PICTORIAL ATLAS OF THE SOMERSET & DORSET JOINT RAILWAY

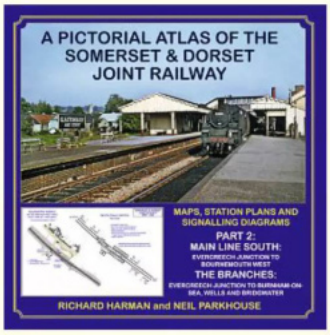
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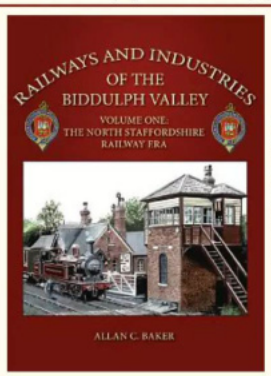
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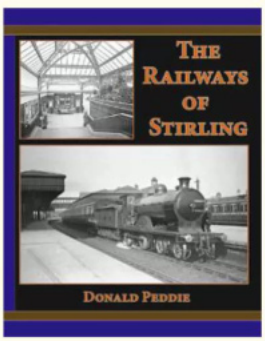
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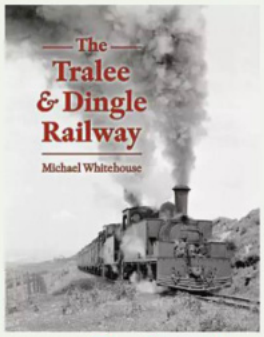
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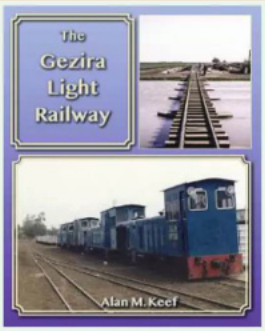
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Tram-trains unveiled at new Taff's Well depot

TfW says the 36 Stadler 'Citylink' Class 398s will 'revolutionise' travel in the valleys of South Wales.



On July 19, complete with yellow warning panels, four Stadler Class 398 Tram Trains are pictured at Taff's Well depot. To the left are Nos. 398009 (nearest camera) and 398008. Nos. 398007 and 398006 are seen to the middle and right respectively. TFW

THE first Class 398 Tram Trains (part of a fleet of 36 which will ultimately operate services in the South Wales valleys) have been unveiled by Transport for Wales.

The £100 million depot at Taff's Well, north of Cardiff, which will be their base, is also taking shape and is now connected to the rail network.

As well as being the maintenance base for the Class 398s, it will control traffic on the Core Valley Lines and is already in charge of signalling for the Treherbert, Aberdare and Merthyr routes.

Passenger capacity

With a total length per unit of 40 metres (131 feet), the three-car Class 398s have capacity for 252 passengers and have spaces for wheelchairs, seating for passengers with reduced mobility and space which can be put to uses including accommodating bicycles and pushchairs. The units are currently undergoing network and depot testing.

"We've already electrified our first phase of lines in the valleys and will continue to do so over the coming months," explained TfW's rail infrastructure director Karl Gilmore. "It's a really exciting time for South Wales as this depot and these tram trains will revolutionise transport in the region."

Over 100 miles of track is being electrified at 25kV AC as part of the project, and the Class 398s, which have a top speed of 60mph, are also capable of running on battery power.

They are expected to enter service on the Treherbert, Aberdare, Merthyr and City routes next year.

£14m in fines for Croydon failings

TRANSPORT for London has been fined £10 million and Tram Operations Ltd £4 million after pleading guilty to health and safety offences relating to the Croydon tram crash on November 9, 2016.

Seven passengers died and 19 people were seriously injured when Bombardier CR4000 No. 2551 overturned on approach to Sandilands junction at 43mph, three times the permitted speed.

It was found that neither organisation had performed a suitable or sufficient assessment of the risks of a high-speed derailment on the tram network.

The driver of the tram, Alfred Dorris, who had been charged with failing to take reasonable care at work, was cleared by a jury at the Old Bailey in June.

Since the accident, which prompted the establishment of the Light Rail Safety & Standards Board, systems to prevent trams overspeeding around tight curves, improvements in managing driver attentiveness and more signage on high risk areas of route have been introduced.



Metrolink mishap

The leading bogies of Bombardier M5000 tram No. 3096 became derailed on July 23 at the Trafford Centre in Manchester. The front part of the tram ran beyond the end of the line, coming to rest on the concrete grass blocks which separate the stop from a pedestrian area. Services were suspended while No. 3096 was rerailed and recovered. Transport for Greater Manchester says it has instructed the system's operator KeolisAmey Metrolink to undertake an investigation into what happened. The incident has also been referred to the Office of Rail & Road. TONY MILES

Sunday Subway train testing underway

GLASGOW Subway was closed to passengers on Sundays July 30 and August 20, to allow for testing the first of its new trains.

Seventeen new Stadler units have been built to replace the current fleet as part of a £288 million modernisation of the Subway.

The trains must complete 2000 miles of fault-free running on the system before being handed over to operator Strathclyde Partnership for Transport. They are expected to enter service later this year.

Further closures will be scheduled for installation of new communications and signalling equipment, also included in the transformation.

SIDELINES

All-night Edinburgh festival service

EDINBURGH Trams operated a service through the night during Fridays and Saturdays in August, to accommodate visitors to the city's summer festivals.

In addition to the normal seven-minute frequency service between Edinburgh Airport and Newhaven, which runs until midnight, trams operated at 20-minute intervals until 02.00 and then half-hourly until the resumption of the daytime schedule.

Dogs allowed on WMM

DURING a three-month trial, which began on August 15, pet dogs on leads are allowed on West Midlands Metro services.

Previously only assistance dogs and, more recently, pets in secure carriers, were permitted on the tram system.

Only one dog will be allowed per fare-paying passenger. A similar trial last year in Greater Manchester led to dogs being able to travel on the Metrolink network on a permanent basis.

Gosforth demolition completed

THE final part of the original South Gosforth depot, most recently used by the Tyne & Wear Metro, was demolished in July.

In June, the depot control team were the last to move to the new £70 million facility opposite.

Tube platform confusion

TUBE customers were confused when an eastbound Jubilee line train they were aboard pulled into a platform at Charing Cross station which has not seen passenger use for 24 years.

It is still utilised as a holding siding for trains and occasionally for filming purposes.

Transport for London said it had been decided to route the train into Charing Cross because of another service running late, but a "miscommunication" meant that not all the passengers were able to alight before it set off from Green Park. It subsequently returned there to allow them to leave.

Compiled by **Graeme Pickering**

SIDELINES

Class '57s' in and '67's out at GB Railfreight

A NEW operating pool has been created for ex-Direct Rail Services Class 57s No. 57305, 57306 and 57310, now part of the GB Railfreight fleet.

However, a year-and-a-half after they were expected to be leased by GBRf from Beacon Rail, it appears that Class 67 Nos. 67023 and 67027 are both returning to former lessee Colas. No. 67027's GBRf livery now carries Colas branding.

GBRf had planned to use them for charter, passenger and stock movements, but it is understood that the deal fell through because of locomotive faults which were due to be rectified before handover.

Four-car '158s' to Pwllheli

FOLLOWING a successful overnight test run on July 18, four-car Class 158 weekday diagrams to and from Pwllheli began on August 7.

Until the end of the school holidays, when unit availability allowed, the intention was to run pairs of units on the 10.55 service from Machynlleth and 15.37 return working, one unit being stabled at Pwllheli until the return working.

Network Rail and Transport for Wales have been working in partnership to investigate increasing capacity.

Class 810 testing

EAST Midlands Railway Class 810 'Aurora' unit No. 810001 was moved from Hitachi's factory at Newton Aycliffe to the Melton Rail Innovation & Development Centre (RIDC) in Leicestershire on July 14.

The five-car bi-mode train is the first of the class, due to be introduced by EMR next year on Midland Main Line services, to emerge from the County Durham plant.

Late July saw practical safety assessments conducted, including checking the field of vision from the driving cab. The unit has also begun trials on the RIDC test track.

Canton contract secured

SHEFFIELD-BASED supplier Mechan has won a contract to design, build and install a bogie drop at Canton depot in Cardiff. The custom-made equipment enables bogie changes to be made without uncoupling trains, saving time. In addition to the removal of bogies and wheelsets, it will also be used to remove transformers and cooling units from Class 231 and Class 756 vehicles. It is compatible with all existing Transport for Wales stock, too.

Chiltern Railways 'cannot afford to wait' for wires

Operator makes plans for a 'greener future' – without electrification.



Left: On July 27, Chiltern managing director Richard Allen and MP Nickie Aiken, whose Cities of London and Westminster constituency includes Marylebone station, are pictured there alongside HVO-fuelled Class 68 No. 68014 bearing 'On Track for a Greener Future' branding. CHILTERN RAILWAYS

AS Chiltern Railways prepares to consider options for replacing its existing diesel fleet with more environmentally-friendly trains, a report outlining its plans for the future says decarbonisation "cannot afford to wait for track electrification".

In his introduction to the 'Right Route 2030 Vision', managing director Richard Allen says that after obtaining proposals and costs from manufacturers, the company will make its business case to the Government.

As an immediate measure, Class 68 locomotives (which the company subleases from Direct Rail Services to work some of its Chiltern Main Line services using Mk. 3 coaching stock) will be fuelled with Hydro-treated Vegetable Oil (HVO), a direct substitute for conventional diesel. No. 68014 was used at an event at London's Marylebone station on July 27 to officially launch the use of HVO on Chiltern services. It is claimed the fuel can reduce greenhouse gas emissions by up to 90% and air particulates by 85%. It is already being used in some UK freight locomotives.

Review

Chiltern is also reviewing its trial of 'HybridFlex' Class 168 No. 168329, which was launched in February last year. It uses a combination of battery power and diesel engines to reduce fuel consumption and exhaust emissions. The company will consider whether it is more economical to apply this technology on a wider basis or invest in new purely battery-powered trains.

The report sees hybrid or battery as the solution for shorter distances. For long distance services, the commitment is a rather less specific one of "exploring new technologies".

Consisting of Class 165 and Class 168 units and 25 Mk.3 coaches, Chiltern has one of the oldest fleets of any of the passenger operators, with an average age of 28.9 years.

It says passengers and stakeholders want to see greater reliability, increased capacity, better on board facilities and improved journeys for people with disabilities.

Chiltern regards new trains as "integral to decarbonisation, increasing capacity, providing more connections and better frequency", but adds that this vision can only be realised if the Government can "unlock the necessary investment".

Northern seeks up to 450 new multiple units

NORTHERN has issued a tender notice as it searches for a manufacturer to supply up to 450 new multiple units.

The company, owned by Northern Trains Ltd, a subsidiary of the Department for Transport's Operator of Last Resort, is inviting industry interest in a framework agreement regarding the construction and supply of the trains, spare parts and technical support. It says this will enable replacement of "significant quantities of its ageing fleet" and avoid "escalating costs" associated with keeping those existing trains in service.

It is anticipated that orders would be placed in phases, although it would enter into the first contracts at the same time as the framework agreement.

Northern says it requires "multi-mode multiple units, including options to order further units and/or additional centre-vehicles and/or a mix of multi-mode and electric multiple units."



Although Northern has seen investment in recent years in new CAF-built Class 195 and 333 units, a large proportion of its fleet dates from British Rail days, the oldest being the Class 150s. Nos. 150137, 150139 and 150141 have, however, been transferred from Northern to London Northwestern Railway for use from this autumn on the Marston Vale line. They are seen on the West Coast Main Line at Atherstone in Warwickshire, working from Newton Heath to their new home at Bletchley on July 24. CHRIS MILNER

A minimum 35-year design life is expected from the vehicles and during that time, the supplier may be required to convert the multi-mode units into electric or battery-electric multiple units. Follow-ups to the initial order may consist of sets which are built from the outset as electric or battery-electric units.

An owner for the rolling stock (that will in turn lease it to Northern and be party to the manufacture and supply agreements) will be procured separately. There may be different owners for each phase of trains ordered.

North Wales first

Class 805 Nos. 805003 and 805001 are seen approaching Abergele & Pensarn station on July 26. The pair's first test outing along the North Wales coast took them as far as Llandudno Junction, before returning to Oxley depot. Further journeys are planned along the route to Holyhead as part of compatibility trials. No. 805002 was moved from Hitachi's Newton Aycliffe plant to Oxley on July 24. The unit is available for crew training having been formally accepted from the manufacturer by Rock Rail, which will lease the trains to Avanti West Coast. No. 805004 arrived at the depot on July 31. TERRY EYRES

Ex-Avanti and EMR units in service with GC

TWO of the four Class 180 units which were in use with East Midlands Railway until May have been leased to Grand Central for a period of eight weeks.

No. 180110 entered service with the Arriva-run open access operator on August 7, working a return diagram between Sunderland and London King's Cross on that day.

Lack of capacity at Crofton depot near Wakefield led to GC taking delivery of the second unit, No.180111, towards the end of August.

Reliability of its own 10-strong fleet (Class 180 Nos. 180101-108 and 180112/114) has been a long-running problem for GC. Earlier this summer, it agreed an initial lease of up to 12 months on Beacon Rail-owned former Avanti West Coast Class 221 'Super Voyagers' Nos. 221142 and 221143 to give some flexibility. No. 221143 entered service between Bradford and King's Cross on August 11, days before the arrival at Crofton of its former AWC classmate.

The Class 221s are currently intended only for West Yorkshire services, although GC told *The RM* that this could be reviewed in future.

GC chief operating officer Sean English said the arrangements would allow maintenance teams to work on units which had been stopped for a period of time and "clear known defects".

"Given that we have taken the quantity of trains from 10 to 14 for eight weeks and from 10 to 12 for a further 10 months, to cover seven diagrams on a daily basis, we are confident this will address our current availability needs," he added.

"Additionally, the extra trains will allow us to fulfil our East Coast Digital Programme requirements and undertake further heavy maintenance and modification work to the existing Class 180 fleet."



In East Midlands Railway colours with Grand Central branding, No. 180110 is pictured at Biggleswade on August 8, working the 06.46 Sunderland to King's Cross service. ALISDAIR ANDERSON

'Grid' on hire

With five sets of wagons now in operation and a temporary need for additional motive power, DCRail has hired No. 56301 from the Class 56 Group. One of DCRail's own two 'Grids', No. 56103 is receiving repairs and expected to return to operation in the autumn receiving an 'F' exam. Still in 'Fastline' livery, No. 56301 is seen behind No. 56091 at Copley's Brook, Melton Mowbray on July 25, with the 0947 Chaddesden Sidings to Willesden DCRail Sidings empties working. The pair were used on a working from Merehead Quarry two days later to provide a loaded test run for '301'. PAUL BIGGS





Coats of many colours

Ahead of the planned withdrawal of its High Speed Train fleet, scheduled for October, CrossCountry has unveiled two more Class 43 power cars in British Rail era liveries. Their original numbers have also been reapplied. No. 43007 (43207) carries the original BR blue, grey and yellow carried by the trains when new. No. 43008 (43208) has been given Intercity 'Swallow' treatment. They are pictured at Plymouth Laira depot on July 31 either side of 'Executive'-liveried No. 43184 (43384) *Laira Diesel Depot*, which received its makeover last year. The two latest repaints were carried out at the depot and vinyls were applied there by PTM. CROSSCOUNTRY

TBF centenary marked

SOUTH Western Railway Class 450, No. 450100 was named *Transport Benevolent Fund CIO* at Waterloo station to mark the charity's centenary on July 27.

Since its foundation in London in 1923, the organisation, which supports public transport workers and their families in times of need, has expanded to support people across England, Scotland and Wales.

SWR has more members than any other train operator, with around 2600 of its staff making contributions to the fund.

The name was unveiled by SWR managing director Claire Mann, TBF chairman Rob Jones and patron and Network Rail chairman Lord Hendy.

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Energy generation schemes at three depots

Govia Thameslink Railway agrees contracts for further schemes after successful trial at Streatham Hill.



Solar panels being installed for the trial at Streatham Hill in 2021. Over 500 were put in place on the depot roof and last year generated 215 megawatt hours of electricity. GTR

SOLAR panels at Bedford, Three Bridges and Selhurst depots are expected to generate 3.7 gigawatt hours of electricity between them each year.

The panels will be installed following a successful trial scheme at Streatham Hill depot in south London, where over 500 solar panels were placed on the roof in 2021.

Govia Thameslink Railway (GTR), which operates Thameslink, Great Northern, Southern and Gatwick Express services, has extended its cooperative energy agreement with community benefit organisation Energy Garden which will see the three sites become local sources of renewable energy.

Located on top of the train sheds, the cells are expected to generate more than 330 megawatt hours a year at the Bedford site (which maintains Thameslink units), while the Thameslink depot at Three Bridges and Southern depot at Selhurst Park are each expected to produce 1.7 gigawatt hours over the same period, estimated to be sufficient electricity to make over 47million cups of tea.

Around half of the electricity generated will be purchased by GTR for depot use. Energy Garden, which works with railway community groups across London, will sell the rest to other businesses and reinvest income into local projects.

"We are delighted with the success of the Streatham Hill trial, and of our other solar power installations at Blackfriars and Denmark Hill," said GTR head of environment Jason Brooker. "This new agreement to expand the programme means more savings and more community investment to come."

Wagon Report

Compiled by **Steven Fredrick Lappage**

AN interesting Anglo-Scottish freight flow is the transport of alumina powder. Trains run from North Blyth bulk terminal in Northumberland to the Lochaber smelter at Fort William on the West Highland line. This is now the only location producing aluminium in the UK following the closure of a sister smelter at Lynemouth.

Stock for the services comprises 38 PCA two-axle 'Presflo' hoppers, Nos. BAHS 55531/532/535/537-540/542-547/549/550/552-556/559-573, built by Powell Duffryn (Cardiff) in 1987-88 to design code PC 020A.

Although similar to the PCA 'Metalair' dry powder tank developed by Powell Duffryn for Blue Circle Cement, the wagons were subject to design changes to make them more suitable for the restrictions of the West Highland route.

The overall length was increased by four feet to 31 feet 8 inches and maximum weight reduced from 51 tonnes to 45 tonnes. The hard riding Gloucester RC&W floating axle pedestal suspension was replaced by more compliant FAT 26 parabolic leaf spring units. Finally, the simple Instanter couplings of the cement wagons gave way to screw couplers.

Although tank-like in appearance they are updated versions of the classic 'Presflo' hopper type. The alloy body has a cylindrical shape combining light weight and high strength.

Mergers and takeovers are a constant feature of the metals industry, and the fleet has been variously operated by Alcan (1988-2008), Rio Tinto Alcan (2008-2017), Liberty British Aluminium (2017-2020) and Alvance (2020-date).

A surprising variety of other four-wheel stock is still in use for revenue traffic. They range from PNA opens that carry construction blocks from Heck and PCA hoppers that transport bulk cement from Hope and Ketton, to the PFA flats operated by Direct Rail Services to convey containerised low level nuclear waste.

■ All FEA-W intermodal flats financed by Swiss wagon leaser Wascosa are now in traffic, Nos. 81 70 4521 001-7 to 260-9. Built in Poland by Wagony-Swidnica, three types of modules are carried. Most numerous are 'Salmon' units, which carry track panels and sleepers. In addition, they have seen use as runners for FZA switch and crossing flats Nos. 600500-502, replacing DB Cargo RRAs.

Less common are the 'Mullet' type (which have bolsters for the transport of rail) and 'Tench' (which have low sides fashioned out of metal mesh and are intended for the carriage of general engineering materials). All modules are 20 feet in length with a load capacity of 17 tonnes.

■ Loram continues to release converted JNA-Y gondola opens from its Derby RTC site. The latest wagons to be outshopped are Nos. 81705831100-9 to 134-8. Notably the JNA-Ys feature British Rail-style boxed data panels. This results in the 11 digit unspaced numbers. More MRA side-tippers used in the programme have been Nos. 501025/031/032/085/091/092/193-195/211-216.



PCA cement tank No. BCC 11101 at Breedon Cement Terminal, Walsall, on July 21.

■ Additional deliveries from Greenbrier Europe have been FEA-G twin container flats Nos. 81 70 4663 101-3 to 180-7 and JNA-T box opens Nos. 81 70 5932 807-7 to 811-9.

■ Private owner wagons scrapped have been JYA box opens Nos. OK 3275/278/279/282/287-289/298/300/302/303/306/307/312/317/318/320/324-328, JGA hopper No. RMC 19246, YFA/YKA 'Slinger' flats Nos. DR92502/512/515, KFA container flats Nos. RLS 92633/639, Nos. TIPH 93385/485.

Air braked series disposals include HTA coal hoppers Nos. 310021/073/180/302/343/355/371/459/462/528/600/688/690/696/725/773/845/852/874, HXA coal hoppers Nos. 370610-633/635-654/656/657/659-693/695-704/706-719, MEA box opens Nos. 391359/475/668, RRA runners Nos. 400022/039/050, SSA scrap opens Nos. 470069/156, BAA/BZA^ bogie steel flats Nos. 900004/111/129/247^/249/278^/286^, BBA/BSA* steel flats Nos. 910006*/013*/056*/168/218*/246/310/387*/411*/415/458*/482/523/530/531/559,BDA bogie bolster flats No. 950134, No. 951242, YLA 'Mullet' sleeper flats Nos. DC 96 7511/515/522/524/546/563/594/604/624/625/630/639/648/649.

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OO Gauge (1:76 Scale)

Dapol - Diesel locos



4D-003-019S Class 52 'Western' D1004 "Western Crusader" in BR green small yellow panel - Digital fitted sound NEW £298.35
4D-003-019D Class 52 'Western' D1004 "Western Crusader" in BR green small yellow panel - Digital fitted £188.19



4D-003-020S Class 52 'Western' D1033 "Western Trooper" in BR blue - Digital fitted sound NEW ..£298.35



4D-003-021S Class 52 'Western' D1009 "Western Invader" in BR maroon small yellow panel - Digital fitted sound NEW ..£298.35
4D-003-021 Class 52 'Western' D1009 "Western Invader" in BR maroon small yellow panel £160.65



4D-005-001 Class 59/1 59103 "Village of Mells" in ARC yellow & grey (RRP £173.20) .....BARGAIN. £129.95



4D-005-002 Class 59/2 59206 "John F Yeoman" in DB Schenker red (RRP £173.20) .....BARGAIN. £129.95
4D-005-002DSM Class 59/2 59206 "John F Yeoman" in DB Schenker - Digital and Smoke Generator Fitted (RRP £237.55) BARGAIN ..£179.95



4D-005-003 Class 59/2 59204 "Vale of Glamorgan" in National Power blue (RRP £173.20) ...BARGAIN. £129.95

Wagons



4F-026-026 HIA aggregate limestone hopper in Freightliner green - 369056 ..... £27.08
4F-026-028 HIA aggregate limestone hopper Freightliner green - 369071 £27.08

Heljan - Diesel locos



1401 Class 14 14029 in BR Blue - as preserved (RRP £199).....BARGAIN....£160



1416 Class 14 D9530 in NCB pale blue (RRP £199)BARGAIN..£136

DMUs



19403 GWR AEC diesel railcar W20W in BR crimson and cream dark grey roof and white cab roof (RRP £209)BARGAIN . £143

Hornby - Steam locos



R30206 Class A1 4-6-2 1472 in LNER lined apple green (1923 condition) - Dublo Diecast Ltd Ed - includes presentation box, medallion & crew figures £326
R30210 Class A3 4-6-2 103 'Flying Scotsman' in LNER lined apple green (1946 condition) - Dublo Diecast Ltd Ed - includes presentation box, medallion & crew figures £326

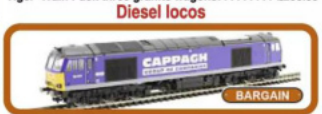


R30216 Class A3 4-6-2 2573 'Harvester' in LNER green - diecast footplate & firebox flicker..... £227.69



R30233 Liverpool & Manchester Railway 0-4-2 No.58 'Tiger' Train Pack three granite wagons..... £206.99

Diesel locos



R30027 Class 60 60028 in Cappagh Group light blue (RRP £228.99) .....BARGAIN....£165



R30191 Class 40 97407 "Aureol" in BR blue - Railroad Plus range NEW £87.29



R30307 0-6-0 'Sentinel' diesel shunter 'Pride of the Fens' in Potter Logistics yellow NEW..... £98.09

HSTs



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



R30071 Class 153 single-car DMU 153380 in ScotRail Highlands £137.24

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



R40036A Mk3 TFO trailer first open 41009 (Coach H) in First Great Western 'Dynamic lines' purple (RRP £44.99) ..BARGAIN....£25.50



R40370 Mk4 DVT driving van trailer in LNER Flying Scotsman - 82205 NEW £76.49



R4974 Mk1 RB restaurant buffet IC1667 in Intercity Executive (RRP £42.49).....BARGAIN.....£19

Wagons



R60014 4 wheel Liverpool and Manchester Railway flat wagons - pack of three (RRP £84.99) ..BARGAIN.....£60

Oxford Diecast - Public Service vehicles



76VEO002 Volvo FL Emergency One Pump Ladder South Wales Fire & Rescue Service NEW..... £25.50
76VEO001 Volvo FL Emergency One Pump Ladder in West Yorkshire Fire & Rescue red £26

N Gauge

Dapol - Steam locos



2S-008-013 Class A4 4-6-2 2511 "Silver King" in LNER silver grey £146.84



2S-008-015 Class A4 4-6-2 60022 "Mallard" in BR green late crest £146.84



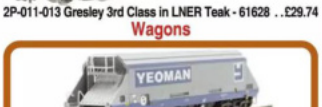
2S-011-009 Class A3 4-6-2 60077 "The White Knight" in BR green early emblem £146.84

Coaches



2P-011-013 Gresley 3rd Class in LNER Teak - 61628 ..£29.74

Wagons



2F-050-101 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman original - 19335 (RRP £43.15)BARGAIN..£31.50

O Gauge (1:43 Scale)

Corgi - Cars



VA15201 Ford Ranger Raptor Special Edition in Ford Performance blue NEW £34

Public Service vehicles



VA15202 Ford Ranger Raptor in Police Demonstrator NEW ..£34.19

Dapol - Wagons



7F-066-002 GWR 12 ton van in GWR grey - 123522 NEW ..£47.18



7F-066-005 GWR 12 ton van in BR bauxite - W145570 NEW ..£47.18



7F-067-001 GWR 12 ton 'Fruit.A' van in GWR grey - 134149 NEW..£47.18



7F-068-001 12 ton 'Mogo' van in GWR grey - 126342 NEW £47.18



7F-068-002 12 ton 'Mogo' van in GWR grey - 126336 NEW £47.18

Heljan - Diesel locos



5609 Class 56 56071 in BR blue (RRP £729)BARGAIN..£475



5851 Class 58 in Railfreight grey red stripe - unnumbered NEW ..£636.65



5853 Class 58 in Railfreight Coal Sector triple grey - unnumbered NEW £636.65



5855 Class 58 58034 'Bassetlaw' in Railfreight grey red stripe - weathered NEW £653.65

DMUs



1900 GWR AEC diesel railcar 22 in GWR chocolate and cream white roof and monogram (RRP £569)BARGAIN £349

All items in stock when advert created. Prices valid until 03/10/23. Errors excepted.

POOL CODES

GBBS GBRf Class 57
WAEC DBC Class 67 ETCS fitted
WBET DBC Class 66 ETCS fitted

LOCOMOTIVES

Allocations
37605 sent for disposal
55022 LSLS-LSLO
57305 KM/XSDP-LR/GBBS
57306 KM/XSDP-LR/GBBS
57310 KM/XSDP-LR/GBBS
57312 KM/XHAC-LR/GBBS-PZ/EFOO
60092 TO/WCBT-WQ/WQBA
66039 WQ/WQAB-TO/WBET
66057 WBAE-WBLE
66127 WBAT-WBAE
66529 LD/DFIM-FD/DHLT
67002 WQ/WQAB-CE/WAEC
67016 WQ/WQAA-CE/WAWC
90010 CB/DFLC-FE/DHLT
92009 WQ/WQAB-CE/WFAC
92029 WQ/WQAB-CE/WFAC

The following are now off registration – exported
86604/05/07-10/12-14/22/27/28/32/37-39

Liveries
BR Green: 57009
DB Cargo red: 66061
InterCity Swallow: 43008
Original HST blue and yellow: 43007
+Colas branding: 67027

Named
66790 *Louise*
66798 *Justine*
91127 *Neville Hill*

Names removed
37419 *Carl Haviland 1954-2012*
43022 *Nether Stowey Castle*
43158 *Kingswear Castle*
92029 *Dante*

Renumbered
43207-43007
43208-43008



Ex-Merseyrail EMUs No. 508127+507005 were on route for scrapping at Sims, Newport, but were temporarily left at Shrewsbury, where they are pictured on August 7, after coupling issues with Class 37 No. 37884. MICHAEL WARRENDER

56060-69009
56065-69010

For sale
73138, 73951/52

Exported to Bulgaria: 86604/05/07/08/09/12/13/14/27/28/37/39

Exported to Mexico*: 43022, 43158/70

Operational
67002/16

Stored/stopped locations
Leeds Midland Road: 66529
Leicester LIP: 57306
Toton: 60092

Disposals
Chris Allsop Metal Recycling, Colwick: Arrival date: July 25: 37605



Left: Preserved Class 47 No. 47640 is seen in store at Nemesis, Burton upon Trent on August 2. The Brush Type 4 was resident at the Battlefield Line until January 11, 2022. The loco was formerly named *University of Strathclyde*. BRAD JOYCE

MULTIPLE UNITS

Allocations
150137/39/41 NH-BY
197050 newly delivered HQ/HLHQ
321335/36/40/43 sent for disposal
321423/30 sent for disposal
398011/12 newly delivered HQ/HLHQ
507009 sent for disposal
508138 sent for disposal
701055 newly delivered HQ/HYHQ
707014/23 WD/HYHQ-SG/HUHQ
720134/35 newly delivered HQ/EBHQ
756105-10 newly delivered HQ/HLHQ
777011/17 newly delivered HQ/HEHQ
777150 newly delivered HQ/HEHQ
805002/04 newly deliveredHQ/HFHQ

Liveries
Northern: 156408
Regional Railways (North West)/GMPTE brown/orange: 142007
SWR: 444009, 450004, 450121
WMT: 150139

Now in passenger traffic
180110
196002/11, 196106/11
197014/44/47, 221143
230007/09
720130/31/32/33
777002/06

Preserved
Fife Heritage Railway, Leven: 313121

Stored/stopped locations
Bletchley: 730010
Cardiff: 756105-10
Chester: 175004
Crewe LNWR: 197050
Crewe South Yard: 507005, 508127
Derby: 710374
Doncaster Belmont: 730042/43
Eastleigh: 701020/36/55
Holbeck: 221142
Holyhead: 175003
Ilford: 175001
Kirkdale: 777011/17, 777150
MoD Bicester: 701027
Old Dalby: 730103
Oxley: 730028/29, 805002/04
Taffs Well: 398011/12
Walton Old Junc.: 321305/06
Wimbledon: 701016/39
Worksop: 701502

Disposals
Booth Roe Metals, Rotherham: Cut dates: July 21: 975875; July 28: 977087; August 7: 63133 (321439), 78275 (321444)

Raxstar at Eastleigh Works: Cut dates: July 19: 71216; July 24: 62532 (313204); July 25: 62601; July 26: 71221; July 27: 62537 (313209); July 31: 62544; August 1: 71228 (313216); August 8: 62538; August 14: 71222; August 15: 62602 (313210); August 16: 62611; August 17: 71231; August 21: 62547 (313219); August 23: 62531 (313203).

Sims Metals, Newport: Arrival dates: August 2: 321335/36; August 14: 321423/30; August 17: 507009, 508138; August 24: 321340/43

HAULED COACHING STOCK

Allocations
10307 sent for disposal
12229 sent for disposal
42367 sent for disposal
82111/24/29/45 sent for disposal
82206 sent for disposal

Formations
HD03: +12324
HD08: +12526

Preserved
Strathspey Railway: 5027

Moved for further use
Five Acre Wood School, Maidstone: 1213

Exported to Mexico*
41091, 41100, 42026, 42179, 42401/02/05, 44034/61/63/94

Stored/stopped locations
Ely: 48101/03/13/31/32/33, 49101/11
Great Yarmouth: 9529, 11090, 12032/64/91/97

Disposals
Sims Metals, Newport: Arrival dates: August 11: 82124; August 14: 82111; August 15: 82129; August 16: 82145, 12229; August 17: 82206; August 18: 10307; August 22: 42367
Cut dates: August 14; 82111; August 15: 82124; August 16: 82129; August 17: 82145.

**Confirmation still awaited*

■ **STOCK CHANGES CORRECT AS OF AUGUST 25.**

Compiled by **Ashley Butlin**

The network's notable moves

Avanti West Coast

HEAVY rain and flooding caused a number of AWC services to be cancelled or terminated mid-way through their journeys on Sunday, July 23. Among the altered services was 1M10, worked by Class 390 'Pendolino' No. 390157, which departed from Glasgow Central at 09.34 bound for London Euston. However, this service only went as far south as Lancaster where it was terminated. The unit later returned to Glasgow as 1Z37, departing from Lancaster at 12.36. It then formed the 1M15 departing from Glasgow at 14.52 for Euston via Birmingham New Street.

West Coast Main Line services were seriously disrupted on Friday, July 28, when Network Rail Stoneblower No. DR80301 working from Crewe PAD to Slateford failed immediately north of Abington Loop. It was rescued by the 4M30/19.07 Grangemouth to Daventry IRFT and pushed into the loop. The rescue train was itself delayed by 70 minutes at Abington while its locomotive was acting as the rescue engine.

As a consequence, the 1S82/16.30 Euston to Glasgow operated by No. 390136 was held at Beattock waiting for the line to clear, while the 9S85/15.16 Euston to Glasgow operated by No. 390039 was held near Lockerbie and the 1S90/17.30 Euston to Glasgow held at Carlisle. Delays of up to 119 minutes were recorded on the Glasgow arrivals.

New Class 805 No. 805002 was delivered from Merchant Park, Newton Aycliffe to Oxley by Class 56 No. 56081 on July 24, followed by No. 805004 hauled by Class 66 No. 66713 on July 31.

Testing of the class continues on a regular basis with No. 805001 running on Tuesday, August 8 from Oxley Depot, Wolverhampton (5Q30/08.08) to Carlisle and back (5Q31/11.51), and again the following day.

LNER

AT 13.45 on July 4, the LNER 1S12 Azuma service from London King's Cross to Edinburgh was held near Birtley Junction, just south of Newcastle, due to a bridge strike by a lorry. The service resumed at 14.13 after Network Rail engineers inspected the damage. Already running 10 minutes late, arrival at Newcastle was 41 minutes down. Final arrival at Edinburgh was at 15.49, 42 minutes late.

The same journey (from Welwyn North to Edinburgh) was attempted again by our correspondent on July 24 but met with greater disruption due to a fatality at Stevenage. All movements were suspended at 10.00 while the emergency services attended, but although information online indicated services would not resume until 13.00, trains actually began moving around 11.00.

Taking whatever LNER service was available, a change was made at Doncaster for an Edinburgh train but en-route this was terminated at Newcastle due to crew unavailability. The next available LNER train was full and impossible to board, so station staff advised waiting for the following train. This had plenty of seating, and Edinburgh was eventually reached at 17.43, 133 minutes later than planned.

It is reported that on Friday, July 14, Azuma No. 800201 ran from Finsbury Park to London Liverpool Street as part of a project to assess feasibility of diverting services during planned disruption or significant engineering works on the operator's route into King's Cross. Using diesel power, it left Finsbury Park at 00.27 and ran via Canonbury West Junction onto the North London Line, then to Hackney Wick and passed to the west of Stratford to join the Great Eastern Main Line into Liverpool Street where it arrived at 01.00.

Great Western Railway

CLASS 37 No. 37608 headed north through Flax Bourton on July 26 hauling off-lease set GW11 formed of Nos. 48131+48132+48133+49111 on the 5L46 Plymouth Laira depot to Ely Papworth sidings for storage.

Abellio Scotrail

THE Carmont accident in August 2020 resulted in three fatalities including that of the driver. Following the failure of ScotRail to take action to improve the safety of its HSTs the train drivers' union ASLEF had indicated its drivers were planning to boycott the ScotRail HST sets from the third anniversary of the accident on August 12. Reports indicated that if asked by ASLEF to boycott the ScotRail HSTs, they would all comply. However, it is reported ScotRail has now proposed a form of 'lifeguard' to be fitted to the power cars, which is expected to meet ASLEF requirements and those of the drivers it represents. It remains to see if this means the ScotRail HST sets will continue in service for longer.

With the threat of the boycott in place, the opportunity was taken by a correspondent to observe and ride on ScotRail Inter7City HST services early in July.

On Wednesday, July 12 two HST sets were noted, from a passing train, at Cadder HST Depot, one top-and-tailed by Nos. 43028 and 43127 and the other by Nos. 43126 and 43168. On the morning of Thursday, July 13, the 1T06/06.53 from Perth was seen arriving at Glasgow Queen Street, headed by No. 43132, with 43130 at the rear. The same set then formed the 1A35/08.41 departure to Aberdeen, on which a journey was made as far as Perth.

Passing Cadder HST Depot Nos. 43028 and 43176 were noted coupled back-to-back, while Nos. 43136 and 43163 top-and-tailed an HST set. The same power cars were noted again in the evening.

Later the same day a journey was made from Aviemore on the 1T88/14.50 from Inverness to Glasgow Queen Street top-and-tailed by Nos. 43177 and 43150.

During the evening the 1T50/15.35 from Aberdeen, formed of Nos. 43134 and 43131 was seen arriving at Glasgow Queen Street. The set then ran empty stock to Cadder HST Depot.

The following day, the 1A35/08.41 from Glasgow Queen Street was used again, this time to Aberdeen, formed of Nos.43127 and 43031. Earlier, the set had arrived at Glasgow Queen Street as the 1T06/06.53 from Perth. Passing Cadder HST Depot Nos. 43136 and 43163 were still present. The ability of the HSTs (and perhaps the slack in the schedule) was shown when having left Stirling on time; arrival at Perth was 13 minutes early. Passing Carmont, a number of sensors were noted from the train. These have presumably been placed to detect any further landslips.

At Aberdeen the 1B80/12.07 to Edinburgh was seen headed by No. 43152, with 43033 at the rear of the train. The 1A26/17.13 Inverness to Aberdeen, headed by No. 43021, with 43149 at the rear, was noted from a passing train at Nairn station.

A journey was later made from Inverness to Glasgow, first using the 1B40/18.53 to Edinburgh, formed of Nos. 43168 and 43126. At Perth a change was made on to the 1T64/19.47 from Aberdeen to Glasgow Queen Street, with Nos. 43181 and 43124. The train left Perth 13 minutes late and continued to lose time with arrival at Glasgow Queen Street 23 minutes late. ScotRail failed to provide an explanation for the late running.

On Saturday, July 15, Haymarket Depot was viewed from a passing train. Power cars Nos. 43037 and 43129 were stabled back-to-back, and 43128 was noted stabled on its own. Empty stock train 5H17 from Haymarket Depot to Edinburgh, headed by No. 43145, with 43036 at the rear, was seen arriving at Waverley. It then formed the 1H17/13.33 departure to Inverness. A visit to Glasgow Queen Street the next day saw the 1A81/09.33 departure to Aberdeen formed of Nos. 43036+43145.

Continuing his tour of ScotRail, our correspondent took the opportunity to travel on Class 318 and 320 units in the Glasgow area. On Saturday, July 15 a journey was made from Glasgow Central Low Level to Coatbridge Central on the 2C18/08.27 from Dalmuir to Cumbernauld formed of No. 318266. Later the same day, No. 320317 was seen leaving Glasgow Central on the 2P06/19.21 departure to Newton.

On Sunday, July 16 the 2S41/08.43 from Motherwell to Balloch formed of No. 320411, was noted terminating short by platform 3 at Dumbarton Central. According to Realtime Trains the train was cancelled between Dumbarton Central and Balloch 'due to a signalling problem (track circuit failure)'. It then worked the 2R54 to Motherwell. A journey was made from Dumbarton Central to Balloch on the 2L31/09.08 from Larkhall to Balloch formed of Nos. 320415+320318. The same two units then worked the 2L36/10.38 back to Larkhall, which was taken as far as Bridgeton. His journey continued from Bridgeton to Partick on the 2F59/12.53 from Motherwell to Milngavie was formed of Nos. 318252+320316. A day of veteran electric traction was completed with a journey from Partick to Glasgow Central Low Level on the 2R44/15.11 from Balloch to Motherwell on No. 320309.



It was WCR to the rescue on August 17 as Type 4 No. 47848 was used to haul DB Cargo's No. 66183 and the late running 6E64 Ripple Lane to Immingham, which is seen approaching Sanderlings Crossing, Peakirk (north of Peterborough on the GNGE line to Spalding). JOHN HENNIS

No. 57601 was a regular in the West Country around 2001/2003 when owned by Porterbrook and leased to First Great Western for use on hauled trains between Paddington and Exeter, Plymouth and Penzance. Under West Coast Railways ownership since 2003, and now called *Windsor Castle*, the loco returned to Cornwall on August 16 at the head of a Cardiff to Par Northern Belle working, which is seen at Wearde Quay near Saltash (with No. 57313 at the rear). CRAIG MUNDAY

In 2021 the Scottish Government gave the go-ahead to the electrification of the railway to East Kilbride but the scheme will be single track, which has been the source of controversy. Trains to East Kilbride continue to be worked by DMUs until electrification is complete. On Saturday, July 15, the 2J24/19.17 from Glasgow Central to East Kilbride, was seen leaving Glasgow formed of Class 156 Nos. 156433+156509+156434.

A day on the West Highland Railway served to demonstrate the challenges of working a single-track railway with long distances between crossing loops, but also of how time can be made up. Monday, July 17 started with a journey to Oban using the 1Y21/08.21 from Glasgow Queen Street formed of three Class 156 units Nos. 156457+156499+156477, the last two being dropped at Crianlarich to form train 1Y41 to Mallaig. No. 156457 departed from Crianlarich four minutes late, arriving at Oban nine minutes late.

Having returned to Crianlarich with No. 156457 on the 1Y24/12.11 from Oban, there was then something of a wait for a northbound train. The 1Y23/12.22 from Glasgow Queen Street to Oban and Mallaig, had left Glasgow 15 minutes late waiting for connections, which had become 17 minutes late at Crianlarich. Class 156 No. 156500 then headed to Oban, while Nos. 156453+156492 formed the 1Y43/12.22 from Glasgow Queen Street to Mallaig, which was taken as far as Fort William, which was reached 26 minutes late. Later Class 156 Nos. 156499+156477 on the 1Y48/16.05 from Mallaig to Glasgow Queen Street apparently departed Mallaig on time but having been held at Glenfinnan to pass the late running train 1Y43, arrived at Fort William 18 minutes late. The train then continued back to Glasgow leaving 12 minutes late, collecting No. 156500 at Crianlarich, where departure was still 12 minutes behind schedule. However, by Helensburgh Upper the service was on time, and arrived at Glasgow Queen Street two minutes early.

Disruption to services between Stirling and Alloa occurred on Monday, July 31 when the 2N02/06.45 Alloa to Glasgow Queen Street operated by Class 385 Nos. 385027+385008 encountered the branches of a fallen tree in the OHL equipment. The leading unit ran into the obstruction resulting in a damaged pantograph and the downing of the overhead equipment, resulting in the loss of power supply. ScotRail operated an hourly replacement bus service between Alloa and Stirling. The EMUs were recovered from site by using an unidentified pair of class 170 DMUs with the plan being to run the EMUs using the good pantograph from Stirling to the depot for repairs.



Network Rail Type 3 No. 97303 *Dave Berry* leads non-ETCS No. 37405 through Hanwood, on the Cambrian Line west of Shrewsbury, with the 6C55/15.50 Aberystwyth to Chirk log train on July 21. ED WEAVER

A further move of Class 318s between Kilmarnock and Yoker occurred on July 31 when Class 37 No. 37884 took No. 318267 back to Yoker then No. 318250 to Kilmarnock. The Class 37 returned south on a 0M57/09.01 from Kilmarnock to Derby the following day.

Caledonian Sleeper

VANDALISM at Lockerbie in the early hours of Tuesday, August 1 delayed a number of services. One such service was the Caledonian Sleeper 1M16 from Inverness and Aberdeen to London Euston which when seen passing Lancaster at 06.17 pulled by Class 92 No. 92023 was 129 minutes late and was 203 minutes late on arrival in Euston at 11.10.

The breakdown of the loco hauling the 4M27/00.20 container train from Mossend to Hams Hall (Birmingham) just south of Lancaster in the early hours of Thursday, August 10 meant delays and cancellations to some services. This disruption meant that the Inverness and Aberdeen to London Euston Caledonian Sleeper, pulled by Class 92 No. 92043, was held at platform 3 in Lancaster for 123 minutes and finally departed at 06.10 to arrive in Euston 130 minutes late at 09.57. ▶

Northern Rail

ON July 11 the daily service from Lancaster (2C87/12.42) to Heysham, worked by Northern Class 156 No. 156472, was terminated at Morecambe where passengers were transferred to a bus to connect with the ferry sailing to the Isle of Man from Heysham. This was because the out-of-area train crew did not have 'route knowledge' for the four-mile single track line between Morecambe and Heysham.

Transpennine Express

OBSERVED on Longsight depot on July 28 were Class 68 No. 68029 and set TP04 and No. 68021 with TP05.

Merseytravel

THREE new Class 777 units arrived through the Tunnel with Nos. 777011+777150+777017 being moved from Dollands Moor to Wembley by Class 66 No. 66057 on August 2 and then taken to Kirkdale by RailAdventure Class 43 Nos. 43480+43468 top-and-tailed with 43484+43465.

Two old units, Nos. 508127+507005, were taken away on August 3 by Class 37 No. 37884 destined for Sims Metals, Newport. The train was terminated at Shrewsbury due to a fault where it remained until August 10 when the Class 37 returned and took the units to Crewe South yard to await a new path to Newport. A further move followed on August 17 when No. 37884 took Nos. 507009+508138 from Birkenhead to Newport.

Grand Central

FOLLOWING test runs, former Avanti WC Class 221 No. 221143 entered traffic on August 11 working the 11.25 Wakefield Kirkgate to King's Cross and 14.56 return.

Transport for Wales

DB Cargo's Class 67 No. 67010 was seen propelling the 1W65 loco-hauled service from Cardiff Central to Manchester Piccadilly with set HD04 and DVT No. 82201.

Class 197s are spreading their wings as more of the class enter traffic. On July 28 Nos. 197048+197007 were seen at Manchester Oxford Road working the 1H87 Llandudno to Manchester Airport service.

Further to the reported troubles with Class 230 unit reliability, the late running of units remained an issue for all of July and into August despite the TfW five point plan to improve matters. The four units Nos. 230007-230010 have all been out on the hourly service or operating ECS training sorties. However, No. 230006 has now been retrieved from outside Birkenhead North depot as TfW intends to repair it and bring it into service if a half hourly service is to be provided from spring 2024. Meanwhile, TfW Class 150s operate the alternate hourly service in order to maintain some sort of regular interval.

New Class 756 units Nos. 756105/06/07 were moved from Dollands Moor to Ripple Lane on July 24 by Class 92 No. 92019 and Class 66 No. 66002, going forward behind the Class 66 to Cardiff Canton the following day. A further delivery on August 14 had Nos. 756108/09/10 moved on a similar diagram by Class 92 No. 92042 and Class 66 No. 66002 on August 14, the Class 66 then taking them through to Cardiff Canton.

West Midlands Railway

MOVEMENTS of new Class 730 units saw No. 730004 taken from Oxley to Loughborough by Class 37 No. 37510 on July 18. The same Class 37 took No. 730028 from Derby to Oxley on July 27 before moving No. 730042/43 from Oxley to Doncaster Belmont. On the same day Class 37 No. 37611 moved No. 730010 from Loughborough to Bletchley. The following day No. 37510 moved No. 730029 from Derby to Oxley, while No. 37611 transferred No. 730103 from Crewe to Old Dalby.

Former Northern Class 150 Nos. 150137+150139+150141 arrived at Bletchley from Newton Heath on Monday, July 24 to work the Marston Vale Line.

Chiltern Railways

AN event was held at London Marylebone on Thursday, 27 July to mark Chiltern's switch to using Hydrogenated Vegetable Oil (HVO) in its fleet of Class 68 diesel locomotives, but also allowed other developments to be discussed. Chiltern currently uses five Class 68 locomotives, which are owned by Beacon Rail and sub-leased from DRS. They work with push-pull train sets of Mk.3 coaches on services between London and the West Midlands, with four locomotives in use each day. The small fleet works a limited range of diagrams, which means that they can all be refuelled at Stourbridge Junction, where a dedicated HVO tank has been installed.

Chiltern is reportedly in discussion with rolling stock leasing companies about switching its Class 165 and 168 DMUs to HVO, but there is still some uncertainty about the compatibility of the alternative fuel with older engine types.

London Overground

CLASS 710 No. 710374 was moved back to Derby from Ilford on August 13 top-and-tailed by Class 37 Nos. 37510 and 37611.

South Eastern Trains

A signal failure between Faversham and Margate led to Southeastern services being cancelled, delayed, or diverted between Faversham and Ramsgate via Dover Priory and Canterbury East (both up and down services) during the morning of Tuesday, July 11. As a result, there was the unusual sight of in service Class 395 Javelins on the Faversham to Dover Priory line.

Noted passing Harbledown (near Canterbury East) were No. 395004 on 1C18/09.20 St Pancras to Ramsgate (24 mins late), and No. 395008 on 1C29/10.20 Ramsgate to St Pancras but stopped at Ebbsfleet at 12.23, 34 minutes late.

Southern Railways

A Class 377 failure in Selhurst Depot on July 10 meant the 16.39 ECS move to Victoria was formed of 11 coaches instead of 12. On arrival at Victoria, it formed the 17.38 to Gatwick Airport and Reigate service with Nos. 377472+377158 on the Gatwick portion whilst No. 377316 was on the Reigate portion and remained on that for the rest of the evening.

Class 377 No. 377454 was in trouble at Pulborough on July 10 while working a Bognor Regis to London Victoria service with a brake fault. The service was terminated and returned ECS to Bognor Regis.

The following day saw more chaos, especially for the Arun Valley line and signalling issues between Three Bridges and Gatwick Airport. Class 377 No. 377404 working the 10.35 Victoria to Southampton hit a cow between Pulborough and Amberley which meant the line closure and diversions via the Brighton Main Line.

There were more delays and cancellations to Southern services on July 14 when Bognor Regis was closed all day due to damaged track. All services between Littlehampton and Bognor Regis were cancelled leaving just Nos. 377312 and 377320 running Portsmouth services.

Services along the West Coastway were disrupted on July 28 when an insulation pot blew in the Chichester area causing services to divert to Bognor Regis and Littlehampton with some services terminating at Barnham. One example, the 21.13 Littlehampton to London was delayed at the terminus waiting for the driver who was displaced. When he arrived, the service was diverted via the Arun Valley running fast to Three Bridges, instead of its normal route.



A different perspective on July 31 as No. 66737 tails a weedkilling train (headed by No. 69006) as it takes the Blackburn line at Hellifield after working in from Carlisle. The '66' had replaced No. 69005 at Carlisle Upperby due to worn brake blocks. CHRIS GEE



If seeing a first swallow is a sign of spring, then surely on the railways the first sighting of the RHTT leaf-busting wagon must signal autumn is on the way. Making a very early appearance at Whiteball on the Somerset and Devon border on August 16 were RHTT vehicles Nos. FEA 642031 and FEA 642035 being hauled by No. 66012 as as the 3Z90/12.43 Westbury to Exeter Riverside Yard. The wagons later went on to St Blazey in Cornwall behind No. 66190. STEPHEN GINN



There was a rare double-headed passenger working for 'Cromptons' Nos. 33025+33029 on August 6 as they hauled Pathfinder's 'Pembroke Coast Express' from Salisbury to Pembroke Dock (top-and-tail with No. 47813), the return working seen passing the Millands area of Neath. JOHN HEADON

South Western Railway

TWO refurbished and now renumbered Class 458 units have returned to Bournemouth from Widnes with No. 458417 top-and-tailed on July 17-18, by Class 56 No. 56081 and Class 69 No. 69008, followed by No. 458407 on July 21 top-and-tailed by the same locos.

Movements of Class 701 units to and from store have included No. 701024 hauled by Class 47 No. 47739 on July 18 from Eastleigh to Willesden followed by No. 47749 taking No. 701020 from Worksop to Wembley on July 24. On July 26, Class 69 No. 69008 moved No. 701019 from Eastleigh to Marchwood, and then returned No. 701016 to Eastleigh.

A further returnee from store at Worksop is No. 701021 moved to Wembley by Class 47 No. 47727 on July 31 with the same Class 47 moving No. 701036 from Worksop to Wembley on August 7.

A move on August 10 had No. 701055 brought south from Derby to Eastleigh by Class 47 No. 47749. No. 47727 was in use again on August 14 bringing No. 701039 from Worksop to Wembley and then taking No. 701036 from Wembley to Eastleigh.

A drive-by at Marchwood MoD depot on the morning of August 1 revealed only two Class 701s visible, Nos. 701045 and 701032, the latter appeared to be being prepped to be sent elsewhere. However, by mid-August no move had been reported.

Charter Trains

THE Northern Belle, running as unadvertised express train 1Z59/07.08 from Cardiff Central to Windsor & Eton Riverside on Friday, July 7, was seen at Kew East Junction top-and-tailed by Class 57 Nos. 57601 *Windsor Castle* and 57313 *Scarborough Castle*.

Empty stock train 5Z22 from Ferme Park Reception was seen arriving at platform 1 at London King's Cross on Saturday, July 29 top-and-tailed by Class 47 No. 47826 and 'Deltic' No. 55009 *Alycidon*, in preparation for working the 1Z22/16.08 to Cleethorpes.

The Belmond Pullman Train made three appearances along the Sussex West Coastway route for the Goodwood Revival. The tours all began from London Victoria routed via the Brighton Main Line to Preston Park and join the West Coastway Line at Hove. Class 67 Nos. 67006+67024 were utilised for the trips in top-and-tail mode on August 2, 4 and 5.

There was a GBRf staff charter from Ipswich to Paignton on Saturday, July 29 starting off at 07.05 from Ipswich with two Class 50 Nos. 50007 *Hercules* and 50049 *Defiance*, double heading the train, returning from Paignton at 17.00. Interestingly, there was a one-way Branch Line Society tour arranged for the Class 50s from Ipswich to East Midlands Parkway the following day to take the carriages back to Burton-on-Trent.

DB Cargo

THE DB Cargo CEO issued a statement on July 14 regarding the Class 90 locos: "I'm aware there has been speculation recently regarding the future of our Class 90 electric fleet and I would like to clarify our position.

"The continuing high cost of energy means it is no longer commercially viable to run them, with our customers unable to take on the extra financial burden.

"As a result, we have decided to withdraw our remaining operational Class 90s from service."

The update concludes: "We will now look at our disposal options with a view to maximising their value either through scrappage or sale."

It is understood an expression of interest in the Class 90 locomotives from Bulgaria has been received by DB Cargo.

The Theale to Robeston oil tank train, which runs three or four times a week, is almost always worked by a DB Class 60. However, there was a change of haulage on July 13 when a pair of Class 66s, Nos. 66119+66175, were in charge.

On Tuesday, July 18, Class 325 units Nos. 325003 and 325004 were noted, from a passing train, stabled in the sidings at Mossend.

Scrap metal trains from Sunderland to Cardiff Tidal included No. 66175 on July 20, and No. 66084 as power on July 25 and August 3.

On Friday, July 21, Class 66 No. 66056, in DB red, was seen passing Saxilby station at the head of the 4E25 from Bow Depot to Heck Plasmor, Goole.

Platinum Jubilee-liveried Class 67 No. 67007 formed a 0Z82 07.00 Toton TMD-Kettering-Humberston Road-Kettering-Toton TMD light engine movement on July 24.

Class 66 No. 66003, now nearing 25 years since built in Canada, was sighted passing through East Didsbury with 4O21 Trafford Park to Southampton Western Docks DB Intermodal on July 28.

Freightliner

CLASS 70 No. 70011 was seen bringing the 4O14 from Crewe Basford Hall S.S.M. to Southampton Maritime Container Terminal to a stand alongside platform 2 at Eastleigh so a crew change could be made on Monday, July 3. It then pulled away under the cloud of black clag that regularly seems to accompany these locomotives.

Freightliner's Class 47 No. 47830 was seen on the evening of July 11 at Stockport while working a VSTP 0Z51 Crewe Basford Hall to Wigan North Western Freightliner Light Loco Route Learner.

Class 66 No. 66519 was noted in Harwich Parkeston Quay yard on July 14 after bringing 6Y34 from Whitemoor. The Class 66 is stationed in the yard then to cover any shunting of NR open-sided bogie sleeper wagons that cover various sidings in loaded or unloaded state. No. 66512 worked the same diagram and was noted in the yard on July 19. On Sundays during July, driver training/accompaniment diagrams have been undertaken from Ipswich Freightliner Depot from Ipswich-Harwich-Chelmsford-Norwich-Chelmsford-Norwich-Ipswich CSD.

Noted at Harwich International on July 23, 26 and 27 was No. 66596 and on July 30 No. 66512.

DB Cargo has stopped using Class 90 traction because of higher electricity costs but Freightliner is still using ▶

its examples and No. 90015 was noted in field sidings at Ipswich on July 27, while Nos. 90042+90044 were also present after arriving with 4L89/04.00 Crewe Basford Hall before returning with 4S88/18.15 to Coatbridge with No. 66520 attached 'dead in transit'.

Class 66 No. 66509 *Josiah's Wish*, looking very shiny and fresh from repaint, was seen passing through Manchester Oxford Road with 4L90 Trafford Park - Felixstowe Freightliner Containers on July 28.

It is now confirmed the Bulgarian company Leveton EOOD has purchased the Class 86s from Freightliner. The locomotives are being shipped from Immingham to Ruse, on the Danube. Express Service at Ruse will overhaul, and possibly modernise, the locomotives before they enter service. All 16 stored at Basford Hall had left the yard by mid August, travelling to Immingham by road transport for departure for Bulgaria.

Direct Rail Services

CLASS 66 No. 66425 was noted, from a passing train, in the sidings at Blackford Freight Terminal on Thursday, July 13. Later on the same day, No. 66429 was seen stood at Aviemore at the head of Tesco train 4D47 from Inverness Freight Sidings to Mossend Up Yard. Passing the sidings at Blackford Freight Terminal again the following day No. 66425 was noted again on a train of Tesco containers.

The Tesco trains had a bad day on Tuesday, July 18 when the 4S43/05.39 Daventry IRFT to Mossend Euroterminal suffered an 86 minute late start. By the time Carlisle had been reached the delay had increased to 107 minutes. Entering Scotland, the woes worsened when the locomotive, reportedly Class 88 No. 88010, was declared a failure at Beattock. Class 66 No. 66426 replaced the errant Class 88 and then became stuck at Greskin. Class 68 No. 68004 was dispatched to assist and Beattock Summit was reached 361 minutes late. Eventual arrival into Mossend Euroterminal was 409 minutes late.

The return working 4M48/18.54 Mossend Euroterminal to Daventry IRFT departed 558 minutes late. The delays affected other services with the 4S57/10.58 Hams Hall to Mossend Euroterminal detained in the Kirkpatrick area, waiting line clear, eventually passing Thankerton about 90 minutes late. TransPennine Express 1S66/14.04 Manchester Airport to Edinburgh was terminated at Carlisle.

Class 68s Nos. 68001 *Evolution* and 68034 *Rail Riders* pulled two empty flats on Saturday, July 22 on a 6K73/07.42 from Sellafield to Crewe.

The same pairing was out again on Wednesday, July 26 working the 6C53/06.25 from Crewe via Barrow to Sellafield. Later that day the same pair pulled three white FNA flasks on a 6K74/16.49 from Sellafield via Carlisle back to Crewe. The pair was in use again together on August 9 working a 6K74/16.45 consisting of a short set of empty flats on from Sellafield to Crewe via Carlisle. The following day the 6K74 comprised of two white FNA flasks being pulled by Class 68 No. 68008 and, with a raised pantograph, Class 88 No. 88007.

On Friday, July 28 the 6K05/12.23 Carlisle to Crewe engineer's train comprised of a single red low sided wagon being pulled by DRS Class 68 No. 68005 Defiant.

GB Railfreight

ALL good things come to an end and so it is with the use of Class 73 electro-diesels on the engineer's trains through South West London. Apparently, Network Rail has expressed concern about the amount of current drawn from the third rail and as a result these trains will return to diesel traction. Friday, July 7 is reported to have been the last day the Class 73 locomotives were used. On that day Nos. 73119, in pristine yellow and grey livery, and 73136 *Mhairi* were seen passing Barnes station on the 0Y42 from Hoo Junction Up Yard to Eastleigh East Yard hauling Class 66 No. 66301. No. 73119 was displaying '73' in the route indicator box and carried a headboard 'The Hero of Hoo' in the cab.

An unusual evening diagram (6X69) on Friday, July 7 from Barrow Hill to Harwich Up Tip Sidings produced Class 66 Nos. 66761 *Wensleydale Railway Association 25 Years 1990-2015* and 66772 *Maria* arriving each end of Rail Milling Machine suite Nos. DR70601-04 and while it was noted they spend the weekend parked up in the Harwich PQ sidings, each night of the following week they were out under the same 6X69 working Harwich Up Tip Sidings to Kennett (between Bury St Edmunds and Soham on the Ely cross-country route) before leaving for Doncaster on the evening of July 14.

After an absence of a few months Class 69 locomotives are again working on the gypsum trains to Mountfield. On Friday, July 7 the 4Y19 from Mountfield Sidings to Southampton Western Docks was seen passing Barnes station behind No. 69004. The train was running around 30 minutes late.

Two Class 60s were observed in service on July 12 when the 6N71 from Doncaster Up Decoy to Tyne Sorting Sidings, headed by No. 60021, was noted near Tursdale Junction. The 6H70 from Tyne Coal Terminal to Drax AES, hauled by No. 60095, was observed to the north of York station.

Class 66 No. 66730 *Whitemoor* moved from Ipswich Reception on July 10 as a 0P41 to take charge of 6P41 Harwich Refinery to North Walsham empty tanks diagram, coming back loaded the following day before running again back and forth on July 12-13. It was July 19 before No. 66780 *The Cemex Express* arrived from Whitemoor to take 6P41 the empty tanks to the Norfolk terminal, working light engine back to Ipswich Reception, before leaving the next day back to North Walsham to bring the loaded consist back.

The unique orange livery of No. 66783 *The Flying Dustman* arrived in Harwich Parkeston Quay yard on Monday, July 24, only to spend the day parked up in field sidings, but then work from midnight in the Refinery grounds to prepare 6P40 for departure at 04.30 on July 25 and work back the same day under 6A33 at 14.20 (an hour later than normal) with the loaded set.

It turned out to be an unusual week too; the same traction worked the usual 6P41 and return 6A32 on July 26 and 27 respectively – the latter noted at Stowmarket running five minutes late and held in Ipswich's middle road for some 20 minutes to allow the passing of the 15.00 Norwich-London Liverpool Street service caught up behind it – but then worked a 6P40 early morning departure the next day before returning a loaded consist under the normal 6A32/13.34 departure from the terminal – three complete runs in four days, something that has not happened for over five years!

MoD traffic reported includes



A great view of part of British Steel's Scunthorpe complex on August 15 as No. 66149 pushes back towards the unloading point at Santon with the 6T23 loaded iron ore working from Immingham. The loco would later depart with the 6K23 empties back to Immingham. JOHN LONGDEN



The Midland Pullman with power cars Nos. 43055/43046 ran as the 'Yorkshire Coast Pullman' from Cardiff to Scarborough on August 12, travelling via Shrewsbury, Guide Bridge and Wakefield Kirkgate. The return leg is seen passing Reddish South; the former nearby Reddish Electric depot, on the closed Fallowfield loop line, was once a servicing point for **the original 'Midland Pullman' sets in the 1960s.** MEL THORLEY



One site where it is still possible to see an industrial shunter at work is Tunstead Quarry, Lime and Cement Works in Derbyshire, where one of a pair of resident 2015-built Hunslet 0-6-0 diesel shunters is pictured on July 26 moving empty hoppers from the exchange sidings to be reloaded with the ultra-pure limestone that Tunstead produces. STEVE STUBBS

Class 66 No. 66717 running from Longtown to Kineton on July 13 and through to Marchwood the following day. On July 25 No. 66744 worked from Marchwood to Kineton and on to Glen Douglas. The following day it hauled the 3F01/11.15 Glen Douglas to Kineton and was observed passing Thankerton, the load consisting of two round topped containers and five small standard containers.

A visit to Aviemore station on Thursday, July 13 found Class 66 No. 66746, in maroon livery, stood by platform 3 at the head of the Royal Scotsman train, alongside the Strathspey Railway's Class 37 No. 37674 before departing at the head of the 1H82/11.15 from Boat of Garten to Dundee. The Class 66 and its train were noted again later in the day at Perth, still on its way to Dundee. A few days later, on Sunday July 16, the Royal Scotsman was seen again, this time at Wemyss Bay, top-and-tailed by Nos. 66743 and 66746, the latter was seen arriving light engine from Fort William. The Royal Scotsman was then seen leaving Wemyss Bay as the 1H87 to Kilmarnock. A little later it was seen again, this time at Glasgow Central.

Friday, July 21 saw Class 66 No. 66787 pass through Saxilby station at the head of the 4L14 from Doncaster Iport to Felixstowe South. Also, at Saxilby on the same day was No. July 66727, in Maritime blue, seen working the 6E88 from Middleton Towers to Goole Glassworks.

It was an unusual week for the GEML branches because over the weekend of July 22-23, Class 69 pair of Nos. 69001 *Mayflower* and 69002 *Bob Tiller CM&EE* worked 3Q00 from Broxbourne Tamper Sidings to Stowmarket DGL together with a Weed Management Unit. The Stowmarket sidings have been vacated by DRS after GBRf gained the autumn RHTT schedules and have created a compound with a new concreted area to house containers while also installing two large water tanks.

On July 24 the pair worked over to Wymondham on the Norwich-Ely route before No. 69001 left for Peterborough to be replaced by Classmate No. 69007 *Richard Trevithick*. Overnight July 25-26 they worked the Sudbury branch before tackling the trip down to Harwich Town on July 26-27 arriving there at 00.45ish and departing 10 minutes later.

Container loadings on the 4S57/10.58 Hams Hall to Mossend service continued to be light through most of July. On Monday, July 31 the service comprised of Class 66 No. 66787 pulling a train of empty flats without a single container being carried. On the following day the service was cancelled.

An unusual move occurred late on Friday when Class 69 Nos. 69006 and 69004 ran overnight August 4-5 from Carlisle to Toton.

The 4M57/00.20 Mossend to Hams Hall hauled by Class 66 No. 66789 sounded poorly when passing Thankerton on Wednesday, August 9. The train subsequently failed in the Lancaster area and was rescued by Class 60 No. 60087.

Opportunities to observe Class 60 locos in daylight on the north of England section of the WCML are very limited. Currently the only scheduled Class 60 working is under the shadow of night with 6C66 a 'runs-as-required' service which is timetabled to arrive at Shap Quarry at 00.18. From there it's back to Tuebrook in Liverpool at 04.25 running as 6F66.

However, on Thursday, August 10 the 6F66 was cancelled and replaced by 6Z66 which departed from Shap at 14.30. So later that afternoon Class 60 No. 60087 was seen passing Lancaster at 16.01 pulling 22 GBRf branded mineral wagons.

Colas Rail

CLASS 70 No. 70801 worked an Exeter-Burngullow-Exeter sand train on July 18. The following day No. 70801 ran from Longport to Exeter and did an Exeter-Burngullow-Exeter diagram on July 20.

Class 56 Nos. 56051+56094 were seen passing through Whalley (Lancs) with the loaded timber logs as 6J37 from Carlisle Yard to Chirk Kronospan on July 28. When observed on Tuesday, August 8 the service ran via Shap hauled by Class 70 No. 70813. As noted above, over previous weeks the service had run via Settle to join the WCML south of Preston, which is what happened on the next day, August 9.

Colas Rail Tamper No. DR73912 was moved as a 6J87/13.02 on Thursday, August 3 from Carnforth to Chester.

West Coast Railway Co.

WCR Class 47 No. 47746 + Class 57 No. 57010 double headed an empty coaching stock rake of maroon Mk.1 coaches on Thursday, July 27 on a 5M43/10.24 from Southall to Carnforth. The following day, July 28, WCR's 4-6-0 No. 45699 *Galatea* (running as No. 45627 *Sierra Leone*) together with maroon support coach No. 80217 moved from Carnforth to Bristol as 5Z32/09.30.

Later that morning, Class 57 No. 57010 pulled a mixed liveried set of coaches ECS on a 5Z19/11.55 from Carnforth to Burton Wetmore Sidings. Also, on Friday, July 28 Class 86 No. 86401 was coupled in front of non-operating Class 57 No. 57314 to pull an ECS rake of Northern Belle carriages on 5V42/13.20 from Carnforth to Rugby.

DC Rail

THE 6Z71 from Grain Foster Yeoman to Willesden DC Rail Sidings was seen passing Kensington Olympia on Monday, July 31 double-headed by Class 56 Nos. 56091+56301. The train, which was running more than 30 minutes late, was halted by the signal to the north of Kensington Olympia station.

Locomotive Services

EE Type 4 (Class 40) retro green liveried No. D345 (40145) ran (5Z40/20.10) from Castleton Hopwood (ELR) to Carnforth on Thursday, July 20 pulling two maroon Mk.1 coaches, one of which was covered in graffiti.

Loram

TWO test trains came through Market Harborough on Sunday, July 2. The first was single-car Class 153 DMU No. 153379 forming the 2Q11/11.56 Derby RTC to Manningtree. This class is a rarity at this location, but the train was 67 minutes late passing. The second was GBRf Class 73 Nos. 73962 and 73964 top-and-tailing on the 1Z80/15.30 West Hampstead Thameslink to Derby RTC which passed through with loud tones and a wave from the driver.

Colas Rail Class 43s Nos. 43277+43290 top-and-tailed a set of NR track measurement rolling stock on Tuesday, July 18 from Derby to Edinburgh (1Q26/04.51). On the following day this same formation departed at 06.42 from Slateford Depot to Crewe.

The four-weekly engineer's train 1Q97 Ferme Park to Clacton-on-Sea on July 19 called into Harwich Town to reverse down the Harwich branch with Class 37 Nos. 37175 and the HNRC-loaned orange-black 37607 top-and-tailing the consist, the first time the latter in its current guise has visited the terminus.

Class 153 No. 153376 was at Littlehampton on July 27 after working in from Eastleigh before returning via Bognor Regis and Chichester yard.

Sims Metals, Newport

DELIVERIES to the yard in recent weeks include Class 37 No. 37884 bringing Class 321 Nos. 321336+321335 from Wolverton on August 2 followed by Nos. 321331+321333 on August 10. The same Class 37 delivered Nos. 321423+321430 from Worksop on August 14 and again on August 17 when Nos. 507009+508138 were delivered from Birkenhead.

Road deliveries included DVT Nos. 82124 on August 11 and 82111 on August 14, both from Long Marston. From Landore on August 16 came Mk.4 No. 12229, followed No. 82206 the next day and No. 10307 on August 18.

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Rail set for transformation

All-Island Rail review recommends electrification and new lines to be opened for passenger and freight use.

BOTH the Irish and Northern Ireland governments published the long-awaited All-Island Rail Review as a draft on July 25, for a Strategic Environmental Assessment Consultation which will close on September 29.

The much-delayed report expected to be published in the autumn of 2022, was delayed due to the collapse of the Northern Ireland Assembly. Commissioned in June 2021, it sets out 30 recommendations to transform the current rail system, with electrification, faster speeds, improved frequency, and new routes for people and freight, particularly across the west and north of the island.

The review's recommendations span 25 years with several proposals that could be implemented before 2030.

Some recommendations include:

- Increasing the frequency of services to at least hourly between major cities and to at least one train every two hours between other centres.
- Upgrade the core intercity network to 200kph (125mph) and all other routes to 120kph (75mph).
- Decarbonising the rail network with more electrification and use of battery and hydrogen traction on various parts of the network.
- Enhancing rail capacity for freight particularly and taking more trucks off the roads, including significantly reducing track access charges. It proposes reopening the Limerick to Foynes railway which is currently being delivered. As part of a proposed Atlantic Rail Corridor, it proposes the reopening of the mothballed South Wexford Railway between Waterford and Rosslare Strand (closed 2010), the Claremorris to Athenry line (Mothballed 2001) and developing first and last-mile rail to Dublin Port.
- Four tracking Dublin-Cork line from Hazlehatch to Portarlington by building a new high-speed line and the Dublin Belfast line with a new high speed line bypassing Lisburn and Portadown serving Banbridge and between Dublin and Drogheda.
- In the Dublin area delivering the Navan rail link from M3 Parkway and a new link line linking the Sligo line at Maynooth with the Dublin-Cork Line at Adamstown.
- Reopening the mothballed Lisburn to Antrim Line with a station at Belfast International Airport.
- A new electrified and double track high speed railway (125mph) is recommended between Derry-Omagh-Portadown broadly following the former Derry Road closed in 1964.
- A new line to Letterkenny in Co. Donegal from Derry.
- Restoring the rail link from Portadown to Armagh, Monaghan and Cavan connecting with the Sligo line at Mullingar.

The cost of implementing the recommendations is estimated to be circa £26.5 billion based on 2021 prices.

Irish Transport Minister Eamon Ryan said: "In the early parts of the last century, we probably had the best rail network in the world. We've let it lapse – we've lost lines and we've given up on rail freight. We don't have connection to the northwest and what the report says is: 'We bring back rail as a way of getting better balanced regional development.'"

Mr Ryan said rail freight could be brought back "relatively quickly" – and that new rail freight services could be running "within the next year or two."



Right: The Dublin to Cork line is currently being upgraded to 100mph. The Cork Line Level Crossings Project will see seven crossings abolished on the 24km between Limerick Jn and Mallow to allow line speeds to be raised. On August 3, five car ICR No. 22038 is seen at MP 132¾ with 14.00 Dublin Cork services, having passed Newtown and Ballyhay crossings, south of Charleville station in the distance.
HASSARD STACPOOLE



A potential future all-island railway. AIRR

Restoring the gap in Northern Ireland's railways network

THE Draft Rail review recommends the restoration of rail links to parts of Ulster which was extensively decimated in the late 1950s and early 1960s as a result of the then Stormont pro road policy. The policy closed almost all cross-border routes, initially on the Northern Ireland side, leaving the counties of Cavan, Donegal, Fermanagh, Monaghan, and Tyrone without any rail services, and just a single cross-border line between Dublin and Belfast.

The report recommends:

- The reinstatement of the Lisburn to Antrim line which was mothballed in 2001, and connecting it to Belfast International Airport.
- Restoring the rail line between Derry/Londonderry and Portadown, closed in 1964, as a high speed 125mph double track electrified railway. This would link the large towns of Strabane, Omagh, and Dungannon to the rail network and greatly improve intercity connectivity between Derry/Londonderry to both Dublin and Belfast (as an alternative to the indirect and constrained existing route).
- Reinstating the railway from Portadown to Armagh, Cavan, and Mullingar, following routes closed between 1957 and 1959. This would reconnect many towns to the network and boost regional connectivity.
- Build a new direct line between Lisburn and Newry, together with a short tunnel from Adelaide to the Lisburn area. This would improve journey times, deliver much needed capacity on the Belfast-Dublin route, while also providing rail services to Banbridge and Dromore which lost rail links in 1955.
- A new line from Derry/Londonderry to Letterkenny.

No other routes are recommended, as remoteness from population centres was the major factor, particularly for routes serving Enniskillen which lost its railways in 1957. A line between Sligo and Derry/Londonderry was rejected as it would require complex engineering and with a relatively low level of anticipated demand suggests that rail is not the appropriate solution.

Rail services in the greater Belfast area to locations such as Newtownards would function as commuter links which fell outside the scope of the Review.

Foynes line reconstruction is now in full swing as work on bridges gets underway

IARNRÓD ÉIREANN (IÉ) contractors completed the removal of Robertstown Viaduct outside Foynes on August 11, and had removed over half the existing track on the Limerick to Foynes railway line.

John Sisk and Sons were awarded the €65 million contract in January, starting work in April on rebuilding the 26¾ mile (42km) long line which has been mothballed since 2001.

Work started on removing the existing track in late May and by August 17, Sisk subcontractors had removed 27km of track from a point close to MP 10 near Kilgobbin level crossing, near Adare to Foynes (MP 26¾). In early August, track lifting was paused for a few weeks to allow the processing of the stockpile of material for disposal. The sleepers are being exported to Sweden for disposal and the rails sold locally for scrap.

IÉ explained to *The RM* that removal of the existing track allows access to all the structures and trackbed on the line, and that Sisk has divided the work into four 10km long sites. Compounds are established at regular intervals along the route allowing access to the line to remove the existing track. It is also where ballast, aggregates and materials for new fencing and drainage are stockpiled.

New livestock-proof fencing is currently being installed. As the line approaches Limerick City and in the Foynes station area, palisade fencing is being used. IÉ said that the route has had no major infringements with most lineside neighbours supportive of the new fencing.

Existing ballast on the line will be removed before track laying commences early in the New Year from the Foynes end. The sleepers and rail have already been delivered to Foynes by ship. The core work is due to be completed, and line handed over to IÉ for phase 2 by the end of 2024, to allow the installation of the signalling and automatic level crossings to begin.

However, before the new permanent way is laid, modern ducting for electrical and signalling services will be installed. In total, 210km of cabling will be installed – a south side duct will accommodate three electrical and one signal cable and on the north side a separate signal cable. While 19km of new drainage will be installed using 225mm pipe, IÉ said it had found most of the existing drainage to be in good condition.

All structures will be repaired and repointed. Work on replacing the 1893-built wrought iron Robertsown viaduct UBF (BF) 18 outside Foynes, started in July. The structure had a weight restriction limiting train sizes, requiring a complete renewal and was dismantled on site by August 11.

Work has commenced on new foundation piles to support the new structure, which is a 45m single span truss steel girder bridge being fabricated by Mack Engineering in Nenagh. It is estimated that a 1000 tonne crane will be required to lift it in place early in 2024.

Of the other major structures, a compound and access road has been built to access the River Deel viaduct UBF (BF) 7 which is of early steel construction and requires remedial work including repointing, new way beams and decking to be installed. Repairs are due be completed by March.

At Adare UBF(LB)20 the Maigue viaduct will be lifted out and refurbished. This will also allow the bridge abutments to be a raised by one metre, which like Robertstown, will require a 1000 tonne crane to lift the structures in and out. IÉ is still awaiting planning permission, as this will also require the regrading of the level crossing at Adare. Permission was anticipated to be granted by the end of August, with work set to start after a four-week standstill.

Jane Cregan, spokesperson for IÉ, confirmed that it is still awaiting confirmation for funding for Phase 2, which will allow for the design and delivery of the level crossings and signalling, but expected it to be confirmed by the end of the year.

She said that enabling work was continuing on the level crossings, but the signalling plans and track layout have not yet been finalised, but will include a passing loop at Adare. In addition, she confirmed that as yet, no funding has been provided for a platform at Adare to support passenger services for the Ryder Cup Golf Tournament which is due to be held at Adare in 2027.

Freight services to Foynes are expected to restart in early 2025.



Above: Since late May, work has started on removing the old track to allow access to the trackbed and structures and allow the installation of modern electrical and signalling service ducts. This view taken near the former Askeaton station, near Foynes, shows the new fencing Sisk contractors have installed after the removal of track on July 27. HASSARD STACPOOLE



Left: Work to remove the 1893 wrought iron Robertstown Viaduct took a number of weeks in late July and early August. This was the second viaduct on the site, having replaced an earlier timber viaduct. A new steel 45m single span steel truss structure will replace it, allowing the heaviest train on the network to access Foynes. CHARLIE WILKINS

Drogheda to get charged up for DART +

IARNRÓD Éireann (IÉ) awarded a €28 million contract for train-charging infrastructure at Drogheda to Alstom to allow battery electric DARTs to operate the Dublin to Drogheda services in advance of electrification of the route as part of DART+ Coastal North, north of Malahide.

The fast-charging infrastructure on two platforms and one siding at Drogheda is due to be installed by the end of 2024 to enable new battery-electric DART+ trains currently being built in Poland to enter service in 2025.

Funded by the National Transport Authority, three lines at Drogheda will be electrified, and includes supporting infrastructure along with a new sub-station at Marsh Road.

It will be capable of charging up to three 10-car units per hour. Additionally, overnight charging will occur, and regenerative braking will replenish batteries on the move.

The charging infrastructure has secured planning permission, enabling preparatory works to commence in late 2023.

Of the initial order of 95 DART+ carriages entering service in 2025, 65 are battery-electric powered, with 30 electric.

The battery-electric units will have 840kWh of energy per five-car train, with trains to operate in up to 10-car formation.

Two-day diesel railtour scheduled for October

THE Railway Preservation Society of Ireland (RPSI) plans to operate a two-day 'Liffey to Leeside' tour from Dublin Conolly to Cork over the weekend of October 21/22.

Booked for 071 haulage throughout, the tour will start at Dublin Connolly, with a return trip to Howth, before departing for Clonmel via Limerick Junction. The tour departs for Cork via Limerick after lunch.

The tour will visit both the Cobh and Midleton lines on the Sunday, before returning to Connolly ahead of a final return trip to Drogheda.

Visit www.steamtrainsireland.com/trainsevents for full details.

Heritage diesels debut in preservation down under

Australian classic traction boosted following the return to action of two locomotives.

TWO iconic Australian diesel locos have recently begun operation in preservation. In July, SteamRanger Heritage Railway, which operates the 'Cockle Train' from Goolwa to Victor Harbour plus some longer trips on its 1600mm gauge line, began using Alco design Class 830 diesel No. 844 after it was restored to working order.

Built by A E Goodwin and Co at its Auburn, New South Wales factory, No. 844 entered service with South Australian Railways on October 25, 1962, being used over the subsequent decades on both broad (1600 mm) and standard gauge networks. Following withdrawal, it was donated to SteamRanger by OneRail Australia (formerly Genesee & Wyoming Australia). It entered service in preservation in July following a complete overhaul undertaken by SteamRanger.

Sister loco, No. 845 is also currently under restoration at SteamRanger's Mount Barker Depot, south east of Adelaide. The diesel locos are used as a strategic backup to the fleet of operational steam locomotives.

Meanwhile, in the neighbouring state of Victoria, 707 Operations has restored ex-V/Line EMD design loco No. A62 to mainline use. Built by Clyde Engineering in Granville, NSW as No. B62 for the Victorian Railways in September 1952 but later rebuilt with electric train heating as an A class for Victoria passenger operator V/Line in July 1984, No. A62 was withdrawn from active V/Line service in August 2015 and placed into long term storage. During its time in storage, many components were removed to support the later EMD design N class fleet that is still in use, as they needed overhaul. The loco was donated to 707 Operations in July 2020 and since then all the missing parts have been obtained, allowing the overhaul to be completed in early 2023.

On July 1, V/Line loco No. A66 worked with No. A62 on a test train with passengers over a short journey from Newport (Melbourne) to the Hanson quarry siding at Kilmore East, north of Melbourne travelling over the freight only lines from Newport to Sunshine and from Albion to Jacana. During the test run, no faults or issues were detected with No. A62, so it should soon be in service hauling 707 Operations charter trains.



Above: Both A Class locomotives seen as they were reversed at Kilmore East on July 1. On this test trip No. A66 had to lead in both directions as No. A62 is not yet fitted with train to base communications equipment. This will be fitted in the next few months and once fitted the locomotive will be able to lead 707 Operations trains on the mainline. DARREN WOOD

Below: Newly restored No. 844 seen near Goolwa on July 11, with the 'Cockle Train'. STEVE MC NICOL



Wolsztyn Experience founder passes away

IN late June it was reported that Howard Jones, founder and owner of the 'Wolsztyn Experience' steam loco driving company had died.

Mr Jones founded the business in the 1990s which enabled enthusiasts from around the world to undertake footplate training on the last steam-hauled passenger line in Europe.

Prior to his death he had decided to close the Wolsztyn Experience business this year as the lack of operational steam locos in Poland meant its core business was no longer possible. Currently the 'steam' hauled trains at Wolsztyn are diesel-hauled, although 2-8-2 No. Pt47-65 is in the final stages of overhaul and may return to service very soon.

For many years Mr Jones had managed to engage both regional and national governments in Poland plus national rail company PKP and the British Embassy in Warsaw in support of the steam operation at Wolsztyn. He was awarded an MBE (Member of the Order of the British Empire) by the British Government in 2006, in recognition of his work preserving Polish steam operation.

Automated Metro opens in Montreal

THE first section of the Réseau Express Métropolitain (REM) automated metro system opened in Montreal on July 31.

Initially 8km long with five stations from (Montreal) Gare Centrale to Brossard, the network is planned to be 67km long serving the wider region – as it is in addition to the existing Montreal metro system – and partly will reuse the former Deux-Montagnes branch heavy rail commuter line. Alstom has supplied 106 new two-car Metropolis Saint-Laurent 1.5kV DC trains built at its Sri City factory in India.

Passengers could use the new line free of charge for the first two days. The front of the trains are already popular, offering views of the Montreal CBD and the St Lawrence River which is crossed on the 3.4km-long Samuel-De Champlain Bridge which is shared with major roads.



Two of the Alstom-built REM EMUs Nos. 030+036 arrive at Brossard on the second day of public service, August 1, 2023. D LANGHAM



PKP Cargo No. EU07 1516 at Bialystok in eastern Poland on July 22, with train IC143 to Krakow which originated in Mockava, Lithuania with connections from the Lithuanian Capital Vilnius. Bialystok station is being rebuilt with a new overall roof under construction (on left) as within a decade it should be a key part of the 'Rail Baltica' plan to build a high-speed line from Poland to Tallinn in Estonia. KEITH FENDER



Vectron MS No. EU46 501 (which also carries the number 193501 for use in Germany) arrives at Poznan Główny on July 12 with service IC71101 15.20 Zielona Gora – Warsaw Gdanska. KEITH FENDER

Polish freight locos help out for summer 'extras'

POLISH national long-distance operator PKP Intercity (PKP IC) runs substantial numbers of extra trains during the July and August summer holidays, some running overnight with sleeping cars.

As a result, it not only has to use its own fleet but regularly hires electric locos, normally from sister freight company PKP Cargo, which thanks to factory and mine holiday shutdowns has locos available as freight traffic is reduced.

The extra PKP IC trains mainly serve the resorts on the Baltic coast with the line on the Hel peninsula seeing hourly loco hauled trains at times. In the winter, the Hel peninsula has a sparse DMU service, while other coastal branches have multiple trains – some of these have no passenger trains in winter.

The other tourist areas served are the mountains on Poland's southern border which attract thousands of rail borne tourists daily in the summer months.

This summer, PKP IC has been hiring modernised Class EU07 electric locos which are very similar to Class EU07/EP07 locos owned by PKP IC; all of them are based on the English Electric built Class EU06, but built under licence in Poland between 1964 and 1992. Introduced in 1962, the EU06 design was derived from the English Electric built BR Class 83. Most of the hired PKP Cargo EU07.1500 series locos (rebuilt from 2011) were used on trains originating, or changing engines, in Krakow, although some reached the Baltic Coast and Bialystok close to the border with Lithuania and Belarus.

In addition, PKP IC hired some modern Siemens 'Vectron' locos from PKP Cargo; these have rarely worked regular passenger trains in their careers although they were briefly used for the former sleeper trains from Germany to Russia, and more recently in March 2022 Ukrainian refugee trains from Poland to Germany following the Russian invasion of Ukraine. This summer the PKP Cargo Vectrons were mainly used for express trains from Warsaw to Poznan and Zielona Gora.

Fleets of secondhand trains and trams provide aid for Ukraine

OVER 500 days into the ongoing war with Russia, Ukraine is planning for the future and with various European partners is adding fleets of second-hand but still usable trains, trams and metro trains to help Ukrainian Railways (Ukrzaliznytsia or UZ) and city transport operators replace trains damaged or destroyed by Russian attacks. All the trains pledged so far are standard gauge so need regauging to 1520mm for use in Ukraine.

Poland has donated 10 six-car Soviet/Russian built metro EMU trains from the Warsaw Metro to the Kyiv Metro; some are already in use there. The 81 series Metrowagonmash-built trains are also used by Kyiv (and by the system in Kharkiv) and despite being built in some cases in 1990, were not used until 1995 when the first section of the Warsaw Metro actually opened! Warsaw is now replacing the older trains with 37x6 car Škoda 'Varsovia' EMUs being delivered by Škoda in the Czech Republic.

The Norwegian Government is planning to donate 12 Class 92 two-car DMUs to Ukrainian national rail operator UZ. The DMUs built for Norwegian State Railway, NSB, in 1984/85 by Duewag in Germany, will be overhauled in Norway prior to shipment to Ukraine, where they will be converted to 1520mm gauge. The first four trains should be delivered during 2023; some of the others remain in service in Norway currently but will soon be replaced by new bi-mode Stadler Flirt units.

Metre gauge

Zürich transport operator VBZ has donated 35 second-hand Tram 2000 vehicles (built 1976-1992) to the city of Vinnytsia in western Ukraine. The system in Vinnytsia also uses the metre gauge like Zürich and since 2007 VBZ has donated or sold over 85 of its older vehicles to the Ukrainian city.

In Vinnytsia they will replace older Czechoslovak built 'Tatra' trams and are likely to remain in service until 2035-2038.

VBZ has agreed to supply up to 31 more trams in the future, once VBZ has replaced them with new Alstom (ex-Bombardier) 'Flexity' vehicles in Zürich; 110 of these are on order, many in service. VBZ told Swiss media that giving the trams away is as cost-effective as scrapping them and the Swiss and Ukrainian Governments have assisted with transport costs.



To be exported to Ukraine: NSB Class 92 DMU 9282 seen leaving Trondheim on May 16, 2019. KEITH FENDER

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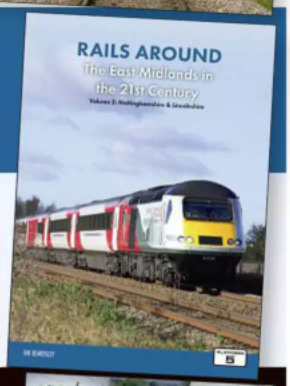
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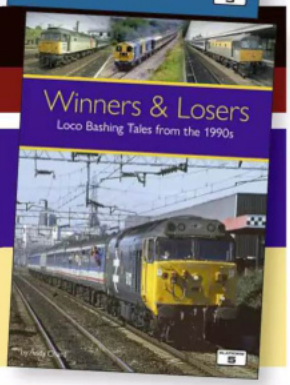
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Signals Passed At Danger

Railway Power and Politics in Britain

By Richard Faulkner and Christopher Austin

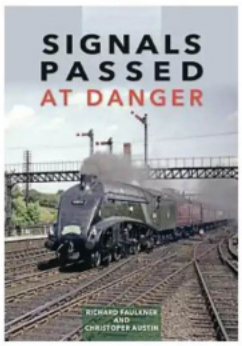
FOLLOWING their previous books 'Disconnected' and 'Holding the Line' (which dealt with railway closures and reopenings respectively), 'Signals Passed At Danger' by Richard Faulkner (Labour Peer Lord Faulkner of Worcester) and Christopher Austin (former British Rail parliamentary affairs manager) draws on research and first-hand experience of the authors, leaving no aspect uncovered of the relationship between Government and the railways over the last 180 years.

Even what constitutes a 'defining moment' can sometimes be open to debate, but their arguments are clearly explained and evidenced over the course of 12 chapters and several appendices.

Their analysis ranges from parliamentary scrutiny of leading Victorian railway engineers and the role of politicians in early 20th century industrial relations, to the 'Big Four' Grouping and onwards, covering Nationalisation, Privatisation and, as a 'stop press', the current pressure on the industry to deliver savings.

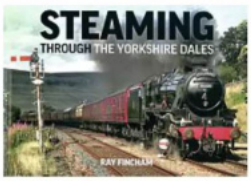
There were a couple of typographical errors in the version of the book I reviewed. One was a duplication within text on the rear cover, the other a reference, at the beginning of Chapter 3, to George rather than Robert Stephenson becoming an MP. Although these can easily be corrected for future editions, it did take the edge off what is an otherwise very impressive book.

It is well worth reading for a thought-provoking insight into what has influenced the shape and direction of our railways. In a few years from now, as policies evolve, perhaps there may be scope



to add another chapter on differences between England, Scotland and Wales. **GP**

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Steaming through the Yorkshire Dales

By Ray Fincham

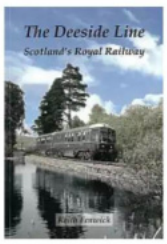
RAILWAYMAN Ray Fincham has produced a comprehensive personal portrait of steam activity over the Settle & Carlisle route – mostly between Settle and Crosby Garrett, within the Yorkshire Dales National Park. The images date from the era of digital photography after 2014, and Ray has used his Canon DSLR equipment to produce some excellent images.

The all-colour sequence of photographs follows the 33-mile line in a northerly direction from Langcliffe (near Settle) as far north as Appleby Station. As a record of S&C steam, the book inevitably reflects a wide variety of weather conditions, from superb sunshine to somewhat more inclement weather.

The book is in large landscape format, with each image taking a full page. Captions are very detailed and informative – including relevant date information for the train working. There is an excellent selection of both purely scenic landscape pictures and those including significant railway infrastructure. A wide range of steam loco classes is featured, from the pre and post-Nationalisation eras.

Being based in Garsdale has made Ray's task recording this wonderful line a real pleasure. Strongly recommended for rail enthusiasts and S&C fans. **RSS**

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The Deeside Line Scotland's Royal Railway

By Keith Fenwick

THIS is a completely revised edition based on the GNSRA publication of 1996. It is a fascinating book looking at the history of the line that ran from Aberdeen through the Dee Valley as far as Ballater. It could have gone further to Braemar, but that would have taken the line too close to Balmoral Castle, which was already a royal residence.

Built by the independent Deeside Railway, it was taken over by the Great North of Scotland under whose auspices the line prospered in the 19th and early 20th centuries. A link to Braemar was established in 1904 by a pioneering GNSR bus service. At the grouping in 1923 it passed control to the LNER, then the Scottish Region of British Railways in 1948.

For well over a century, the line served the local community in addition to enabling day trips for numerous Aberdonians to enjoy the delights of the Dee Valley. Following the Second World War, road competition reduced its use and, while the introduction of the early diesel and battery multiple units promised a brighter future, it was only short-lived, and the line closed in 1966.

This is a very well-produced book with excellent photographic reproduction. The text is detailed and gives a fascinating insight into the running of this short but famous line. Much information is included for those wishing to explore the remains of the line today, including details of the short heritage railway at Milton of Crathes. Highly recommended. **AB**

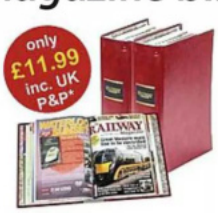
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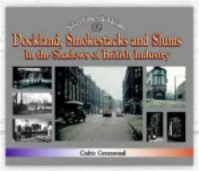
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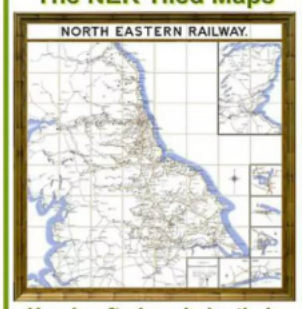
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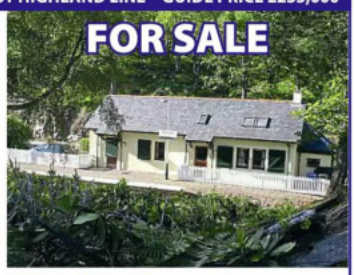
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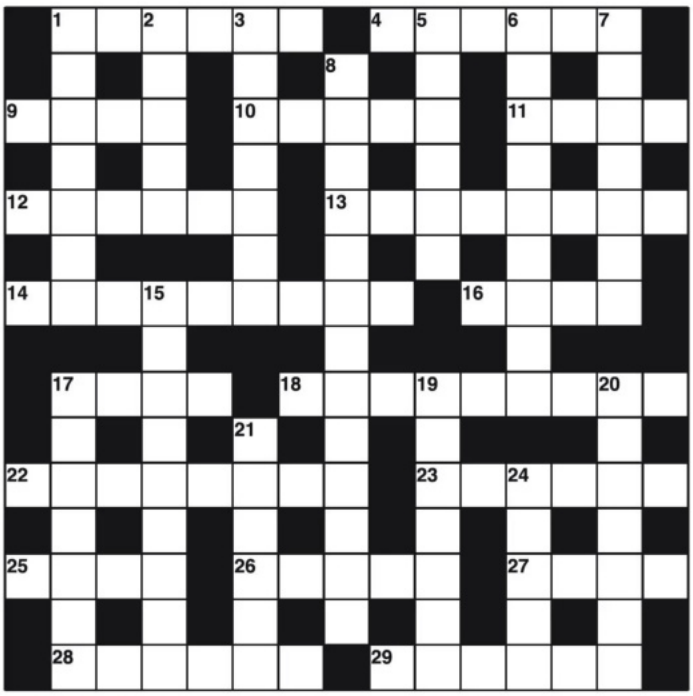
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Across

1 and 4 Terminus of the Vale of Rheidol Railway (6,6)
9 Nine ___, SR 17 across (4)
10 St ___, ECML station south of Peterborough (5)
11 Magnus ___, builder of the world's oldest operational electric railway, in Brighton (4)
12 'EM2' electric No. 27002 (6)
13 Terminus of the Keighley & Worth Valley Railway (8)
14 Terminus of a short GWR branch from Titley Junction, Radnorshire (9)
16 ___ *Funnel*, 'Merchant Navy No. 35013 (4)
17 Loco depot (4)
18 and 29 across Type 4 No. D232 (7,2,6)
22 Carlisle 17 across, coded 12A at closure (8)
23 Berks & Hants line station west of Hungerford (6)
25 and 26 Block instrument indication that a train may be accepted (4,5)
27 'Over the ___', former enginemen's description of a hilly route like Alton-Alresford (4)
28 Signal 4 across spanning several tracks (6)
29 See 18 across



Down

1 ScotRail station, interchange between the Argyle, North Clyde and West Highland Lines (7)
2 *Sir* ___, 'A3' No. 60068 (5)
3 M&GNJR station between Melton Constable and Norwich (7)
5 ___ Platt, M&SWJR station in Swindon, closed to passengers in 1905 (6)
6 Tunnel north of Peak Forest (4,5)
7 'Warship' No. D816 (7)
8 ___ Junction in south London, whose signalbox is now in the NRM (7,6)
15 Chiltern Line station, formerly 'and Jordans' (4,5)
17 ___ *Tor*, Class 60 No. 60083 (7)
19 Full name of the eldest of 'The Railway Children' (7)
20 Kensington ___, West London station (7)
21 US term for a covered freight wagon (3,3)
24 'EM2' electric No. 27003, preserved in the Netherlands (5)

September crossword entry form

Name

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Send completed form (photocopies are accepted) to: September 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 November 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 July issue.

Across: 1 Whiteball 8 Tunnel 9 Anorak 12 Iver 13 Robin 14 Hood 17 Goliath 18 Hackney 19 Worksop 22 Brocket 24 Argo 25 Truro 26 Eton 29 Facing 30 Earl of 31 Wainfleet

Down: 2 Hunt 3 Tulloch 4 Beamish 5 Looe 6 Aureol 7 Saloon 10 Kingswear 11 Eddystone 15 Marsh 16 Acton 20 Raglan 21 Paragon 22 Burnell 23 Kitson 27 Lima 28 Urie

July winner: Harry Bury, Breaston

Runners-up: Phil Jones, Wolverhampton; Graham Altoft, Cleethorpes

The closing date for this month's crossword is Friday, October 6, 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.

Coming up next month...

THE October issue of *The Railway Magazine* includes a look at the Selby Diversion as it hits 40 years old, talking to those involved in constructing this key piece of line that removed an East Coast Main Line bottleneck and slashed journey times between York and Doncaster. We will also ask 'What on earth was Railway Air Services?, then take a rare look at the railways of Namibia.

All this, plus our unrivalled in-depth new coverage will be on sale on Wednesday, October 4, 2023.

■ **'Where is it?'** has moved to letters on page 49.



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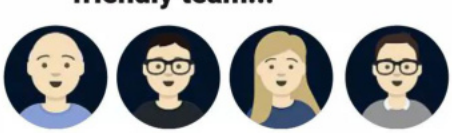
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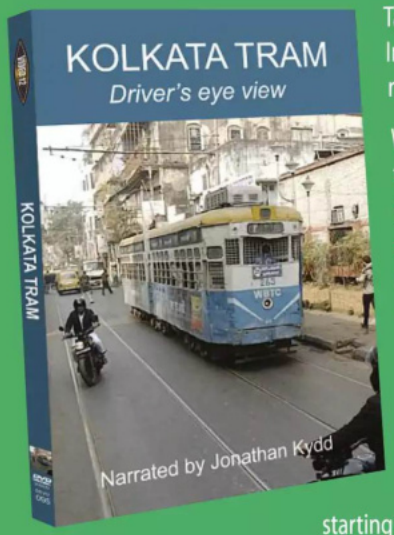
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We ride on board a Burn Standard tram and trailer, hired for the day by Darjeeling Tours. Travelling through the teeming streets of Kolkata amidst traffic of all sorts coming at us from all angles from pedal carts, to Tuk Tuks, to yellow Ambassador taxis (based on the 1956 Morris Oxford) to lorries and buses of every shape size and colour, this turns out to be not just of interest for tram and train enthusiasts but for anyone who travels the world. What we see is an Indian city in the raw, with traders, workers and pedestrians going about their every day activities right in front of our eyes completely unaware that they are being filmed. It was just an everyday tram that nobody took any notice of. The footage will almost certainly be viewed in years to come as a snapshot of candid Indian city life, totally fascinating and totally absorbing. Even in the production process, every time we viewed the footage, we saw something different. For this very reason, when our tram reaches its destination at Gariahat tram depot, we then see the return journey to the original starting point at the Esplanade terminus. To see our tram threading its way through a one way street in the wrong direction is in itself remarkable how everything and everybody manages to get out of the way, but that's India for you.

Because this is Video 125, we've added a commentary by our much regarded Jonathan Kydd, our 'man in India' so to speak, having narrated our Darjeeling Himalayan Railway Driver's eye views. His commentary is purposely not wall to wall, nor intrusive, because the smooth high definition pictures filmed from state of the art cameras tell the whole story in pictures. This is a must see, but don't take our word for it, have a look at the video sample on our website, If, after purchase, you don't agree, of course we'll give you your money back.

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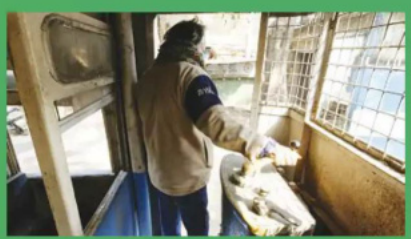


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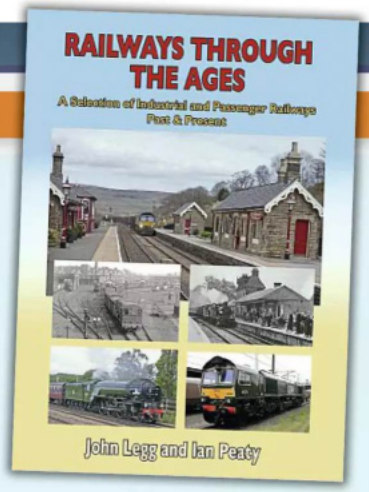
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Most have closed, but some have successfully resurrected themselves as heritage railways, mainly supported by loyal volunteers.

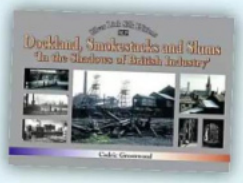
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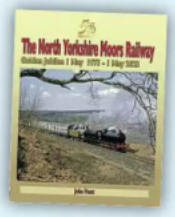
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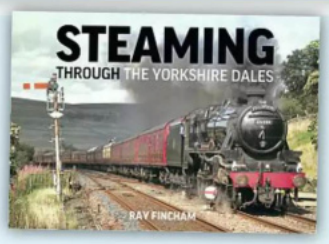
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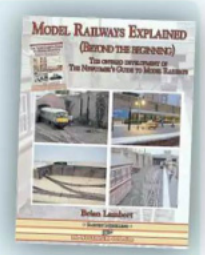


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