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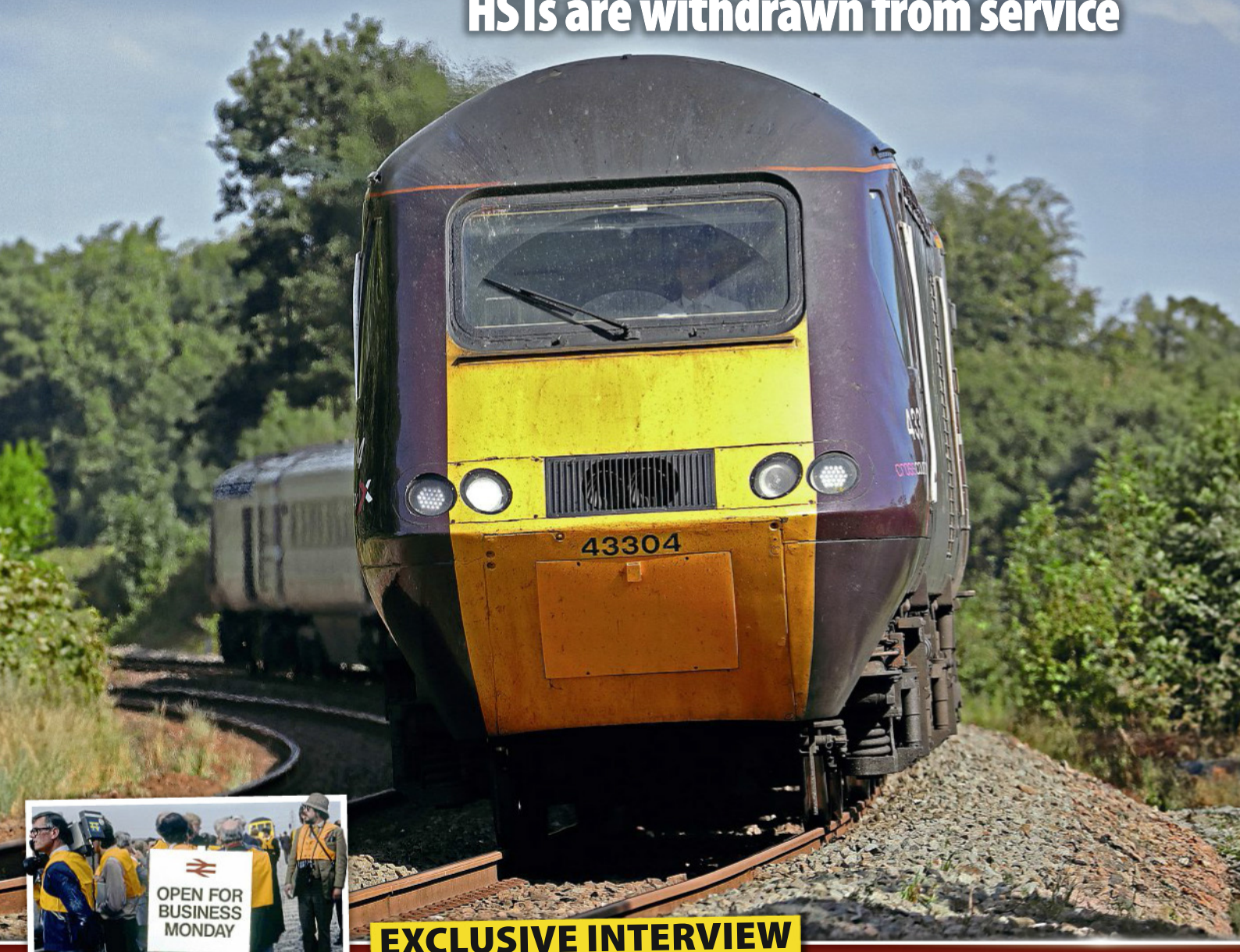


The RAILWAY Magazine

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October 2023

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October 1983 saw the opening of a 14-mile deviation of the East Coast Main Line, avoiding Selby. Forty years after the inauguration of the first purpose-built high-speed route in the country, Graeme Pickering speaks to three of the BR team responsible for making it a reality.

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Railwayman and renowned photographer William Stuart Sellar passed away on August 1, aged 86. *The RM* pays tribute with this selection of archive shots he sent to the magazine around the end of steam in the 1960s.

46 A rail safari
Richard Gennis travels by road from South Africa to Namibia, chasing steam and diesel traction.











■ **COVER:** CrossCountry's No. 43304 climbs Wellington Bank towards Whiteball Tunnel at the head of the 06.06 Edinburgh to Plymouth on September 13. RUSSELL AYRE

The RAILWAY Magazine

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Once more into the trough

GOVERNMENTS come and go, while prime ministers and key ministerial posts change even more often. Over the past two decades, for example, both main political parties have been in office and between them there have been seven prime minsters – two for Labour and five for the Conservatives.

So much change so quickly is generally bad for the railway industry, which needs decisions and commitment lasting much longer periods. What we end up with, therefore, are spells of boom and bust, where those in charge can have widely differing opinions to their predecessors about the value of our network for both passenger and freight traffic. And it would seem that now we are entering a 'bust' phase of the cycle.

The Covid pandemic has a lot to answer for, of course, with passenger numbers still not completely back to where they were before in many parts of the country, and railway income thus still proportionately down. But even so, is this really the time to cut back on investment?

Franchises of the past are now mostly Government-controlled contracts, with the operators no longer responsible for growing revenue or even protecting what there already is. The Department for Transport has insisted that CrossCountry stops using its crowd-busting HST sets in favour of stretching the 'Voyager' fleet to cover instead, while Government-run TransPennine Express is withdrawing the useful and still fairly new Mk.5 fleet – again covering services by stretching the remaining fleet.

There are even worse examples of cuts – like the plan to remove most ticket offices in favour of machines. The Government tries to say this is down to individual operators to decide, but it is fooling no one. If ticket offices are really selling just 10% of tickets now, that is still a lot of transactions, and I would bet many of those are by people either unfamiliar with rail travel, or who need more help than a machine can offer. There will surely be a case to close some offices at smaller stations, but not at large stations such as Leeds, Birmingham and even central London termini.

But the biggest elephant in the room is HS2. Already it has seen many cuts in scope, with the loss of the eastern leg to Leeds, the connection to the West Coast Main Line north of Manchester, and the tunnel section from Old Oak Common to Euston. But as this issue goes to press there are strong rumours the Government is set to cancel HS2 north of Lichfield to Manchester.

It remains to be seen whether this is just a political tease ahead of the Conservative Party conference in Manchester. But the fact this is even a rumour that the Government has chosen not to deny is bad enough. HS2 must go ahead to Manchester, otherwise many of the benefits in terms of improving links between the North and South, and overall rail capacity, will not be realised.

Just a reminder...

The Railway Magazine is taking part in the Mortons Media day at Statfold Barn Railway on October 7, when there is a final chance to see Darjeeling Locomotive No. 19B before it is taken out of traffic. We hope to see you there if you can make it (see also page 11 for more details).

And we are still accepting nominations for *The RM*-sponsored prize at the Heritage Railway Association's annual awards in Brighton on February 10, 2024. We are looking for anyone connected with the preservation movement who has demonstrated many years of hard work and dedication to the cause. Please get in touch if you know someone who might fit the bill.



Paul Bickerdyke,
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The RAILWAY Magazine

'BATTLE OF BRITAIN' MEETS TOUR OF BRITAIN: Day one of the eight-stage 'Tour of Britain' cycling race passed through Ramsbottom on September 3, as part of a 100-mile route around Greater Manchester from Altrincham to the city centre. Some of the riders – including eventual winner Wout van Aert in the yellow of Team Jumbo Visma and wearing a Red Bull helmet – are pictured crossing the tracks of the East Lancashire Railway, while 'Battle of Britain' No. 34072 *257 Squadron* poses behind the crossing gates. MIKE SPENCER


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BETOTAL
NEMA
eyes more
NEMA 1000
REITAN
104
154
DT SWISS

New contracts awarded to Avanti West Coast and CrossCountry

Government signs up the Avanti joint venture for a further three years, and Arriva for another four.

By 'Industry Update'

OFFICIALS at the Department for Transport have agreed new contracts with Avanti West Coast (a joint venture between FirstGroup and Trenitalia) and CrossCountry (operated by Arriva) that come into effect from October 15.

For Avanti, a new National Rail Contract will have a core term of three years, with a potential extension of up to six years until 2032. After the three-year break point, the Transport Secretary can terminate the contract at any point with three months' notice.

The renewal of the short-term six-month contract currently in place reflects the performance improvement that has taken place. The Government is keen to stress the success of an agreed recovery plan, which has prioritised the training of 100 additional drivers to reduce reliance on rest day working, with the result being that services have increased from 180 to 264 trains on weekdays – the highest level in more than two years.

Cancellations have consistently been below the benchmark of 3% set in March 2023, being as low as 1.1% in July, which is down from 13% in January 2023. Some 90% of trains now arrive within 15 minutes of their scheduled time, an improvement from 75% in December 2022.

Credit given

The refurbishment of the Class 390 'Pendolino' trainsets has also been a successful programme to improve the on-board experience with new seating, lighting, and charging points. Credit has also been given for introducing the Travel Companion, a WhatsApp channel that passengers with accessibility needs can use to get real-time assistance and information on their journeys.

Although progress has certainly been made, it is at the expense of concentrating the available resources on the core timetable – meaning that trains linking stations on the North Wales coastal route have been sharply reduced, particularly to provide driver training in advance of the introduction of the Class 805 bi-mode sets on these services.

Avanti will continue to have responsibility for the development of HS2 services to integrate these with the existing West Coast operations, although the timescales for the new route are now more uncertain than ever in respect of serving Euston, plus the Phase Two proposals to reach Crewe/Manchester and the truncated eastern leg to East Midlands Parkway are looking unlikely to materialise.

The uncertainty about the HS2 route that will actually be built, and the timescales for it, have brought concern about delay to the construction of rolling stock. This in turn impacts the Derby carriage works now owned by Alstom, which has a lack of alternative orders.



One of the driving cabs of set No. 805005. AWC

"New direct services will be introduced between Cardiff and Edinburgh from December 2024"

HST replacements

A similar agreement has been reached with Arriva in respect of CrossCountry services, where there will be a longer core-term of four years, with the option of a further three-year period of operation until 2030, again subject to agreement by the Transport Secretary to a continuation.

This contract recognises the need to replace the now-retired High Speed Trains (see page 11) with more modern equivalents given the shortfall in train service capacity that now exists, in particular on the Manchester to West Country corridor. It is also revealed that new direct services will be introduced between Cardiff and Yorkshire, the North East and Edinburgh from December 2024. There is further agreement that a fleet refurbishment programme will be carried out covering the existing rolling stock.

There are straightforward options for enhancing train capacity, as both the Class 221 'Super Voyager' and Class 222 'Meridian' trainsets (operated by Avanti West Coast and East Midlands Railway respectively) are due to be replaced by bi-mode Class 805 and 810 units currently under construction.



Bi-mode No. 805005 is the first to receive Avanti West Coast livery, the five-car set pictured at Hitachi's Newton Aycliffe factory on September 19. AWC

Mk.5 withdrawal means fewer TPE services



The capacity offered by the five-coach, loco-powered Mk.5 sets will be missed on the busy trans-Pennine route between York, Leeds and Manchester. On September 14, No. 68032 *Destroyer* departs Leeds with the 1U60/14.48 Scarborough-Manchester Piccadilly. PAUL BICKERDYKE

A CONSEQUENCE of the withdrawal of the loco-powered 'Nova 3' Mk.5 rolling stock is a reduction of 16 trains a day on TransPennine Express routes in the December 2023 timetable.

TPE is now under the control of the Department for Transport's Operator of Last Resort (OLR), which took over from FirstGroup after its National Rail Contract expired on May 28 without a renewal.

Train services have suffered from poor reliability, and the Operator of Last Resort team diagnosed that using four different types of rolling stock – including three recent train types (Class 802 bi-mode 'Nova 1', Class 397 EMU 'Nova 2', and the Mk.5 'Nova 3' sets) – brought a need for simplification. This is aimed at reducing the backlog in driver training and rolling stock maintenance needs.

> "Four different types of rolling stock brought a need for simplification"

There are also customer service issues to resolve, which was revealed in an appearance before the Parliamentary Transport Select Committee by OLR Holdings chairman Richard George and chief executive Robin Gisby. In evidence, an example given was the lack of catering provision between Manchester and Scotland, despite the Class 397s having a galley to prepare refreshments.

DMUs cover

As a result of the decision to withdraw the 'Nova 3' formations, greater reliance will be placed on the legacy Class 185 diesel units, which have operated on TPE routes since 2006. The lack of capacity provided by these three-car DMUs was part of the reason behind the decision to introduce the 13 five-coach Mk.5 sets, which followed a refusal by the DfT to amend the terms of the original franchise agreement to strengthen the fleet of 51 DMUs with a fourth coach.

What is now proposed is a step back from the plan that, after electrification is completed between Manchester and York, the Class 68 diesel locomotives used to haul the Mk.5 sets would be replaced by an electric loco.

The future use of the Mk.5 carriages is now the subject of speculation, which could be used to make up for the withdrawal of 125mph rolling stock elsewhere. One option might be to use them in place of the 'Castle' Class HSTs that are being removed from Great Western service in the West Country, with another being a transfer to ScotRail to replace some of that operator's 'Inter7city' HSTs.



Class 185s have been plying the trans-Pennine route since 2006, new No.185111 seen approaching Huddersfield on June 2, 2006 with a service to Manchester Piccadilly. HAWTHORNE COLLECTION

Network Rail fined £6.7 million after prosecution for fatal Carmont crash

NETWORK Rail has been fined £6.7 million after pleading guilty to charges brought under Health and Safety legislation for the derailment of a ScotRail HST at Carmont, south of Stonehaven, on August 12, 2020, that led to the loss of three lives.

Judge Lord Matthews observed that, however distressing the images of the remains of the HST set were, they were nothing compared to the deaths of the driver, guard, and one passenger on the 06.38 Aberdeen to Glasgow service that day.

The fine was reduced from £10 million as a result of NR's prompt guilty plea and the significant remedial work that has taken place since the derailment. The fine will be paid to the Scottish Government's Consolidation Fund, which is available for allocation as determined by the Scottish Parliament.

The charges followed a joint investigation by the Office for Rail and Road and the British Transport Police, which revealed deficiencies in drainage construction by the contractor Carillion, and that NR had failed to ensure it was built in accordance with the design specification. The drainage was installed in 2011/12 to improve the way water drained from a field above the railway after heavy rainfall, but the landowner had noted this was not happening and informed NR in December 2012.

No drawings available

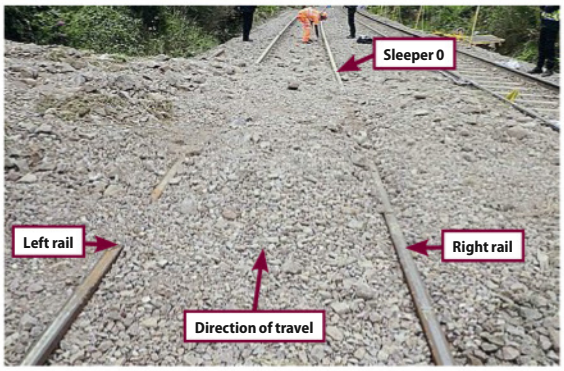
Investigation revealed that no 'as built' drawings were found to be available and no formal handover of the work took place, compounded by a lack of subsequent routine inspections. It transpired that the drainage system had been very poorly constructed, with gaps in the piping of up to 150mm that allowed water to overflow in periods of heavy rain.

There were also found to be deficiencies in the operating circumstances leading up to the derailment. The train was returning back to its starting point after the line was blocked by a landslip south of Carmont signalbox. A decision was taken to reverse the train using crossover points but, despite suggestions to the control room that a route-proving cautionary speed was necessary, the driver was not so instructed and proceeded at normal line speed until derailing at 73mph when hitting the obstruction caused by overflowing drain water.

The crashworthiness of HST power cars and Mk.3 coaching stock was found to not meet current day standards, which has resulted in speculation that replacement rolling stock should be provided. A modification to the power car bogies in the ScotRail fleet has been made, with 'lifeguards' fitted that are designed to push smaller track obstructions away from the wheels.

With other 125 mph-capable vehicles becoming available as a result of cascades from Avanti West Coast, East Midlands Railway, and TransPennine Express Mk.5 sets, then it is likely that replacement options are being evaluated.

Carmont investigators also focussed on the training of staff in control rooms, given the failure to analyse weather forecasts and any implications that might arise. As a result, NR has established a process to identify flooding and landslip risk as a result of forecast heavy rain. A significant increase in the budget for drainage and earthworks has also been included in the next control period, with a 66% rise in spending to £166 million for the period from 2024-2029.



Overflowing drain water washed debris onto the tracks to cause the fatal derailment at Carmont on August 12, 2020. RAIB

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SCAN ME

Collett's final wishes revealed

Appeal fund ended after new evidence comes to light.

READERS may recall the story in our August issue about the launch of a fundraising campaign to place a headstone on the unmarked grave of the Great Western Railway's chief mechanical engineer Charles Benjamin Collett OBE. That campaign has now been ended following the rediscovery of a letter by Mr Collett outlining his wishes for his burial.

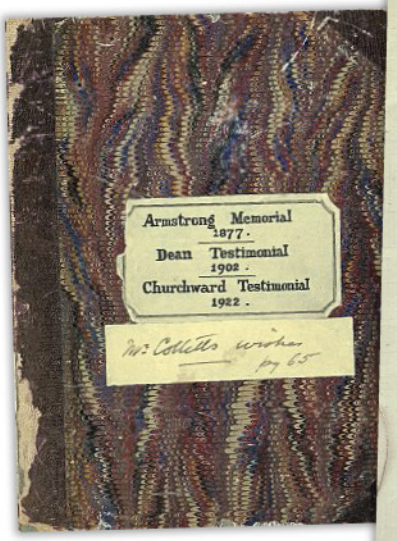
Collett was responsible for iconic designs such as the GWR's 'King' and 'Castle' Class locomotives, the latter celebrating their centenary this year. He passed away on August 23, 1952 and is buried in an unmarked grave at Gap Road Cemetery in Wimbledon.

The appeal aimed to raise enough money for a gravestone, but in a statement issued at the end of August The Friends of Swindon Railway Museum said: "This was not a decision taken likely and is a great disappointment, bearing in mind we were tantalisingly close to achieving the target sum.

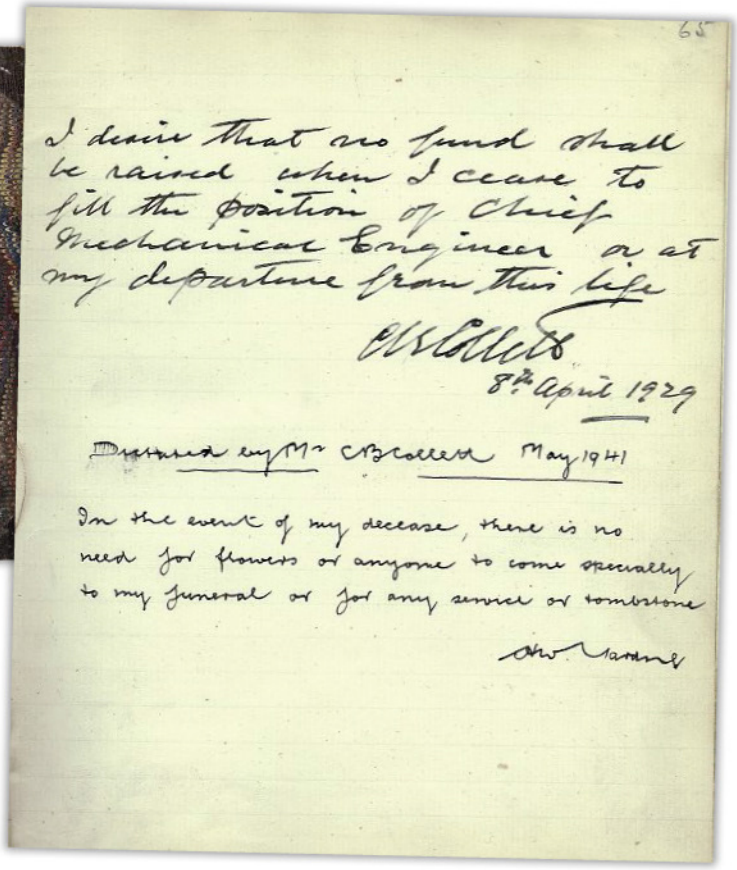
"Delving ever deeper into the archive, we have discovered a dictated handwritten note dated 1941, in which Mr Collett asserts that, upon his death, there is no need for among other things a headstone. To continue with the appeal would not be keeping faith with his wishes and the Friends are now in the process of refunding each donor."

The handwritten note has two paragraphs signed by Mr Collett at different times. The first from April 8, 1929 asks that: "No fund shall be raised when I cease to fill the position of chief mechanical engineer or at departure from this life."

The second, dated May 1941, states poignantly: "In the event of my decease, there is no need for flowers or anyone to come specially to my funeral or for any service or tombstone."



The note was found in this volume of testimonials. STEAM MUSEUM



The handwritten notes signed by Charles Collett, outlining his wishes upon leaving the GWR and after his death. STEAM MUSEUM

Darjeeling Tank Locomotive Trust gets charitable status

THE Darjeeling Tank Locomotive Trust, custodian of loco No. 19B formerly owned by the late Adrian Shooter, has received notification from the Charity Commission that its bid for charity status has been successful. The trust has been allocated charity number 1204461.

DTLT chairman Jeremy Davey said: "One aspect of the last several months that has tickled me somewhat is that while we've been speaking to everyone as The Darjeeling Tank Locomotive Trust, legally-speaking there was actually no such body – until written approval was received."

The application was submitted when the project began in March, but in legal terms the Trust could not exist until the Commission was satisfied and had advised the Trustees. The Commission asked for an expert 'statement of merit', and Mr Davey said: "Anthony Coulls, senior curator at the National Railway Museum, nailed it for us and I just wanted to place on the record my thanks to him for doing that."

■ Readers are reminded that No. 19B can be seen in steam, for the last time before its overhaul, at the Mortons Media readers' day from 10.30 to 15.30 at the Statfold Barn Railway near Tamworth, on October 7. Simply bring along a current copy of a Mortons railway title, pay the regular Statfold entry fee (see www.statfold.com for a full list of prices) and – subject to any unforeseen circumstances – the fascinating loco will be in steam hauling its two replica Darjeeling carriages.

Members of the Mortons railway team will also be there, so do come along and say hello!



STEAM SHIP PERFORMANCE Two historic steam ships met up with one another off the coast of Bournemouth and the Solent on September 3/4. Southampton-based vessel *Shieldhall* was staying in Poole for a week and returning to its home port after visiting the Bournemouth Air Festival, while paddle steamer *Waverley* was enjoying part of its three-week long sailing programme in the south of England. The two steamships put on a great show for their respective passengers, with the sounding of steam whistles and sirens as they met up. *Waverley* was the final steamship built for the LNER in 1947, and is claimed to be the world's final seagoing paddle steamer. IWILLFILMLTD

Milestone for MagRail levitating train

SEPTEMBER 5 was a turning point for hyperloop-inspired MagRail technology, according to its developer Nevomo, a European company with Polish roots.

During trials on a 720 metre section of Nevomo test track in Nowa Sarzyna, Poland, MagRail vehicles – which make use of existing railway infrastructure – were said to reach 135kph (83.8mph), demonstrating stable levitation and magnetic guidance on rail infrastructure.

The six-metre, two ton vehicle began levitating at just over 70kph (43mph), and it went from 0 to 100kph (62mph) in 11 seconds. Ultimately, the high-speed passenger MagRail trains are expected to run up to 550kph (342mph) on railway lines.

CrossCountry HST sets bow out

The final week of workings provided much interest from Devon to Scotland.

By Paul Bickerdyke

THE final CrossCountry HST in public service ran on Monday, September 18, but the preceding week had been full of interest as enthusiasts came out in force to see the last of these long-distance inter-city workings.

There had been two remaining diagrams in the summer timetable, running Monday-Saturday: 1V44/06.12 Leeds-Plymouth then 1S51/12.27 Plymouth-Glasgow Central; and 1V50/06.06 Edinburgh-Plymouth then 1E63/15.27 Plymouth-Leeds.

Tuesday, September 12 was a normal day with Nos. 43303/43304 working 1V44/1S51 and Nos. 43321/43378 on 1V50/1E63. However, there was disruption on the following day after a person was hit by a train in the Newton Abbot area. Nos. 43321/43378 worked 1V50 as normal, but the return 1S51 terminated at Newton Abbot and returned to Plymouth to work the 1E63 instead. This left 13 minutes late and was terminated 34 minutes late at Bristol Temple Meads with a traction problem, the set returning empty to Plymouth Laira depot. Meanwhile Nos. 43303/43304 worked 1V50 as far as Exeter St David's, where it was terminated to pick up the path of the Glasgow train as 1Z51. This left 58 minutes late and lost further time to Edinburgh, arriving 85 minutes late and so terminating there.

Thursday, September 14 saw the final working of a CrossCountry HST to Scotland. 1V44 from Leeds was formed of a single 'Voyager' No. 220004, but Laira had fixed Nos. 43321/43378 so they could work the return 1S51 part of the diagram to Glasgow Central – although arriving there 35 minutes late. The 1V50/1E63 pair was worked normally by Nos. 43303/43304.

Farewell to Scotland

As the last to reach Scotland the day before, Nos. 43321/43378 therefore formed the last CrossCountry HST set to leave Scotland on Friday, September 15 when they worked 1V50 to Plymouth and 1E63 to Leeds. 1V44/1S51 were formed of 'Voyager' No. 221130 this day, but power cars Nos. 43184/43366 worked light engine as the 5Z43/07.18 Laira to Leeds Neville Hill depot.

Saturday, September 16 saw Nos. 43321/43378 work 1V44 to Plymouth, but 'Voyager' No. 221128 worked 1S51 to Birmingham New Street, where it was cancelled due to signalling issues in the Derby area. Engineering works north of Newcastle saw No. 220028 start there as the 1V50/07.40 to Plymouth and 1E63 to York.

There was a bonus working on Sunday, September 17 after No. 220008 arrived around an hour late at York with its empty stock working from Tyne Yard following track problems between Darlington and Northallerton.

The unit was due to form the 1V52/09.43 to Plymouth, but left 43 minutes late and was terminated 35 minutes late at Birmingham New Street. Meanwhile, Nos. 43303/43366 were working empty stock as the 5Z43/09.23 Neville to Laira, and were pressed into service to work 1V52 (as 1Z52) from New Street to Plymouth – running via Westbury due to engineering works. The 'Voyager' picked up the path of 5Z43 to Laira, albeit 62 minutes late.



Northern and CrossCountry staged a ceremony for staff at Neville Hill depot on September 23 to mark the end of the more than four-decade association between the depot and HSTs. The depot is now entirely run by Northern, but manager Andy Marden has worked with HSTs since 1987, with time spent at both Laira and Neville Hill. No. 43184 is pictured on display, while Nos. 43007/43008 were being prepped for the September 26 railtour, and No. 43304 was having a traction motor change – indicating, perhaps, that it was not being retired just yet. CHRIS GEE

One last treat

The engineering works between Bristol and Weston-super-Mare continued through the following week, so CrossCountry ran a reduced West Country service with diversions via Westbury. 1V44 to Plymouth was formed of 'Voyager' pair Nos. 220014/220031; the 12.27 Plymouth-Edinburgh ran as 1S53 with Nos. 220008/221135. 1V50 from Edinburgh was formed of No. 221130, while No. 220018 formed 1E63 from Plymouth to York, running an hour earlier at 14.27.

But CrossCountry had one more trick up its sleeve when celebrity power cars Nos. 43007/43008 were turned out with an eight-coach set to work the 1E73/16.27 Plymouth to Leeds, arriving there at 23.33.

This was the final public service, and was a one-way trip to get the set in place for the farewell railtour from Leeds to Swanage on Tuesday, September 26.

The farewell railtour raised funds for The Brain Tumour Charity, the outward leg running as the 1Z43/06.35 from Leeds and the return as the 1Z44/16.18 from Swanage, arriving back at Leeds at 23.49. During the stopover at Swanage, there was also a mini-tour to Bournemouth and back, which ran as 1Z25/13.10 out and 1Z26/14.52 return.





MEXICAN HST One of the HST sets shipped out to Mexico (see Headline news, September issue) has already been reliveried for use on the Tehuantepec Isthmus Railway (Ferrocarril del Istmo de Tehuantepec) that crosses Mexico from the Gulf of Mexico to the Pacific Ocean and has recently been rebuilt. This image has been circulating on social media, although it is unclear which power car it is.

WEST SOMERSET 'CASTLE' SETS

As part of the phased withdrawal of its 'Castle Class' HST sets, Great Western Railway moved the first of two sets from Laira to the West Somerset Railway for 'warm storage' on September 11, Nos. 43042/43162 taking four-coach set GW03 to Minehead. The set was used in service at the WSR on the weekend of September 23/24, working two round trips between Minehead and Bishops Lydeard on both days, and is seen on the first day looking very much at home as it arrives at Blue Anchor with the 10.00 from Minehead. GORDON EDGAR

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- ★ Ride the route to Kurort Kipsdorf
- ★ Discover the country tramway at Bad Schandau
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- ★ Relaxing vintage paddle steamer cruise on the Murray River
- ★ Vintage tram ride in Bendigo
- ★ Ride the Puffing Billy Railway
- ★ Broad gauge steam to historic Maldon
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Peak fares abolished

THE Scottish Government is to trial the removal of peak rail fares between October 2 and March 29. During the pilot, all off-peak fares that are set and controlled by ScotRail will be valid for travel all day.

The Scottish Government says it will carefully consider the impact of the pilot and the long-term sustainability of such a proposition before committing to any reinstatement of the pilot after March 29, 2024.

New Ebbw Vale services

TRANSPORT for Wales is to launch direct services between Ebbw Vale and Newport following a £70 million investment. From December 11, the line will have two trains per hour – one to Cardiff and one to Newport.

To allow the services to run, a new seven-mile passing loop has been built between Crosskeys and Aberbeeg, while signalling has been upgraded at the south end of the line. The project has also seen a fully accessible footbridge built at Llanhilleth and new platforms at Llanhilleth and Newbridge, meaning there is now step-free access to all platforms on the line.

Visitors get rare view inside Mersey pumping station

Open weekend gives access to historic building for the first time since 2008.

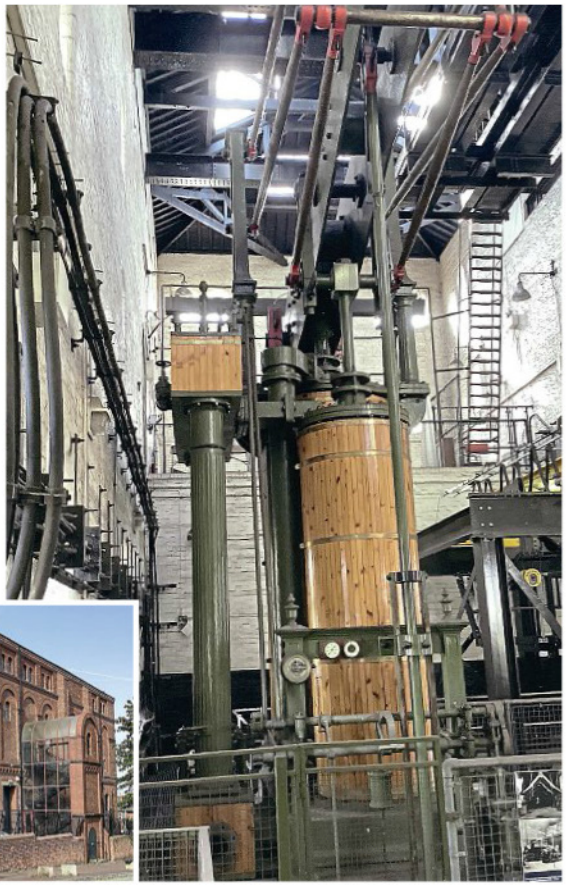
FOR the first time in 15 years, 100 members of the public were given the rare chance to see inside one of Birkenhead's landmark buildings during the Heritage Open Days weekend of September 9/10.

Network rail teamed up with experience firm Big Heritage to provide six guided tours of Shore Road Pumping station which was built in the 1880s. The still-in-use pumping station keeps the railway tunnel under the River Mersey free from flooding. The building has an Italianate style in brick and slate, and was given listed status in 1992.

Two steam powered beam engines were originally used to continuously pump water from the railway tunnels, one of which – nicknamed 'The Grasshopper' – remains in the building but is no longer in use. Today, three modern pumps keep the Merseyrail network running smoothly.

NR's Allan Gibbs-Monaghan said: "We were blown away by the number of people who applied for tickets. Looking after our railway heritage is a huge part of the work we do alongside running a modern and efficient railway– and what better building shows both things at play at the same time?"

The building was previously open as a council-run museum, but closed in 2008 due to lack of funding. Network Rail is now working with Big Heritage to arrange further tour dates later in the year.



Right: The original 'Grasshopper' water pump at Shore Road. NR



Below: Shore Road pumping station was built in the 1880s to an Italianate style. NR

Railways in Parliament Compiled by **Jon Longman**

Tanni quizzes minister

CROSSBENCH life peer and former Olympic athlete Baroness Tanni Grey-Thompson quizzed the House of Lords Transport Minister Baroness Vere of Norbiton about the disability and accessibility groups approached before launching the consultation on proposed closures to rail ticket offices.

Baroness Vere replied: "In partnership with industry, the Transport Minister and Department of Transport (DfT) officials held round tables with industry and accessibility stakeholders and passenger representative groups on June 6 and July 18 to discuss potential reforms. More than 20 different organisations were represented at the different roundtables.

"Through the industry-led Ticketing and Settlement Agreement process, train operating companies have put forward proposals to change the opening hours or closure of station ticket offices and recently consulted on these. The consultation closed on September 1 and the independent passenger bodies, Transport Focus and London TravelWatch, are currently assessing the proposals and consultation responses.

"We expect train operators to work collaboratively with the passenger bodies in the coming weeks, to listen to the concerns raised and to refine their proposals accordingly."

Greenwich mean times

WERA Hobhouse MP asked the Department for Transport (DfT) to assess reinstating direct trains from Greenwich and Woolwich to London Charing Cross.

Transport Minister Richard Holden replied: "Train operator Southeastern is responsible for the detailed planning and operation of their timetable. The realignment to Cannon Street, the terminal station for Woolwich Line services, was required to reduce congestion at the busy Lewisham Junction and delivers the most benefit for the greatest number of passengers by improving punctuality, reducing cancellations, and improving the network's ability to recover from disruption.

"Passengers on the Woolwich Line wishing to travel to Charing Cross now need to change at either Lewisham or London Bridge, where there are frequent connecting trains. I understand that this structural change is fundamental to delivering the operational and performance benefits of Southeastern's new timetable."

Hong Kong style

HARROW West MP Gareth Thomas asked if the DfT will assess the merits of adopting Hong Kong MTR Corporation's model for incentivizing housing development near or over railway lines.

Mr Merriman replied, "We are committed to the role of private sector in UK rail, increasing private investment, and learning lessons from international models. Our railways can be a catalyst for regeneration and development.

"Currently for station upgrades, we consider a range of possible models and how these might be combined with development opportunities around the station. In future, Great British Railways will work proactively with partners to support better development near stations and share best practice, using the essential understanding of how to develop sites alongside operational railways that it will take on from Network Rail."

Project overseers

TANMANJEET Singh Dheshi MP wanted to know who the Senior Responsible Owners (SROs) are for the East Coast Main Line Programme and the Midland Main Line electrification.

Mr Merriman, supplying details to the Slough MP, said: "The SRO for the East Coast Main Line is Nick Bisson who was appointed on March 31, 2022. The SRO for the Electrification of the Midland Main Line programme is Cavendish Elithorn who was appointed on June 1, 2019."

Smart station parking

ST ALBANS MP Daisy Cooper was concerned that station car park users were being limited to making payments by smart phone apps only. The MP wanted to know whether the DfT had carried out an equality impact assessment.

Mr Merriman said: "Charging for car parking is a commercial decision for train operating companies and Network Rail, and the train operating companies are responsible for making decisions on car park charges and payment methods at the stations they manage."



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Countdown to Railway 200 begins

Major celebrations are planned for 2025, to mark 200 years since the opening of the Stockton and Darlington Railway

THE railway industry will mark the bicentenary of the Stockton and Darlington Railway in 2025 with a year-long national programme of activities, initiatives and partnerships called Railway 200. It is described as an opportunity to celebrate rail's remarkable past, recognise its importance today, and look forward to its future.

The S&DR was the world's first public railway to use steam locomotives, and was officially opened on September 27, 1825, when George Stephenson's *Locomotion* hauled a train carrying more than 400 passengers.

The Railway 200 Programme is being led by Great British Railway's Transition Team supported by partners including Community Rail Network, Heritage Railway Association, HS2 Ltd, National Railway Museum, National Skills Academy for Rail, Network Rail, Rail Delivery Group, Rail Freight Group, Rail Partners, Railway Industry Association and more.

Chair of Railway 200 and Network Rail, Peter Hendy said: "The world changed forever in 1825 and the 200th anniversary of this first passenger train journey is an historic opportunity to reset the public's relationship with rail.

"It is our chance to present the railway as a forward thinking, digital, industry and as an attractive career option for young people and for people from many different backgrounds."

Exhibition train

An exhibition train is planned to travel around the rail network and take Railway 200 to people across Britain. Developed in partnership with the National Railway Museum and Porterbrook, the train will consist of different exhibitions and interactive elements aimed at young people and their families, raising awareness of careers in science, technology, engineering and mathematics.

The team is also working with organisations outside the industry to highlight the influence that railways have had on culture, art and society, and further information can be found on the website at www.railway200.co.uk.

Railway Industry Association chief executive Darren Caplan said: "It is hard to overstate the benefits that the railway has brought, and continues to bring, not just to the UK, but also globally, since 1825. Rail networks don't just keep people connected, they also play a crucial role in spurring economic growth, creating jobs, boosting sustainability, and bringing together local communities."

Railway 200 has also partnered with Stockton & Darlington Bicentenary Festival (S&DR200), which is delivering a nine-month international festival developed where the first journey took place – see www.sdr200.co.uk for more details.

"The rail industry could be described as being in a somewhat dishevelled state since Covid-19, and Railway 200 is the perfect opportunity to try and remedy this," said rail expert Phil Marsh.

"It's not a cavalcade as in 1975, but a one-year celebratory UK-wide journey that I hope all readers will join the organising team on."



S&DR No. 1 *Locomotion* at the NRM's Shildon museum. NRM

Locomotion's history examined in detail

GEORGE Stephenson's *Locomotion* does not contain any original parts from when it was built in 1825, according to a report commissioned by the National Railway Museum.

Written by early railway experts Dr Michael Bailey and Peter Davidson, the report reveals the boiler barrel dates from 1827 and was originally used on sister locomotive *Diligence*, making it the world's oldest known standard gauge boiler to exist today.

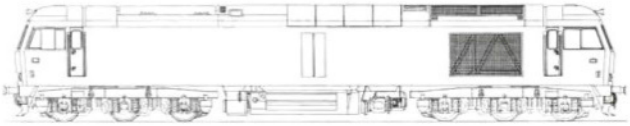
Locomotion appears to have had four distinct phases and was substantially rebuilt several times. The fourth and final incarnation in 1856/57 is how the loco appears today. This saw a return to a form reminiscent of its 1825 appearance but with numerous changes, including to its flue, chimney, boiler endplates and the distinctive parallel motion that was not fitted in the first three years of operation.

Originally called *Active*, the engine only acquired its number (No.1) in 1827 and the name *Locomotion* in the summer of 1833, when it is likely to have acquired cast nameplates on each side of the boiler. The current brass nameplates are later additions.

Introduced in 1825, the engine was one of five original Stephenson-built locos to work on the S&DR. Withdrawn from service in 1841, it was valued at £100 but – in a world first – *Locomotion* was preserved in 1857, preceding the collecting of other, sometimes earlier, locos in national collections.

Dr Bailey has carried out similar investigations on other early locomotives, such as *Rocket*, Hetton's *Lyon*, and Killingworth's *Billy,* and has worked with Mr Davidson on many of these projects.

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Compiled by **Graeme Pickering**

Train design achieves 'world first'

Hitachi claims emissions will be 90% lower per passenger than flying, as new fleet becomes first to be PAS 2080 accredited for carbon footprint standards.



An artist's impression of the trains that will be built by Hitachi and Alstom, working as a joint venture, utilising their facilities in County Durham, Derby and Crewe. HS2

THE design for HS2's 54 eight-car trains, which will be built in the UK by Hitachi Rail and Alstom in a joint venture, has become the first in the world to receive PAS 2080 environmental standard accreditation.

Hitachi says that fleet emissions will be 90% lower per passenger than making the same journey by air or car.

Drawn-up to meet World Trade Organization criteria, PAS 2080 is regarded as one of the leading globally-applicable standards for infrastructure design and manufacturing. It was awarded after the verification of a whole-life carbon analysis for the fleet by Hitachi which took into account carbon reduction and management within the design and procurement processes, as well as during manufacturing and operation.

Based on the 'Frecciarossa' very high-speed trains running in Italy and Spain, the HS2 fleet will be capable of 225 miles per hour. The total length of each set will be 200 metres.

Hitachi and Alstom were awarded the £2 billion contract to design, build and maintain the trains in December 2021. Manufacturing involves three separate factories. Hitachi's plant at Newton Aycliffe in County Durham will be responsible for vehicle assembly and initial fit-out. Further fitting and testing work will be carried out by Alstom at Derby, with bogies being made and maintained (again by Alstom) at Crewe.

The first vehicles are expected to be completed in 2027, with a period of static and dynamic testing to follow. Passenger services are currently anticipated to begin between 2029 and 2033.

Overall efficiency

Areas highlighted which helped achieve the PAS 2080 standard include aerodynamic improvements to the train bodies and bogies, and increased efficiency of power supply and air conditioning systems, all helping to lower energy consumption. The weight of the trains (bodies, wheelsets and cabling) has been reduced and the proportion of recyclable and recycled materials used has been increased.

Hitachi's journey emission calculations are based on using a HS2 train between London and Manchester versus a car containing three people, and a full plane taking the same route, also incorporating lifecycle emissions that include those from the manufacturing and operation of the vehicles involved.

"HS2 trains have gone through a design process of unparalleled rigour, becoming more aerodynamic, more energy-efficient, lighter, leaner, and greener," said Hitachi Rail Group chief operating officer Luca D'Aquila. "The PAS 2080 accreditation is recognition of our dedicated approach, and it is an approach that we will continue to roll out on projects around the world as part of our commitment to be a climate change innovator."

Longest 'green tunnel' underway

ASSEMBLY of the 'm'-shaped double arches that will form the HS2 route's longest 'green tunnel' has started at Greatworth in West Northamptonshire.

One-and-a-half miles long, the structure will consist of more than 5000 concrete segments, produced by Stanton Precast at Ilkeston in Derbyshire, and put together on-site.

Five 'green tunnels' are being created along Phase One of the HS2 route. They are so-called because they are constructed by creating a cutting in which the tunnel structure is built, before being covered with earth and landscaped with trees, shrubs and hedgerows to blend into the local surroundings.

Work on the main structure is expected to take around two years. HS2 Ltd says lessons learned during the building of Chipping Warden tunnel have been applied to segment quality control, delivery and installation.

LU power supply completed

A NEW traction substation (TSS) for London Underground's Northern line has been completed by HS2's Euston construction team. The TSS needed to be relocated to carry out site preparations for the high speed route's Euston terminus.

The new substation required a 90 metre-long (295ft) tunnel to connect it to the Northern line, as well as a 20 metre deep (66ft) box. Concrete for the external walls of the superstructure was poured during a three-week operation in May.

The final stages of the operation, which involved over 100 staff at its peak and more than 600,000 man hours of work, consisted of fitting out internal blockwork and doors and completing the roof.

Construction of the Euston terminus is paused, but enabling work goes on and some of the site is expected to be set aside for community use.





VIADUCT PROGRESS: **The first of the 32 piers that will support one of the pair of 1400 metre viaducts for HS2 at Water Orton in Warwickshire was completed during August. Cast in situ using formwork specifically designed for the project, the pier (left) is 18 metres (59 feet) tall. The viaducts will be two of the highest structures on the HS2 route and form part of the Delta Junction incorporating north and south spurs from its main line to serve Birmingham's new Curzon Street station. Meanwhile, a 40 metre span of the Colne Valley Viaduct on the north western outskirts of London was put into place during a three-week road closure. This allowed cranes to be brought in to lift into position the 11 segments, each weighing 115-130 tonnes. The work on the span had been brought forward to the school holidays with the aim of minimising disruption. This August image (right), shows how the viaduct is taking shape, and the launching girder which has been used for positioning most of the other segments so far.** HS2

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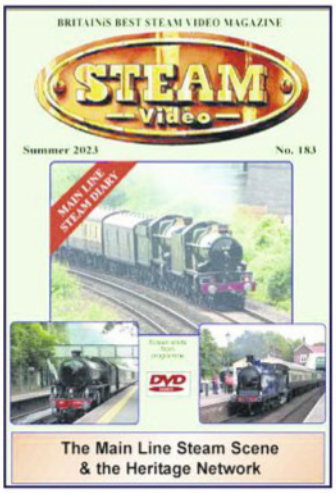
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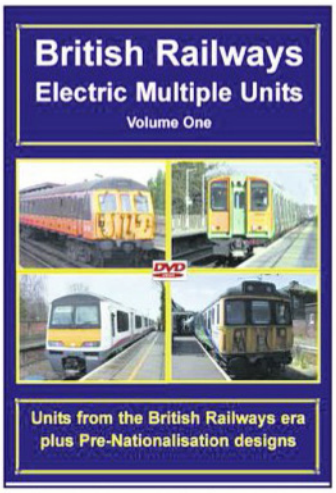
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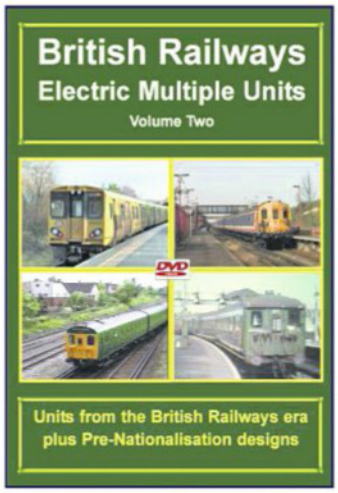
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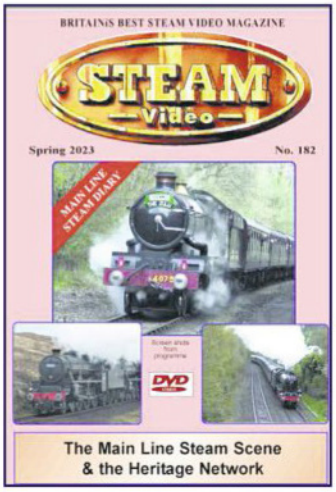


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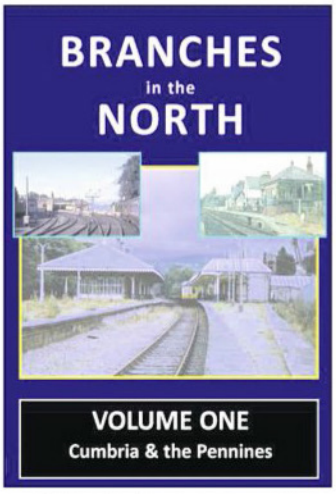
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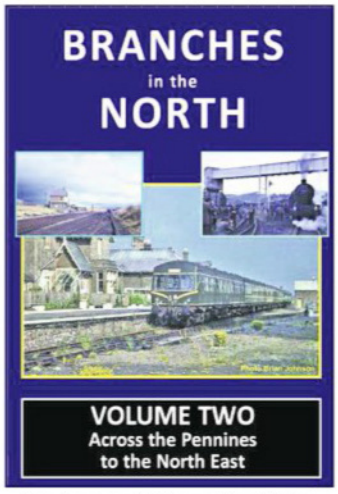


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Cross purposes

The final CrossCountry HST ran in mid-September after more than four decades. John Heaton FCILT took one last trip.

STANDING on Platform 4 at Plymouth station in early September 2023, casual observers could have imagined they had been enveloped by a time warp. At the east end of the station was HST power car No. 43007 in the livery in which it had first appeared here in 1976. A two-minute walk to the west end, and time had moved on a decade as No. 43008 was the centre of photographic attention in its InterCity 'Swallow' colours.

Such reverie was soon shattered by spotting an Hitachi IET over on the up side, for this was indeed 2023, for better and arguably worse. The imminent removal of the emblematic CrossCountry (XC) 2+7 HST formations from the remaining Plymouth-Leeds/Edinburgh/Glasgow turns had brought enthusiasts out in large numbers for either one last run or last-ditch mileage accumulation. These sets are now well into their 40s, but their fan-base is wider, spanning teens to 70s.

Full marks to XC for marking the significance of the HSTs' withdrawal with the 'retro' makeovers to the power cars. Less praise, however, for the fact that their disappearance means the hard-pressed Class 220/221 'Voyager' fleet will have to be spread more thinly across a timetable that has already been pared past the point of inconvenience.

For instance, at the time of writing, the last departure from Birmingham to 'west of Exeter' is 19.10 and considerably earlier from the Northern cities. I would be the first to admit that British Rail would have responded to a catastrophic drop in earnings on the scale of the Covid repercussions with even more swingeing cuts, but such reactions are unlikely to stimulate recovery. Is this due to Department for Transport accountants, or a sensible response to cost reduction in the light of impending repair and maintenance figures?

None of these thoughts was going to spoil the enjoyment of the next nine hours though. It was pure luck my farewell journey had coincided with the appearance of Nos. 43207 and 43208, carrying only their original numbering, as the timing of my trip had depended on hotel prices in Edinburgh and a rapidly approaching withdrawal date.

Below: The through tracks have gone and the wires have gone up at York since HSTs first appeared here in this livery, but the famous trainshed still provides a fabulous backdrop as retro-liveried No. 43007 is captured at the rear of 1V50, the 06.06 Edinburgh-Plymouth, on August 28. Intercity 'Swallow'-liveried No. 43008 was at the leading end. RICHARD LILLIE





On September 5, No. 43303 prepares to start the 15.27 Plymouth to Leeds. Retro-liveried No. 43007 (behind) has just arrived on the 06.06 from Edinburgh. JOHN HEATON

A little HST history

Rather than jump straight on board our waiting HST, it is worth reviewing the use of HSTs on the Cross-Country route in some detail.

It was 1978 when the British Railways Board authorised 18 HSTs for the North East/South West route, with a further 18 for North West/South Coast intended but never sanctioned. Unlike the rapid spread of HSTs to Western and Eastern Region main lines, however, it was October 1981 before the first Cross-Country HSTs were put to work, and 1982 when the first Cross-Country HST-based timetable was produced using just 12 sets – the other six having been filched last minute for the Midland Main Line (as we will see in a Practice and Performance 'Midland Transitions Part 3' in a later issue).

Official Sectorisation enveloped Cross-Country from March 10, 1986 when the new InterCity subsector began life with 472 passenger coaches, of which 85½ were HST vehicles. While reminiscing our mutual experiences of those early days with long term Cross-Country manager Brian Johnson, I queried this latter figure. There were two spare Trailer Restaurant Second Buffets (TRSBs) and a Trailer Guard Second (TGS) shared with the Great Western sub-sector. So Cross-Country has 12 sets of seven coaches, plus a half of the three spares. The complete sets were allocated equally to Plymouth Laira, Bristol St Philip's Marsh and Leeds Neville Hill depots.

Two months later, Cross-Country partially compensated for its loss to the Midland by acquiring two East Coast sets. This meant there were 14 sets to cover 12 diagrams (at an availability target of 86%), but the fleet subsequently reverted to 12 sets with according diagram alterations.

May 1986 produced 'shock/horror' with regular timetabled running of diesel HSTs 'under the wires' from Birmingham to Manchester and Liverpool, although the latter lasted only a year. HSTs were unpopular, even derided, with most haulage enthusiasts at this time, but they could be content that the through running to the North West still left 33 weekday loco-hauled diagrams and 18 complicated, and arguably overall wasteful, loco changes at Birmingham New Street.

The new sub-sector's first self-determined timetable came into force in May 1988, introducing improvements such as hourly York-Bristol trains and an increase in its annual train miles of 42% to 10.1 million.

Cross-Country HSTs begin

Among all the sectorised organisations, Cross-Country was the favourite of many operators. It preferred expansion, eye-catching public relations, and 'Mr Cross-Country' Brian Johnson earned the respect of area managers. Set a specification, monitor performance and respond to the results was how the regime worked.

Along the way there was a bowls match at Plymouth to launch the 'Armada' named train, using the expertise of the Exeter area personnel manager who was a bowls international, and the inaugural, admittedly short-lived, 'Cross-Country Grill' from Bristol, performed by a fire-eater. Brian Johnson recalls, with relish, that the Swindon public relations team (including the late *RM* contributor Keith Farr) suggested the idea, but the fire-eater withdrew a few days beforehand. Undaunted and unannounced, one of the Swindon team learnt fire-eating in time for the Monday morning launch and successfully stepped into the breach. It was in the days before risk assessments were mandatory.

The Cross-Country HST fleet has operated safely for many years, fortunately only with relatively minor mishaps. A summer Saturday Paignton train hit a railway van parked too near to the track at Barnt Green on July 29, 1989 when Brian was conducting an audit at Goodrington Sidings along with the then area manager, their improvisation resulting in the return Nottingham HST running as a Class 50 with Network SouthEast stock as far as Birmingham. Anything but 'cancel' in those days.

A Newcastle-Plymouth HST narrowly averted disaster at Water Orton Junction on March 1, 1988 when a freight, hauled by two Class 31s off the Whitacre line, passed a signal at danger. What was thought to be a near miss was ▶

TABLE 1: PLYMOUTH TO NEWTON ABBOT

Power cars/Units		43042 + 43029			220031 + 220024			802022 + 802009		
Load*		2+7/238/248/389			8/372/380			10/501/515		
Train		17.10 Plymouth-Leeds			16.27 (Sun) Plymouth-Leeds			07.10 Penzance-Paddington		
Date		April 11, 1992			September 11, 2022			January 13, 2023		
Recorder/Position		J Heaton 2nd of 9			J Heaton 4th of 8			J Heaton 1st of 10		
Miles	Timing Point	Sch	M S	MPH	Sch	M S	MPH	Sch	M S	MPH
0.00	PLYMOUTH d	0	0 00	T Pfm 4 (Dn)	0	0 00	T Pfm 6 (Mid)	0	0 00	T Pfm 7 (up)
1.45	Lipson Jct	3	3 03	67	3	2 50	65	3	2 29	62
1.96	Laira Jct		3 30	71		3 18	70		2 57	70
3.06	Tavistock Jct		4 27	65		4 20	60		3 57	59
3.99	Plympton		5 15	81		5 12	80		4 51	68½/46
6.58	Hemerdon	8	7 18	60/62	7½	7 24	58	8	7 32	48
8.34	Cornwood		9 02	61/60		9 13	59		9 23	60
11.59	Ivybridge	13	12 15	62	12½	12 31	59	13	12 41	58
12.93	Bittaford		13 33	62		13 52	61		14 03	60
14.16	Wrangaton TWP		14 44	63		15 06	59		15 18	54/30tsr 32
15.46	Aish	17	15 55	66	16½	16 25	59/50tsr?	17	17 06	50
16.24	Brent		16 37	66		17 18	52		17 59	61/59
18.15	Marley TEP		18 27	62/68		19 17	60		19 53	60
20.43	Tigley		20 33	67		21 35	59		22 09	60
23.10	Totnes a	25	23 53		25	25 22		25½	25 59	
0.00	d	27	27 05		26½	27 47		27	27 09	
3.07	MP 219¾		4 30	56/54		4 05	54/53		3 58	55
4.84	Dainton	6½	6 26	55	6½	6 03	54/50	6	6 03	44
5.90	Stoneycombe		7 34	61/65		7 15	60		7 21	55/61
7.64	Aller Jct		9 14	59		9 04	55		9 05	58
8.76	NEWTON ABBOT a	11	10 49		11	10 51		10½	10 54	

*Vehicles/tare/gross tonnes/inc PCs
Aish HST sch is estimated as it ws not used then. Ivybridge HST sch is adjusted for an apparent WTT error.
Class 220 spot speeds interpolated from averages.



Above: Running alongside the River Plym and passing Laira Junction, Nos. 43008/43007 near journey's end with 1V48, the 08.11 Leeds-Plymouth, on September 3. NICK WARREN

actually a collision as some scoring and a broken window were subsequently discovered on the HST. Still in the ill-fated Midlands, the 12.20 Bournemouth-Edinburgh HST was derailed at Coventry on January 9, 1999 as the result of a track defect, with no injuries; and on May 25, 1991 an HST was also derailed, on the Newquay branch, and passengers ferried back in the rear power car to Luxulyan station for taxis to their destination.

The most serious accident that befell a Cross-Country HST occurred at Abbeyhill, immediately south of Edinburgh, on August 13, 1994, when an unsecured Class 37 ran away and collided head-on with the summer Saturday Newquay-Edinburgh, injuring 47 passengers and the unfortunate HST driver seriously.

A review of motive power was undertaken by the new sub-sector, evaluating 1+4 or 1+5 HSTs against loco-hauled Mk.3 stock, full-length HSTs cascaded from East Coast electrification, and 'high quality DMUs'. Readers might be disappointed that high quality DMUs emerged as the recommended solution from this review, more so that 'Voyagers' became its manifestation and, ultimately, that they were often too short for demand levels.

More sets and a new era

However, in the summer 1991 timetable, an influx of displaced East Coast sets allowed the Solent route to benefit from HST operation, albeit with the start of the timetable postponed until July awaiting their release.

On completion of full Sectorisation in April 1994, the Cross-Country HST fleet stood at 23 seven-car sets and three spares, supplemented briefly for the abortive Eurostar connectional services to and from Waterloo that were provided to compensate for the abandoned through workings from 'north of London' to the European mainland via the Channel Tunnel. Passenger levels on these connecting services remained negligible until early 1997, when they were cancelled and the two extra sets required were returned to the leasing company Angel Trains.

The railway was readying itself for Privatisation. In December 1996, HST set XC64 was turned out from Eastleigh Works with a Virgin-branded interior, and then repainted in Virgin livery at Neville Hill, both events occurring in secrecy that I doubt would have escaped social media had it been 2023. The set was moved to Edinburgh's Craigentinny depot for Monday, January 6, 1997 – the day after the Virgin franchise had begun.

It is believed this was the first franchise launch to use a fully rebranded train. Railway legend relates how the plan to use the East Coast was altered to the Settle and Carlisle Line to avoid enthusiast attention, but then encountered hundreds of cameras ready for a steam special behind Stanier 'Mogul' No. 42968. However, the actual reason was a poor weather forecast for the publicity helicopter on the original route.

A further attempt to squeeze a 14% mileage increase from the Virgin fleet fell foul of too little depot downtime, and then the over-ambitious 'Operation Princess' timetable of September 2002 proved to be a step too far.

After competitive tendering, maintenance moved to Laira in May 1998, but the HST fleet continued to suffer from endemic high water temperature failures, averaging two incidents a day, although a programme of enhanced maintenance mitigated the defects.

'Voyagers' were seen as more reliable, partly because the loss of just one engine was disguised by recovery time, unused pathing allowances, or generous station dwell times. Some commentators have suggested 'Voyagers' can keep time with an engine out, but they cannot maintain raw sectional running times and need to borrow spare time usually provided for other causes, such as temporary speed restrictions (TSRs).

On February 18, 2002 Virgin replaced an HST diagram with a 'Voyager' one, and the downward slope resulted in a final withdrawal some 20 months later on October 28, 2003. But the story was not to end there, as the extra capacity of HSTs became vital and the need for congestion reduction heralded their re-employment for a further 20 remarkable and enjoyable years.

The journey north

Although the original Nos. 43007/8 of my Edinburgh train are consecutive, it is not a natural pairing. No. 43007

TABLE 2: YORK TO DARLINGTON

Power Cars/Unit		43178 + 43069			221115		
Load*		2+7/238/255/395			5/282/300		
Train		06.20 Plymouth-Newcastle			07.30 Birmingham NS-Edinburgh		
Date		November 19, 2001			June 6, 2003		
Recorder		D Fox			J Heaton		
Miles	**Timing Point**	**Sch**	**M S**	**MPH**	**Sch**	**M S**	**MPH**
0.00	YORK d	0	0 00		0	0 00	½E
1.66	Skelton Jct	2½	2 06	63	2	2 02	-
5.50	Beningbrough		4 37	106	(1)	4 35	110
9.50	Tollerton	7½	6 44	116	7	6 37	125
11.24	Alne		7 37	120		7 26	128
13.38	Raskelf		8 40	124		8 27	124
16.00	Pilmoor		9 56	125		9 43	124
17.98	Sessay		10 53	127		10 40	126/129
22.19	Thirsk	13½	12 50	130	13	12 39	128
26.55	Otterington		14 51	127	(2½)	14 44	125
29.98	Northallerton	17½	16 28	127	19½	16 23	125/130
33.76	Danby Wiske		18 18	128		18 09	128
37.50	Cowton		20 00	128		19 59	119
38.95	Eryholme		20 41	127		20 43	119
41.49	Croft Spa		21 56	115		22 02	115
44.15	DARLINGTON a	25½	24 07		27½	24 27	

*Vehicles/tare/gross tonnes/inc power cars
(x)=minutes pathing time



1: No. 43008 leads through the recently opened station at Marsh Barton (south of Exeter) on September 3 with 1V48, the 08.11 Leeds-Plymouth. No. 43007 was at the rear. STEPHEN GINN



2: CrossCountry has a third celebrity power car in the form of No. 43184 (43384), which carries InterCity 'Executive' livery and is named *Laira Diesel Depot*. The power car is seen heading west at Silverton (north of Exeter) on August 20 while working 1V48, the 08.11 Leeds-Plymouth, with No. 43007. STEPHEN GINN



originally ran with No. 43006 and No. 43008 with No. 43009. A browse through the Railway Performance Society (RPS) electronic archive reveals both power cars of today's celebrity pair arriving at Plymouth with their booked partner in October 1976.

I worked at Neville Hill in 1978 and it is my recollection that the Eastern Region was quick to surrender any pretence of keeping power cars together for maintenance integrated with their coaches, but on the Western the RPS archive implies it remained the aim until perhaps 1984. Although No. 43007 was promiscuous, until then it returned to partner No. 43006 far more often than random pairing would suggest. The records of Nos. 43008 and 43009 reflects a similar pattern.

But our train awaits us. After a layover of only 32 mins following its arrival from Leeds, 7 min late, the HST engines hardly had time to cool down before being challenged to climb the straight 1-in-42 Hemerdon bank at 80mph. A conservative start from the down side platform 4, and no acceleration to a higher figure than the 60mph restriction at Tavistock Junction, contributed to failing to reach the target by 2mph. Speed tailed off against gravity to 67mph half a minute from the top of the climb, where the set was eased to meet the summit's 60mph limit. The front of the train kept the 7½ min timing precisely.

In order to avoid any controversy, I have constructed Table 1 not with this run but my fastest BR Cross-Country 2+7 HST, together with recent (but random) IET and 'Voyager' runs from Plymouth to Totnes. Our retro HST's time of 24 min 32 sec was 77th fastest out of 419 in the RPS archive, but I have timed a run of 22 min 13 sec with a Great Western HST back in the mists of time. The HST in Table 1 moderated its approach by leaving Totnes slowly when compared with the IET and 'Voyager' equivalents.

If our 'retro' HST set's climb of Hemerdon had been merely adequate, that to subsequent Dainton (which is as steep as 1-in-38, even without 'compensation' for the sharp curves) was exemplary, with 1½ miles of maintained speed spot on the 55mph limit and finishing strongly at the summit. Its time of 10 min 26 sec to Newton Abbot was 23-28 sec faster than the Table 1 runs.

1A84, the 10.20 Penzance-Paddington IET, had met with delay outside Exeter St David's and the knock-on effect for the XC HST converted what would have been a sub-18min run from Newton Abbot into a 2½min late arrival waiting for platform 5 to clear. The process was repeated at Tiverton Parkway, but not at Taunton as I suspect our driver deliberately chose to hang back a little.

Above: Nos. 43007 (leading) and 43008 run alongside the River Exe at Powderham on September 3 with 1S55, the 14.27 Plymouth to Edinburgh. PAUL BICKERDYKE

Now 3 min late with 1 min recovery time to Parson Street, followed by a massive 5½ min pathing allowance and 4 min Temple Meads dwell time, it was a pleasant surprise to find that we ran at maximum permissible speeds to recover the 1 min and then run slowly into Bristol but arrive 3 min early.

Leaving the South West

After conquering the Devon gradients, the retro HST scarcely acknowledged Filton Bank as it raced up to Bristol Parkway, with a maximum speed of 72mph in a time of 7 min 25 sec on an 8 min schedule. An annoying 50mph TSR intervened before diverging from the Paddington main line at Westerleigh Junction. The running towards Charfield was brisk and the ride decidedly uncomfortable, but speeds were eased onwards to Cheltenham, which was reached 3½min late after a debilitating 20mph TSR at Barnwood Junction.

The importance of strict timekeeping was then to be demonstrated at Oddingley, on the approach to Stoke Works Junction and Bromsgrove. Two months of intermittent rain had given way to temperatures of 29 degrees centigrade, so a 'hot weather restriction' was announced. My heart sank, not only on the probable effect, but the vulnerability of the railway to the slightest variation from 'normal'.

Having stood for 2 min, we proceeded cautiously, eventually passing Stoke Works Junction 13 min late. The 1-in-37¾ of the Lickey Incline was started at 82mph, so I was slightly disappointed by the 112 sec time to Blackwell, minimum speed 63mph. The Birmingham local service was in disarray, so it was an unexpected delight to be given priority over a Class 323 from King's Norton,

"One of the Swindon team learnt fire-eating in time for the Monday morning launch and successfully stepped into the breach"



Above: The shadows are just starting to lengthen at Cheltenham Spa on September 3 as Nos. 43007/43008 accelerate away from their stop with 1S55, the 14.27 Plymouth to Edinburgh. JACK BOSKETT

taking only 8½ min to Birmingham New Street. Arrival was just 49 sec before the booked departure of the 13.08 connecting 'Pendolino' direct to Scotland via the West Coast Main Line. No guarantee of a 'hold' was given, even though it was conveniently on the next platform, but the fleet of foot, the hale and the hearty probably just caught it. The South West's passengers bound for the WCML north of Birmingham used to have through trains before Privatisation, and now a typical hourly 19 min connection has become 13 min. I missed it last time I tried it.

North of Birmingham

After a crew change, we were checked to 35mph at Water Orton by DMU No. 170113 working the 16.09 Birmingham New Street to Leicester, which had departed 2 min after the XC arrival, showing the scope for time saving if our 5 min dwell time could have been shortened by coordination of platform work and signalling – two separate companies since Privatisation of course.

The 2+7 HST reached 121mph at Kingsbury, the 125mph limit representing one of the few substantial speed enhancements delivered since Privatisation, well above the pre-existing 90mph limit.

Despite booked dwell times of 7 min at Birmingham and 5 min at Derby (small wonder 'Voyagers' can disguise ailments?), we were 6 min late and behind a Matlock stopper. After 106mph through Duffield, we slowed to 23mph and accordingly lost 2½ min to Chesterfield. I would accept the 7 min return for up line connections off the Matlock branch justified the running order, especially as the return of No. 170531 delayed the following York-Birmingham.

It was with some trepidation that I forecast my route through the densely-occupied Yorkshire conurbations of Sheffield and Leeds, especially when I spotted the 17.15 and 17.18 departures from Sheffield to Leeds had left 7 min late. The former would peel off at Wincobank South Junction, near Meadowhall, causing only a slight check, and we should be able to pass the latter as it ran via Rotherham Central between Holmes and Aldwarke Junctions, both of which we managed to do but at a cost of 2½ min.

Whereas this was disappointing, it was equally surprising that the 17.24 Doncaster-Leeds, with EMU No. 331107, was specially looped for 7 min at Hemsworth to let our 10 min late HST go past. With 2 min of allowances and a planned station dwell time of 6½ min at Leeds, there was now every chance we could leave Leeds within touching distance of 'time'. Not so though. Two locals were given preference on our approach to the city in circumstances where each would otherwise have lost 1 min. I think I would have given priority to the train that had three more hours and 225 miles to go.



Below: Nos. 43007/43184 arrive at Sheffield on August 17 with 1S51, the 12.27 Plymouth to Edinburgh. GEOFF GRIFFITHS

Yorkshire troubles

But far worse was to come. The 18.16 stopper from Leeds to York was cancelled (no guard) but allowed to leave empty stock (no stops) 8 min early and behind the 12 min late 17.46 stopper to York. This cost the XC HST 5 min, whereas there seemed no obstacle to the empty train running at its scheduled departure time to make its booked back working departure from York, where it arrived 11 min early.

By now the HST train manager was sharing our frustration, listing the occasions where our train 'seemed to have lower priority' than those ahead – not entirely accurate but not misleading.

1S25, the 16.30 King's Cross to Edinburgh, was ahead after York with a Northallerton stop, which took its toll as soon as we reached 125mph at Thirsk. It was a pleasure to record the maximum speed at least once on the journey, and especially as IET speed governors rarely permit their plated top speed to be reached. There were slightly adverse signals approaching Relly Mill as the 'Azuma' ahead cleared the platform at Durham, meaning we had an 18½ min late arrival at Newcastle. HST or 'Voyager' is

not really an issue if you are not given the road.

Another minute was lost unchecked to the Alnmouth stop, recovered at the station, and the competent HST kept its sectional running times, pocketing 3½ min of timetable allowances to pass Drem 14 min late. At least I was able to record a former Scottish Region 125mph as well. There was another 1½ min recovery/pathing to come, but we were unable to improve on that figure by Edinburgh at 21.22.

The HST's work was far from over, as it had still to reach Glasgow Central via Motherwell and back to Craigentinny for six hours care and compassion prior to forming the 06.06 to Plymouth the following morning. After terminating back in Devon, it was taken out of service to prepare for a forthcoming charter special, replaced by CrossCountry's modern-liveried Nos. 43303/43304 – also, it must be said, in splendid external condition.

Heading home

The intermittently-checked northbound run had given little opportunity to make comparisons between HSTs and 'Voyagers', so I have instead taken the fastest York-Darlington XC run in the RPS archive and, in Table 2, compared it to my own 'Voyager' fastest recorded time.

Speeds on both runs were excessive, but it is interesting to note the differences between scheduled net running times and actual. Mr Fox's all-comer's record of 24 min 7 sec achieved a start-to-stop average of 109.8mph against the schedule's 103.9mph, whereas my 'Voyager' managed 108.3mph on a net schedule of 110.4mph. No easy options on those East Coast timings some 20 years ago.

Finally, let us say fond farewell to XC's HSTs by looking at the following morning's performance between Edinburgh and Newcastle, where the HST notched the fastest XC HST runs in the RPS archive runs on all three sections. To some extent, this achievement is of limited relevance, because the Alnmouth sections have only recently become regular calls. However, I had a run with the same 06.06 departure earlier this summer when a 'Voyager' was supplied for the delectation of all. On that occasion I contented myself with average speeds, so I have included spot and average speeds in Table 3 for the HST to aid comparison.

With No. 43008 (43208) leading No. 43007 (43207), a bright morning with a red raw sunrise emerging from the North Sea to bathe the East Coast Main Line in a rosy hue, a driver clearly enjoying his job passing Holy Island at a full 125mph, a cup of coffee, GPS and notebook – there was nothing else to do but savour the moment. ■

Below: North of York and 200 miles from Edinburgh, Nos. 43008/43007 pass the famous railway marker at Shipton by Beningbrough with 1V50, the 06.06 Edinburgh-Plymouth, on September 5.
CHRIS GEE

TABLE 3: EDINBURGH TO NEWCASTLE

Unit/Power Cars		220020			43208 / 43207 (as 43008 / 43007)		
Load*		4/186/190			2+7/257/265/411		
Train		06.06 Edinburgh-Plymouth			06.06 Edinburgh-Plymouth		
Date		Sat April 22, 2023			Tues September 5, 2023		
Recorder/Position		J Heaton 1st of 4			J Heaton 3/9		
Miles	**Timing Point**	**Sch**	**M S**	**Ave MPH.**	**M S**	**M P H**	**Ave MPH**
0.00	EDINBURGH d	0	0 00	T Pfm 5 bay	0 00	-/90	T Pfm 7 east end
3.25	Portobello Jct	4	4 10	48.8	3 22	80	60.4
5.95	Monktonhall Jct	6	5 52	94.9	5 00	96	98.7
7.56	Wallyford		6 56	90.7	6 08	102	85.4
9.37	Prestonpans	8	7 57	105.5	7 08	110/108	107.3
13.14	Longniddry	<½>	10 03	107.9	9 11	110/107	110.5
17.65	Drem	13	12 35	106.6	11 42	115/120	107.3
23.26	East Linton		15 44	106.9	14 52	99/110	106.3
28.97	Dunbar	19½	19 20	95.0	18 12	85	102.6
33.72	Innerwick		22 13	98.6	21 07	111/70	97.5
41.16	Grantshouse	27½	27 32	83.7	26 18	76	85.8
46.23	Reston	<½>	31 08	84.6	29 54	95/80	84.6
51.82	Burnmouth	[1]	35 02	86.0	33 43	95	87.8
54.57	Lamberton Toll		36 50	91.3	35 30	90	92.1
57.40	Berwick-upon-Tweed a	**41½**	**39 46**	57.8	**38 15**		61.7
0.00	d	43p	41 52		41 56		
3.43	Scremerston		3 02	67.7	3 17	100/123	62.6
8.35	Beal		5 40	112.2	5 51	115	115.1
11.61	Fenham LM		7 21	116.3	7 32	118	116.3
15.43	Belford	10	9 16	119.3	9 26	122/125/103	120.4
20.99	Chathill		12 24	106.5	12 18	113/116/107	116.4
26.51	Stamford		15 24	110.5	15 15	120	112.4
32.18	Alnmouth a	**19**	**19 34**	81.5	**19 07**		87.9
0.00	d/p	21½	22 03		21 50		
0.94	Wooden Gate		1 30	37.5	1 39	61	34.1
2.99	Warkworth		2 57	84.8	3 16	91/86	76.1
6.31	Acklington		5 10	90.0	5 27	96	91.4
9.21	Chevington		6 50	104.4	7 07	109/110/97	104.4
11.58	Widdrington		8 16	98.9	8 32	99/111	100.1
16.28	Pegswood		10 58	104.4	11 14	96	104.4
18.20	Morpeth	13	12 46	64.2	13 00	47	65.4
20.13	Clifton		14 39	61.3	14 53	81	61.3
24.93	Cramlington	[1]	17 30	101.1	17 46	110/112	99.9
28.88	Killingworth		19 42	107.7	19 57	102	108.5
33.10	Heaton S. Jct	22½	22 22	95.1	22 37	64	95.1
34.24	Manors		23 34	56.9	23 57	35	51.2
34.83	NEWCASTLE a	26½	25 11	21.8	25 37		21.2

p=Advertised 1min earlier
<½>=½min performance allowance. [1]=1min recovery time Sch applies to both trains
* Vehicles/tare/gross tonnes/inc power cars
East Linton and Reston details are not at the new and planned stations.
RPS modern kilometre survey figures used for Edinburgh-Berwick-upon-Tweed distances to cater for deviations at Wallyford and Penmaenshiel
Edinburgh mileages begin at Platform 7, approx middle of train
Class 220 started from Platform 5, distance approximately 0.1m further than the HST

"HST or 'Voyager' is not really an issue if you are not given the road"



Pie in the sky?



Many of the major railway companies also operated connecting bus, ferry and ship services – but the 1930s saw the 'Big Four' add airline routes to their networks, as Mike Jones describes.

THE 1920s had seen railways lose passenger and freight traffic to road operators as the reliability and quality of vehicles improved, so active steps were taken at the end of the decade to ensure there was no repeat in the emerging airline industry, where a step-up in aircraft design brought the prospect of a new source of competition.

Thus the 'Big Four' railway companies sought Parliamentary authority to provide air services, which was granted on May 10, 1929 for operation within the boundaries of the rail network provided by the GWR, LMS, LNER and Southern Railway – including Northern Ireland and destinations served by steamer services. The four companies were also permitted to establish routes as far as longitude 20 degrees east, which provided scope for services to the greater part of Europe.

Until that time, a number of commercial flights had been provided by small scale operators that were seasonal in nature and provided services over short sea routes and estuaries. But the aircraft were generally unsuitable and there were no airports as such or navigation aids, which resulted in the Air Ministry asking railway companies to paint station names on the roof of canopies to aid the pilots of early services.

Early operators

Croydon was established as the London Customs Airport in 1920 and Daimler Airway – a subsidiary of the Birmingham Small Arms Company – started a Government-backed service between London and Paris in 1922. Government subsidy was also offered to provide a service between Southampton and the Channel Islands, which commenced in August 1923 by British Marine Air Navigation Co Ltd, a joint venture between Supermarine and Southern Railway (as owners of Southampton Docks).

The services were not operated on a regular basis, and were not economic because only a few passengers could be carried. But a game changer occurred in 1932 when the de Havilland aircraft company offered two new designs, including the DH84 Dragon.

Imperial Airways – formed on March 31, 1924 by the merger of Daimler Airway, British Marine Air Navigation, Handley Page Transport and Instone Air Line (and which can be seen as the predecessor of BOAC and British Airways) – entered into an agreement with the GWR in 1933 to provide an aircraft, crew and supporting engineers to operate a route between Cardiff and Plymouth during the summer season. The aircraft provided was a Westland Wessex, which could carry up to eight passengers at a speed of 90mph.

Main: This twin-engined de Havilland DH84 Dragon was actually built in Australia for the RAAF in 1943, but later converted to civilian standard. After it was imported to the UK, it was given this retro 1930s look as Railway Air Services G-ECAN and pictured flying over Duxford (Cambridgeshire) on July 9, 2011.
TONY HISGETT (CC BY 2.0)

The service commenced in April that year to Roborough aerodrome in Plymouth, but on the way it also landed at Haldon, where there were connecting buses owned by the railway company to nearby Newton Abbott, Torquay, and Teignmouth.

The journey time between Cardiff and Plymouth was 1 hour 35 minutes, a significant time saving compared to travelling by rail, given the advantage of flying direct over the Bristol Channel. There were two daily return flights with a fare of £6 return fare (around £550 at current day value) for the end to end journey. Mail was also carried, with a charge of 3d (three old pence) above the normal postal rate, although heavy luggage was conveyed by rail after a free collection and delivery service.

The decision was taken to extend these flights to serve Birmingham after a few weeks of operation. The journey time from the Midlands to Cardiff was 1 hr 55 minutes, which resulted in the services being cut back to a single return trip, although on a seven days per week basis.

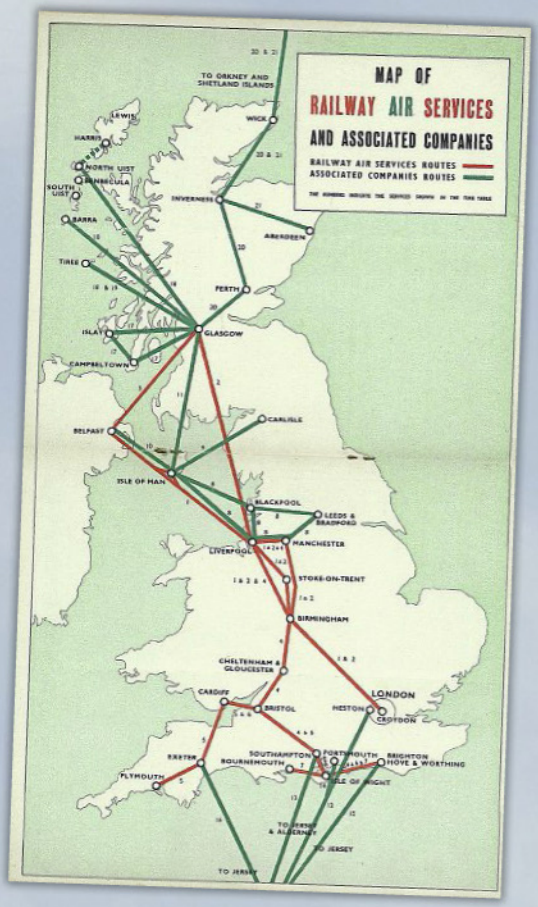
The service was seasonal and did not run after the end of September 1933. A total of 714 passengers had been carried, less than two per day on average, plus the mail and freight.

RAS takes off

Despite the GWR's air services losing money, the potential was recognised and so in March 1934 the four main line companies – together with Imperial Airways as an equal shareholder – formed Railway Air Services Limited (RAS). Nominal capital was £50,000 – a not inconsiderable commitment worth £4.6 million today.

While RAS provided a corporate identity, with a livery used on aircraft and for publicity brochures and timetables, the operation of routes was sponsored by individual ▶

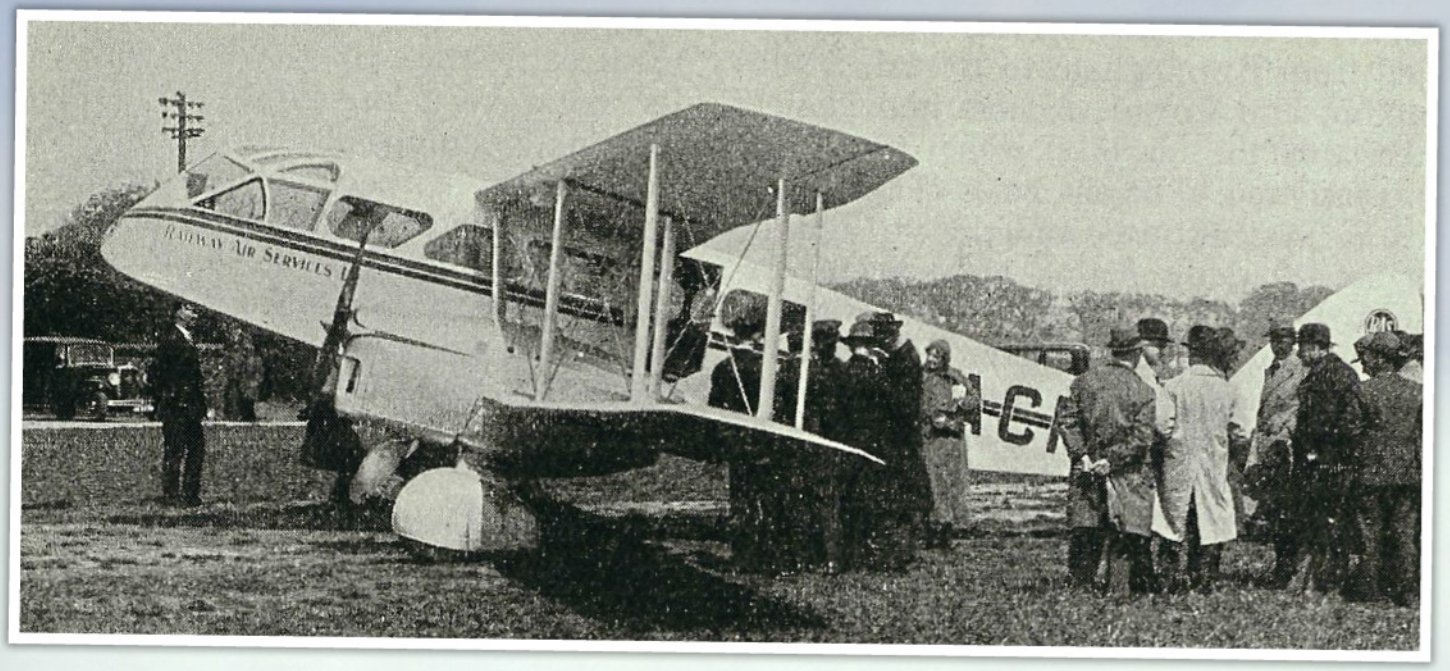




Above: A map of RAS services around their peak in the late-1930s (in red) and associated connecting routes (in green).

> "Compared to modern day aviation, the transfer times can scarcely be believed"

Below: A photo from *The RM's* December 1934 issue of a de Havilland DH84 Dragon at the inauguration of the RAS's Plymouth to Liverpool service on May 7, 1934.





Above: RAS de Havilland DH89 Dragon Rapide *City of Bristol* at Southampton en route from Liverpool, Birmingham and Bristol for Portsmouth and Shoreham (for Brighton). RM AUGUST 1935

companies or joint ventures – such as between the GWR and Southern. The LMS also became enthusiastic, with services that connected with Belfast, but there were no comparable initiatives by the LNER, which had committed investment in its high-speed streamline trains: the 'Silver Jubilee' (introduced September 1935), followed by the 'Coronation', 'West Riding Limited' and the more modest 'East Anglian' service.

It appears that orders for new aeroplanes could be fulfilled quickly, as the first of the de Havilland DH84 Dragon type – which could carry six passengers, had a cruising speed of 109mph, and range of 550 miles – was delivered at the beginning of May 1934.

This allowed timetabled services to begin on May 7, extending the earlier GWR route by operating between Liverpool (Speke) airport and Plymouth. One return flight left Liverpool at 8.45am, arriving at Plymouth (Roborough) at 11.55am after making intermediate stops at Castle Bromwich (for Birmingham), Cardiff, and Haldon.

Compared to modern day aviation, the transfer times can scarcely be believed. Five minutes were allowed at Liverpool airport for transfer from road transport, which had picked up passengers at Lime Street station and the Adelphi Hotel. After landing at Plymouth, passengers were dropped at Plymouth North Road station 20 minutes later.

The return flight took off at 4.35pm, arriving at Liverpool airport at 7.45pm after the same three intermediate stops.

The delivery of a second DH84 aircraft allowed an additional route to be opened from July 30, 1934 between Castle Bromwich and Cowes (Isle of Wight). Two daily return flights were made, with calls at Bristol and Southampton. The southbound departures were at 9.35am and 2.15pm, arriving at 11.30am and 4.10pm respectively; the return northbound trips left at 12.05pm and 5pm, arriving Castle Bromwich at 2pm and 6.55pm respectively.

The performance statistics for 1934 showed that for the Liverpool to Plymouth service, 216 stage flights were scheduled and 214 were operated – a testimony to the reliability of the new aircraft – and a total of 14,650 miles were flown carrying 194 passengers. The total passenger miles offered was 117,200 (eight seats per mile flown), but actual occupancy was only 26,455 (an average of 136 miles per passenger carried), meaning that utilisation was as little as 22.6%. But goods and mail were also carried and, although the quantities were small, it did indicate the potential market following an agreement reached with the Royal Mail in August 1934.

For the Birmingham to Cowes route and its two weekday return services, 324 stage flights were scheduled, of which 288 operated. A total of 16,614 miles were flown, but there must have been disappointment that only 299 passengers were carried, which may account for the higher rate of cancellations for flights where no bookings had been made.

LMS mail route

These seasonal flights were soon to be supplemented by an LMS-sponsored route running on weekdays throughout the year between Glasgow, Belfast, Manchester, Birmingham and London, with the service based on an out-and-home timetable from Glasgow. Larger aircraft were acquired in the form of two de Havilland DH86 four-engined machines, which had a cruising speed of 147mph, a range of 760 miles, and could carry 10 passengers.

Operations began on August 20, 1934, but the first flight was not completed due to the aircraft being examined after encountering turbulence. It has to be borne in mind

> "The number of flights brought about demands to the Air Ministry for some form of air traffic control system to be introduced"

WHAT MIGHT HAVE BEEN

DESPITE wartime conditions, the Government devoted time to economic and social structures that would be needed in peacetime, and in 1942 established the Brabazon Committee to consider future needs for aircraft production. Nine types were recommended, including the successful Vickers-Armstrongs Viscount design, with an interim Viking type before this was available.

RAS had worked up proposals for future services that were published in October 1944. This made clear that airline operations would become a primary function of the 'Big Four', with a plan to carry an initial 20 million passengers a year after the launch of services using an initial fleet of DC3 Dakota and the veteran Dragon Rapide aircraft until such time as the proposed Viking airliner became available. There were to be 27 domestic routes and 25 continental routes in the first phase.

The domestic routes could be divided into categories covering sea routes serving the prewar destinations and the West Coast operation that had been established earlier. Notable additions were a London to South Wales service and, for the first time, an East Coast operation between London and Aberdeen serving Hull, Newcastle and Edinburgh. Ticket inter-availability with rail and sea services was proposed.

The 25 continental routes covered all significant destinations, including Moscow, operating from London, plus a single departure from Manchester to Brussels. Undertakings were given to operate without subsidy provided these were not offered to alternative operators, to negotiate partnerships deals with short sea shipping interests, and to buy British equipment.

History produced a different outcome as a result of the 1946 plan to establish nationalised air services, while the rail network was to follow at the start of 1948. Subsequently airline competition was to have an effect on the railway's short sea routes, while longer distance domestic air travel made inroads into the rail market, which had been the rationale for setting up Railway Air Services in the first place.

It is speculation what could have occurred if the railway companies had continued to operate air services rather than competing with them on routes where, in the postwar period, rail services began to look very much a second-best option against the growth of tourist package holidays, airline business travel and, more recently, low-cost air operators.

The advent of car ferries stemmed some of the decline on shipping routes that were retained in railway ownership, but the classic rail-served, walk-on journeys have mostly become part of history with the closure of rail harbour connections at ports such as Stranraer and Folkestone.

that by today's standards, machines constructed of wood and canvas might be described as fragile, with a greater chance of damage in poor weather.

The Post Office awarded an immediate contract for carrying mail, but also wanted the Isle of Man to be served. This was achieved using a connecting flight from Belfast, as the island's aerodrome at Ronaldsway was not considered suitable for the aircraft used on the trunk route. After landing at the Isle of Man, the service continued to Manchester conveying mail.

Timetables were published in the form of road transport departure and arrival times for the places served. From Glasgow, departure was from Central station at 8.45am (for a 9.15am flight from Renfrew), Belfast York Road station 9.35am, the Manchester LMS office at Piccadilly 11.15am (and Midland Hotel 11.20am), and Birmingham New Street station 12.15pm. Arrival at London Victoria was at 2.20pm (after the flight arrived at Croydon at 1.35pm). There were connections at Croydon allowing travel to and from the Continent, in particular Paris, and at Birmingham for RAS services to Cowes and Plymouth.

The return fare between London and Belfast was £9/5 shillings (roughly £800 at current day value), with a return between London and Glasgow charged at £10 (£860 now).

Performance for the Glasgow to London service must have been regarded as acceptable, with 288 stage flights scheduled from the start date to the end of September 1935, of which 280 were completed. Seat utilisation at 45% was higher than for the previous flight destinations, with 654 passengers carried a total of 142,335 passenger miles, compared to a capacity of 315,812 passenger miles. The mail service between Belfast, the Isle of Man and Manchester completed 142 out of 144 scheduled flights.







1: A RAS poster featuring a de Havilland twin-engined, eight-seater DH84 Dragon aeroplane.

2: An early poster advertising GWR air services between Birmingham and Plymouth.

3: A Railway Air Services first day cover for the Bristol-Cardiff route, post-marked August 20, 1934 in Cardiff.

More aircraft, more flights

Six new DH89 Dragon Rapide aircraft entered service in 1936, which were ordered to increase links with the Isle of Man and provide some additional capacity on existing routes. The aircraft was a refinement of earlier designs, reverting to two engines but with a cruising speed of 132mph, a range of 560 miles, and up to eight passengers. Ultimately 730 of these aircraft were built, as they also saw widespread service with the RAF.

New routes were provided using the enhanced fleet, including flights from Yeadon (Leeds/ Bradford) to the Isle of Man that operated twice daily, and a similar frequency that linked Renfrew. Further services followed serving Belfast and, as a summer service, a daily return trip between the island and Carlisle (Kingstown aerodrome).

An innovation in 1936 was that the LMS-sponsored Royal Mail route had a request stop introduced at Meir for road transfer to Stoke-on-Trent. Other opportunities were identified to serve local markets, and in August 1936 an hourly service was instituted between Cardiff and Weston-super-Mare. Three daily flights were also provided between Shoreham (West Sussex) and Ryde on the Isle of Wight. Summer Saturdays also saw no fewer than nine flights provided between Gatwick and Ryde.

RAS was also mobilised for newspaper charters, which were carried from Renfrew and Manchester, with take-off at dawn using multiple aircraft – presumably due to weight restrictions. The number of flights brought about demands to the Air Ministry for some form of air traffic control system to be introduced given the number of flights at Ryde, Manchester, and Renfrew.

The pattern of services continued with some supplementary flights until the Manx services were transferred to a new entity called Isle of Man Air Services in 1937, which was part owned by the LMS. This resulted in a reduction in the RAS's own Dragon Rapide fleet, which were transferred to the new company and resulted in a decline in the scale of RAS operations.

The 1937 traffic statistics proved to be a high point, with 1,004,196 miles flown carrying 25,523 passengers, 117,934lb of cargo and excess baggage, and 454,926lb of mail.

Despite being part of Railway Air Services, a separate airline called Great Western and Southern Air Lines Ltd was established at the end of 1938 and operated services focussed on the West of England, the Isles of Scilly and Ryde during 1939 before being absorbed into the wartime arrangements.

Regulation and wartime

The growth of Railway Air Services led to the Government deciding that some form of air service regulation was necessary, and the Maybury report published at the end of 1936 recommended that an air traffic control system should be established, supported by a radio network and a meteorological organisation. A licensing system was also proposed to prevent the uneconomic overlapping of services and the provision of subsidies for appropriate services.

It had been speculated that the new Manchester Ringway airport, which opened on June 25, 1938, would become what was referred to as a 'Maybury Junction', with a network of domestic services building on the routes established

by RAS. But in the event, there was no such intervention, although a licensing scheme under the direction of the Air Transport Licensing Authority, together with subsidies, commenced at the start of 1939 – but soon to be interrupted by wartime conditions.

With the outbreak of the Second World War, the Government took steps to control commercial aviation, which was formalised in May 1940 by establishing the Associated Airways Joint Committee.

The AAJC's purpose was to agree contracts with the Air Ministry and distribute subsidies covering 12 routes, which all involved sea crossings between the mainland and the Channel and Scilly Islands, Dublin, Belfast and an extensive network for the Scottish islands. The headquarters was to be at Liverpool Speke Airport, where passenger handling and aircraft repair facilities were to be organised, and the committee was chaired by Sir Harold Hartley of the LMS.

All services were suspended in May 1940 with the intention of sending the aircraft to France to assist in the evacuation of troops from Dunkirk. But that did not happen as it was deemed too dangerous for unarmed civilian aircraft to be used. So flying continued during the war, not least for the carriage of mail, for which a surcharge was made.

Postwar prospects

In 1944, with the end of hostilities seemingly in sight, the AAJC authorised the resumption of the RAS service between Croydon, Liverpool and on to Belfast. Departure was at 9.00 (and note that the 24-hour clockface had now been adopted), reaching Liverpool at 10.45 for an 11.00 departure to arrive in Belfast at 12.30. The return timings were leaving Belfast at 13.00, Liverpool 14.30/14.45, and arriving Croydon at 16.30.

The de Havilland Dragon Rapide aircraft had been built in quantity for the RAF and, at the end of 1945, three machines were transferred to the AAJC to allow more capacity for civilian flights. At the end of that year, RAS had again flown more than one million miles (1,151,587) carrying 29,716 passengers, 128,467lb of freight and 51,082lb of mail. The overall load factor was 76%.

The immediate post-war situation brought a demand for greater capacity, but there was a shortage of aircraft that led to the newly-established Ministry for Civil Aviation making use of former German military three-engine Junkers monoplanes, of which 20 had been acquired with a further five for spares.



Above: On December 19, 1946, converted Douglas C-47 Skytrain/Dakota (the military version of a DC3, repurposed for RAS passenger use) G-AGZA crashed in snowy weather while taking off from London's Northolt airport, landing on a house in Angus Drive, Ruislip – fortunately with no serious injuries to anyone in the aircraft or on the ground.

This was not a type the RAS favoured, as it wanted to use surplus Douglas DC3 Dakota aircraft, which had 20 seats. Three of these were acquired from the RAF, which enabled the service frequency to be increased to three return direct trips between London and Belfast, two between London, Liverpool and Belfast, and three between Liverpool and Belfast. Services were also provided between Glasgow and Belfast and, for the first time, nonstop flights between Glasgow and London – the latter being the longest journey flown to date.

Fares between Glasgow and London were reduced to £7 single and £12-10 shillings return, which at today's value is £375 and £562 respectively.

However, this expansion proved to be the swansong for RAS services as, under the terms of the 1946 Civil Aviation Act, it was absorbed into the newly-created British European Airways. This was a state-owned enterprise that initially contracted out the operation of services to a number of independent airlines, but then negotiations took place to acquire these companies and their aircraft, a process that was completed on February 1, 1947. ■



De Havilland four-engined DH86 Express as used by Railway Air Services on the London-Belfast-Glasgow route.

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Volume 13
Steam in 1964

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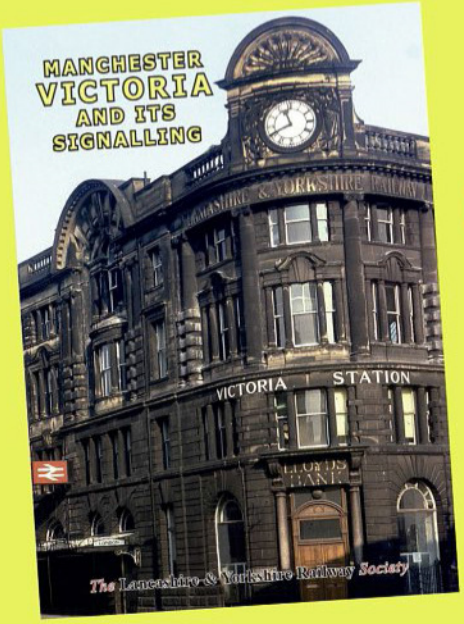
We open with the last passenger train over the Tetbury/Cirencester branches, then a succession of light Pacifics at Honiton Tunnel, a Grange on a summer Saturday, and The East Midlander on its way to Swindon being taken over by "City of Nottingham". The first half finishes with a return visit to the Hemyock branch.

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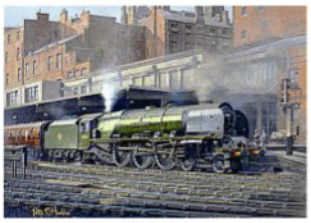
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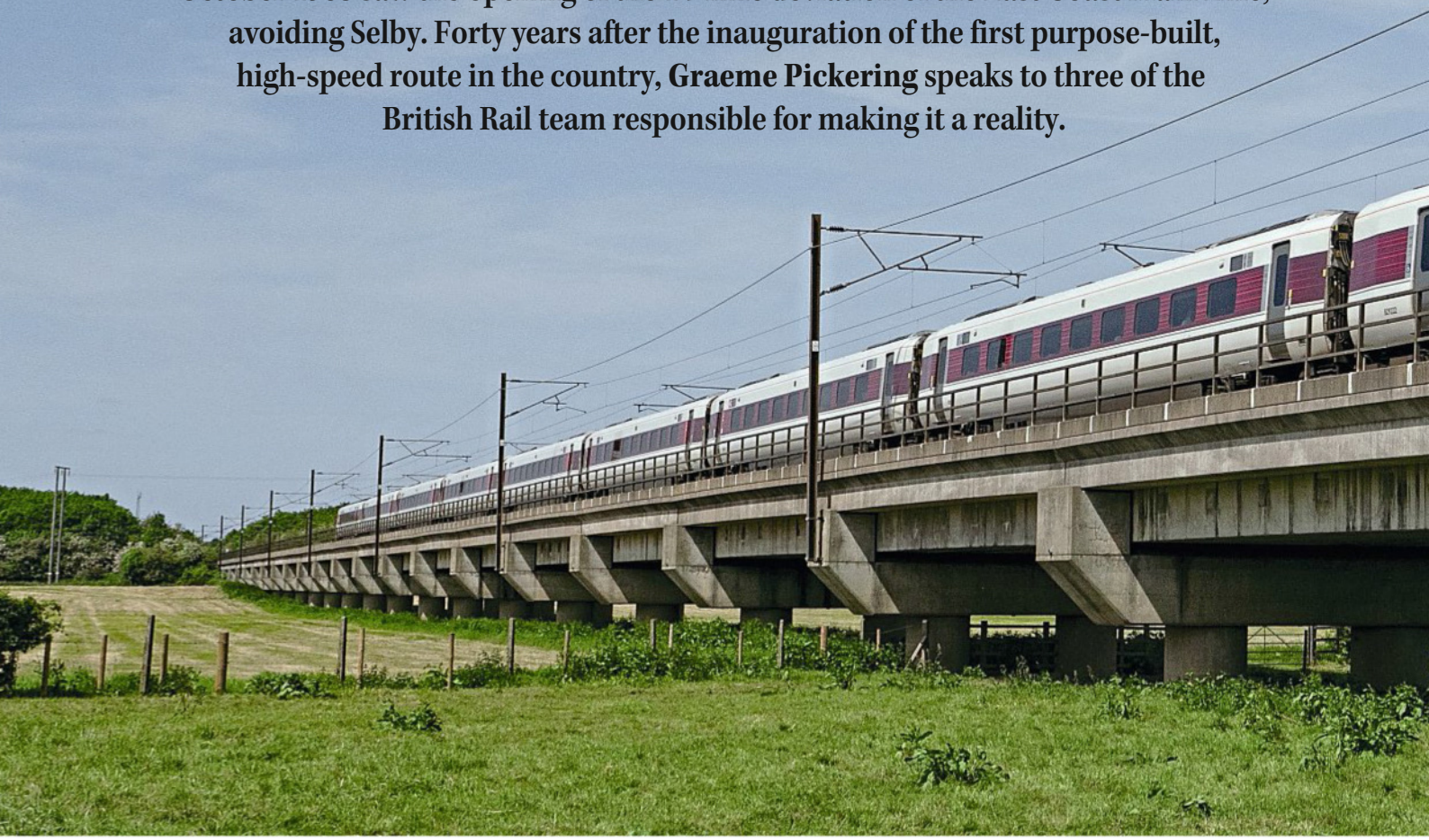
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Creating a high-speed diversion

October 1983 saw the opening of the 14-mile deviation of the East Coast Main Line, avoiding Selby. Forty years after the inauguration of the first purpose-built, high-speed route in the country, Graeme Pickering speaks to three of the British Rail team responsible for making it a reality.



THE 'Selby Diversion' was pioneering. Delivered on budget and slightly ahead of schedule, it was an engineering triumph for British Rail at a critical time for realising the potential of the new High Speed Train fleet.

Forty years on, those who were involved in its creation remain just as proud as they were on October 3, 1983 when it officially opened throughout. It was the longest section of new railway to be specifically designed for 125mph running. Even by today's generally-accepted definitions, it could be argued that it still qualifies as a 'high speed' railway as, although it would require additional superelevation on the curves, the alignment was configured to support speeds of 155mph.

"Sixty million pounds – that's what it cost," says Frank Paterson, general manager of the Eastern Region of British Rail at the time. Allowing for inflation, that figure today equates to around £200 million. "You look at that compared to HS2 and what they're talking about now, yet these blokes did it."

Many staff from BR and contractors were involved, but 'these blokes' are sitting around the same table as Frank and I. Hugh Fenwick, resident engineer for the project in the BR civil engineer's department at York, and lead bridge engineer Roger Bastin.

It is not just the price that belies what a feat of engineering it is. At full speed, trains cover the 14 miles of 'new' railway in around seven minutes, insufficient time to pay much attention to the 35 structures they will pass over, or under.

There are 15 overbridges (including the A63 and A19); one intersection bridge; viaducts over the River Wharfe at Ryther, north of Hambleton at Selby Dam, and over the Selby Canal; three underbridges (including the structure over the River Aire at Temple Hirst); five footbridges; one subway; and eight major culverts.

Realignment of the Leeds to Selby line was necessary so that it crossed the new stretch of the ECML on a bridge. It is also connected to the diversion via a double-track chord on the south-western side and a single-track chord to the north-eastern side for York-Selby trains. Six miles of road diversions were needed, and construction had to mitigate poor ground conditions and floodplains.

Coal was key

To understand why the new route was required, we need to step back a further decade. The coal industry had been affected by competition from oil, but its soaring



Class 801 'Azuma' No. 801222 crosses the 26-span Ryther Viaduct on the 'Selby Diversion', with a King's Cross to Edinburgh service on May 29. The structure was one of three viaducts of the same design on the new 14-mile stretch of railway, and carries the ECML over the River Wharfe and flood relief area, necessitating spans over land as well as the river. DARREN BAILEY

price during the 1973 oil crisis served as a reminder of the need for alternatives, and led to a growth in demand for coal again. The Government and the National Coal Board embarked upon large scale investment in mining, with a focus on increasing production.

Exploiting coal reserves between York and Selby formed part of this strategy, but BR objected to the proposals. From Chaloners Whin Junction, on the southern edge of York, the ECML ran in a south-easterly direction through Selby via the area where coal was to be extracted. BR was planning shorter journey times within a few years through the introduction of High Speed Train services. At the same time, the NCB was poring over proposals which would undermine the existing alignment, leading to speed restrictions.

There were two potential solutions. Purchasing part of the coal seam to ensure the stability of the existing line, or building a diversionary route. The latter was deemed to be the only acceptable option, as the NCB would otherwise have seen annual output from the area reduced from 10 million to seven million tonnes.

As they were both nationalised industries, BR and the NCB made a joint approach to the Government, seeking an agreement for a diversion to be funded as part of the enabling work for the Selby coalfield. Apart from avoiding the coalfield (and gypsum workings at Sherburn in Elmet), the criteria for the diversion were that it would lead to no increase in HST journey times, have minimal effect on the environment, property and people, and have no impact on operations on RAF Church Fenton (now Leeds East Airport).

Six routes were considered. Three (Colton to Temple Hirst, Derwent Valley, and Drax) avoided existing colliery footprints, but still encroached upon the new mining area. The Colton option had the least impact, the lowest cost and minimal environmental intrusion, being built at a low level. Although half-a-mile longer than the Selby route, journey times would actually be shorter as it avoided the already existing permanent speed restrictions, including the curves and swing bridge at Selby.

The nature of the project meant there was too much at stake to exceed budget or time frame.

"The principal reason was that this was paid for by the Selby Coalfield, and they wanted to get the coal out of the ground, so they'd set timescales and we had to fit in with them if we were going to get the railway built," Hugh explains.

Before the Parliamentary Bill for the ▶











1: Ryther Viaduct being built. BR/ROGER BASTIN

2: At 5.5 metres (18 feet) high, the embankment at Temple Hirst was the highest on the diversion. Built alongside the existing railway on weak ground required careful construction and monitoring of both the old and new earthworks. BR/HUGH FENWICK

3: Looking north over the site of Temple Hirst Junction where the old and new ECML routes meet. The alignment of the new diversionary line is seen curving in from the top left of the image. The supports for the new two-span bridge across the River Aire are in situ, as is a Bailey bridge used during the construction project. The section of the old route from here to Selby remains in use. BR/ROGER BASTIN

4: Sleepers were loaded into three layers and taken to worksites along with a tracklaying gantry that straddled the wagons and ran on 10ft-gauge rails on each side of the standard track being laid. BR/HUGH FENWICK

5: Girders for the River Aire bridge at Temple Hirst pictured at Normanton on their way to the construction site by rail. BR/ROGER BASTIN

6: Hambleton Junctions are at the heart of the new route, this view looking west to east along the Leeds to Selby line with the ECML route running left to right (north to south). The Leeds line was modified to run over the new main line, with trains from York to Selby joining it via a single-track spur (top left), while trains from the south can head for Leeds via a double-track chord (right). The temporary Hambleton railhead that supplied ballast and sleepers for the project can also be seen next to the pylon. BR/HUGH FENWICK

Selby Diversion gained Royal Assent, BR had no access rights to private land on the alignment of the route. Until these were obtained in February 1980, site survey and investigation work was confined to areas next to public roads or through agreement with individual landowners, combined with aerial surveys.

Public consultation (in the form of a caravan visiting local communities) had taken place in November 1977, prior to the lodging of the Bill in Parliament. Although the visual impact of the project was deemed to be low, and only one occupied property needed to be demolished (five others which were not in use were also knocked down), not everyone was happy about how it would affect the area.

"The surveyors were threatened at Hambleton with shotguns, and we did have quite a lot of aggravation with some local landowners about surveying," says Hugh. "The reason why landowners were upset about it is we cut through fields and we didn't want to provide bridges because they're expensive, but the land agents did a brilliant job of transferring land between sides to minimise the impact."

Today, we have geographical information at our fingertips in cars and on mobile phones thanks to global positioning system (GPS) software, but electronic data was not as advanced or as routinely-used when the Selby Diversion was planned.

As the project required field surveys, including around 10 miles of highways and three miles of existing railway, to be completed by a small team within a year, it was decided to adopt technology that offered a level of automation. Electronic theodolites, automatic data collection and computerised survey plotting were used, supported by the MOSS program and a Hewlett Packard 'Total Station' computer system. It was the first BR project to use them.

"Brian Davis, who was the chief civil engineer said: 'The highways guys are building roads using computer-aided systems. I want you to go out and find out what's going on and we're going to design this using computer-aided design' and that's how it started," comments Hugh.

"We ended-up at Durham [County Council] and they were developing a modelling system called MOSS and we worked with them. They helped us to do the design using that system. We used data collectors to transfer the







survey information onto the computer to do the plotting and surveys, and we also used them during construction. We had a particular problem at the south end at Temple Hirst, because we were building the new railway on a high embankment against the existing railway on poor ground, and we wanted to keep the railway running at 125 miles an hour on the main line. We had to put in piezometers [used to measure underground water pressure] and all manner of soil mechanics instruments to monitor the settlement of the embankment, movement of the ground, pore water pressures, which affected the stability of the embankments, and all that information was recorded on data collectors."

Cutting edge technology

Computer-aided design (CAD) was used for the route and earthworks – another 'first' as it had not previously been utilised for this purpose on a railway in the UK. "The concrete beam was designed on the computer. The steel girder. The rest of the bits you had to design by hand," Roger points out. "You could fight the programs as well. That was what I used to enjoy. They'd come up with a solution. I'd think: 'Ah come on – we can do better than that'. You could design three or four girders in a day. The slow bit was doing the drawing because we hadn't got computer-aided design for drawings. It was all drawn by hand and then traced."

Before construction began, strengthening was needed to a high-pressure gas main that the new route would cross near Ryther, and work carried out on power lines at Hambleton and Temple Hirst to make room for the railway. During the project, a total of 25 power lines, 20 water mains, 18 telephone lines, three gas mains and three pumped sewers, plus land drains, received alterations at a combined cost of £2.5 million.

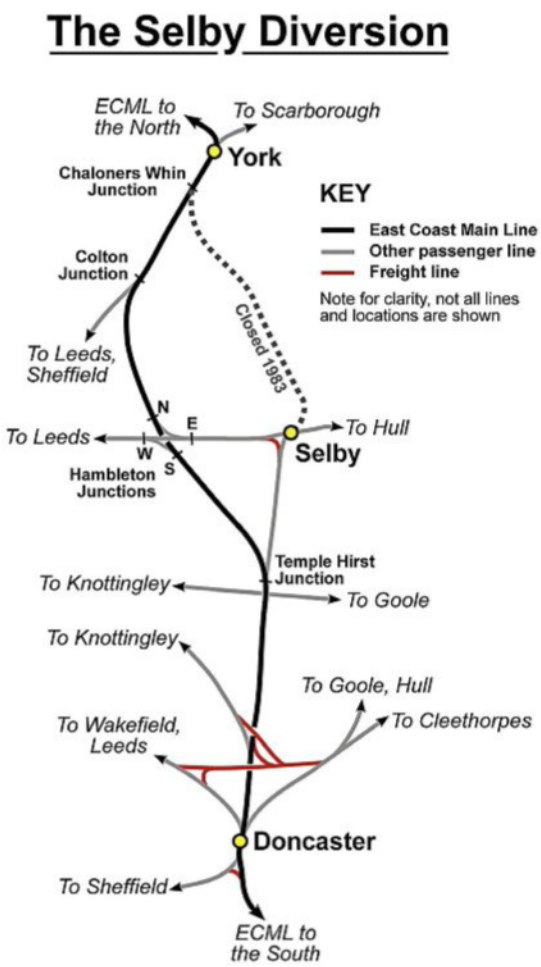
In October 1979, a contract was awarded for the building of a railhead at Hambleton to receive trains delivering ballast, sleepers and construction materials. An access road was built from the A63 to provide a link to the nearby site offices and facilities. A temporary level crossing, following the alignment of the new ECML, was built on the Leeds-Selby line for site traffic, and an access road was constructed from the A63.

A continuous haul road, which ran on the base of what would become the embankments and alongside areas where there would be cuttings, was established in November 1980.

"The railway embankment was specified as a graded rock fill for two reasons. The ground conditions were appalling and a lot of it was subject to flooding," Hugh recalls.

7: A HST set, led by power car No. 43113, heads south under the A19 near Burn (between Hambleton and Temple Hirst) in September 1983. This bridge is typical of the design adopted for three-span bridges on the route. ROGER BASTIN

8: The view looking north at Colton Junction, where the diversion (right), meets the York to Church Fenton line, in October 1983. It was the first junction in the UK to be designed for 125mph running in both directions. The footbridge in the background is the only one built for the diversion not to be single span and has glass fibre reinforced concrete parapets developed by BR Research in Derby. ROGER BASTIN









1. The eight-span viaduct at Selby Dam, north of Hambleton, was of the same design as the structures at Ryther and Selby Canal. It is pictured in September 1983. ROGER BASTIN

2. A scroll marking the construction of the 'first new railway route in Britain for 125mph train operation' was placed in a chamber cast in the base of a commemorative stone. BR/HUGH FENWICK

3: Nearly 200 people attended the event at Hambleton on July 29, 1980, during which the commemorative stone was hauled into place by (holding ropes from left) W Stanley Whittingham (of the project's main civil engineering contractor A Monk & Co), Central Electricity Generating Board chairman Glyn England, National Coal Board chairman Sir Derek Ezra, and chairman of BR Sir Peter Parker. Setting them off by waving the green flag was BR Eastern Region general manager Frank Paterson, and the Eastern Region's chief civil engineer Brian Davis is standing behind the main group. BR/HUGH FENWICK

4: Power car No. 43070 leads a HST set northbound over the new alignment at Bishops Wood (between Hambleton and Colton) in September 1983. ROGER BASTIN

"Brian Davis dictated that the embankment would be built of rock fill. A very sound decision, when you bear in mind that a lot of the ground was actually weaker than the topsoil. In most cases you would strip topsoil before you built the embankment. We actually left it in place and then we put down a geotextile membrane, rolled that and then built the embankment on that."

At Temple Hirst, the embankment was raised in phases, and ground instrumentation checked after each increase to ensure its continued integrity. Bridge approach support piles (BASP) were used in the construction of the embankment leading to the bridge over the River Aire.

"Basically, you put a series of piles behind the abutment with a concrete cap and then as you moved away the pile spacings increased," says Roger. "You laid a strong geotextile membrane and then a waterproof membrane on top, the idea being that the load from the embankment was spread onto these piles, but between the piles the ground could take a little bit. This meant you got a very smooth vertical profile behind the abutment. We had it at Hambleton as well."

Hugh adds: "The purpose of that was that we would get a designed vertical curve over the bridge. It was to get a 125mph permissible speed over the River Aire and it's worked."

At the northern end, where the route was being built on boulder clay, settlement was predicted to occur slowly, potentially extending the duration of the construction programme. In a process known as 'surcharging', some embankments (including that for the road bridge at Bishopdyke Road, south of Biggin) were built to a higher level than the finished specification, with the aim of accelerating the rate of settlement through the increased load on the ground.

Roger says that the task of accommodating the different skews required for the road bridges was simplified by coming up with designs that could be used in more than one location. "We developed the three-span. The middle span was quite big so it could take the different skews so that was just one design. That was all we needed. We got down to just three basic bridges. There were three where this wouldn't work. They were very high skew, 45 degrees, and they were more conventional with two abutments and concrete beams on top."

Bridge design was also influenced by initially being unable to get detailed ground condition information (again due to the legislative process for the diversion having not then been completed), which led to a more cautious approach.

"When you're designing a bridge, the first thing you want to know is what you're building it on and, of course, in many cases we didn't know," Roger recalls. "We'd no soil information. No boreholes. We'd got longitudinal sections of what we thought the geology was. This was a problem, so we used a lot of steel piles that could easily be lengthened if necessary. That, I think, was a very good decision, although we got criticism because concrete was much cheaper."





The ECML to York was electrified in 1989, allowing the introduction of Class 91+Mk.4 sets – DVT No. 82208 heads an East Coast set south away from Colton Junction on September 17, 2012. The towers of York Minster can just be seen in the background above the rear of the train. HAWTHORNE COLLECTION

However, a big saving was made once the ground conditions were known for the bridge over Selby Canal at Burn. Originally planned as an 18-span bridge, it was reduced to just three spans. The same design was used for the 26-span viaduct over the River Wharfe at Ryther. Originally planned with an additional span, although much of the structure was over land, the railway could not be built on an embankment because it crossed a flood relief area.

At Selby Dam, where an eight-span version of viaduct was used, a problem was discovered with the piles that had been driven prior to the bridge's construction, putting them at risk of future corrosion. In order to rectify this, additional piles were installed and the cores and bases of the existing piles were grouted.

"Even though things went wrong, we had a good relationship with the contractors and resolved those problems," explains Hugh. "It was due to the method of construction, and we'd learned the lessons from that so when we did Ryther, the job was done properly."

All of the overbridges were constructed with sufficient vertical clearance to allow for overhead line equipment and, with the exception of that at Hambleton (where a late change to plans meant that the bridge could not be built any higher), were high enough to accommodate BR Mk.4 catenary (a design for high speed operation, which was in development at the time). When electrification work began a few years later, however, Mk.3b catenary was used.

Roger admits that the spacing of the spans of Ryther Viaduct so that masts could be accommodated on its piers was another of the "one or two little things" that were incorporated to make electrification easier, although it was something which was kept quiet at the time, as the team had been specifically told to 'forget electrification'.

Colton Junction was another pioneering element of the project – the UK's first junction to be designed for 125mph running. The length of the track from switch to crossing nose is approximately 89 metres (292 feet). The crossing nose required specialist casting in Italy, and the turnout design was trialled under traffic to test performance prior to the junction at Colton being installed in September 1982.

Civil engineering contract work was completed on October 18 that year, more than two months ahead of schedule. In preparation for track laying, ballast and sleepers were brought into, and stockpiled at, the Hambleton railhead.

The line opens

Driver training began over the northern section on April 18, 1983 at 60mph and trains between York and Selby began using the new line between Colton and Hambleton North Junctions from May 16 that year. Train crews received familiarisation along the rest of the route as final work was being completed.

The transfer of traffic to the new route, and preparations for it, were publicised by BR under the banner 'The Big Switch'. Between September 24 and October 2, 1983 – while work to complete the link with the existing route at Temple Hirst was undertaken – ECML services were diverted via Knottingley and Shaftholme Junction. As reported in *The RM* at the time, the first fare-paying passengers were carried over the full route on October 1; those travelling on the first up and down services were given a certificate to prove it. On Monday, October 3 – a day earlier than had originally been planned – the diversion was opened to all traffic.

Speeds were progressively raised, with 125mph being permitted along the whole route from December 19, 1983.

Between Askham Bar (close to the former Chaloners Whin Junction) and Riccall, the old line is now a walking and cycling route, which forms part of both the Trans Pennine Trail and National Cycle Route 65. The A19 road now occupies the rest of the former railway alignment between here and Barlby Junction (Selby), but the old route remains in rail use between Selby and Temple Hirst (where the diversionary line rejoins the old alignment), providing a connection for services to and from points southwards on the ECML.

"It was just a fantastic experience. I feel really privileged to have been involved in the thing both from the design side and being on site. All your birthdays come at once really as a civil engineer," says Hugh. "One of the greatest things about working for British Rail was the amount of freedom to operate we had. It was incredible when you think about it."

"You didn't have many people to satisfy, whereas now every decision you take has got to be verified by 12 people," adds Roger.

"I still have goose pimples from thinking about it," says Frank, who describes it as one of the highlights of his time as Eastern Region general manager. "The great thing is that everybody's working together for one purpose, and that's to provide a service. I was lucky to have a great team. At the end of the day, the team pulled together." ■

■ The author wishes to thank Frank Paterson, Hugh Fenwick, Roger Bastin and Bob Gwynne for their support and assistance in producing this article, which not only included providing documents and information, but also the supply of numerous archive photographs.

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PAUL BICKERDYKE, EDITOR

No. 55009 *Alycidon* approaches Broad Fen Lane crossing (south of Newark) on July 23, with the 'Capital Deltic' tour returning from King's Cross-Willington via Cleethorpes. ROBIN STEWART-SMITH

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William Stuart Sellar

Railwayman and renowned photographer William Stuart Sellar passed away on August 1, aged 86. *The RM* pays tribute with this selection of archive shots he sent to the magazine around the end of steam in the 1960s.

WS SELLAR (Stuart) began his railway career in 1955 as a booking clerk at his local station Morningside Road on the Edinburgh Suburban line, *writes John Yellowlees.*

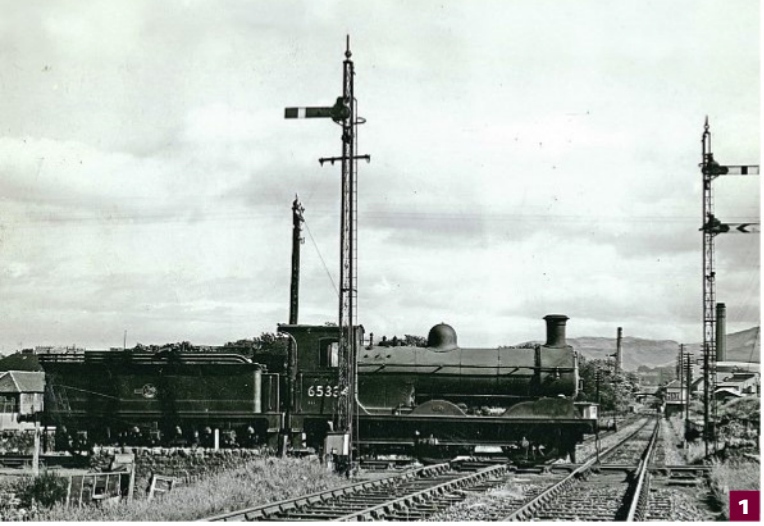
After a two-year break for National Service at Longmoor Camp, Stuart resumed his railway career in 1958 and carried his camera with him wherever possible. Summers took him to work as a relief clerk at a variety of stations, including Galashiels, Melrose and Hawick, creating opportunities to photograph the passing steam scene.

He also served at Burntisland before a permanent switch to the operating department and, from 1962, trained as a traffic apprentice. After appointments in the area manager and headquarters organisations, including the establishment of heritage steam operations between Fort William and Mallaig, early retirement in 1992 led to consultancy and then a decade travelling the world with Great Rail Journeys.

Stuart will also be remembered for his 60-year association with SRPS, especially the development of its mainline railtours, and his memoir 'Railway Reflections: Reminiscences of Steam in Scotland' was published by the society in 2021.



NBR/LNER 'Y9' No. 68119 shunts wagons at Portobello Bottle Works Siding (east Edinburgh) on July 7, 1959. The loco was thought to be the last 'Y9' to work in Edinburgh, being withdrawn from St Margaret's shed in October 1961.







1: NBR/LNER 'J36' No. 65334 heads over the flat crossing at Bonnington (in the network of lines between Edinburgh and Leith) on August 4, 1959. Bonnington South Junction and Powderhall station (closed 1917) are just visible in background. The loco is facing Warriston Junction, which was on the former Canal Street/Scotland Street to Granton line.

2: On April 30, 1960, NBR/LNER 'D34' No. 256 *Glen Douglas* heads an SLS Special at Bothwell on the former Glasgow, Bothwell, Hamilton and Coatbridge Railway. The station had closed to passengers in July 1955 and would close completely in June 1961, but the loco survives at Glasgow's Riverside Museum.

3: Callander station was on the former Caledonian Railway/LMS route from Stirling/Dunblane to Oban, which closed in autumn 1965 when services to Oban were switched to the West Highland Line instead. On May 22, 1964, LNER 'V2' No. 60818 waits to leave Callander with the 12.00pm to Stirling comprising just one brake van and one coach.

4: CR/LMS '2P' 0-4-4T No. 55189 hauls an officers' saloon working at the west end of Currie station (on the Balerno loop in south-west Edinburgh) on July 31, 1961. The station officially closed in June 1949 and the line closed to all traffic in December 1967. The loco has been preserved by the SRPS at Bo'ness.

5: Diesels were the future of railways in the 1960s, but the Class 17 'Claytons' were one of the less successful designs, the fleet of 117 locos only being in service from 1962 to 1971. On November 3, 1962 – and still within its first month in service – No. D8503 comes off the line from Holytown and heads north through Mossend station towards Mossend Yard. This was the final weekend the station was open as it officially closed two days later on Monday, November 5.







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1: A fine view of LNER 'A4' No. 60012 *Commonwealth of Australia* as it leaves Haymarket on April 30, 1963 with the 10.03am Waverley-Perth, which was formed of two vans and seven coaches.

2: Another view of the 10.03am Waverley-Perth, this time waiting to leave Edinburgh on May 16, 1963 behind LMS 'Coronation' No. 46237 *City of Bristol.*

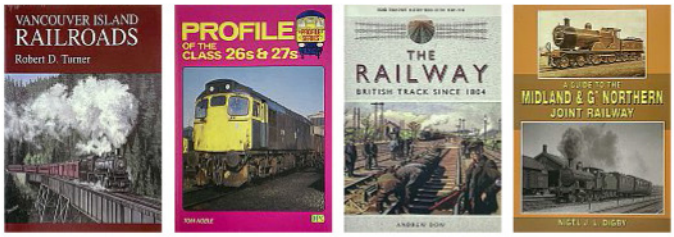
3: Glasgow Buchanan Street station closed in November 1966, with most services transferred to nearby Queen Street, and its buildings were knocked down the following year. On September 18, 1963 LMS 'Black Five' 4-6-0 No. 44794 exits the tunnel into the station with the 1.30pm departure from Aberdeen.

4: The Scottish Railway Preservation Society was formed in 1961 but ran its first railtour on May 23, 1970 – the 'Edinburgh Rambler' – from Falkirk to various locations in the Edinburgh area. This included Cockenzie Power Station, where Type 1 No. D8102 (later 20102/20310) is seen with the four-coach train. ■



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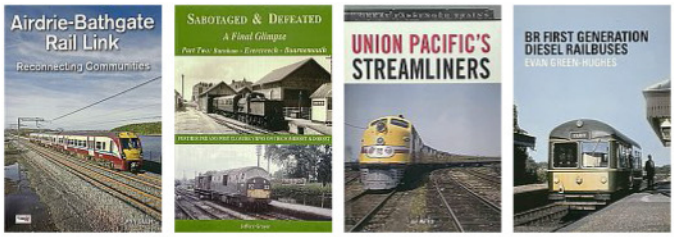
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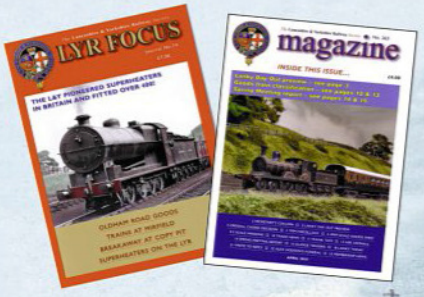
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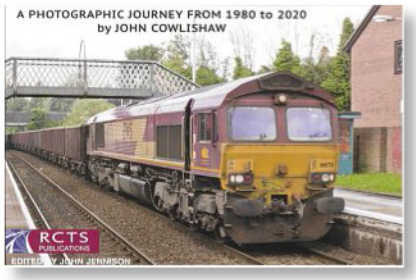


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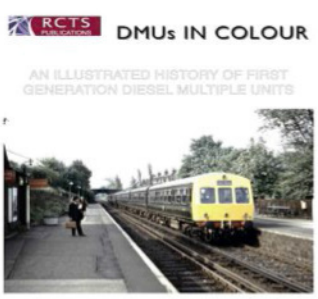
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This book by the Society's late John Cowlishaw is the latest in the line of albums commemorating the photographic work of RCTS members. It was prepared in conjunction with John before his unfortunate death in early 2022 and covers his photographic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

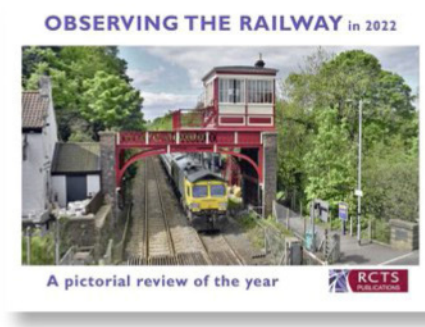
The book has 168 pages, 174 pictures, sized 300mm x 210mm and is Casebound. Priced at £19.95 plus £3.00 p/p. ISBN 978-0-9934908-8-0.



By ROBERT DALTON

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.

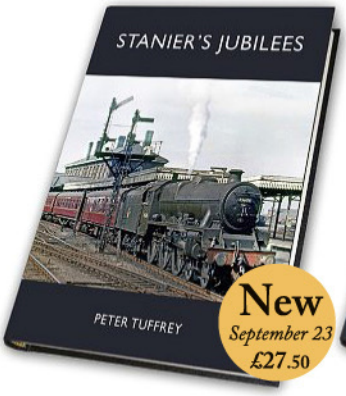
The pictures are accompanied by informative captions describing the locomotives or units depicted, the service they were working and also highlights events during the year, such as the introduction of new trains and liveries. Arranged in date order to form a record of events over the twelve months.

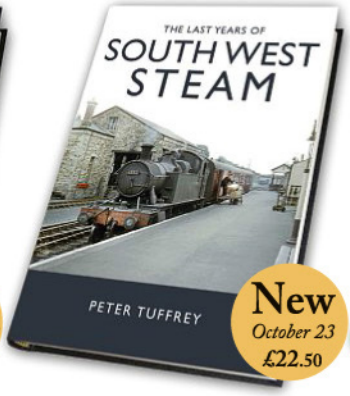
The book has 164 pages,154 pictures, sized at 300mm x 210mm and is Casebound. Priced at £25.00 plus £3.00 p/p. ISBN 978-0-9934908-9-7

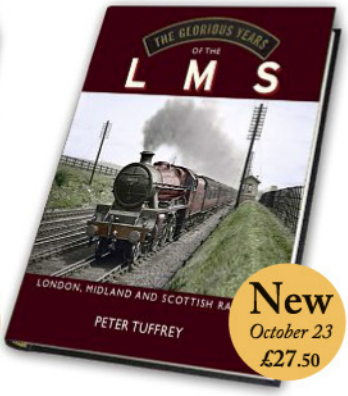
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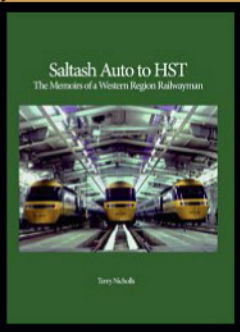
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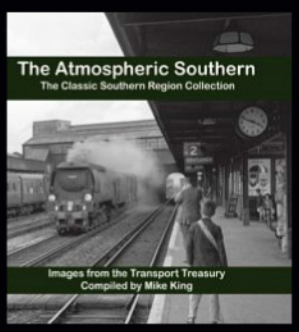




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A rail safari

Richard Gennis travels by road from South Africa to Namibia, chasing steam and diesel traction.



I MADE my first trip to South Africa in 1983. My parents had moved there a year or so earlier for work, and it was time for my first real foreign railway experience. Steam was very much still active at that time, and I soon became a fan of the 3ft 6in-gauge South Africa Garratts, which – at close to 200 tons – looked and sounded wonderful.

Near to where my parents lived was a branch line from Pretoria to Magaliesburg, which had a daily trip formed of a few wagons and one passenger coach that was 100% steam-hauled with either a Class 19D 4-8-2 or, on rare occasions, a Class 24 2-8-4. It was a slow working, dropping off the odd wagon and picking another one up at some of the small stations along the way in what seemed like the middle of nowhere.

Scenes like this were something new to me and fascinating to watch. There were still local trip workings near to where I lived in Britain, but nothing like this. Witnessing these scenes 40 years ago certainly got me very interested in foreign railways, especially African ones.

Main: Hired in from African Rail & Traction Services, 1980-built General Electric U20 loco No. 034 is seen with a short train on the Luderitz line on March 23. These trains are normally double-headed, but at the time there was a problem with loco availability. A month after my visit on April 20, this loco and Class 33 No. 483 were wrecked in a fatal accident on the same line. ALL PHOTOS BY RICHARD GENNIS

Fast forward to 2023 and I decided to take this year's trip to a new level. The plan was to hire a 4x4 vehicle from Bushlore – complete with rooftop tent and all the necessary camping equipment, including a small fridge, a couple of gas burners and BBQ – and head north towards Namibia.

Leaving Cape Town

Before departing Cape Town, however, one thing I had to do was get some shots of the Ceres Rail Company's steam special that operates from the Harbour Hotel.

Luckily on the first weekend before my travels, it was running on both the Saturday and Sunday to the railway market at Elgin, so this gave me a couple of chances to get a shot departing Cape Town with Table Mountain as the backdrop. This trip is a must when visiting Cape Town, offering around 3½ hours of steam haulage (although diesels are used to assist with the climb up Sir Lowry's



“The next morning a couple of monkeys decided they would jump down from the tree onto my tent”



Above: Ceres Railway Company’s Class 19D 4-8-2 blasts out of Cape Town on February 25 with one of the regular weekend trips to the Elgin Railway Market. The scenic route through the Western Cape and the climb up Sir Lowry’s Pass is stunning. Diesel assistance is required for the climb, and on this day they were unusually attached after departing Cape Town.

Right: The vehicle for my trip was a Toyota Hilux hired from Bushlore.com It has a rooftop tent, a small fridge, two gas burners, BBQ and all the cooking equipment needed to camp along the way. It was also fitted with long-range fuel tanks, 60 litre water tank, two spare wheels and two types of jacks and a shovel.





Pass), with some wonderful views along the way of the Western Cape.

My journey north to Namibia started early at 05.00, as there was a 14½ hour drive ahead. The route is straightforward on good tarmac roads for the 10 hours to the border post at Alexandra Bay. Exiting South Africa and entering Namibia was easy, with a small charge for foreign registered vehicles of around £10, and once past the border checks it feels like you are nearly there – even though there is still another 4½ hours to go.

I was heading for the small desert town of Aus, where I would get my first glance at the railway, although most of the good daylight would have gone by the time I arrived. I planned to spend the next few days on this line, which runs from Keetmanshoop to Luderitz, and so – after filling up with fuel in Aus and getting a few supplies from the local shop – I set off towards Luderitz and started thinking about camping for the first night.

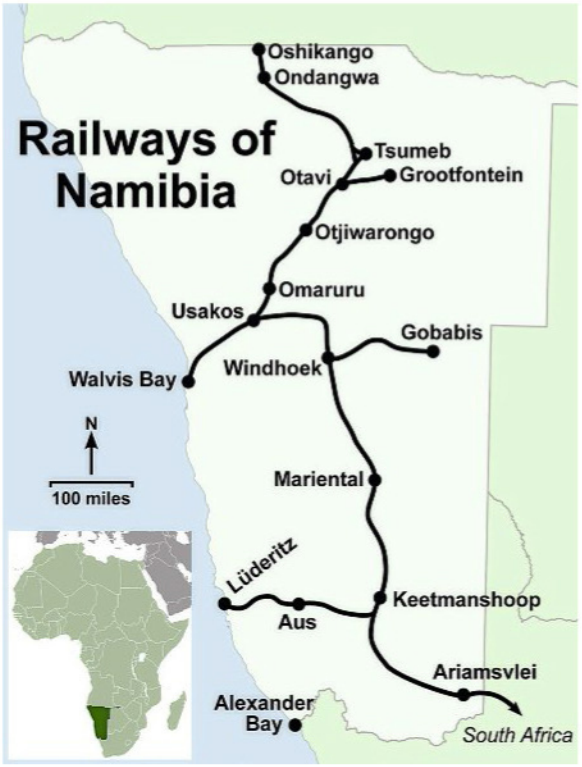
A track gang was walking by the rails, so I stopped and asked for any information on train movements. One guy spoke good English and said there had been a derailment a couple of days earlier, everything was running at reduced speeds and there was only one train every 24 hours. Obviously this was not great, but he thought there may be a train to Luderitz the next day. As the line basically runs east-west, I would have preferred to have heard there was a train leaving Luderitz in the morning – the sun in the southern hemisphere taking a northern track from the east.

Driving west towards Luderitz you enter the ‘Sperrgebiet’, which is a 200 mile-long, 60 mile-wide prohibited area. Both the railway and the road run through the northern part of this area, which is now a National Park, and special permission is required to visit as it is rich in diamonds. Only a very small area is actually mined now, but the large surrounding area acts as a buffer zone to the mining interest. However, permission is not required to use the road – which was very handy, as I did not know any of this at the time.

Above: GE Class 35 Nos. 3501 and 3502, originally operated by South African Railways and now owned by Rail Co in South Africa, were hired to help move manganese to the Port of Luderitz but crashed in the desert near Luderitz on February 27 and are seen here on March 13. The cause of the crash has not yet been made public, and although there were no fatalities, the crew were understood to have been injured.

"With a total of eight locos and 348 wagons, the train's length is 3800 metres and it has a total weight of 40,000 tons"





On my first night's camping I discovered it was going to be much easier to erect the tent in the daylight. It was not too difficult, but I was going to need a couple of nights to learn where everything fitted. After a fairly good night's sleep, it was nice to finally be in the desert. The first morning on the line was going to be slow going, as I had not heard any trains during the night and so guessed my best option would be to follow the line towards Luderitz to see if the crashed train was still there.

After following the line for around 55 miles, I came across the two locos laying on their side, pretty wrecked but well clear of the line. All of the wagons had been removed from the site and I was told that, although the crew were injured, there were luckily no fatalities.

Above: Class 32 No. 208 inside the workshops at Windhoek on March 16. Although out of use for many years, this loco is mostly complete, which would give it hope of a new life – but perhaps not in Namibia, and some of these locos have previously been exported to Sudan.

The two locos were owned by the South African leasing company Railco Africa, which has its head office in Mauritius and workshops in Pretoria, South Africa. Another leasing company working on the line is ARTS (African Rail Traction Services). Both these companies are needed to work this line, as Namibian State Railways (TransNamib) only has 18 working locos for the whole of the country at the present time.

Having spent three days chasing trains across the desert from Luderitz, it was time to head north to the capital Windhoek, another relatively easy journey on good tarmac



Transnamib Class 33 locos Nos. 041 and 017 receive attention on the mainline about 12 miles north of Otjiwarongo on March 18. No. 017 had lost all of its coolant, but it was an easy fix for the fitters to repair and the train was soon on its way again to Tsumeb.



Specially cleaned Class 33 No. 489 leads a triple-header on Rovos Rail's special train, seen waiting for its guests to arrive back at Otjiwarongo on March 19 so they can continue on their 10-day trip back to Pretoria in South Africa.

roads. Windhoek Locomotive Works is a large facility, but had a large number of locos laying around out of use. Hopefully some will be rebuilt in the future, although it seems that TransNamib is more interested in buying new locos. I personally think this the wrong decision, as the older technology locos are simple to repair and skilled labour in the works is in short supply.

When I was last there in early 2020, the first Chinese-built Type SDD6 diesel loco had been rebuilt in South Africa and, with many of these lying around the Works, it was hoped that more would be rebuilt – although I heard the cost of the rebuild was close to buying a new one.

The works yard contained many ex-South African Class 33s, the main type in use with TransNamib, but many were crash damaged or needing spare parts. Sometimes a loco is pulled into the works and put back into service using parts from many different locos.

West from Windhoek

Departing Windhoek, I headed for Walvis Bay on the coast to meet up with Rovos Rail's special luxury train. This is described as the most luxurious train in the world and, peeping on board, it certainly seemed like that.

The train would leave Walvis Bay to head back to Pretoria in South Africa, taking 12 days to cover the 2250 miles. The train staff said the load 18 train had 58 passengers from Noble Caledonia, a UK-based cruise company, and the wonderful stock was all ex-Rhodesian Railways. The only thing spoiling the look was the two very grubby TransNamib locos at the front.

Having chased the train to Otjiwarongo, my first port of call was at the small loco depot to see if the locomotives could be cleaned for the following morning's Rovos departure. The response was very favourable… provided I helped!

So I turned up as instructed at 08.00 the next morning with a new bottle of washing up liquid. With all four of the depot staff helping, it did not take long to have the lead loco looking much cleaner. As the train was going to be treble-headed, I believe we should have cleaned all three of the locomotives, but that might have been pushing it.

Unfortunately, the train departure was delayed by a few hours due to a medical emergency with one of the passengers. So I started my journey north towards Ondangwa and left the Rovos for the last time, as it was heading for Windhoek in the south on its way back to Pretoria.

Below: When this Chinese-built SDD6 loco No. 0008 was sent to South Africa in March 2015 for rebuilding, it was hoped that others that were standing out of use in Windhoek would follow suit, but the two-year rebuild was seen as too expensive. No. 0008 is seen at Windhoek Works on March 13, where it can often be seen shunting or working the breakdown train.

A change of plan

In Ondangwa I found a fast food outlet with wi-fi, which allowed me to check my emails. There was one from Bushtracks Africa in Livingstone, Zambia, to say that its Garratt locomotive was out of action for a few days, which meant I would not be able to get any shots of this wonderful locomotive in steam and in position on Victoria Falls bridge. Although this changed my plan completely, it was better to find this out now than to drive all the way across the Caprivi Strip to Zambia.

My return journey was going to be through Botswana and into the north of South Africa, but with this news I decided to go back on the same outbound route through the border crossing at Oranjemund/Alexandra Bay.

I will always remember my nights in the tent in Ondangwa. Stupidly, I had parked under a tree for some shade after a very warm day, but just before 05.00 the next morning a couple of monkeys decided they would jump down from the tree onto the tent with quite a thump. But as soon as I popped my head out of the tent, they were off back high in the tree, laughing as they went.

Before leaving Ondangwa, I checked with the local railway staff to see if anything was going north to Oshikango, which is on the border with Angola. A few years ago there was a scheme for a cross-border rail



link, and the new line was built on the Namibian side but sadly nothing on the Angolan side – these things are never straightforward in Africa. No traffic was expected on the Ondangwa-Oshikango section, so I headed south again on the start of my return journey to Cape Town.

Around 20 miles north of Otjiwarongo, I came across a freight train that had stopped very close to the main road. It turned out that the second loco had lost all of its coolant, so the guys from Otjiwarongo depot were there repairing the leak – which needed a simple Jubilee-type clip on one of the large rubber hoses. They had also brought lots of water containers to refill the coolant system, so within 45 minutes the train was on its way north again towards Tsumeb.

I was heading for Windhoek, but would be late arriving there so there were nothing in the way of photo opportunities until the next day, when I would head south again to Keetmanshoop. It was another early start (04.30), as Keetmanshoop is around 4½ hours drive from the capital, but there is always something happening there as all of the trains from Ariamsvlei (near the South African border) stop here.

These trains are in the main hauling manganese heading for export at Luderitz. The small yard near to the old station acts as a holding area before trains are dispatched to Luderitz. Locomotive maintenance is also done there, so there are always locos waiting around for spare parts to be fitted.

It seemed that as soon as the locos were serviced and fuelled, they would take the next train towards Luderitz, which comprised anything from six wagons and a single loco to 22 wagons for a doubleheader.

Back to Aus

I left Keetmanshoop heading to Aus for one last chance at a few more shots on this wonderful line. I had some luck, but in three days I only saw two trains in daylight – which can only be described as slow going – and with the line pretty much east to west I needed trains in the early morning or late afternoon.

Towards Luderitz, the line does take a few twists and turns in the large sand dune area, which does give a few more opportunities photographically – but you have to be prepared to be sand-blasted, as it is also very windy there.

It is a full-time job for four JCB-type machines to stop the sand blowing and covering the main road in this area. The railway also fights the elements here, and trying to stop the sand covering the line is a constant task.

On my last day the line was actually blocked by sand blown from a dune by high winds on the previous night. With the line blocked 18 miles from Luzeritz, I made a decision to head towards Cape Town the next day – which meant another early start for the 600 mile drive, all on great roads.

I made one stop at Saldanha to view the massive iron ore trains running from Sishen in the Northern Cape to the unloading terminal at Saldanha. This basically is a single electrified line around 535 miles long, with many loops allowing trains to pass. It was built in 1976 purely for the export of iron ore.

What is really interesting is the train lengths – a standard train has two locos up front, then 116 wagons, two more locos, then another 116 wagons, again a further two locos with a third set of 116 wagon and two locos bringing up the rear. So with a total of eight locos and 348 wagons the train's length is around 3800 metres and it has a total weight of 40,000 tons. These trains have to be seen to be believed: On the one hand great to actually see, but on the other almost impossible to photograph – as you can never really see the second pair of locos, never mind the third and fourth pair.

Currently the line exports 60 million tons of iron ore annually, but South Africa's state-owned logistics company Transnet (which runs the line), seems to struggle to increase the line's capacity due to a lack of investment and even money to maintain the line. Earlier this year it was reported that over seven million tons of iron ore was stockpiled at Sishen waiting to be transported to Saldanha. Transnet also has a large problem with locomotive spares, and this is not just at Saldanha but all over South Africa.

Arriving back in Cape Town after two weeks on a wonderful trip, I saw 13 different types of locomotive, drove 5900 miles, used 970 litres of fuel, drank 58 litres of water, was stopped by the police four times and had two punctures.

Needless to say I cannot wait to go back next year and travel further north, possibly into Angola or Zambia. ■



Below: Transnet Class 43s Nos. 074 and 133 are seen on the rear of a 2.3 mile-long train heading north from Saldanha on a 500 mile journey to the iron ore loading terminal at Sishen. Out of sight are another 300 wagons and a further three pairs of locos distributed through the train. The line is in need of double tracking to increase capacity.

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Saturday 23rd December

This year's carol concert railtour visits Sherborne, nestled in the delightful Blackmore Vale.

The town's crowning glory, Sherborne Abbey, is recognised as being the finest building in the whole county. We are extremely grateful to the team at Sherborne Abbey for their invaluable help in arranging a special Christmas carol concert especially for our visit here. We have a break of over three hours at Sherborne so there will be plenty of time to explore the town as well!

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How the CDA fleet came about

REGARDING the farewell to china clay CDA wagons in the September issue, their introduction can be traced back to BR Railfreight's reorganisation to introduce sector management in October 1982. National business managers took over the previously shared responsibilities of headquarters' freight marketing managers and regional freight managers, but these roles were retained to negotiate resource allocations with regional general managers.

After holding responsibility for Speedlink network marketing, I was appointed as one of the new national business managers for the chemicals and industrial minerals sectors. The remit covered all aspects of commercial activity, and part of the role was to act as the account manager for the largest customers – such as ICI, BP and English China Clay.

At the time, china clay traffic to the Potteries for industrial use had been concentrated at a grant-funded distribution terminal at Cliff Vale, Stoke-on-Trent, with an agreement made with Tiger Rail to provide 35 new bogie-hopper wagons and associated traffic management.

However, exported china clay from a number of ECC locations in Cornwall to Fowey Docks was not part of the renewal of assets and, in the pre-Sectorisation structure, BR insisted that the large fleet of two-axle OOV 'Clay Hoods' must be replaced by privately-owned rolling stock. This was a substantial and profitable business for Railfreight, with up to 700,000 tonnes conveyed annually.

Revenue up, costs down

The advent of sector management allowed for much more independent action, removing the corporate 'group think' that too often limited market-based initiatives. To support the new structure, changes were made to delegated financial authorities, meaning that projects of up to £5 million in capital value could be authorised by the freight business.

It was very clear that a business case existed to provide new rolling stock for the china clay export traffic, and BREL at Doncaster could build 124 new two-axle CDA hopper wagons (similar to the HAAs used for merry-go-round coal working) within the £5 million budget, and so an order was duly placed.

The fleet size was a little short of the capacity needed to meet peak demand levels, and subsequently a number of HAA vehicles were converted to provide additional capability.


FREIGHT WORKINGS

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'.

Cornish China Clay traffic

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

Revenue up, costs down

Fewer wagons were needed than before, as the CDAs could carry 32 tonnes but the OOVs only 13 tonnes. This brought significant maintenance savings, as the wooden-bodied OOVs continued to require expensive repairs (the planks regularly needed replacing).

CDAs also had bottom-door discharge (while OOVs had to be tipped), allowing ECC to make substantial savings in the number of handling staff needed at Fowey, so it was agreed to increase the tariff to reflect these savings.

Fewer trains had to run to carry the same load, reducing the overall cost of haulage, while the space created in the Carriage & Wagon workshop allowed locomotive servicing and maintenance exams to be carried out at St Blazey, rather than locos having to run light engine all the way to Plymouth Laira.

It reflects the robust nature of the business case that the traffic has been successfully carried since the CDA fleet was put into service in January 1988.

Mike Jones
By email

Types of china clay traction

WELL done on the well researched and presented china clay CDA item.

Although the article has the feel of just Class 37 and 66 loco involvement with this wagon fleet, it should be remembered that main line Classes 47, 50, 60 have all operating links, and even preserved 'Western' No. D1015 hauled wagons as part of railtour driver training in August 2002. Probably the most interesting was Class 67s, which hauled CDAs from St Blazey to Tavistock Yard as part of their diagrams for TPO/mail duties in the South West.

Richard Giles
Clevedon

CDAs outside Cornwall & Devon

I WAS interested in your comment that CDA wagons were never seen north of Newton Abbot.

On October 31, 1987 I photographed CDA No. 375002 in the former Marshalling Yard at Exmouth Junction, Exeter. In the background can be seen the former Coal Concentration Depot, which was built on the site of the former Southern Region Concrete Depot.

Dave Tozer
By email



Scouting for tracks

THE World Scout Jamboree might have gone off the rails in South Korea this August (due to excessive heat and torrential downpours), but *RM* readers may be entertained by the gathering's own rails.

About 30 metres of line enabled landscapers to position shrubs around Jamboree headquarters. In the tradition of crude contractors' track, steel tube was welded to tubular sleepers. Flat trucks had pulley wheels, and traction was human – but in the prevailing heatwave, the motive power saved much perspiration!

Dr Richard Simmons
Chatham



Putting the 'Castle' in Newcastle

FOLLOWING up on your 'Castles Centenary' issue (August), on September 10, 1967, along with my friend Neil Treadwell, I joined the GMRS special from King's Cross to Newcastle and return. The outward journey was with No. 4472 *Flying Scotsman* and its two tenders, with No. 7029 *Clun Castle* doing the return honours as far as Peterborough, where a Brush Type 4 (Class 47) took over.

The overriding memory for me is that of *Clun* being given her head on the racing stretch between Darlington and York. Speed accelerated rapidly, with plenty of those on board timing the speed between the ¼ mileposts. With the speed being calculated as, well, let's just say faster than the loco was permitted to do on the mainline, the stewards came through the train ordering all stopwatches to be put away and that no timings were ever to be published.

So what speed did *Clun* attain? If any illicit timings are out there, is 56 years enough time for them now to be published without reparations? If so, I would love to see one via the editor.

I enclose a photo of *Clun Castle* at Newcastle preparing to depart on its most memorable run.

Phil Dalton
Warwick



The Sunday before the GMRS special I received an insider tip that *Clun Castle* was coming to Newcastle for gauging purposes early in the morning. I arrived around 08.00am and there it was, minus nameplates, running around the platforms at Central. Only a few other enthusiasts were there. A closely guarded secret! After watching all of this I then went down to Durham to see it return south and it cleared the Durham platform no bother.

Ray Smith
Blyth



■ *The Gainsborough Model Railway Society ran two back to back return specials from King's Cross to Newcastle on September 9 and 10, 1967. The first saw No. 7029 work from Peterborough as far as King Edward Bridge Junction, from where No. 62005 took the tour the short distance into Newcastle station. But on the following day, No. 7029 worked the second tour out of Newcastle station back to Peterborough – Ed.*

'Castles' to Weymouth

BACK in the heady days of 1958, when I was a 14-year-old schoolboy in my home town of Weymouth, I used to go in my school lunch break over to Alexander bridge where I would be able to watch the 12:30 departure for Bristol go past.

I made a note in my diary of what loco was hauling the train on a daily basis for the entire year. The 'Castle' Class was represented some 84 times with 28 different engines, the most popular being No. 7015 *Carn Brea Castle* (10 occasions), closely followed by No. 7011 *Banbury Castle* (eight), and Nos. 7035 *Ogmore Castle* and 5067 *St Fagans Castle* (six each). The now preserved No. 4079 *Pendennis Castle* appeared on two occasions.

Another favourite train for the 'Castle' Class to appear on was the 8.20am departure from Paddington, 'The Channel Islands Boat Express' to Weymouth Quay. I have happy memories of seeing Old Oak Common's Nos. 4090 *Dorchester Castle*, 4091 *Dudley Castle*, 5014 *Goodrich Castle*, 5034 *Corfe Castle*, 5082 *Swordfish*, 5093 *Upton Castle*, 7010 *Avondale Castle*, 7013 *Bristol Castle*, 7017 *G J Churchward* and 7027 *Thornbury Castle* to name just a few.

I was fortunate enough to be able to attend the gathering of the class at Tyseley on June 6 as a Father's Day present with my son and grandson – what happy memories that brought back!

Graham Pugh
By email

Electric shock

I READ with disbelief that DB Cargo is getting rid of its fleet of Class 90s (September, page 101) because of the cost of energy.

What is the point of spending billions on electrification when the train operators can't afford to use it. Who will be next? Will it be GWR running its Swansea to Paddington trains on diesel after Cardiff as the cost will be cheaper?

It makes a mockery of trying to cut pollution when the cost is prohibitive.

Simon Llewellyn Burton
Port Talbot

Steam whistle appeal

TO the best of my knowledge, there is no authoritative work or book covering British Steam Engine Whistles.

Over the years, I have collected a large number of steam whistles, but do not know whether I have got an example of each one produced. Some years ago, a knowledgeable colleague helped me with the history and description of each one.

I wonder whether anyone would be interested in helping to put together such a book or CD, maybe in printed and audio versions?

Any interested parties can contact me by email using andy@melcourt.co.uk.

Andy Chalmers
By email

All Greek to me

I WOULD love to believe that a British locomotive was named after a Greek village (No. 47709, September issue, page 33) but, sadly, I think it's more likely that someone knew that the Greek ending -os is the exact equivalent of the Latin -us (second declension masculine, for those who care). And, of course, Dionysus was a Greek god before he became a Roman one.

Ralph Hawtrey
By email

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EDITOR'S NOTE

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



Where is it?



LAST month's photo was taken on June 25, and shows a short section of 4ft 7in-gauge tramway tracks on the breakwater at Porthcawl harbour, South Wales.

The photographer Neil Taylor notes this is the only section of the former horse-drawn Duffryn, Llynfi and Porthcawl Railway still in situ, and believes they were uncovered during repairs in the 1970s.

He also points out they are the only rails left in the town that owes its existence to the railway.

Reader Tony Tomalin-Reeves adds The Duffryn, Llynfi and Porthcawl Railway was one the earliest Welsh Valley tramways taking coal to the coast for onward shipment.

Porthcawl station was located about 100m from the pier and became a popular seaside town, sometimes referred to as Rhonda by Sea. The station closed in 1963, despite widespread protests at the time.

For this month's mystery photo, can you identify the location of these rails that appear to disappear into a non-railway building?

Compiled by **Jon Longman**

SATURDAY, OCTOBER 7

SLS. Friends' Meeting House, Mount Street, Manchester M2 5NS. 14.00. 'Wingfield Station and the former North Midland Railway': Peter Milner.

MONDAY, OCTOBER 9

Lincoln Railway Society. St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30. 'Diesels in the Peak District': Ian Lockwood and Enid Vincent.
Oxfordshire Railway Society. Kidlington Baptist Church, OX5 2DS.19.00. 'The Severn Valley Railway': Peter Darkin.
RCTS. GBRf/RCTS National Zoom Meeting. 19.30. 'UK Rail Freight Motive Power Options Going Forward': Bob Tiller, Engineering Specialist, GBRf.
RCTS (Ipswich branch). Greenfinch Church Hall, Ipswich IP2 0SQ. 19.15. 'Heineken Days-Part 1 (A Railway Miscellany)': Andy Grimmett.

TUESDAY, OCTOBER 10

Great Western Society (Bristol group). Room 4, BAWA, 589 Southmead Road, Filton, Bristol BS34 7RF. 19.30. 'Cheltenham to Swindon – Two Routes by Train'.
Locomotive Club of Great Britain (North London branch). Parish Room, St Michael's Church, Bounds Green Road, London N22 8HE. 14.00. Annual meeting and entertainment.
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.
Meon Valley Locomotive Society. St Peter's Church Hall, Bishop's Waltham SO32 1EE. 19.30. 'First 150 years of London Transport': Adrian Wright.
Pewsey Vale Railway Society. Woodborough Social Club SN9 5PL. 19.30. 'Irish Narrow Gauge Railways': Andy Cundick.
RCTS (Cambridge branch). The Swifts, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. 'The Fylde Line: A 1980s ride from Manchester Victoria to Blackpool': Alan Jones.
RCTS (Croydon & South London branch). East Croydon United Reformed Church, Addiscombe Grove, Croydon CR0 5LP. 19.30. 'Charles Firminger Looks Back'.
RCTS (East Midlands branch). The New Mechanics, 3 North Sherwood Street, Nottingham NG1 4EZ. 14.00. 'The LMS Patriot Project': Colin Hall.
RCTS (Hitchin & Welwyn Garden City branch). Tilehouse Street Baptist Church, Hitchin SG5 2EE. 19.30. 'Steam in the 1960s': George Howe.
The 8E Railway Association (Northwich branch). The Gladstone Club, Station Road, Northwich CW9 5RB. 19.45. www.8erailwayassociation.org.uk
Wells Railway Fraternity. Town Hall, Wells, Somerset. 19.30. 'Flying Scotsman': David Parker.

WEDS, OCTOBER 11

LCGB (Dorking branch). Friends Meeting House, Butter Hill, South Street, Dorking RH4 2LE. 19.30. 'Posters through the Years': Andrew Foster.
RCTS (South Wales/De Cymru branch). Old Church Rooms, Park Road, Radyr, CF15 8DF. 19.00. 'My Favourite Moments 1986-2019': Steve Rickett.
SLS. Abbott Hall Social Centre, Dowker Lane, Kendal LA9 4DN. 19.15. 'The Stainmore Railway': Mike Thompson.
Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Images from the Moseley Collection': Robin Mathams and Derek Haywood.

THURSDAY, OCTOBER 12

Continental Railway Society. St Paul's Church Centre, Marylebone, London NW1 6NJ. 18.30. 'Burmese Metre Gauge & Burma Mines Railway': Michael Whitehouse and 'Travels in Paraguay and Argentina 1989': Donald Wilson.
LCGB (St Albans branch). St Bartholomew's Church, St Albans AL1 2PE. 19.30. 'Blue is the Colour': Richard Crane.
Monmouthshire Railway Society. Lysaght Institute, Orb Drive, Newport NP19 0RA. 19.00. 'Reorganisation of 1960s South Wales Freight Workings': Gerry Nichols.
Shropshire Railway Society. Gateway Education and Arts Centre, Shrewsbury SY1 1NB. 19.00. 'The Glorious Steam Railways of India': John Sloane.
South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.00. Track night.

FRIDAY, OCTOBER 13

Kettering & District Locomotive Society. Cornmarket Hall, Kettering NN15 7QA. 19.45. 'Broad Gauge westwards from Taunton': Revd Canon Brian Arman.
SLS. Conference Room, 1st floor, (access via Black Swan Courtyard), Newcastle Arts Centre, Newcastle upon Tyne NE1 1SG. 19.00. 'Time management and its progression and influence by the railways': Peter Rooke.
SWRS. The Manor, Slough station. 19.30. 'Island Treasure': Colin Brading.

SATURDAY, OCTOBER 14

RCTS. RCTS Library, Station Approach, Leatherhead. 11.00-16.00. Archive & Library day.
SLS. Kidderminster Railway Museum, Kidderminster DY10 1QX. 14.00. Conducted tour of Kidderminster Carriage and Wagon works.

MONDAY, OCTOBER 16

RCTS (South Essex branch). Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8LB. 19.30. 'British Rail in the early 1980s – Swansong in Corporate Blue': Mervyn Rogers.

TUESDAY, OCTOBER 17

LCGB (Bedford branch). St John's Church Hall, St John's Street, Bedford MK42 0DL. 19.30. Annual meeting and a guest speaker TBA.
Leicester Railway Society. Braunstone Civic Centre, Leicester LE3 2PP. 14.00. 'The Great Northern Railway's Holiday Line – Part one: Leicester Belgrave Road to Melton Mowbray North': Brian Holland and Michael Chapman.
RCTS (Humberside branch). Highway Public House, Willerby Road, Hull HU5 5LH. 19.30. 'Yorkshire Diesels – Part One – 1985-96': Peter Holden.
RCTS (Thames Valley branch). Didcot Civic Hall, Didcot OX11 7JN. 19.00. 'WW1 & 2 Cross Channel Train Ferries & railways': Gordon Adams.
SLS. Langdon Square Community Centre, Coulby Newham TS8 0TF. 14.00. 'The Railway Scene through my Lens': Brian Nunn.

WEDS, OCTOBER 18

Bradford Railway Circle. Bradford Mechanics' Institute Library, Bradford BD1 1SZ. 14.00. 'Neville Hill Depot – Diary of an Escape': Peter Holden.
Giggleswick Railway Circle. Settle Victoria Hall, Kirkgate, Settle BD24 9DZ. 19.30. 'Skipton to Carlisle - A Journey by Steam in the 60s': Mike Taylor
Pennine Railway Society. Doncaster Town Fields Sports Club, Doncaster DN2 6AA. 19.30. 'An Early 70s Diesel and Electric Adventure': Pete Sargieson.
RCTS (Solent branch). Eastleigh Railway Institute, 2 Romsey Road, Eastleigh SO50 9FE.19.30. 'Grumpies, Goggles, Vectrons and more': John Godfrey.
Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'More Bits and Pieces': Jim Steptoe.

THURSDAY, OCTOBER 19

Aln Valley Railway. Barter Books, The Old Station, Alnwick NE66 2NP. 19.30. 'Train Time: British Transport Films and the History of Britain's Railways 1950-1983': Iain Kitt.
Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Windmill Street, Gravesend DA12 1BB. 19.30. 'Garden Railway Layout and Presentation': Bob Gibbs.
Lutterworth Railway Society. Lutterworth Bowls Club, off Coventry Road, Lutterworth LE15 4RB. 19.30. 'Heritage Railways in the Face of Adversity': Jim Seaton.
Marlow & District R'way Soc. Bourne End Community Centre, SL8 5SX or on Zoom. 19.30. Members free, non-members £3. 'Cholsey & Wallingford Railway': Tony Stead.
Norfolk Railway Society. United Reformed Church Hall, Ipswich Road, Norwich NR4 6QR. 19.30. 'East Anglia – A Review of the Last 10 Years': Iain Scotchman.
Nuneaton Railway Circle. Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. 'The life and times of 48773': Ian Chapman.
RCTS. RCTS Library, Station Approach, Leatherhead. 11.00-16.00. Archive and Library open.
RCTS (Cheltenham branch). Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 19.00. '76077': Ian Crowder.
RCTS (West Riding branch). Saltaire Methodist Chapel, Shipley BD18 3HJ. 19.30. 'Along the trackside': Steve Batty.
RCTS (North-East branch). Darlington Cricket Club, DL1 5JD 18.30. 'Railway Roundabout': Revd Canon Brian Arman and branch annual meeting.

FRIDAY, OCTOBER 20

Great Western Society (Taunton group). Village Hall, Stoke St Mary, TA3 5BY. 19.30. 'Railways in the 1970s and 1980s': John Medley.
LCGB (Central London branch). Keen House, 4 Calshot Street, London N1 9DA. 18.30. Annual meeting and members' images.
RCTS (Northampton branch). Weston Favell Parish Hall, Booth Lane South Northampton NN3 3EP. 14.00. TBA.
SWRS. The Manor, Slough station. 19.30. 'Transport Travels with Roy Miller': Simon Colbeck.

MONDAY, OCTOBER 23

LCGB (Brighton branch). Brighton Model Railway Club Room, London Road Station, BN1 4QS. 19.30. Video and slide presentation: Richard Hingley.
RCTS (Northampton branch). Weston Favell Parish Hall, Booth Lane South Northampton NN3 3EP. 14.00. 'East Anglia in Transition (1980s to date)'.

TUESDAY, OCTOBER 24

RCTS (East Midlands branch). The New Mechanics, 3 North Sherwood Street, Nottingham NG1 4EZ. 19.30. 'Irish Surprise': Colin Boocock.

WEDS, OCTOBER 25

RCTS. Station Approach, Leatherhead. 11.00-16.00. Archive and Library open.
RCTS (Chichester branch). Bassil Shipham Centre, Tozer Way, Chichester PO19 7LG. 19.15. 'The MHR's Watercress Films Unit': Will Stratford.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'From Tyseley to Kidderminster': David Waldren.

THURSDAY, OCTOBER 26

Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'DBC Charter Operations and Management': Richard Corser.
South East Essex R'way Soc. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30. 'Tracks and Trams of the Isle of Man': Richard Delahoy.
Stevenage Locomotive Soc. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'Strictly Freight Only' - part two: Brian Ringer.

FRIDAY, OCTOBER 27

R'way Club of the New Forest. Village Hall, Highwood Road, Brockenhurst. 19.30. 'The Tay Bridge Disaster': Alan Hayward.
SWRS. The Manor, Slough station. 19.30. 'Cruising': Colin Mell.

SATURDAY, OCTOBER 28

SWRS. Visit to the Gloucester & Warwickshire Railway.

TUESDAY, OCTOBER 31

RCTS. RCTS Library, Station Approach, Leatherhead. 11.00-16.00. Archive and Library open.
RCTS (Hitchin & Welwyn Garden City branch). Digswell Village Church Hall, Welwyn AL6 0DH. 14.00. 'The Severn Valley and Gloucestershire & Warwickshire railways':

WEDS, NOVEMBER 1

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'North Wales and the North West': Rhys Jones. Further details on www.penninerailwaysociety.com.
Southern Electric Group (South Hants branch) & Light Rail Transit Association (Southern area). Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. Annual meeting and members' slides.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. TBA.

100 YEARS AGO OCTOBER 1923

GWR speed to Chester

MUCH interest has been occasioned by the acceleration of the GWR service between London and Chester, and hopes of a 'race' were in some quarters indulged in.

The LMS, however, made no move and is apparently satisfied with its lead of 23 minutes, over a route 16¾ miles shorter. The best LMS run is by the 9.30am from Chester to Euston, 7 minutes quicker than the best down train (10.30am ex-Euston). The up train stops only at Crewe and Rugby, and has an inclusive speed of 51.2mph.

The GWR best run is performed by the 10.20am from Paddington, which calls at Birmingham only and is due at Chester at 2.13pm, an inclusive speed of 50.2mph. The feature of the GWR acceleration is the elimination of all stops between Birmingham and Chester.

It is a notable advance for GWR trains to pass Wolverhampton and Shrewsbury, whilst most of the expresses call at two or three other stations between Wolverhampton and Chester.

50 YEARS AGO OCTOBER 1973

HST passenger trials delayed

ENTRY into passenger service between Leeds and Edinburgh of the BR prototype High Speed Train, scheduled for August 13, was postponed because of a further dispute with members of ASLEF, the drivers' union. Those at the three Eastern Region depots concerned – Leeds Neville Hill, York and Gateshead – were reported to be dissatisfied with proposed pay structures for operating the train. BRB intended to operate the train from September 3, even if the drivers insist on it running empty.

Irish diesel blown-up

GUNMEN forced a signalman to halt a Dublin-Belfast freight between Meigh and Janesborough, South Armagh, on the main line two miles north of the border inside Ulster during the late evening of August 15.

They then planted explosive-filled milk churns in the cab of the diesel locomotive, CIE No. B201. It was abandoned, engine left running, with fuse wire dangling outside. Next day British Army marksmen fired at and cut the wire, but this detonated the bombs, throwing debris hundreds of yards and wrecking the locomotive.

'Hymek' swansong

THE remaining 10 examples of the 'Hymek' Class 35 diesel-hydraulic locomotives were due to be withdrawn from service by the end of September. Western Region organised a 'Hymek Commemorative Special' (but it ran as the 'Hymek Swansong') for Saturday, September 22 to be double-headed by two of the class [Nos. 7001+7028] from Paddington to Hereford, with a photographic stop at Pontypool to see *Flying Scotsman* and *King George V* on the 'Atlantic Venturers Express', and on to Didcot where a BR and GWS Open Day was being held.

20 YEARS AGO OCTOBER 2003

Luggage could go by road

VIRGIN CrossCountry is resurrecting its controversial plan to take passengers' luggage in advance using a fleet of road vehicles.

Stung into action by criticisms over the chronic lack of storage space on the Class 220 and 221 'Voyagers' – a problem which frequently results in the aisles being totally blocked by baggage – VXC managing director Chris Gibb has authorised a customer survey to ascertain the demand for 'luggage in advance'.

Said Mr Gibb: "The way it would work is that we would contract a logistics firm to send a van round to the customers' home shortly before they are due to travel, collect their large cases and then deliver them to their hotel or holiday home in time for their arrival. For the return journey, we would collect again and deliver shortly after their arrival home."

Mr Gibb said he got the idea after seeing a similar system in operation during a holiday in Switzerland. Alternatives would be to take out some of the seats in the trains, something Mr Gibb did on Class 158s in his previous job at Wales & West.



Diesel-hydraulic Class 35 'Hymeks' were a successful design, but were withdrawn when BR standardised on diesel-electric types. No. D7030 is pictured at Reading on March 17, 1971, in its final guise of BR Blue with full yellow ends. MURGATROYD49 (CC BY-SA 4.0)

London Underground 'most expensive in the world'

DRAMATIC fare rises of up to 25% are to hit London Underground in the New Year.

London mayor Ken Livingstone announced on August 19 that the minimum single ticket in central London will go up by 40p to £2, although the one-day Travelcard rises only 10p to £4.20. The weekly travelcard goes up by £2 to £18.50.

The swingeing increases are blamed on the mayor's shortfall in revenue from road congestion charges (£65m less than projected) and bus subsidies, which are up sixfold to £600m.

London Underground is now believed to be the most expensive such system in the world.

RCTS

Britain's leading Railway Society

The RCTS: then and now

THE Traction and Rolling Stock section of the February 1996 edition of the *Railway Observer* reported: "HST Power car No. 43190, from the Maidenhead fire, returned to traffic on December 5."

This was a postscript to a serious incident on September 8, 1995 when fire broke out on the 18.30 Paddington to Swansea. By this time, HSTs had been in service for 15 years or more, suffering the occasional derailment or minor collision, but fortunately nothing more serious.

That Friday evening, the train was crowded and was running in reverse formation, with First Class at the western/leading end of the train. In the vicinity of Taplow, 22 miles from Paddington, the front of the set was enveloped in flame, forcing the driver to bring the train to an emergency stop at Maidenhead East.

The Health and Safety Executive, responsible for investigating such incidents at the time, reported: "The fastenings on one of the fuel tanks became undone causing it to drop and drag along the track. The tank became ruptured spilling the diesel fuel, which then ignited. The ensuing fire engulfed the outside of the front three carriages and the fire entered the toilet plumbing cupboards in the two leading (First Class) carriages."

By the time the train stopped, the power car made an extraordinary sight for residents living beside the line, with bright orange flames surrounding it.

It was fortunate that the leading coaches were First Class (and therefore much less crowded than Standard Class) and that the train was routed on the down main, on the southern side of the Great Western Main Line. Passengers took whatever action they could to leave the train, many of them making their way down the wooded embankment to the adjacent residential road. A number of people came out of their homes to investigate, at least one carrying an axe to help with the evacuation if necessary. Use of mobile phones was not yet widespread, so several passengers were taken into people's homes to call anxious relatives.

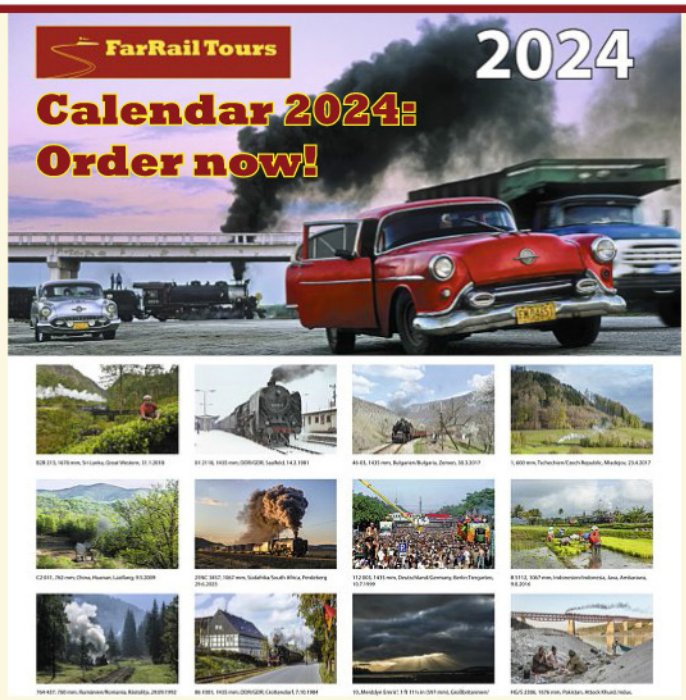
The episode did not finish without a tragedy, as one passenger that jumped down onto the up main was struck and killed by another HST heading for Paddington. It is understood that this was the first fatality to occur as a result of a railway mishap involving a HST, but the Paddington line was to suffer more catastrophic incidents in subsequent years, such as at Southall in September 1997 and Ladbroke Grove in October 1999.

The stricken HST remained on the down main for several hours before being removed, with services in the meantime diverted to the relief lines. The damaged power car remained with First Great Western and its successor GWR for the remainder of its working life, and was last reported in store at Ely Papworth sidings.

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



An official photo of No. 43190 after the fire at Maidenhead on September 8, 1995. HSE



The railway of Eritrea is a line which can easily be com-pared to the lines in the Andes, the Semmering in Austria or the Dar-jeeling railway. Spectacular mountain sections with gradients of up to 3.5% were needed to enable the 950mm gauge line to gain some 2,400m in height over a distance of 118kms. There are many tunnels and stone arch viaducts. You can see deep gorges, steep rock faces and valleys, overlooking the moun-tains, covered in clouds … but only for a brief spell before you enter the next tunnel. All a photographers' paradise! But for how long? The condition of the track and vehicles is deteri-orating. After the train journey, we go to the camel market, to the Red Sea, to the Rift Valley in Qohaito and experience the Coptic Epiphany in the Art Déco city of Asmara.



Bosnia-Herz.: ‚Kriegsloks' in Mine & Line Service	Oct 21st – Oct 28th
UK: Welsh Narrow Gauge Explorer	Nov 1st – Nov 13th
China: World's Last Revenue Steam Line & more	Dec 7th – Dec 17th
Eritrea: Mallets to Asmara & camel market in Keren	Jan 6th – Jan 14th
Eritrea: Camel market, Timket Festival & Art Deco	Jan 14th – Jan 21st
Romania: Narrow Gauge Steam on six lines	Apr 13th – Apr 21st

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SUN, SEA AND STEAM: A fabulous shot above Swanage, with the Isle of Wight visible in the distance across the waters of Swanage Bay and the English Channel, as 'West Country' No. 34028 *Eddystone* departs with five coaches as the 13.30 to Norden on August 25. JAMES TAVINER

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1 | 3
2 | 4

1

PADDINGTON VISITOR: Single-car Network Rail DMU No. 153311 departs Paddington on August 15, with a 2Q14 Reading-Reading circular trip, as an unidentified Class 800/3 (left) waits with the 1C38/23.32 to Bristol Temple Meads, and No. 57605 (right), heads the 23.45 'Night Riviera' sleeper train to Penzance. TOM MCATEE

2

LIGHT & SHADE: BR-built EMU No. 507018 passes nonstop through Green Lane station on September 9, with the 13.01 Chester to Chester circular via Birkenhead and the Liverpool loop. Merseyrail's Class 507/508 units are gradually being phased out by new Stadler-built Class 777s. STEVE SIENKIEWICZ

3

NEW & OLD FUSION: New cars and modern electrification contrast with the cobbled street and steam power in the east of Leeds city centre on August 20, as 'Jubilee' No. 45699 *Galatea* heads for York with the return of the RTC's 'Waverley' tour from Carlisle. NEIL TERRY

4

BLUE SUPERMOON: 'Blue' not because of its colour but denoting the second full moon of the month (it actually appeared reddish due to atmospheric dust), and 'super' because it was close to the near point of its orbit around the earth (and therefore appearing slightly larger), the moon shines over Hildenborough, Kent, on August 30 as the 19.38 Charing Cross to Hastings heads away formed of a Southeastern Class 375 unit. DAVID STAINES

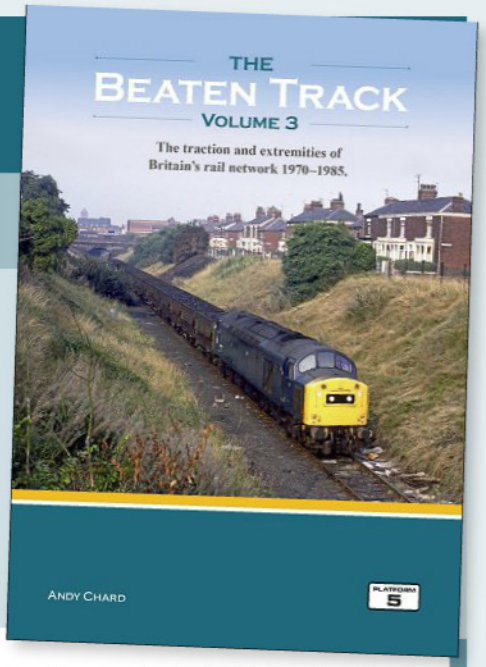
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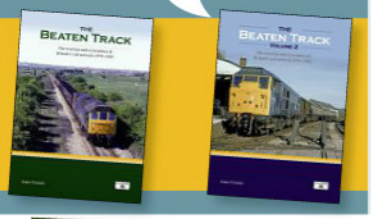
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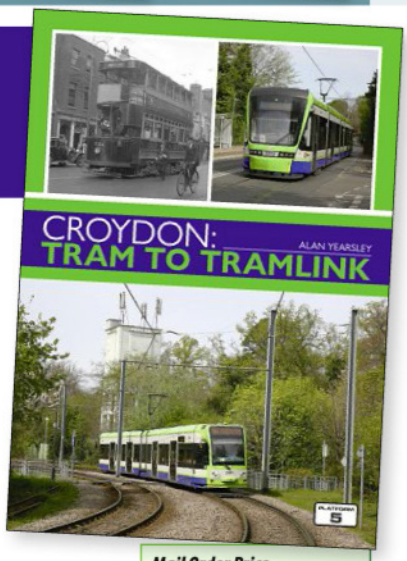
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TRACKRECORD

The Railway Magazine news digest



Thompson 'B1' No. 61306 *Mayflower* was one of four visitors to the Severn Valley Railway's Autumn Steam Gala on September 14-17, the 4-6-0 seen passing Crossing Cottage near Eardington on the first day with the 09.10 Kidderminster to Bridgnorth. KEVIN WHITEHURST

P62 STEAM P69 INDUSTRIAL P70 NARROW GAUGE P74 MINIATURE P78 HERITAGE TRAMS
P79 CLASSIC TRACTION P82 RAILTOURS P84 NETWORK P86 FREIGHT P87 METRO
P88 TRACTION & STOCK P93 OPERATIONS P99 IRISH P101 WORLD

Compiled by **Gareth Evans**

SIDE LINES

Llynclys operation

CAMBRIAN Heritage Railways (CHR) welcomed visitors to its Llynclys site on September 9-10 as part of the national Heritage Open Days scheme.

Passengers joined a regular CHR service from Oswestry to Weston Wharf, where they could enjoy a 'rail replacement' journey to Llynclys on board Tanat Valley Coaches' vintage ex-Trent Tiger Cub, before travelling by train from Llynclys to Penygarreg and then retracting their steps.

Trains at Llynclys were operated using Vulcan 0-4-0 *Telemon* and Shark brake van No. 993854.

A total of 111 passengers were carried on the Saturday, with 92 passengers on the Sunday. Located four miles south of Oswestry, Llynclys has not been opened to the public on a regular basis recently – although moves are afoot to change that in 2024.

NRM 'Greyhound' to be overhauled at Swanage

LSWR 4-4-0 No. 120 is to be returned to action at the Swanage Railway.

As previously reported (*RM* January 2023), the National Railway Museum (NRM) owned 'Greyhound' is to be restored by the same team which has led the return to steam of former National Collection 'T3' No. 563. More recently, No. 120 has been the subject of operational/overhaul agreement between the NRM and Swanage Railway and has been stored at Swanage engine shed.

Leek Brook triangle test

THE Churnet Valley Railway's extension to Leek reached a milestone on August 26 when a train traversed Leek Brook triangle for the first time since 1941.

USATC S160 2-8-0 No. 5197 hauled a carriage on the test run. Substantial work still remains to be completed, including ballasting and tamping, before the line can be opened to the public.

Rother Valley progress

Surveys are already well underway as physical work due to start in spring 2024.

THE Rother Valley Railway's reinstatement of the missing rail link between Bodiam and Robertsbridge Junction is progressing after the Transport & Works Act Order (*RM* June 2023), which provides the legal powers, came into force on August 2.

Granted in May 9, the order was applied for by the railway, working in partnership with the Kent & East Sussex Railway which runs the existing heritage line between Tenterden and Bodiam.

The order was subject to a 12-week standstill period to allow time for any appeals to be submitted against the granting of the application.

Preparations are now well underway for an early start to the extensive environmental survey of the yet to be built two mile long 'missing link' central section of the line – namely from Northbridge Street to Udiam, formerly the site of Junction Road Halt.

The environmental investigation is an ongoing process over a period of time that, along with the arising mitigations, must be in place before physical construction work can get underway.

Rother Valley engineers are working behind the scenes on detailed designs for civil engineering, including bridges and structures, as well as a host of other essential preparatory tasks.

Mike Hart, vice chairman and trustee of RVR Heritage Trust, said: "Believe me, with all the processes that must be followed and executed nowadays, the actual building of a railway is the relatively straightforward bit.

"With all that resolved, we anticipate being able to make a real start on building the 'missing link' around late spring next year with an intense two-year contractor- and volunteer-resourced construction programme."

At Robertsbridge station, work continues on what will be the site of the engine shed in due course. Recycled infill is being used to provide level ground at the North Bank area. A turntable is already in place.

Meanwhile, representatives from the Rother Valley Railway and Kent & East Sussex Railway (KESR) welcomed the All-Party Parliamentary Group on Heritage Rail for a trip on the KESR on September 15.

The group is working on a study to identify wider social and economic benefits of heritage railways, and knowledge from this visit will feed into that. The group was joined by local authority representatives from Kent County Council and Rother District Council.

SVR celebrates 'Big Four' at Autumn Steam Gala

THE Severn Valley Railway continued its celebration of the 100th anniversary of the formation of the 'Big Four' railway companies at its September 14-17 Autumn Steam Gala.

Four guest locomotives formed part of the line-up – namely 'B1' No. 61306 *Mayflower*, Bagnall 0-6-0ST No. 401 *Vulcan*, USATC 'S160' No. 2253 *Omaha* and BR '2MT' 2-6-2T No. 41312.

Homefleet players on the roster included No. 43106 'The Flying Pig' GWR 4-6-0 No. 4930 *Hagley Hall*, GWR 0-6-0PT No. 7714, SR 4-6-2 No. 21C127 *Taw Valley* and BR '4MT' No. 75069.

In addition to overnight running on both Friday and Saturday nights, the event featured local trains stopping each day at the SVR's tiny Eardington station. LMS 2-6-0 No. 43106 broke a banner on the 'first' train to stop at Eardington in 41 years on September 14.

RM reader Tony French was present to witness the event.



Left: Visiting from the Mid Hants Railway for the Severn Valley Railway Autumn Steam gala, BR '2MT' 2-6-2T No. 41312 is seen deputising for a failed 'S160' 2-8-0 No. 2253 *Omaha* on the late running 08.10 goods from Hampton Loade for Bridgnorth on September 17. MARTYN TATTAM

He said: "It was very poignant for me personally as my father had alighted at Eardington in BR days to visit family in Chelmarsh.

"Every time we visited the SVR he said how much he wished he could get off the train again at Eardington. Unfortunately, it was a little too late for him as he passed away just over a year ago."

Meanwhile, the SVR is adding an unusually early event to its calendar for 2024 – a Winter Steam Gala on January 6-7.

At least five steam locos are due to be operating. The event is set to see final appearances for No. 21C127 *Taw Valley* in wartime black and No. 43106 'The Flying Pig' as it reaches the end of its current boiler ticket. LMS Mogul No. 2968 is due to return to action following its overhaul – and No. 7812 *Erlestoke Manor* is due back from the West Somerset Railway, having left the SVR after 2023's Spring Steam Gala.

The home fleet will be boosted by the addition of visiting No. 2253 *Omaha*, which is to remain at the SVR after the Autumn Steam Gala.

GWSR to showcase resident fleet and attractions at 'last hurrah' gala

THE Gloucestershire Warwickshire Steam Railway will hold its mixed traction Autumn Showcase Gala on October 28-29 – the 'last hurrah' of the railway's main operating season.

Subject to availability, steam locos due to be in action include No. 7820 *Dinmore Manor*, No. 7903 *Foremarke Hall* and No. 35006 *Peninsular & Oriental S. N. Co.*, while diesels include Class 20 No. 20137, Class 24 Diesel No. 5081 (24081), Class 117 DMU No. L425, and Class 37s Nos. 37215 and D6948 (37248)– plus Class 47s Nos. 47105 and 47376 *Freightliner 1995*.

Attractions include brake van rides on the demonstration freight train (tickets from Toddington and Cheltenham Racecourse stations on the day); visits behind the scenes at the Winchcombe Carriage and Wagon Department; Toddington narrow gauge railway will be operating; preservation society stands in the David Page shed at Toddington; and the opportunity to view the ongoing locomotive projects.

The latter include the chance to see three GWR 2-8-0s which are being restored or overhauled – No. 3850 whose overhaul has included casting of new cylinders and new frame extensions; No. 2807 which made its first moves in the yard post-overhaul on September 21; and No. 2874 which is being restored from Barry scrapyard condition.

A free bus link will connect the GWSR's Cheltenham Racecourse station with Cheltenham Spa national network station on the Saturday. Visit www.gwsr.com for details.

Original livery for 'P3' as centenary marked

THE North Eastern Locomotive Preservation Group (NELPG) celebrated the centenary of its NER 'P3' on September 19 with an event on the North Yorkshire Moors Railway (NYMR) where it currently operates.

The Darlington North Road-built 0-6-0 has been repainted for its centenary into the original livery in which it was outshopped as 'P3' No. 2392 in 1923.

On September 19, No. 2392 arrived at Pickering station at 10am with a freight train, as it used to do for its many years of operation from its base at York. It was met by a party of invited guests, including Geoffrey Worsdell – great grandson of Wilson Worsdell, the locomotive's designer, and Peter Lattimer – great grandson of T W (William) Worsdell, the older brother of Wilson, and whom Wilson succeeded as locomotive superindent on the North Eastern Railway in 1890, together with Peter Lattimer's godson, Carl Worsdell.

Also present were some of those who were at the inaugural meeting of the NELPG in 1966 at which the decision was made to try and purchase the engine from BR, along with volunteers who have worked on the loco over the years.

During a short ceremony at Pickering station, Geoffrey Worsdell placed a commemorative centenary plaque on the engine, and as part of NELPG tradition, he poured a bottle of Newcastle Brown Ale on the running plate to christen the start of its second century.

The locomotive then departed with the freight train and returned with the stock for the 10.55 service train to Grosmont. On arrival at Grosmont, the Worsdell relatives posed in front of the loco with a replica Wilson Worsdell nameplate. It returned to Pickering hauling the 12.30 train from Grosmont, during which a commemorative cake was cut by Geoffrey Worsdell.



Now carrying it original livery and number, 'P3' No. 2392 stands with its freight train at Levisham station on September 19. JOHN HUNT/NELPG

A booklet recounting the story of the loco's working life is available (£6) from NELPG Sales, 14 Deerness Heights, Brandon, County Durham, DH7 8TQ.

The damaged cylinder block was removed from group's 'Q6' No. 63395 at Grosmont on August 22. The latest estimate to get the 0-8-0 back in traffic is around £50,000. The Chip in for a Cylinder appeal for which a benefactor has agreed to match fund the first £10,000, has exceeded the target. NELPG has been notified of a £10,000 legacy which has been specified to be for No. 63395. Therefore, £20,000 is still needed. Visit www.nelpg.org.uk for details of how to help.



'Saint' on a freight: **After an absence of several years, a full line photo charter was held on the Nene Valley Railway on September 7 with visiting GWR 'Saint' 4-6-0 No. 2999 *Lady of Legend* hauling the railway's impressive freight train. Organised and run by the railway, the hot day saw full use of the line between Peterborough and Yarwell Junction. The Great Western Society-owned locomotive is seen heading away from Wansford on the third run past of the day.** STUART CHAPMAN

Pacific on the move: **Now in the ownership of Southern Locomotives, Bulleid Pacifc No. 34058 *Sir Frederick Pile* moved from the Watercress Line to a private site at Sellindge, Kent on September 8. Superheater elements were removed from the 4-6-2 in mid-September.** SIMON TROY



Well-wishers of Cotswold Standard welcomed to view latest progress

SUPPORTERS of Toddington Standard Locomotive Ltd have enjoyed a chance to view progress on the restoration of their BR '4MT' 2-6-0 No. 76077.

The visit on September 10 was at the premises of contractor Locomotive Maintenance Services in Loughborough.

Although visually No. 76077 looked much as it did at the previous year's open event, an enormous amount has taken place with a large number of newly-overhauled or manufactured components on display, awaiting their turn to be assembled.

Andrew Meredith, TSLL's engineering director said: "One obvious visual difference was that the cab, which had temporarily been placed on the frames last year, has since been taken off for further work to be carried out – not least of which has been to replace the cab side sheets with new; the originals being too badly distorted to use.

"While that meant the loco looked less complete than before, a closer look showed that a vast amount of work has been completed on the chassis. For example, the assembly of the valve gear – components of which were displayed – is imminent, with the slide bars trial fitted and the weighshaft and expansion links now permanently in place.

"In addition, the injectors had been mounted, as was the lubricator, which is awaiting its drive linkage. However, miles of grease lubrication pipework has now been installed. All these things take time and effort."

The boiler remains at Toddington on the Gloucestershire Warwickshire Steam Railway where the crinolines and cladding are being trial-fitted. A tender document has been issued to a selection of providers (including LMS) for the boiler overhaul, which is expected to cost in the order of £150,000. A special appeal will be launched shortly.

DIARY

Until Oct 20 Bluebell Railway: Autumn Tints (on selected dates)
Oct 5-8 Great Central Railway: Autumn Steam Gala
Oct 7 Spa Valley Railway: A Taste of Faulty Towers
Oct 7-8 North Norfolk Railway: Autumn Showcase
Oct 7-8 Severn Valley Railway: O Gauge Get Together
Oct 7-8 Churnet Valley Railway: Steam Powered Adventure
Oct 7-8 Isle of Wight Steam Railway: Teddy Bear Days
Oct 8 East Anglian Railway Museum: Small Trains Day
Oct 8 Helston Railway: Kids for a Quid
Oct 8 Mid-Norfolk Railway: Vintage Fair at Dereham station
Oct 8 Ecclesbourne Valley Railway: Wirksworth Wizarding Day
Oct 8, 15, 22, 29 Middleton Railway: Steam Running Days
Oct 9-11, 22-25, 29-Nov 1 North Yorkshire Moors Railway: Sir Nigel Gresley running
Oct 10 Bodmin Railway: Murder Mystery Train
Oct 12 Strathspey Railway: Marie Curie Special
Oct 13 East Lancashire Railway: Autumn Steam Gala
Oct 13-15 Bluebell Railway: Giants of Steam
Oct 14-15 Kent & East Sussex Railway: Austin Counties Car Rally
Oct 14-15 Isle of Wight Steam Railway: Beer & Steam
Oct 14-15 North Yorkshire Moors Railway: Through the Decades 1940s to 70s
Oct 15 Lincolnshire Wolds Railway: Steam Running
Oct 19-22 Spa Valley Railway: Real Ale and Cider Festival
Oct 22 East Anglian Railway Museum: Roman Roadsters Meet
Oct 22 East Anglian Railway Museum: Steam Day & Night at the Museum
Oct 23-27 Isle of Wight Steam Railway: Wizard Week
Oct 25-26 & 29 Helston Railway: Halloween trains
Oct 26 East Lancashire Railway: Halloween Ghost Train
Oct 27-Nov 5, 10-12 North Yorkshire Moors Railway: Light Spectacular
Oct 28-29 East Anglian Railway Museum: Days Out with Thomas
Oct 28-29 Bo'ness & Kinneil Railway: Steam N' Scream
Oct 28-29 Ribble Steam Railway: Halloween Spooky Trains
Oct 28, 30-31 Severn Valley Railway: Ghost and Scream Trains
Oct 29 Lincolnshire Wolds Railway: Halloween
Oct 29 Ribble Steam Railway: Murder Mystery Evening

'Amazing' *Scotsman* visit

Celebrity 'A3' hauls sell-out trains at Bluebell Railway.



No. 60103 *Flying Scotsman* is seen at West Hoathly with the Bluebell Railway's 07.30 Sheffield Park to East Grinstead 'Breakfast Pullman' special on August 28. CHRIS LIVINGS

THE visit of 'A3' Pacific No. 60103 *Flying Scotsman* to the Bluebell Railway from August 23 to September 3 has been described as "truly amazing" by the line's chairman.

The National Collection-owned 4-6-2 ran sell-out non-stop return trains from Sheffield Park to East Grinstead on regular services and special dining trains.

Footplate visits were also available as part of a static display event where the public could access the cab via the corridor tender and chat to loco crews about their experience of operating the engine.

Paul Churchman, who chairs both the Bluebell Railway plc and Bluebell Railway Preservation Society, said: "It was truly amazing and it also met the financial target we set. Everyone put on a fantastic event and our visitors loved it. I was there on all but two operating days and saw so many people.

Performance

"We have had a brilliant August, excluding *Flying Scotsman* and we are trading well ahead of last year. We have a forecast for the end of the year which will see a massive trading improvement on last year, the hard work continues on ensuring we carry this through to 2024 and beyond."

On the loco front, it been agreed that when new-build 'H2' Atlantic No. 32424 *Beachy Head* moves into the main works at Sheffield Park in early 2024, volunteers from the Bluebell Atlantic Group will turn their attention to overhauling Adams 'Radial' 4-4-2T No. 30583 and Adams 'B4' 0-4-0T No. 96 *Normandy*. Both projects will be separately funded – No. 30583 is owned by the railway, while *Normandy* is owned by the Bulleid Society.

The Bluebell Atlantic Group previously announced (*RM* October 2022) that the overhaul of GWR 4-4-0 'Dukedog' No. 9017 *Earl of Berkeley* – which last ran in June 2011 – would be its next project. It is understood No. 9017 is likely to be a high priority for the railway itself in its main works, subject to funding.

Members of the public will be able to see No. 32424 in Atlantic House, Sheffield Park during the railway's October 13-15 Giants of Steam gala.

The overhaul of SR Bulleid Pacific No. 34059 *Sir Archibald Sinclair* is approaching completion at Sheffield Park. It is hoped to have the 4-6-2 in traffic by Christmas.

Work on returning Maunsell 'Q' 0-6-0 No. 541 continues. The boiler was lifted out of the frames on August 4 at the Devon premises of contractor Leaky Finders. Cladding and lagging have been removed from the boiler and a start made on needle gunning the boiler barrel to enable non-destructive testing of the boiler barrel thickness to take place. Removal of the tubes has also been underway.

Progress

The tender remains at Sheffield Park and will require a new tender tank. CAD (Computer Aided Design) drawings of the tender tank have been prepared. Discussions are ongoing with potential contractors with a view to obtaining quotations.

The Maunsell Locomotive Society, which owns No. 541, has agreed to try and raise £40,000 towards the cost of overhauling the tender and providing a new tender tank. The 'Q' has been deemed an ideal size and economical loco for Bluebell operations.

Donations can be made online at www.bluebell-railway.com/trust/make-a-donation/ and selecting the appropriate option in the drop down menu.

Alternatively, cheques made payable to the 'Bluebell Railway Trust' (and a Gift Aid Form – if appropriate) can be sent to the Bluebell Railway Trust, Sheffield Park Station, Uckfield TN22 3QL. Add a note to say it is for the 541 Overhaul Appeal.

After five years, 'T3' is back

LSWR 'T3' No. 563 arrived back at the Swanage Railway on the evening of August 29, a little over five years since the 4-4-0 left for overhaul at contractor The Flour Mill in the Forest of Dean.

The following day, the tender was taken out of Herston Works to join the engine at the Norden road rail interchange. After being reattached, the loco was hauled to Swanage.

Subject to testing and commissioning being completed successfully, No. 563 is set to haul its first passenger train in 75 years on Saturday (October 7). Two services will operate on that day and all seats will be reserved for invited No. 563 supporters and guests of the Swanage Railway Trust.

No. 563 is due to work its first public trips post-restoration on October 8 – and it is hoped to operate the loco over the half-term week from October 16. Visit www.swanagerailway.co.uk for details.



No. 563 is seen with Class 08 No. 08436 at Swanage on August 31. ANDREW P M WRIGHT

Churnet Valley welcomes Swanage young volunteers for weekend visit

A DOZEN teenagers from the Swanage Railway took part in an initiative at the Churnet Valley Railway to widen their experience of volunteering at a heritage line.

The 12 members of the Swanage Railway Sygnets group, which is made up of 13–18 year olds, visited the Staffordshire line over the weekend of September 9-10.

The young volunteers undertook a number of tasks across a multitude of departments to see what efforts are required behind the scenes to make the trains run.

They started off by cleaning the day's service locomotive, experiencing the engineering that is involved in preparing a loco. This was followed by an afternoon of fault finding at Consall signal box and having the opportunity to help the signalman operate the 'box and associated token system – learning how signalling was operated in pre-computer days.

Sunday saw the group treated to a Staffordshire breakfast on board the railway's first class dining train, before visiting Leek Brook Junction where they enjoyed a quick tour of the ongoing work to extend to Leek prior to completing a line walk that included an inspection of the 531-yard Cheddleton tunnel. The weekend then concluded by helping to expand the power distribution around the Froghall site ahead of developments to occur during the winter.

CVR managing director Greg Wilson said: "If heritage railways are to survive, then it's imperative that we encourage the younger generations. Many years ago, I was the youngest steam driver at the CVR at the age of 23 – sadly that title no longer applies for myself. However, in recent weeks we have passed out two more steam drivers aged 26 and 30 respectively – both of whom joined in their early teens. If we don't allow people the opportunity to be involved at early ages, then how can we expect them to develop a lasting interest?"

■ CVR said it welcomes enquiries from other railway youth groups wishing to visit the line and sample a similar experience. Email enquiries@churnetvalleyrailway.co.uk or call 01538 360522.



Young volunteers from the Swanage Railway learned how to prepare a steam loco for a day's service at the Churnet Valley. CVR

Beattie Well Tank set to move 'back home' to Cornwall

LSWR 2-4-0WT No. 30587 is to return to its former Cornish stomping ground after a three-year loan was agreed between the National Railway Museum and the Bodmin Railway.

The out of ticket 149-year-old loco will be displayed at Bodmin General's platform 2 on selected days, and will then be housed undercover in the running shed the rest of the time.

With the move first requiring the extraction of No. 30587 from York via the main line, it is estimated the loco's relocation will cost around £7,000. The Bodmin Railway has launched an appeal to cover the cost.

Visit bodminrailway.co.uk/all/bringing-the-beattie-home for details of how to donate.



Right: The Bodmin Railway hosted a China Clay Gala on September 9-10. Jimmy James, the railway's publicity officer described the event as "a most successful gala". Pictured at Bodmin General on September 9 are two consecutively numbered Cornish pedigree GWR Prairies Nos. 5552, 5553 and two ex-Par Docks shunters, Bagnall 0-4-0STs *Judy* and *Alfred* – the latter being on static display. JIMMY JAMES



'Streak' steaming along the S&C: LNER 'A4' Pacific No. 60007 *Sir Nigel Gresley* is seen at Greengate on the Settle and Carlisle Line with the return 'Fellsman' from Carlisle to Crewe on September 20. GAVIN THOMSON

SIDE LINES

Inclusive Santa trains

THE East Lancs Railway launches its inaugural SEND (Special Educational Needs and Disability) Family Friendly Santa Specials on November 25.

The new service with calm carriages offers a quieter experience with reduced music volume, no flashing lights and many more tweaks to make it SEND-friendly.

Chaperoned outdoor access and a wider arrival window will mean there's no rush, while one carer from each group can travel for free. The railway has teamed up with Bury2Gether, a charity supporting parents and carers of youngsters with SEND.

Chris Price to leave NYMR

CHRIS Price is to step down as CEO of the North Yorkshire Moors Railway, although he is due to remain in post until Christmas.

Mr Price said: "This has been a difficult decision based on nothing more than an opportunity presented to me. This opportunity is to work for another first class institution in an area of the country my wife and I have wanted to move to for as long as I can remember. I am privileged to have been selected to be the next director of The Tank Museum in Bovington, Dorset."

Taw Valley on visit

SR BULLEID Pacific No. 21C127 *Taw Valley* has been confirmed as the second visiting loco for the Bluebell Railway's October 13-15 Giants of Steam gala.

As previously reported, Southern Locomotives Limited-owned SR Bulleid 'Battle of Britain' Class No. 34070 *Manston* is to visit from the Swanage Railway.

Shed development

WORK to redevelop the Great Central Railway's Loughborough loco shed have continued, with the geotechnical and ecology works taking place as part of planning conditions.

Bore holes and window sampling were carried out to ensure ground conditions and contamination are favourable, with initial reports positive. Gas and ground water monitoring stations were installed – and tests are ongoing.

Building regulations drawings are expected to be ready soon for submission for building regulations, which will take around four to six weeks to complete. It is hoped contractors can begin work on the site soon.

Compiled by **Gareth Evans**

Court orders Gwili to pay £36k after volunteer breaks leg

GWILI Railway Company has been ordered to pay more than £36,000 after a volunteer at the Carmarthenshire line broke their leg falling from a carriage roof.

The company was fined £18,000 at Llanelli Magistrates' Court after pleading guilty to one offence under the Work at Height Regulations 2005, and must also pay the ORR's full costs of £18,557.

The decision follows an investigation and prosecution by regulator the Office of Rail and Road (ORR) into an incident at the heritage line on June 16, 2022 at Llwyfan Cerrig yard.

During a task to pull tent fabric over a frame erected over two railway coaches, the volunteer slipped and fell from the roof of a Mk.1 carriage. They suffered a broken right leg which required an operation and several days' stay in hospital.

A Prohibition Notice was served by an ORR inspector on June 28, 2022.

ORR's investigation found there was a lack of planning, management and supervision of the task, that no measures had been put in place to protect against a fall and that none of the volunteers had competence in working at height. ORR also stated a ladder used by the volunteer was in poor condition and not fit for use.

The work was carried out over several days and, as a consequence, the risk of falling was present for a sustained period; several volunteers and one employee of the company were exposed to this risk.

The court reduced the fine by £2000 for mitigating factors. These were the defendant's lack of previous convictions or other matters which might aggravate the conviction, as well as the self-reporting, co-operation and acceptance of responsibility and remorse.

The judge indicated that he did not consider the defendant to have a perfect health and safety record, but that across 45 years of operation it had a good record by comparison.

Inspections

As reported in *RM* June 2023, the ORR said it will be carrying out specific inspections on working at height at heritage railways this year following a number of incidents.

Ian Prosser, HM chief inspector of railways, said: "Working at height accidents are too frequent in the heritage sector and Gwili Railway Company is fortunate its inadequate measures did not result in more serious injury.

"We strongly encourage each company to ensure that work activities involving work at height are properly planned to ensure the risk of harm is minimised."

The railway's chairman, Matt Bowen, said the company was "disappointed" the industry regulator prosecuted the incident but "understand the reasoning".

He said "working at height training must be undertaken" and said "height risks" would be "mitigated" to prevent further incidents.

Telford's 'Taffy tank' returns

GWR 0-6-2T No. 5619 returned to action at the Telford Steam Railway (TSR) on August 31, after passing its hydraulic test and steam test following recent repairs to the boiler backhead washout plugs.

The loco was withdrawn from service on July 21, 2022 while on hire to Llangollen Railway.

In a statement, TSR said: "Prior to its return from Llangollen, an unfounded report surfaced that the tyres on No. 5619 were in scrap condition. After having the loco inspected by an external assessor, it has been confirmed that the tyres are serviceable.

The Telford & Horsehay Steam Trust's '56XX' has returned to traffic in time to finish the TSR's 2023 season – the last day being October 1. The return of the line's flagship means it does not have to hire in a steam loco to operate the forthcoming 'Polar Express' trains, which are due to commence on November 24.



No. 5619 was hauling public trains on September 10. TSR

Station grant

SHREWSBURY'S former Abbey station will have its interior completed thanks to Shrewsbury Railway Heritage Trust (SRHT) benefiting from a £2000 grant from the Severn Trent Community Fund.

The money from the region's water company has paid for the toilet facilities to be fully insulated, repainted and tiled.

The venue is home to a visitor centre, which tells the story of the original railway on the site – including the Potteries & North Wales Railway, and Colonel Stephens' Shropshire & Montgomeryshire Railway. It is open Saturdays 10.30 to 14.30.

Visit the website at www.abbeystationshrewsbury.com for details.



Shillingstone marks milestone:

The North Dorset Railway celebrated the 160th anniversary of its Shillingstone station over the weekend of August 26-28 with an open event. A key attraction at the site on the former Somerset & Dorset Railway was Yugoslavian-built Class 62 USA type 0-6-0T No. 30075 (pictured), which is undergoing an overhaul. While No. 30075 last operated in Britain in 2004, sister No. 30076 remains in unrestored but complete condition.

The steam locos are owned by Project62. Although separate entities, Project62 and the North Dorset Railway Trust are working closely together to reach their common goal of having locomotives once again steaming at Shillingstone station.

JOSH BRINSFORD

Brake van boosts public services

Restored BR van transforms Yorkshire Wolds Railway visitor offering.

HISTORY was made at the embryonic Yorkshire Wolds Railway (YWR) on September 17 when a restored brake van was ceremonially launched into public service at 11.30 – after which brake rides officially started, a new experience for visitors to the line.

Up to now, members of the public have been able to enjoy a cab ride in a diesel loco, GEC Traction 165hp 0-4-0DH (5576 of 1979) *Sir Tatton Sykes*. Based near the village of Fimber, East Yorkshire, the YWR is rebuilding a section of the Malton and Driffield Junction Railway.

As reported in *RM* November 2022, BR 20T brake van No. B955043 previously resided at the Gloucestershire Warwickshire Steam Railway and was owned by Andrew Goodman. Since arriving at Fimber in August 2018, the van has undergone a thorough restoration.

Andy Barwick of the restoration team said at the launch: "None of the existing members at the YWR had any previous experience of restoring a railway wagon, so advice was sought from other heritage railway experts, relating to the overhaul of the safety critical components and to obtain engineering drawings. The restoration team grew, and a plan was put together in order to ensure that things happened in the correct order. The team which consisted of skilled and unskilled volunteers, was entirely self-managed and work normally took place on a Wednesday. The team worked very well together, and we are very proud of what we have achieved on such a small railway, which started with very little in the way of engineering facilities."

John Lidster, charities director said: "All at the YWR should be proud of what has been achieved with the work done and our thanks go to the volunteers and suppliers, and donors that have made it happen. The brake van is a wonderful addition to the YWR fleet, and the ability to stand outside on the veranda to enjoy the now almost ¼ mile ride is one that must be experienced."

The YWR will be running trains and opening the visitor centre every Sunday until the end of October, 10.00-16.00. Additionally, the visitor centre only will also be open every Wednesday until the end of October 10.00-16.00. Access to the visitor centre and car park is free, with a ride priced from £4.50 or a day pass from £8.

Visit www.yorkshirewoldsrailway.org.uk/ or call 01377 338053 for details.



Volunteers with brake van No. B955043 and GEC Traction 0-4-0DH *Sir Tatton Sykes*. YWR



Sealion ballast hopper No. DB982613. CVR

Ballast wagon appeal fund

AS the Churnet Valley Railway (CVR) continues to progress the rebuilding of the line to Leek, it is appealing to well wishers to help bolster its infrastructure wagon fleet.

The Staffordshire heritage railway is seeking to raise £5000 to acquire 'Sealion' bogie ballast hopper No. DB982613, built 1972 by BR at Shildon, and which currently resides on the Watercress Line.

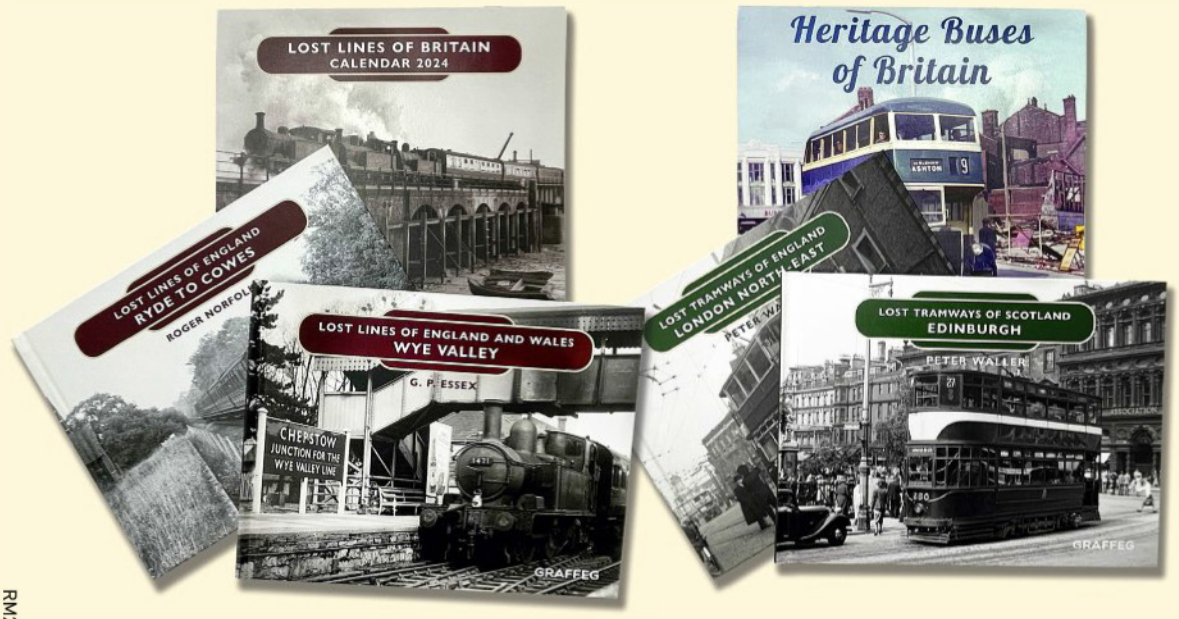
The CVR has recently enjoyed the use of a loaned 'Whale' bogie ballast wagon, which it said has 'proven immensely useful'. It is therefore eager to acquire a similar vehicle itself.

Visit www.totalgiving.co.uk/appeal/bogieballast to donate online. Gift Aid can be claimed where applicable.

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Fireless loco returns to operation

Britain's sole working 0-4-0F is back in traffic at the Doon Valley Railway in Ayrshire.

ANDREW Barclay 0-4-0 fireless locomotive (1952/1928) has returned to steam following repairs at the Doon Valley Railway, Dunaskin, which is the Scottish Industrial Railway Centre.

This locomotive was delivered new to Shell Mex Ltd at Ardrossan in March 1928 where it ran as No. 8. Operations at Shell-Mex ceased in 1986 and the locomotive was transported to the Ayrshire Railway Preservation Group's site at Minnivey, before finally arriving at its current home at Dunaskin.

Fireless locomotives have a steam accumulator rather than a boiler which is charged up with steam from a stationary boiler. The availability of high pressure steam means that a fireless locomotive is a very efficient method of traction. A peculiarity of fireless locos is that the cylinders are usually at the rear of the locomotive rather than the front as in a conventional machine. In the case of No. 8, these are 15in diameter and the engine has 3ft diameter wheels.

The method of operation at Dunaskin is to steam another Andrew Barclay product, 0-4-0ST No. 10 (2244/1944) which is a local, having worked at Dunaskin for virtually all its working life. Once in steam, No. 10 is connected by a reinforced hose to No. 8 and steam transferred between the pair until No 8 reaches its working pressure, when the hose is disconnected and No. 8 can then work for a few hours until it requires recharging.

The locomotive was returned to action following an overhaul which was completed in July 2015, making it the only operational fireless locomotive in Britain.



AB 1952 in action on the Doon Valley Railway following repairs. DVR

Fresh exhibit

A RECENT addition to the Museum of Scottish Railways at Bo'ness is cosmetically restored former National Coal Board West Ayr Area 0-6-0T No. 24. Built by Andrew Barclay as works No. 2335 in 1953, it went new to the Waterside system at Dalmellington where it operated as No. 8. It was regarded as an indifferent steamer until fitted with a Giesl ejector, which transformed its performance to the extent that it became regarded as the best loco in the fleet. On withdrawal from NCB service, it was preserved by the SRPS and used on early brake van rides from the newly acquired Bo'ness site, which has become home to the Museum of Scottish Railways.



AB 2335 on display at Museum of Scottish Railways, Bo'ness on September 2. MICHAEL DENHOLM



Colne Valley anniversary: **The Colne Valley Railway in Essex celebrated its 50th anniversary on Sunday, September 10. Steam services were handled by visiting Andrew Barclay 0-6-0ST No. 2138 *Swordfish*, while resident Hunslet 'Austerity' 0-6-0ST No. WD 190 (3790/1952), which is awaiting overhaul, was displayed alongside the platform at Castle Hedingham station. No. WD 190 was the first locomotive to arrive at the CVR in September 1973.** STUART CHAPMAN



Double Barclay power: **Pontypool & Blaenavon Railway's 40th anniversary gala included the double heading of Andrew Barclay 0-4-0ST No. 1219 *Caledonia Works* and *Rosyth No.1*. The locos are seen between Blaenavon High Level and Furness Sidings on Saturday, September 9.** WAYNE FINCH

'Austerity' hired by Nene Valley for the autumn

HUNSLET 'Austerity' 0-6-0ST No. 3193 *Norfolk Regiment* entered service at the Nene Valley Railway on September 20, where it is set to remain on hire until November – after which it is due to return to its owner, the Northampton & Lamport Railway (NLR).

No. 3193 will provide an economical loco which will haul three to four Mk.1 carriages.

The loco is no stranger to the NVR, having operated on the line in 2019 while still in the ownership of Norfolk Heritage Steam Railway Ltd, which donated it to the NLR earlier this year.

Meanwhile, the overhaul of the NVR's Hudswell Clarke 0-6-0T No. 1800 *Thomas* continues to progress. The boiler passed its out of frames steam test at Wansford on September 13.

SINGLE LINES

■ RHYL Steam Preservation Trust's Barnes 4-4-2 *Billie* made its first post-overhaul appearance on a passenger train on August 27. Working double-headed with Barnes Atlantic *Joan* this was the first time *Billie* had worked a train in 40 years. With the test satisfactorily completed, the finishing touches were made to the loco before appearing in Rhyl Miniature Railway's September 23/24 'Everything Goes Gala', which was expected to feature six locos in steam, including four Barnes 4-4-2s.

■ THE first two new carriages of the complete train being built for the Lappa Valley Railway by Alan Keef Ltd (*RM*, September) were delivered to the Cornish 15in gauge line in August, and have been tested on selected services. Further carriages were expected to be delivered shortly with the new bogie diesel locomotive to arrive before the end of this year.

■ ROMNEY, Hythe and Dymchurch Railway's October 21/22 Autumn Gala will feature a visit by Siân Project Group's 2-4-2 *Siân* (Guest Engineering 18/1963) from Whistlestop Valley (Kirklees Light Railway). It is nearly 20 years since *Siân* last visited the Kent line.

■ RESTORATION of Motor Rail 11177/1961 *Holwell Castle* has been completed at the Golden Valley Light Railway. The T class Simplex was purchased in non-operational condition in 2008. At the beginning of September all that remained to be done was final snagging and testing before the loco entered service.

■ PREPARATIONS for construction of a new carriage shed at the Golden Valley Light Railway reached the stage of a ground sampling machine drilling bore holes on the site in August. The consequent report will clarify what foundations for the new structure, which is needed to provide covered storage for rolling stock, will be required.

DIARY

OCTOBER
1 Bredgar &Wormshill Light Railway steam gala
6-8 Ffestiniog & Welsh Highland Bygones weekend
7 Seaton Tramway depot tours
14 AVLR Farewell Hudswell, Clarke
14 Talyllyn diesel day
15 Amberley Museum industrial trains

New steam loco launched into traffic in Mid-Wales

Second near-replica locomotive enters service at Corris.

CORRIS Railway's (CR) new-build Falcon 0-4-2ST No. 10 was delivered to the railway on August 30, following completion at Alan Keef Ltd's works.

The finished loco (when demonstrated in steam last September at Keef's it was incomplete and in undercoat – *RM*, November 2022) was unveiled to the press and project supporters on September 8 and hauled its first public trains the following day. It was scheduled to work passenger trains on the remaining Saturdays and Sundays in September and to be in operation on October 7, 14 and 21.

The project to build a new Falcon 0-4-2ST to join CR's near-replica Kerr, Stuart 'Tattoo' class 0-4-2ST commenced over a dozen years ago. The CR now has updated interpretations of both types of loco that worked on the original line, almost 'twins' of the two original Corris locos now preserved as part of the Talyllyn Railway's (TR) fleet, Hughes 0-4-2ST No. 3 (rebuilt in the 1920s by CR and incorporating components from CR Nos. 1, 2 and 3 and subsequently named *Sir Haydn* by the TR) and Kerr, Stuart 'Tattoo' 0-4-2ST 4047/1921 (originally Corris No. 4, now TR No. 4 *Edward Thomas*).

For the first time since the 1940s there are two steam locomotives permanently based in the Maespoeth Junction loco shed.

The new No. 10 has cost almost £400,000. While Alan Keef Ltd undertook the bulk of construction, Corris Railway Society members with engineering skills worked in conjunction with Keef's to produce parts in their own workshops and at Maespoeth Junction.

No. 10 is a 21st century version of the trio of what were originally 0-4-0STs delivered to the Corris from the Henry Hughes company of Loughborough in 1878. They were later modified to being 0-4-2s in Loughborough, by which time the Hughes Company had become part of the Falcon works. The works plates fitted then led to the locos being colloquially known as 'Falcons'.



Corris Railway's new-build Falcon 0-4-2ST No. 10, with appropriate headboard, pulls into Corris station with the line's set of near-replica carriages (they are slightly shorter than original Corris ones) during the unveiling of the new locomotive to the media and project supporters on September 8. No. 10 entered public service the following day. CLIFF THOMAS



Built in 1898 as trailer car No. 9 for the Southend Pier Railway, and converted into a power car after being purchased for the VER in 1948/9, the vehicle returned to the railway earlier this year after 20 years in storage. It is pictured with VER's Simplex p/way loco on August 12, with the end of Brighton Palace Pier as a distant backdrop. PHIL BARNES

140 years of Brighton's electric railway celebrated

THE 140th anniversary of Brighton's Volks Electric Railway (VER), opened in August 1893 as a 2ft gauge line and converted to 2ft 8½in (825mm) in 1884, was marked by a special August 12/13 event weekend.

August 12 commenced with a line-up of six VER cars near Aquarium station, while in a loop line were the VER's Simplex p/way loco and ex-Southend Car No. 9, which was brought back to the line from off-site storage in June with the aim of being restored to operation (*RM*, July).

Speeches were delivered by Ian Gledhill (Volks Electric Railway Association), the Lady Mayoress of Brighton and TV personalities Nick Owen (a long-time VER supporter and member of VERA) and Tim Dunn.

Following a presentation about funding restoration of Car No. 9 the vehicle was propelled to the shed at Half Way station by the Simplex. A VIP special working followed, then the first service train of the day left Aquarium driven by Nick Owen, carrying an appropriate 1883-2023 140 Years anniversary banner.

New owners for Evesham Vale Light Railway

DAVID and Katherine Nelson-Brown have been announced as the new owners of the Evesham Vale Light Railway (EVLR) and they are due to take over operation of the 15in gauge line from March 1, 2024.

Originally built by Jim and Helen Shackell, EVLR opened to the public on August 1, 2002 with the mile-and-a-quarter long railway being taken over by Adrian and Sandra Corke from January 3, 2012. At the beginning of this season it was announced that the railway was for sale (*RM*, April).

The 15in gauge Perrygrove Railway in the Forest of Dean was opened to the public by Michael Crofts on August 1, 1996. David Nelson became the line's de facto manager/engineer in mid-2011 and he and his by then wife, Katherine, became the line's owners in 2014.

Prior to moving to Perrygrove Katherine had worked for the Dartmouth Steam Railway and River Boat Company, while David has a long background in heritage railways, primarily volunteering at the Bodmin & Wenford Railway where he is now managing director.

Commenting on their taking over EVLR, David and Katherine Nelson-Brown said: "We are delighted to be taking the reins from Adrian and Sandra of this well loved narrow gauge railway. While we are sure we will put our own stamp upon it, the charm of this popular attraction will endure."

The two lines share the same gauge and many traits and characteristics, enabling inter-operability of rolling stock and people. David and Katherine will continue to live on-site at Perrygrove and are now seeking to recruit a manager for the EVLR.

Prior to running the EVLR, Adrian and Sandra Corke were both long-term volunteers at the Leighton Buzzard Railway and Adrian was chief engineer at the Buckinghamshire Railway Centre for several years. They intend to retire, but continue heritage railway volunteering.

First of Talyllyn Railway's new carriages delivered from Boston Lodge Works

THE first of three new Talyllyn Railway (TR) bogie carriages was delivered to Tywyn Wharf station on August 15.

Finance for the trio, being constructed by the Ffestiniog & Welsh Highland Railway at its Boston Lodge works, derives from a £300,000 Coastal Communities Fund grant towards a £450,000 project, the grant covering the cost of two carriages, with the TR raising the finance for the third from its own resources (*RM*, June and September 2021).

The new vehicle, designated TR carriage No. 24, is externally similar to the TR's existing bogie carriages, but is configured as a first/third composite with one of the third class compartments being wheelchair accessible. In addition to providing extra accessible accommodation, the first class compartment offers a significant upgrade from the TR's current offering.

A near-identical carriage No. 25 is under construction at Boston Lodge with delivery anticipated in a few months. The final new vehicle, No. 26, will be an all-third carriage.

The new bogie carriages will enable the withdrawal from daily service of the TR's original 155-year (plus) four-wheel carriages to help conserve their originality. The historic carriages will instead be used for an increased number of special premium services and during special events.



Talyllyn Railway's new carriage No. 24 being delivered to Tywyn Wharf on August 15, following construction at Ffestiniog Railway's Boston Lodge works. TR



Decauville 0-4-0T 648/1912 *Lily* pictured working passenger trains for the first time in Britain during Richmond Light Railway's August 12 Charity Steam Fair 2023. JOEY EVANS

Decauville debut at Richmond open day

THE Charity Steam Fair held at the private Richmond Light Railway (RLR) in Kent on August 12, featured the surprise appearance of Decauville 'Type 3' 0-4-0T 648/1912, now named *Lily* following its acquisition by RLR owner Jeremy Martin.

The loco was delivered new to the Thessaly Railway, Volos, Greece, where it was named *Dimitrias*. In 1939 it was relocated to a chrome mine in Lamia where it worked until the mine closed in the 1960s, following which it stood in outside storage for over 20 years.

In 1980 it was purchased by the German Steam Locomotive Museum in Neuenmarkt Wirsberg and later went to a private collector in Berlin who sold it to Dampfbahn Fränkische Schweiz. What had now become a collection of parts was bought for restoration by the Frankfurter Feldbahnmuseum in 1993.

Following its purchase by Jeremy Martin, and arrival at RLR, work has been undertaken to make *Lily*, understood to be the youngest of its type currently in operation and one of only four left in the world, fit for use in Britain.

The August 12 event at RLR also featured the return to operation of Hunslet 0-4-0ST *Sybil* following its 10-year overhaul, along with four other steam locos, seven road steam engines and five portable engines in steam.

South Tynedale marks anniversary with gala day

SOUTH Tynedale Railway Preservation Society celebrated its 40th anniversary with a September 16 gala event, showcasing the 2ft gauge line's steam, diesel and battery-electric motive power.

Trains returned to the one-time standard gauge Alston branch trackbed on July 30, 1983 when the first section of the newly created narrow gauge line from Alston to Gilderdale Halt opened to passengers, the last BR passenger train to have left Alston being on May 1, 1976.



Thomas Green & Company 0-6-2ST 441/1908 *Barber*, now returned to service following extensive work which included the controversial increase in cab height from the loco's original low profile (*RM*, June 2021) pictured with Clayton battery electric loco Carlisle (B4427B). K MALONE/STR



Blue duo at Bala gala:

Privately-owned, Ffestiniog Railway-based, Hunslet 0-4-0ST *Britomart* was the visiting guest loco for Bala Lake Railway's Bank Holiday gala. *Britomart* is pictured at Llanuwchllyn station alongside Bala Lake's Hunslet 0-4-0ST *Holy War* as it arrives with a passenger service on August 26. NIGEL VALENTINE

SIDE LINES

Blue *Talyllyn* approaches completion

THE overhaul of Talyllyn Railway's (TR) Fletcher, Jennings 0-4-2ST No. 1 *Talyllyn*, which was withdrawn from service in June 2018, is entering the final stages at Pendre Works. The chassis was largely complete at the end of August, and the boiler, which received attention from TR volunteers employed at the Mid-Hants Railway's Ropley works, is back at Pendre for completion with a hydraulic test anticipated in mid-September and is likely to be in the chassis by the time this issue is published.

The wheels and platework components are receiving the anticipated (*RM*, November 2022) new, potentially controversial, GER blue livery.

Trains return to Alford Valley

ALFORD Valley Community Railway (AVCR) commenced operating passenger trains on August 19, one year (and four days) after the AVCR organisation received a lease from Aberdeenshire Council and access to Alford station, engine shed and derelict 2ft gauge line, enabling a start to be made on reviving the railway which had last seen trains in 2017.

Although billed as a 'soft opening' using a single carriage offering about 30 seats for passengers to ride to Haughton Park station and back to establish procedures and what still needs to be done, this was a big red-letter day for the revival project. Running is due to continue on weekends until the end of October between 11.00 and 16.00. Efforts are being made to get a second carriage into service and special events are being planned.

Public debut for new Double-Fairlie

FFESTINIOG Railway's (FR) new-build Double-Fairlie *James Spooner*, now carrying a Victorian Plum livery (as applied to England 0-4-0STT *Welsh Pony*) with lining to follow, is billed to make a public appearance at Harbour station on the Saturday and Sunday of FR's October 6-8 Bygones Weekend. If all goes as hoped the loco will be demonstrated moving in steam, possibly shunting some wagons.

The loco will not haul passenger trains until it has been officially launched and named at a subsequent ceremony for volunteers, staff and supporters.

SINGLE LINES

■ THE theme for the September 9/10 Steam and Diesel Gala at Whistlestop Valley (Kirklees Light Railway) was 'Greenly Gathering'. Guest locomotives were Davey Paxman 2-8-2 *River Esk* (Ravenglass & Eskdale Railway), Davey Paxman 4-6-2 No. 1 *Green Goddess* (Romney, Hythe & Dymchurch Railway) and 1912-built Bassett Lowke 4-4-2 'Little Giant' *Synolda* (Ravenglass & Eskdale Railway Museum Trust).

■ CROWLE Peatland Railway has made a bid to buy a Hunslet Wagonmaster 0-4-0DH known to be in good condition, from Bord na Mona. Although the type, built between 1962 and 1986, never worked on the Crowle Peatland moors, they were for many years ubiquitous on Ireland's peat lines.

■ SOUTHWOLD Railway Trust has constructed a combined inspection and ash pit outside the engine shed at its Steamworks site, with rail fixings starting to be installed at the beginning of September. The pit is needed to aid maintenance of replica 3ft gauge Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth* which was delivered to the Steamworks site in April last year.

■ HOLLYCOMBE Steam in the Country has rebuilt a Dinorwic slate quarry double flanged point, recovered when the quarry closed in 1968, under a new roof. This rare piece of trackwork shows how wagons with double flanged wheels could be worked through a turnout.

FR to begin Blaenau renovation

WITH proposals for major redevelopment of the joint Ffestiniog Railway (FR) and National Network station at Blaenau Ffestiniog (*RM*, June 2019) now clearly not going to happen, the FR intends to progress improvements to the infrastructure of its part of the station.

The coming winter works programme will include replacement of the platform surface and edges, with attention to the canopy the following winter, and development of a proper station building the year after that.

Battery-electric boost

Ex-industrial locomotives acquired for operation at Ffestiniog and Westonzoyland lines.

THE Ffestiniog Railway has bought two double ended 14-ton four-wheel battery-electric locos which were employed by Costain on the Tideway Tunnel Project in London.

The acquisition was a rapid decision made when the FR learned the 10-year old locos could be secured for their scrap value of £12,000.

The locos were driven to the bottom of the tunnel shaft from which they were recovered so appear to be in reasonable condition, although they will need to be regauged from their present 750mm gauge to 600mm. The deal included six battery packs (battery packs are presently not fitted to either loco), four chargers and some spare wheelsets.

The FR admits the purchase is something of a gamble but believes it will be worthwhile if it results in locos which can be instantly, and silently, available for shunting at Boston Lodge and Dinas (Welsh Highland Railway).

Hunslet 4w diesel 9349/1994 purchased at the auction of the late Adrian Shooter's Beeches Light Railway equipment made its first test run from Boston Lodge to Tan y Bwlch on August 4. It will be named *Castell Yr Hydd* and used as a p/way loco.

Meanwhile, Clayton 4wBE B0402A was delivered to Westonzoyland Pumping Station Museum on August 25, in time to be displayed at the museum's August 28 Light Railway Gala.

Bought by a Westonzoyland trustee, the ex-mining/tunnelling locomotive built by Clayton Equipment Ltd in the 1970s was acquired straight out of industry from Specialist Plant of Wellingborough. The 4-ton 21hp loco is powered by 120v DC batteries, which will require servicing and charging before the loco returns to operation at its new home.

In action during the event was Jason Keswick's Y-type Hibberd 'Planet' 4wP 1830/1933, which returned to operation in May, making its first public appearance. Completion of final details included adding the name *Boothby* in recognition of its last industrial use by Boothby Peat Co.



Austro-Hungarian action at Welshpool as on-hire No. 2 *Zillertal* pulls away from Raven Square station with an ex-Hungarian MAV bogie carriage and two ex-Zillertalbahn four-wheelers on September 3. CLIFF THOMAS

Steam and diesel at W&LLR gala – but no Alishan hauler delivering the goods

WELSHPOOL & Llanfair Light Railway's (W&LLR) September 1-3 Steam Gala featured U-class 0-6-2T No. 2 *Zillertal*, S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn*, Beyer, Peacock 0-6-0T No. 822 *The Earl,* and Diema 6wDH No. TSC175 working passenger services.

The billed public debut in operation of on-loan Alishan Forest Railway's Mitsubishi diesel locomotive DL-34 did not occur, the loco remaining in the Llanfair workshop awaiting fitting of suitable W&LLR-compatible couplings. The anticipated operation of a goods train behind DL-34 was also dropped, this timetable slot being filled by trips between Llanfair Caereinion and Cyfronydd by demonstrations of the Wickham inspection trolley.

Six non-operational steam locos were displayed at Welshpool Raven Square station; Barclay 0-4-0T *Dougal*, Kerr Stuart 0-6-2T *Joan*, Beyer Peacock 0-6-0T *Countess* and Hunslet 2-6-2T 3815/1954 No. 14 (Sierra Leone Railway No. 85) being in the bay platform with Bagnall 0-4-4-0T *Monarch* and recently arrived Sentinel 4wVBT *Nutty* (7701/1927) outside the display shed, which was in use for a model railway exhibition.

Following the gala, DL-34 moved to the Darley Dale, Derbyshire premises of contractor Peter Briddon Rail Services for the fitment of vacuum braking. Couplings will be adapted upon its return.

Linda set to return for Christmas

THE overhaul of Ffestiniog Railway's Hunslet 2-4-0STT *Linda*, which was withdrawn in March 2021, has recommenced and the loco is expected to return to steam around Christmas and be fully ready for the 2024 season. Recent work has focussed on rebuilding the tender with new sheet metalwork for the coal and water spaces.

Linda will need new cylinders in the foreseeable future, but not during this overhaul. It has been determined that the new cylinders to be cast will be slide valve types as currently, and not of the piston valve type fitted to 'sister' *Blanche* many years ago. It has also been confirmed that *Linda* will return to traffic carrying FR green livery.

The firebox of Single-Fairlie *Taliesin*, which went out of service in 2020 when its boiler ticket expired, is being restayed. The power unit still needs to be overhauled.

Welsh Hunslet pair visit Lynton & Barnstaple for gala

THE Lynton & Barnstaple Railway encountered another guest locomotive setback for its September 23/24 gala in early September, when the Ffestiniog Railway's England 0-4-0STT *Welsh Pony* had to be withdrawn from the visit.

Welsh Pony was itself a replacement for the originally announced guest attraction, Welsh Highland Heritage Railway's Hunslet 2-6-2T *Russell* which encountered a mechanical issue at its home line (*RM*, September).

However, the Ffestiniog Railway (FR) rescued the situation by sending Hunslet 0-4-0STs *Lilla* and *Hugh Napier* to Woody Bay as replacement attractions.

Welsh Pony had to be withdrawn when a crank pin was found to have moved within the wheel. Correcting the problem will involve lifting the loco, removing the valve gear and dropping the wheelsets. This will be undertaken, but not rapidly since other FR priorities taking precedence are completing new Double-Fairlie *James Spooner*, returning Hunslet 0-4-0STT *Linda* to service, continued work on Single-Fairlie *Taliesin* (see separate stories) and winter maintenance of Double-Fairlies *Merddin Emrys* and *David Lloyd George*.

Our new programme!

The Darjeeling Mail: 10 to 25 November 2023 (Prices from £4,595)

Follow the 1940s route of the Darjeeling Mail between Darjeeling and Kolkata. You will cross the Indo-Bangladeshi border twice by rail, including the recently opened crossing point at Haldibari. Plenty of steam on the DHR, plus a ride down the spine of Bangladesh, a visit to Dhaka and a night on a houseboat in the rich wildlife area of the Sunderbans. Finally, not forgetting a ride on the Kolkata trams.

Indian Magic: 10 to 26 January 2024 (Prices from £4,395)

Our signature tour, covering the Darjeeling line, the Shimla line and the chance to visit Ooty and its rack railway too. The Taj Mahal is on the itinerary and there's always plenty for non-rail enthusiasts to do.

Southern India: 13 to 29 March 2024 (Prices from £3,855)

A fabulous temple at Madurai, elephants at Periyar, a night on a houseboat near Alleppey, the railway to Ooty and Mysore and an optional extension on the famous beaches of Goa.

Rails on all gauges: 26 February to 14 March 2024 (Prices from £4,150)

This combines our very successful programme on the Kalka-Shimla and Kangra Valley Railways in the Himalayan north-west and a visit to Amritsar with a new area to us: Central Rajasthan. Here, we will find one of the rare survivors of India's once-extensive metre-gauge rail network, and will ride down Kamblighat, a steep line amidst the spectacular mountain scenery of the Aravali mountains. Plus time in Udaipur, where the city's Lake Palace featured in James Bond's film 'Octopussy'.

Still in planning!

In February, we are developing another tour in Southern India – "Coffee, silk and Tipu Sultan"

We plan to visit Chennai (Madras) and Mysore and several other centres to get under the skin of the craft industries of Southern India.

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1ST TAKE

Compiled by **Peter Nicholson**

Tinkerbell's 55th birthday celebrated

Milestone marked for classic miniature loco design.

THE 7¼in gauge Moors Valley Railway (MVR), Dorset, holds an annual steam gala in September, *writes Josh Brinsford*. This year's event, on September 9/10, was themed to mark the 55 years since Roger Marsh's ground-breaking, sit-in 0-4-2T *Tinkerbell* first appeared.

A revolutionary design for this gauge, it was to be 10 years before further examples were built in a batch of five. The first of these, *Talos*, is with *Tinkerbell*, based at the MVR, and celebrated its 45th anniversary on the same weekend. Subsequently, a huge number of these locos have been completed by many people, as well as all the locos in the extensive MVR fleet, in its own workshops.

The basic design has also been developed and modified, in some cases out of all recognition, albeit retaining the distinctive elements of the original design. Examples can be seen in operation around the world.

Ten locos attended the gala with visitors *Wolfhound* (Eric Waker 2009); *Captain Hook* (David Vere 2001) from the Abbeydale MR, Sheffield; *Mrs Darling* (Pete Jackson 2017) from Swanley New Barn Railway; and *Dragonfly* (Acorn Steam 2021).

Resident locos in operation were *Tinkerbell*, *Talos*, *Hestia*, *Ivor*, *Perseus*, *Aurora* (single Fairlie) and *Jason*.



Left: The first two 'Tinkerbell' pioneers – albeit built a decade apart. *Talos* celebrating its 45th birthday leads the original *Tinkerbell* marking its 55th birthday, as they depart Lakeside with a train bound for Kingsmere terminus on September 9. JOSH BRINSFORD



Right: Single-Fairlie *Elsi* was a long way from home at Betws-y-Coed during BHLR's Loco Week on August 24, passing Wildway. On the other end, heading the train is *Malandra*, a 'Thomas II' 0-4-2T. PETER NICHOLSON

Visitors aplenty at Pecorama Loco Week

THE 7¼in gauge Beer Heights Light Railway (BHLR) at Pecorama, Beer, South Devon, holds an annual event in the summer with guest steam locos. The guest locos join those of the extensive home fleet with trains double-headed or top-and-tailed.

It appears Thursday is the day when all visiting engines are in action, as on August 24, with just one resident loco to make up the numbers.

This year's guests were single-Fairlie *Elsi* (William Hughes 2018) from Conwy Valley Railway Museum; *Charles* (unknown builder) and *Cackler* (Western Steam 1998) from Cutteslowe Park MR, Oxford; *Malandra* (TMA 1987) and *R.J. Pearce* (John Horsfield), 2007) both from Wythall MR, Solihull; No. 10 (Cooper/Stapleton 2022) from South Devon Miniature Railway; and *Darjeeling* (Gordon Richards, 2018) kept at a private site in Yeovil.







1
2

1
MORNING COMPOSITION: LMS 'Jubilee' 4-6-0 No. 45596 *Bahamas* catches the early morning light through Two Mile Bottom shortly after departing from a stop to pick up passengers in Thetford for The Railway Touring Company's 'Windsor Flyer' excursion running 1Z47 on September 3. JAMES KINDRED

2
STANDARD ARRIVAL: BR '4MT' 2-6-4T No. 80080 draws into Shottle on the Ecclesbourne Valley Railway on September 2. Framed by the bridge, the scene features a host of details – including the signs, trees, exhaust and trackwork, which shows off the carriages. ALAN WEAVER





1
2

1
FACE TO FACE: Re-creating a scene that embodies a Great Western engine shed scene, No. 2999 *Lady of Legend* (left) and No. 4079 *Pendennis Castle* (right) face off at Didcot Railway Centre on August 26, during a Timeline Events photographic charter. MARTYN TATTAM

2
UP THE GRADIENT: At 07.20 on Saturday, September 16, the rising sun just catches the track on Miles Platting bank as 'Jubilee' No. 45690 *Leander* takes The Railway Touring Company's 'Coast to Coast Express' from Liverpool Lime Street to Scarborough via Sheffield. Class 47 No. 47804 was attached to the rear. DAVE COLLIER







3
4

3
BACK IN THE VALLEYS: LNWR Coal Tank No. 1054 was among the performers at the Pontypool & Blaenavon Railway's 40th anniversary gala. The 0-6-2T, which is in the care of the Bahamas Locomotive Society, approaches Furness Sidings on September 9, with a train of 16T mineral wagons, while Barclay 0-4-0ST No. 1219 *Caledonia Works* waits on shed. No. 1054 hauled the final train to operate on the Heads of The Valleys Line between Abergavenny and Merthyr Tydfil on January 5, 1958. WAYNE FINCH

4
NIGHT SHOT: Capturing interest from photographers, LMS Ivatt Class 4 2-6-0 No. 43106 'Flying Pig' is seen at Bewdley with the Great Western local empty coach movement during the all-night running at the Severn Valley Railway's Autumn Steam Gala on September 16. HAYDEN SHEPPARD

SIDELINES

Fylde Transport Trust founding member dies

TRIBUTES have been paid to Eric Berry, one of the founding members of the Fylde Transport Trust, who passed away on August 12.

Mr Berry, who had a lifelong interest in trams and buses, was born in St Helens in 1943.

The projects he became involved with led to the creation and development of the Lancastrian Transport Group in the early 1980s. It later became a charity and a trust, adopting its current name in 2018 and merging with Blackpool Heritage Trust in 2020.

Top coat work on Brighton No. 53

A TOP coat of cream paint has been applied to parts of Brighton No. 53. Along with red undercoat, it gives a hint of what the tram will look like when the Brighton Corporation colours are fully restored by volunteers from the Brighton Tram 53 Society.

Wiring and compressor work has continued and window parts have now been manufactured, allowing mounting of the sliding windows.

Air gauges have been mounted and piping installed in the cab ends. Preparations have been made for positioning the light switches and fuse box.

Work on wheelsets

LONDON County Council No. 106 was lifted at the workshops at Crich Tramway Village on August 12, to allow its truck to be rolled from underneath it and the wheelsets to be removed for attention.

They are being sent away to a specialist contractor for tyre reprofiling.

Underframe progress

THE underframe for Blackpool Brush Railcoach No. 298 is taking shape at Crich Tramway Village. New hardwood timber mounted onto the steel frame is expected to drastically improve the vehicle's strength.

Body pillars and horizontal struts have been replaced to ensure the straightness of the tram body. Most of the roof framework has been repaired and will be reused.

Derby tram's new city heritage centre role

No. 1 will be on display from November.

LESS than three months after it returned to Crich Tramway Village following a two-year period off-site in storage, Derby No. 1 has been moved to its home city to be put on public display.

Prior to the start of its loan period, the double decker, built by Brush in Loughborough, underwent conservation work at Crich. This included the replacement of rotten wooden upper deck floorboards, repairs and repainting of upper deck seats, platforms, stairs and saloon doors.

Historic vehicles

From November, it will be exhibited in Derby alongside other historic vehicles at Great Northern Classics in the former Victoria Ironworks. The works has been repurposed as workshops and showrooms for classic motor vehicles and business units. It has long-standing links to railways and tramways. In its early days, it manufactured points and switches and part of it was later acquired by Derby Corporation to house buses and trams.

No. 1 was delivered to the Corporation's Abingdon Street depot in December 1903, where it was initially used for crew training and infrastructure testing prior to the opening of the electrified system.

It had covered 660,390 miles in service by the time it retired from regular service in September 1933.

'Thrilled'

Supported by Arts Council England and Museum Development East Midlands, the loan will be for a minimum of five years.

Crich Tramway Village general manager Dr Mike Galer said: "I am thrilled that after many months of work and negotiation, Derby 1 is returning to its once home and that does not happen very often."

"The tram will be on display, overlooked by our mezzanine and cafe for all of Derby to see," added Abigail Witt, sales and marketing lead for Great Northern Classics.

"We are really proud to have such an important piece of Derby's transport history at Great Northern Classics."



No. 1 is pictured at Crich prior to being loaded onto a lorry for its 16-mile journey to Derby. JOHN HUDDLESTONE





LISBON TRAM FILMING: **Southampton Tram Project has revealed that Lisbon Tram No. 715 was used to shoot scenes for the new American spy thriller Heart of Stone, which was released on Netflix during August. No. 715 was temporarily moved to a north London studio for filming of interior shots in June 2022. It is seen being moved in preparation for last year's journey to the capital.** MARTIN PETCH

Seaton Tramway looking to expand company board

MODERN Electric Tramways Ltd, the registered charity which runs the Seaton Tramway in East Devon, is in the process of expanding its team of directors.

Having invited applications between late August and mid-September, the company is looking to increase the knowledge, understanding and representation within its board.

As directors, the successful applicants will take on the role of trustees for the charity, alongside chief executive Jenny Nunn and the four current directors. They will play an active role in determining the future strategic direction of the organisation and will hold the position for a minimum term of three years.

The company says it is particularly keen to recruit directors with knowledge of finance and accounting, digital marketing, fundraising, rail transport and engineering and visitor or retail experience.

Three in-person board meetings are held each year, along with a number of online sessions.

Didcot diesel developments

Heritage diesel fleet boosted with Type 2 addition and a fresh look for a Hunslet shunter.

CLASS 31/1 No. 31270 *Athena* (D5800) arrived at Didcot Railway Centre on August 26, from the Severn Valley Railway where it was based since May following its appearance at the spring diesel gala. It had previously received major attention at Nemesis Rail, Burton-on-Trent.

At Didcot, it will be used on passenger trains, supplementing the centre's own small diesel fleet. The loco's first runs were due to take place on September 16/17. The diesel-electric Class 31s were used extensively throughout the Western Region in addition to and replacing the WR's better-known hydraulics. It is therefore an appropriate type to join the Oxfordshire-based GW collection.

Athena is on extended loan from Colne Valley Diesels Ltd, and is currently in Regional Railways livery. This will be retained for the 2023 operating season, but it may receive a different livery during the winter.

As No. 5800 it was the first of the second series of Type 2s (Nos. D5800-D5862), which totalled 263 1250hp locos built by Brush – completed and entering service with BR in June 1961, renumbered in the TOPS system as 31270 in February 1974, and withdrawn by BR on May 30, 2000.

Before receiving attention at Nemesis Rail, it operated at Peak Rail and visited several other heritage railways as a gala guest.

Refresh

Meanwhile, one of the Oxfordshire heritage venue's shunting locomotives has benefited from a refresh. Although not an ex-BR loco, Didcot's 0-6-0DM No. DL 26 has carried a BR livery for several years. During the railway centre's 'work week' at the beginning of August, its faded appearance was replaced by a new version. This features a red front buffer beam, but a full yellow cab back with black wasp stripes, based on liveries carried by Class 05s – the red front as on green-liveried locos and yellow back as on BR blue versions. Of the four volunteers who repainted the loco, two wanted red buffer beams, the other two yellow, hence the end result.

Sometimes mistaken for a Class 05, Hunslet 5238 of 1957 is one of four locos built for stock with 264hp National Gas engines, which are more powerful than the 204hp Gardners in the BR locos. It remained unsold until 1962 when it went to Pleasley Colliery, Derbyshire, until preserved at Didcot in 1978.

Now known as 'The Rat', it has air loco brakes, but no train brake so cannot be used on passenger trains.



Newly arrived at Didcot Railway Centre, Class 31 No. 31270 *Athena* takes its place in the operational diesel line-up with Class 08 No. 604 *Phantom* (08604) and Class 14 No. D9516. FRANK DUMBLETON



Hunslet 0-6-0DM No. DL 26 in its new livery on August 12. JOHN CRANE



South Devon 'Rat' stretches its legs further north in white rose country

SOUTH Devon Diesel Traction Group's (SDDTG) Class 25 No. D7612 (25262), has attended numerous galas this season, and was previously on an extended visit to the Spa Valley Railway (*RM* September p81). Here, it is in North Yorkshire at the Embsay & Bolton Abbey Steam Railway August 26-28 diesel gala.

It is seen east of Stoneacre on August 28 with the 10.00 Embsay to Bolton Abbey train.

This was the only visitor, working on an intensive timetable with home fleet locos Class 37 No. 37294 and Class 20 No. D8110 (which arrived at Embsay in February, and was at one time an SDR resident owned by the SDDTG). Class 03 No. 03078 and Class 08 No. 08773 were also in operation. Picture: JAMIE SQUIBBS

Compiled by **Peter Nicholson**

DIARY

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
20-22 Spa Valley Railway ale & cider med traction
28-29 GWSR mixed traction gala
28-29 KWVR DMU gala

NOVEMBER
18-19 ELR DMU gala
18-19 GCR Last Hurrah mixed traction gala

DECEMBER
8/15 Nene Valley Railway Santa 125 specials

2024
MAY
10-12 Swanage Railway diesel gala
16-19 Severn Valley Railway (SVR) diesel festival

JUNE
6-8 West Somerset Railway (WSR) diesel festival

JULY
25-28 Ecclesbourne Valley Railway 14s @ 60

OCTOBER
3-6 SVR diesel bash

'Hymek incident at Williton

Investigations under way to establish the causes of an uncontrolled run-away.

AN unfortunate occurrence at the Diesel& Electric Preservation Group (DEPG) Williton, West Somerset Railway, resulted in the temporary withdrawal of both 'Hymeks' Nos. D7017 and D7018 for safety reasons.

On Friday, August 4, preparations were underway for a static test of No. D7018 following adjustments and checks made to the transmission. The engine was started and while the preparations for the actual test were in progress, the loco began to move forwards, uncommanded. This was against the parking brakes and riding over wheel chocks.

Movement could only be stopped by shutting down the engine. Thankfully, no one was hurt in the incident, but some minor damage occurred to the loco and some DEPG equipment and spares. The Rail Accident Investigation Branch (RAIB) and the Office of Rail & Road (ORR) were informed.

As a consequence, the DEPG Trustees decided to cancel all operational 'Hymek' activities until further notice, while the cause of the incident was investigated and additional controls developed to ensure these locos remain safe to use.

This resulted in the 'DEPG at 50' celebrations planned for September 22/23 being postponed until a later date. It also meant that neither 'Hymek' was able to attend the Severn Valley Railway's 'Magnificent Seven' event at the end of August, where they were due to join five other hydraulics in operation. It was recognised this would disappoint many enthusiasts, but safety of both the public and volunteers cannot be put at risk.

The analytical work taking place on 'Hymek' No. D7018 is going deeper into the inner workings of the transmission control block to establish the causes of its uncontrolled run-away at Williton depot on August 4. This has already resulted in an updated Risk Assessment including additional controls which must be put in place before the next engine start-up.

The next step was to submit the Root Cause Analysis for review. This will take a few weeks before the transmission can be partly dismantled for further investigation.



The immaculate Class 35 is seen just outside the shed doors at Williton on September 2, having been moved out while the building was used as a meeting hall for the DEPG's annual general meeting.
PETER NICHOLSON

Superbly restored Class 104 DMU trailer makes its preservation debut

CLASS 104 DTCL No. M56182 entered service on the North Norfolk Railway on September 9. It is 36 years since it carried its last passengers, and nine-and-a-half years of being lovingly and thoroughly restored by co-owners father and son Paul and Chris Moxon, members of the Birmingham Railcar Workgroup (*RM* Sept. p79).

Built by Birmingham Railway Carriage & Wagon Co in 1958, it is the last surviving Class 104 driving trailer composite. It is seen arriving at Weybourne with its first public service, the 13.36 from Holt, propelled by a Class 101 DMBS No. 51188.
Picture: HAYDEN SHEPPARD



Class 58 preservation progress

THE restoration of the three surviving Class 58s in England is making progress. The Class 58 Locomotive Group, which has No. 58016 in its care, currently at Leicester, now has an investor involved with the project. This should see the overhaul accelerated in the coming months. All parts required are available although a decision regarding replacement wheel sets has yet to be made.

Also at Leicester is privately-owed No. 58023 which is having its wheel sets changed soon, as replacements have been sourced. Recently load-bank tested, it is externally complete.

Meanwhile, the overhaul of No. 58048 is understood to be making good progress at the Battlefield Line. For the latest information on the 'Bones' visit website www.class58loco.group



Ex-Army Ruston shows its true colours at Plym Valley

PLYM Valley Railway's (PVR) *River Annan* (0-6-0DH LSSH class Ruston & Hornsby 466618 of 1961), has had its red livery, carried since its Avon Valley Railway days, replaced by authentic Army green with original number 429.

The first day in traffic since its superb restoration to its Army livery, was on September 3, when it led DMU LAB19 *IRIS II* and steam loco *Albert*, arriving at Marsh Mills with the 15.30 from Plym Bridge. This was the first time the Class 101 DMU had been used as hauled stock on the PVR. BERNARD MILLS

NIRT's first ex-BR loco readied for service

CLASS 02 0-4-0DH No. D2867, which arrived at the Northamptonshire Ironstone Railway Trust (NIRT) at Hunsbury Hill in June (*RM* July p73), was due to enter passenger service on September 17.

Acquired by a Trust member from the Battlefield Line, it has received plenty of attention along with a full repaint in BR green – and has completed shakedown running. No. D2867 is seen during repainting, awaiting BR numbers and emblems. Picture: KEVIN SMITH



'Forgotten' Type 2s find new home in Scotland

A PAIR of Birmingham RCW Sulzer Class 26s, for long stored in a shed at Boat of Garten on the Strathspey Railway (*RM* Jan. P71), have been secured for a further life in Scotland. Nos. 26002 (D5302) and 26025 (D5325), once described as 'forgotten', they had lain out of use for so long, were put up for sale, attracting a number of bids, from both sides of the border.

They have been acquired by a private buyer who made a good offer plus gave details of his future plans for them. This was accepted by shareholders of the owning Highland Diesel Locomotive Group. No. 26025 departed the Strathspey Railway for the new owner's private site on September 7.

First moves for French 'Chopper' at GWSR

CLASS 20 No. 20228 moved under its own power for the first time in preservation at the Gloucestershire Warwickshire Steam Railway (GWSR) on September 3. Paired with sister No. 20137, it ran round the yard at Toddington. It will soon make its preservation debut, running in BR blue.

Prior to arriving at the GWSR in December 2020, it had been undergoing a 13-year restoration at Barry, South Wales. Originally BR No. D8128, it was exported to France in June 1992 along with Nos. 20035, 20063 and 20139, for use by CFD (Compagnie de Chemins de Fer Départementaux) as No. 2004 in a distinctive white and orange livery.

'Heavy Tractor' Type 3 replaces 'Deltic' at Nene Valley gala

CLASS 37/7 No. 37714 *Cardiff Canton* is to star in the Nene Valley Railway's the 'BR 1980s' October 7/8 diesel gala. This is instead of 'Deltic' No. 55009 *Alycidon*, which is unable to appear. The Heavy Tractor Group's Great Central Railway-based '37' will also be available for driver experience courses. It is due to haul a fish and chips train on the evening of October 6. This will be the loco's first-ever visit to another heritage line since entering traffic on the GCR nearly seven years ago.



East Lancs 'Rat' stars in GCR's September gala: Visiting the Great Central Railway's September 1-3 diesel gala was Class 24 No. D5054 (24054) *Phil Southern* from the East Lancashire Railway. One of only three survivors of the class, the Bo-BoDE arrives at Rothley with 2A33, the 14.40 Loughborough to Leicester North on September 3. STEVE DONALD



Type 3 visit: Chinnor & Princes Risborough Railway-based Class 37 No. 37227 made a rare guest appearance at the Dean Forest Railway's annual diesel event on September 9/10 (*RM* September p81). The Type 3 arrives at Lydney Junction with the 14.15 from Parkend on September 10. WAYNE FINCH

Festive Fifties head to Manchester

Seasonal market excursion from London is set to operate on metals rarely traversed by 'Hoovers'.

THE UK Railtours offering for the Christmas markets this year will be on December 9, when a seasonal special will take a pair of Class 50s – No. 50007 *Hercules* and 50049 *Defiance* – from London Euston to Manchester Victoria, over some rare track for the class.

This tour will start from Euston at around 07.30 and pick up at Watford Junction, Milton Keynes Central, Northampton and Rugby. Then the train will run via Aston and Bescot before traversing the Cannock Chase line, allowing the train to rejoin the West Coast Main Line at Rugeley Trent Valley.

Arrival in Manchester will be from the east, via Macclesfield and Denton.

Passengers then have a number of options, including the Christmas market – one of the biggest of its kind outside of Germany with around 300 stalls selling all manner of merchandise, plus two other off-train options – the Museum of Science & Industry, home to some interesting locomotives with local connections; or the Manchester Model Railway Society's annual exhibition being held at the Sugden Sports Centre, around 1½ miles from Victoria station.

Passengers will get a £1.50 discount on entry to the show but make their own way to the venue. Passengers can, of course, choose their own options while in the city.

After dropping passengers in Manchester, the tour will embark on a short circular trip via Bolton to Preston where the locos run round and return to Manchester via Wigan North Western, Atherton and Salford Crescent – an unusual and rare route for Class 50s. Return to London is via Crewe, Stafford, Walsall, Sutton Park and Nuneaton.

At the time of writing ticket availability in all classes was good, and the fares are as follows:

Standard adult £124 (junior £114), first class non-dining £184, first class dining £289 or £1136 for a party of four. UKR is also offering admission to the model railway exhibition for £10.

Tickets can be booked online at ukrailtours.com or by calling 01438 715050.



Steaming to Scarborough: **'Jubilee' 4-6-0 No. 45699 *Galatea* running as No. 45627 *Sierra Leone* on the approach to the foot crossing at Keerholme with 1Z67, the 07.52 Carnforth-Scarborough, West Coast's 'The Scarborough Spa Express' on August 31.** STEVE SIENKIEWICZ

BLS charity farewell tour for Merseyrail's Class 508 EMUs

WITH the withdrawal of Merseyrail's Class 508 fleet getting closer, the Branch Line Society (BLS) has arranged a farewell railtour around the entire Merseyrail third rail network on October 29.

Expected to sell out, the tour – 'The 5.08 Sunset' – will support four local Merseyside charities, namely KIND, SWCA (Sefton Women's and Children's Aid), the Paper Cup Project and the Tam O'Shanter Cottage and Community Farm.

The BLS tour will be formed of two Class 508s and the route will include the stock interchange line and both EMU depots, along with the usual selection of sidings and crossovers the society has become famous for.

The train starts at Chester (07.50), runs around the Wirral before going under the Mersey to visit the route to Southport where a break will be taken. The full itinerary is on the BLS website www.branchline.uk

'40' replaces *Alycidon* on Christmas tour

THE unavailability of 'Deltic' No. 55009 *Alycidon* (*RM* Sept, p14) for a Pathfinder Tours excursion on November 25 to Winchester, Southampton and Salisbury will now see the train hauled by the Class 40 Preservation Society's popular No. 40145.

It will be a rare excursion for a Class 40 to the south coast.

Starting at Burton-on-Trent, the 'Winchester Christmas Excursion' calls at Tamworth, Birmingham New St, Bromsgrove, Worcestershire Parkway, Cheltenham Spa, Cam & Dursley and Bristol Parkway before taking the Great Western Main Line to Reading, then south via Basingstoke to the first calling point of Winchester. The train makes additional set down calls at Southampton and Salisbury, giving passengers options of Christmas festivities in all three cities or choosing their own options.

By mid-September, seats were still available. Fares begin at £129 for standard class adult seating, £70 junior or £496 for a party of four. First class seats are £185 adult, £145 junior or £720 for a party of four, while premier dining seats are £299 adult, £259 junior or £1176 for a party of four.



Out and about: Hastings Diesel's 'go anywhere' DEMU No. 1001 visited Ely on September 3 with the 'Cambridge Clipper' tour, and is seen at Dock Junction, Ely, with the return working, the 17.33 Ely to Hastings. Unfortunately, the booked route via Harlow was unavailable due to signal failure in the Bishops Stortford area, necessitating a return via Hitchin. AUBREY EVANS



Powering 'The Coast to Coast Express': A powerful use of a telephoto captures LMS 'Jubilee' No. 45690 *Leander* working hard past Brightside, Sheffield on September 16, the Railway Touring Company charter, from Liverpool Lime Street to Scarborough. GEOFF GRIFFITHS

STEAM TOURS: OCTOBER

Date	Name	Steam Section	Locos	Promoter
1-27	Jacobite	Fort William-Mallaig-Fort William (mornings only)	44871/45407/45212	WCRC
4	Golden Arrow	Willesden-Swanley-Canterbury W-Minster-Willesden	LSL Pool	ST
5	Dalesman	Hellifield-Carlisle-Hellifield	WCRC Pool	WCR
7	Cumbrian Mountan Express	Carnforth-Shap-Carlisle-Settle-Preston	WCRC Pool	RTC
7	Highland Express	Inverness-Perth-Edinburgh	60103	RTC
8	Fife Circular (morning)	Edinburgh-Forth Br-Thornton J-Cowdenbeath-Edinburgh	60103	RTC
8	Fife Circular (afternoon)	Edinburgh-Forth Br-Thornton J-Cowdenbeath-Edinburgh	60103	RTC
8	Fife Circular (evening)	Edinburgh-Forth Br-Thornton J-Cowdenbeath-Edinburgh	60103	RTC
10	Aberdeen Flyer	Edinburgh-Forth Br-Aberdeen-Edinburgh	60103	RTC
11	Welsh Marches	Bristol TM-Abergavenney-Shrewsbury	LSL Pool	ST
14	The Hadrian	York-Leeds-Carlisle-Wylam-Darlington	60103	RTC
18	English Riviera Express	Taunton-Exeter-Kingswear	LSL Pool	ST
21	Mancunian	London Euston-Northampton-Stockport-Manchester Pic	45596	RTC
21	Pennine Moors Explorer	Crewe-Carnforth-Hellifield-Blackburn-Crewe	LSL Pool	ST
21	Cumbrian Coast Express	Carlisle-Workington-Sellafield-Carnforth	WCRC Pool	PF
22	Shakespeare Express	B'ham Snow Hill-Stratford-Snow Hill	7029	VT
29	Buxton Spa Express	Preston-Man Vic-Denton-Buxton	WCRC Pool	RTC

Notes: WCRC Pool: Locos from 45596/45680/45699/46115/35018/34067
LSL Pool: Locos from 34046/45231/46100/4498/70000

DIESEL AND ELECTRIC TOURS: OCTOBER

Date	Name	Steam Section	Locos	Promoter
7-9	West Highland Pullman	Slough-Didcot-Coventry-Fort William-Mallaig-Slough	Blue Pullman HST	MP
14	Settle & Carlisle Pullman	Eastleigh-Oxford-Hellifield-Carlisle-Lancaster-Eastleigh	Blue Pullman HST	MP
28	Settle & Carlisle Pullman	Paignton-Bristol-Hellifield-Carlisle-Lancaster-Eastleigh	Blue Pullman HST	MP
28	Avon Pullman	London Victoria-Reading-Stratford upon Avon	DB Class 67s + VSOE	UKR
29	The 5.08 Sunset	Chester-Liverpool-Southport-New Brighton-Chester	2 x Class 508 EMUs	BLS

Tempted by 'Cromptons' to Chester?

PATHFINDER Tours' second seasonal excursion for the pre-Christmas period will see a pair of Class 33s work well off their former stamping ground when, on December 9, they are due to visit Chester.

West Coast Railways will be providing the motive power for the 'Chester Christmas Cromptons' which starts at Eastleigh and takes an interesting route via the Severn Tunnel and Welsh Marches to the popular Roman walled city.

Calling at Southampton, Romsey, Salisbury, Warminster, Westbury, Trowbridge, Bath Spa and Filton Abbey Wood, passengers will have the option of alighting at Shrewsbury for a break of around five hours, or they can continue to Chester for a three-hour break where the annual Christmas market will be in full swing.

Fares are £129 for standard class adult seating, £70 junior or £496 for a party of four. First class seats are £185 adult, £145 junior or £720 for a party of four, while premier dining seats are £299 adult, £259 junior or £1176 for a party of four.

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 advertised traction, routes, times and dates can change from advertised details. Check with your tour promoter before travelling. *The Railway Magazine* cannot accept responsibility for changes to advertised trains.
- Tours listed may be subject to cancellation due to industrial action – check with tour promoter.
- Tours may start and finish elsewhere.

Compiled by **Chris Milner**

SIDE LINES

Track replaced in Dinmore Tunnel

THE track and ballast on the up line through Dinmore Tunnel, Herefordshire on the North and West Route was replaced between September 12-21 by Network Rail, along with contractor Colas Rail.

The split-level single bore tunnels are 1054 yards long. During the closure rail replacement services ran between Hereford and Shrewsbury.

New bridge span at Walton-on-Thames

A NEW bridge span over the four-tracked South Western Main Line has been installed at Walton-on-Thames as part of the move to step-free access for the busy commuter station. Lift shafts will be constructed to connect to the new bridge, with completion of the work expected early in 2024.

St Erth to go step-free

WORK has begun to make St Erth station step-free in a project that will see the current footbridge donated to the heritage sector.

A new footbridge with lifts to each platform will be constructed by BAM Nuttall, making the station step-free for the first time since it was built in 1852.

A key junction for the St Ives branch which carries one million passengers per annum, the project is due for completion by spring 2024. The station is also the site of Cornwall's first multi-modal hub to improve links between the station, the A30 and local bus services.

The old footbridge is set to be donated to the East Somerset Railway at Cranmore.

Major repairs to viaduct over River Trent

CLOSURE of the line between Newark Castle and Lincoln Central took place between September 2-11 to allow major repair work to a viaduct.

Although called the River Devon Viaduct, it spans the River Trent just west of Newark's flat crossing. Network Rail had budgeted £2m on upgrading the structure.

All 44 wooden beams were replaced with new, fibre-reinforced foamed urethane beams, which are said to be more environmentally friendly than traditional hardwood sleepers and are 100% recyclable. The work also included the installation of rails and sleepers, as well as structural improvements to the viaduct itself.

Project to upgrade Cornish signalling gets underway

Several traditional 'boxes to close, with Exeter regional centre taking over

A START on a £200m scheme to upgrade signalling and remove a number of manual signalboxes in Cornwall will begin in October.

There was an initial one-day closure on September 10 between Plymouth and St Erth, then phased work began from September 25 with overnight work which will impact a number of services, including the 'Night Riviera' sleeper service.

The project will lead to the closure of signalboxes at Lostwithiel, Par and Truro and this section will be controlled from a new workstation at the West of England regional operations centre in Exeter.

The level crossing at Lostwithiel will become CCTV monitored, and the two loops used by china clay trains will also be part of the ROC (Railway Operating Centre) control at Exeter. At Par, the signalbox will close, although on the line towards Newquay the St Blazey and Goonbarrow boxes remain active for the time being.

The busy signalbox at the north end of Truro station which controls the level crossing to the car park and Network Rail depot, plus Penwithers Junction for trains to Falmouth, will also close with control transferring to Exeter. Further west, block sections at Chacewater and Redruth will remain controlled from Roskear panel and the signalboxes at St Erth and Penzance remain unaffected.

However, the upgrade does not come without some disruption to passengers. Between October 31 and November 5 the main line will be closed between St Austell and Penzance, including the Newquay and Falmouth branches. Then from November 6-10 a full closure is due to take place between Liskeard and Penzance, including the Newquay and Falmouth branches with rail replacement bus services operating and extended journey times.



Arriving into Truro on June 24 past one of the signalboxes which will become redundant under the resignalling scheme is GWR IET set No. 800020 with the 1443 Plymouth-Penzance. CHRIS MILNER

Finally, on the weekend of November 11-12, a closure between Plymouth and Penzance is planned, again with rail replacement bus services. GWR will only run services between Plymouth and Gunnislake, St Erth to St Ives and Penzance to St Erth.

The closure of the main line on these dates will also impact the 'Night Riviera' sleeper train. On Mondays to Thursdays from October 2 to October 26 the service will not run at all in either direction, then on selected dates from October 30 to November 10, the 'Night Riviera' will start or terminate at Plymouth. Visit www.gwr.com/travelling-with-us/night-riviera-sleeper for further information.

Signal changes come in at Feltham and Peterborough

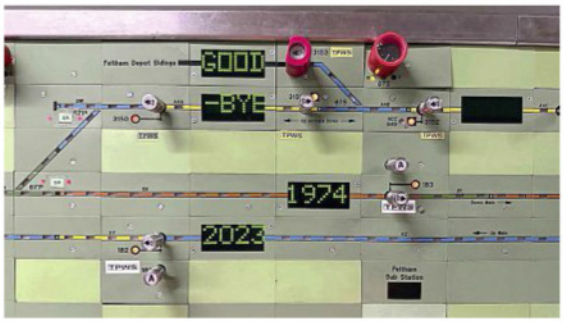
NETWORK Rail signalling installation teams have completed the upgrade and transfer of control from Peterborough Power Signal Box (PSB) to the York Regional Operating Centre (ROC).

Peterborough controlled the East Coast Main Line (ECML) from just north of Biggleswade to Stoke Tunnel, as well as interfacing to manual fringe 'boxes on lines towards Leicester and March.

The PSB, which is located just north of the station, will be re-purposed as a training centre. The manual 'box at Eastfield, also just north of the station and which controls the local yard, will remain in use.

In time, this section of the ECML from King's Cross to Stoke Tunnel will move to in-cab signalling when Network Rail fully extends European Train Control System (ETCS) as part of a £1billion project.

In West London, another project costing £116m and spanning four years has seen 116 new digital signals installed following a 14-day, three-phase closure between Barnes and Virginia Water, Windsor & Eton Riverside and Hounslow. This has allowed NR to switch on the newly installed signals.



A farewell message from signalling staff on the Feltham panel. NETWORK RAIL

The previous signals date from 1974 and have become less reliable. As part of the upgrade, control has now moved to the Basingstoke ROC.

Further work is planned to end early in 2024, including the Wokingham 'box area which is due to transfer to Basingstoke.

As part of the project, 13 level crossings will also be renewed or upgraded.

More Severn Estuary line landslip resilience work completed

WORK to mitigate the risk of landslips on the railway along the Severn Estuary between Gloucester and Chepstow in a second phase of work was completed in August.

An 'active mesh' system has been installed on the cliffs overlooking the railway.

Specialist rope access technicians have abseiled down the cliff face, removing 1,000 tonnes of loose material before securing netting with rock bolts.

This bespoke 'active' system will hold the cliff face in position and help to prevent landslips from damaging, and subsequently, closing the railway.

This section of railway was hit by three landslips in January 2023 alone, following a bout of prolonged rainfall, which has led to considerable disruption.

The area where the mesh has been installed has been subject to 20mph temporary speed restriction compared to the normal linespeed of 75mph. Plans for the next stage of the project are now being finalised.

Barmouth viaduct readied for new spans

PREPARATIONS for the installation of two new 160-tonne viaduct spans for the iconic Barmouth viaduct have been taking place on the south shore of the Afon Mawddach.

The existing bridge spans are 154 years old and life-expired, and replacing them over a flowing river is a complex engineering task.

This is a further phase in the £30m ongoing three-year restoration project of the Grade II* listed structure.

With the northern section of the Cambrian line closed to traffic from September 2 to December 1, it has given engineers the opportunity to undertake a mock manoeuvre of the new spans in order to streamline the process ahead of the real move this autumn.

A practise operation took place on a purpose-built section of track on land near Morfa Mawddach station and involved a team of 15 engineers testing the cantilever and jack system, which will be used to lift the span onto the viaduct.

In the autumn, the difficult part of installing the bow girder sections will take place. Having tested and proven the method of moving the bridge using the existing rails, the steel sections of the bridge will be lifted on to special bogies with an overall support structure (see pic), before it is slowly pushed towards Barmouth.

In what is a remarkable engineering and technical operation, this rig will contain the new bridge sections, and once in position, the old bridge to be cut into smaller sections, lowered on to pontoons in the river, while slowly revealing the new bridge spans.

In addition to replacing the metallic spans, Network Rail will replace 130 metres of new track near the old Barmouth Toll House, on the northern edge of the viaduct and carry out further track upgrade work at Dovey Junction.

The footpath over the bridge will remain closed for the duration of the work, and Transport for Wales will operate a combination of bus replacements and train services.



One of the two new bridge spans on a piece of track to practise manoeuvring the 160 tonne structure on rails ahead of the push across the Barmouth viaduct to replace the corroded spans. NETWORK RAIL



A generated image of how the revised approach to York station (left) will look once the work has been completed. CITY OF YORK COUNCIL

Contractor appointed for York gateway project

A CONTRACT for a project set to cost £25.7million and transform the approach and appearance to York station has been awarded to John Sisk & Son.

This contract is valued at £7.8m and will cover the removal of Queen Street bridge, realignment of Queen Street, creation of Station Square and improvements to the cycle and pedestrian routes.

Project partner LNER will go out to tender for the remaining station works phase of the scheme later this year. Other partners in the project are the City of York Council, the West Yorkshire Combined Authority and Network Rail.

The Gateway project promises to improve access to the station by providing an easier and safer experience for people walking, cycling and using the bus, as well as new spaces for taxi drivers. The work will create a new public square and provide improved views of York's historic city walls.

Leven link tracklaying completed

TO mark the completion of tracklaying on the Levenmouth Rail Link project, Scotland's Transport Minister, Fiona Hyslop installed the final pandrol clip on August 25.

The new line is due to open in Spring 2024, with the £116m project reconnecting Levenmouth, Fife to the passenger rail network after an absence of more than 50 years.

Five crossing points and historic rights of way have been legally closed, as the line is now considered a live railway.

Engineering trains will visit the line to support its ongoing construction. However, new bridges are being built in a number of locations, subject to planning permission.

Northern City line ready for digitally signalled trains once ORR gives green light

NETWORK RAIL and Govia Thameslink Railway (GTR) have successfully demonstrated that the recently installed digital signalling system on the Northern City Line, between Finsbury Park and Moorgate, is ready for passenger service.

In the last of a series of proving runs designed to build confidence in the system before Great Northern drivers begin their training on ETCS (European Train Control System) in passenger service, in overnight tests the operation of six digitally signalled trains in 30-minute periods confirmed the in-cab signalling system – ETCS – will support the high-frequency metro service.

The final tests were overseen by test officers along with representatives from the East Coast Digital Programme's (ECDP) partners, including freight operators.

Ed Akers, Network Rail's principal programme sponsor, ECDP, said: "We've submitted the operational safety case to the relevant review bodies and we await final regulatory approval to move to operating passenger trains in ETCS."

Once the Office of Rail and Road gives authorisation for the ETCS trackside system to be switched on, GTR will embark on the process to train its 250 Great Northern drivers to drive using ETCS in passenger service on the Class 717 EMUs.

The new system overlays the traditional signals, so drivers will be able to continue using ETCS alongside their untrained colleagues once they are qualified, ensuring they maintain full competency until everyone is trained and the old system can be switched off.

■ The Northern City Line is the first phase of the East Coast Digital Programme, which will see the first introduction of ETCS to an intercity main line.

£3.8m repairs for historic Sankey viaduct

SANKEY viaduct at Newton-le-Willows, the world's oldest railway viaduct, is undergoing repairs costing £3.8m.

Built between 1828-1830 on the first intercity route between Manchester and Liverpool, the George Stephenson designed Grade I listed structure will be repaired over the next four months, ensuring the viaduct is in a good condition to mark its bicentenary.

Laser scanners and drones have been used to map every inch of the structure as part of the major restoration project. The work includes: Repointing mortar using specialist heritage mixes to match the existing materials; extensive brickwork repairs; painting of metalwork in heritage colours; installation of strengthening anchors; weed and vegetation removal; removal of graffiti. The structure will also get three new pairs of pattress plates. The scaffolding being used will be free-standing so as not to interfere with the historic structure.

Engineers will also monitor areas needing any further attention in the future.



Underneath one of the arches at Sankey viaduct. NETWORK RAIL

Thousands receive Victa training

ALMOST 4000 people from across the UK have now received training in rail safety awareness, organised by Victa Railfreight.

Described by industry body the Rail Freight Group (RFG) as "groundbreaking", the training is given to workforces whose role is likely to bring them into the vicinity of freight yards and maintenance depots. This includes staff and contractors working at quarries, ports, power stations and waste recycling centres, along with roles such as port police and security guards.

The courses are tailored to the customer so that they cover their specific location and operations needs and include modules to identify local hazards. They cover railway terminology, the railway environment, employee responsibilities, safety when walking and working on sites, emergencies and effective communication.

Along with other RFG members, Cemex UK has been involved in tailoring the course for the construction sector. It now forms part of ongoing safety instruction for its new employees. Company operatives and other staff working at railheads take part in the training every two years.

Victa Railfreight training and development manager Colette Ranford said: "Our courses have been so widely appreciated that candidates are now returning to us for their refresher training."

More trains to serve Drax contract with Port of Tyne

Site and rail infrastructure improvements to handle up to one million tonnes of biomass pellets per year.



Pictured at East Boldon, GB Railfreight Class 60 No. 60056 (still in Colas livery) nears its destination with a train of biomass pellet wagons from Drax Power Station bound for loading at Port of Tyne on February 25. This part of the Durham Coast route is shared with Tyne & Wear Metro services. CHRIS HORTON

PORT of Tyne's role in receiving imports of wood biomass pellets for onward movement by train to Drax Power Station near Selby in North Yorkshire has been extended for a further four years.

Up to one million tonnes of pellets are expected to pass through the port annually as a result of the new deal, which includes £1.5 million of improvements to facilities and rail infrastructure.

Diversification

The rail link was originally used for the export of coal, but over the course of the last 14 years the port has equipped itself for the distribution of biomass pellets. Its partnership with Drax began in 2009 and further capacity was added in 2016 in the form of a 75,000 tonne storage and handling facility to service movements by rail to Lynemouth Power Station in Northumberland.

Growth

"This new contract will see bigger ships, more trains, and improved infrastructure as the Port of Tyne continues to grow its role in the UK renewable energy market," said Port of Tyne chief executive Matt Beeton.

In addition to the flow from Tyneside, trains operate from the ports at Liverpool and Immingham to maintain the supply of pellets for Drax. All run throughout the week.

Drax Power head of logistics Mark Gibbens added: "Our work with Port of Tyne is an important part of our robust global supply chain, which supports the delivery of dispatchable, renewable power to millions of homes and businesses across the UK."

Northampton freight interchange is now rail connected

TRACK, points and signalling has been installed to connect the Strategic Rail Freight Interchange at SEGRO's Northampton Logistics Park to the West Coast Main Line.

The WCML between Milton Keynes and Northampton was closed from September 2-10 to allow the work to take place.

Due to open next year beside junction 15 of the M1, the site has five million square feet of warehouse space. The interchange will be used by logistics operator Maritime to transfer goods between rail and road.

It will be served by four trains a day, but there is capacity for more in the future, strengthening the role of the WCML as one of Europe's busiest routes for rail freight, carrying around 40% of the UK's freight trains.

"Building and operating modern, inland rail freight interchanges, supported by the largest dedicated fleet of vehicles in the country, enables us to deliver terminal to terminal rail solutions and highly efficient rail to door and door to rail services for our customers who are looking for long-term, supply chain protection and sustainable transport solutions," said Maritime executive chairman John Williams.

SEGRO expects that the terminal will be ready for use before the first warehouse is occupied.

Container trial gives food for thought

FOOD manufacturer Nestlé has trialled a rail container which accommodates double-stacked pallets.

The container has a mechanism which allows the roof to be raised to facilitate stacking of items before being lowered for transit. It is designed to make it easier to fill it from floor to ceiling than conventional containers.

Loaded with Purina pet food products, it formed part of a Direct Rail Services-operated train which ran in early August from Hams Hall in Warwickshire to Essex, carrying goods bound for distribution to supermarkets from Tesco's Thurrock centre.

Bootle Containers and Marine Container Test Services were commissioned to design and build the container. The trial, which was carried out in partnership with DRS, Network Rail, Forth Ports and WH Malcolm, was the culmination of two years' of development work.

Nestlé plans to refine the concept as part of plans to increase the volume of goods it moves by rail.



The trial intermodal container, which carries double-stacked pallets of goods, during loading onto the train, hauled by Class 66 No. 66424 *Driver Paul Scrivens*, at Hams Hall. NESTLÉ

TfL's search for new DLR operator is launched

Eight-year, £2.3bn franchise to run the system for TfL will begin in April 2025

TRANSPORT for London is inviting expressions of interest in the £2.3 billion franchise to operate the Docklands Light Railway (DLR), which will come into effect the year after next.

The DLR is currently run by the joint venture KeolisAmey Docklands (in which Keolis has a 70% share and Amey 30%). It was awarded the contract in July 2014, initially until 2021, but this was subsequently extended until the end of March 2025.

The new contract will cover an initial period of eight years, although there is provision for it to be extended by 24 months and a separate option to extend it by seven months.

It will incorporate all aspects of train and passenger service operation on the DLR, as well as management of its automatic train control system and maintenance of rolling stock, infrastructure and assets.

Passenger demand

Driving growth in passenger demand, meeting environmental goals, optimising performance and financial efficiency, and realising the potential of the 54 new B23 trains (being built for the system by CAF and due to enter service next year) are among the targets for the new franchise.

A programme of testing for the trains, which will increase the DLR's capacity by 50%, supporting new housing and business developments in the area, is currently underway on the system.

October 2 was the deadline for companies to submit their requests to tender in the form of a completed questionnaire. Up to five will be shortlisted for tendering and are expected to be invited to proceed with the formal process at the beginning of next year.



Pictured at the Docklands Light Railway depot at Beckton, No. 201 is one of the 54 trains being built for the system by CAF. The new franchisee will be in charge of realising the potential of new fleet, which will increase capacity by 50%. TFL

£500,000 refurbishment underway

WORK is under way on more than half a million pounds' worth of refurbishments to the Tyne & Wear Metro station which serves the seaside community of Cullercoats on North Tyneside.

The station was opened by the North Eastern Railway in July 1882 and transferred from British Rail to Tyne & Wear Passenger Transport Executive (now known as Nexus) when the North Tyneside loop became part of the Metro system. Cullercoats was on the first phase of the network to carry passengers in August 1980.

The main focus of the project is the station's roofed Victorian footbridge, which will receive new wooden outer panels and strengthening of its metal structure. As a result, the footbridge will be closed until January next year and passengers will need to use the road bridge on Marden Avenue to cross the line. Canopies on both platforms will also be repaired and the station deep cleaned.

Over 140 years since it was built, the station is still regarded by Nexus as a "key gateway" for visitors to the coast.

"The footbridge is in particular need of a makeover," said head of renewals Sarah McManus. "It's a big part of the overall project, which will result in a cleaner and brighter station."



The Victorian footbridge at Cullercoats will be strengthened, and station canopies will receive repairs, as part of refurbishments costing £0.5million. NEXUS

New Class 555 undertakes test runs to South Shields

CLASS 555 No. 555003 completed early morning test runs to South Shields on August 14.

It was the first appearance of a Class 555 unit on trial on the route. A total of 46 of the five-car units are being built by Stadler in Switzerland to replace the current Class 599 'Metrocar' trains.

August also saw classmate No. 555004 moved to the Nexus Learning Centre (located at the end of the branch, a few hundred yards north of South Shields Interchange) for staff training.

With a team of engineers on board, No. 555003 has covered various parts of the network on overnight trials since becoming the first of the class to venture out onto the system under its own power in May. In July, it ran to Sunderland and South Hylton for the first time.

SIDELINES

Glasgow Subway's busiest day since 2018

STRATHCLYDE Partnership for Transport says August 12 was the Glasgow Subway's busiest day since October 2018.

A total of 59,000 journeys were made on that day, the UCI Cycling World Championships and the Rangers versus Livingston Scottish Premiership match at Ibrox Stadium boosting ridership.

From Friday, August 4-Sunday, August 6 (the first weekend of the cycling event), 132,000 journeys were made, making it the busiest weekend overall since 2018.

In total, 470,000 journeys were recorded during the 11 days of the championships.

Chief executive Valerie Davidson said that SPT was delighted to support the event.

Essential engineering work in Edinburgh

EARLY morning and evening services were temporarily suspended on part of the Edinburgh Trams network, for essential engineering work.

Between 19.00 on September 5 to 07.00 on September 6, and again from 19.00 that evening until 07.00 the following morning, tram services ran only between Newhaven and Edinburgh Park. A replacement bus service connected with trams at Edinburgh Park during the work, providing a connection every 15 minutes to the remainder of the stops between there and Edinburgh Airport.

"These essential works on the overhead power lines and tracks are part of our scheduled maintenance programme that will ensure the continued safe and reliable running of the tramway," said Andy Conway, head of engineering for Edinburgh Trams.

"The works have been timed to minimise disruption for the majority of our customers, taking place over two 12-hour overnight shifts when fewer people are travelling with us."

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Compiled by **Graeme Pickering**

SIDE LINES

'Paragon' unit used to cover Lumo services

HULL Trains Class 802 'Paragon' unit No. 802301 was used by sister FirstGroup open access operator Lumo to cover services on August 25 and 31.

The unit was drafted-in while Lumo Class 803 No. 803001 received repairs following an incident which involved a fatality.

Class 802s from the Hull Trains fleet were previously used by Lumo for some of its driver training prior to the company's launch of passenger services in October 2021.

CrossCountry Class 170 'refresh' done quickly

CROSSCOUNTRY has told *The RM* it expects interior improvements to its Class 170 'Turbostar' trains to be completed "relatively quickly".

Units will go through the programme at a rate of one each weekday for deep cleaning, renewal of worn or damaged seat bases, repainting of damaged and chipped panels in the passenger saloons, vestibules and cabs.

ORR authorisation given

THE Office of Rail & Road has given authorisation for upgraded European Train Control System equipment for Great Northern's Class 717 fleet to be used in service.

The 25 electric multiple units were built with ETCS fitted, but the latest version (referred to as BL3R2 or 3.6.0) will allow trains to make use of the digital signalling being introduced on the East Coast Main Line between London King's Cross and Stoke Tunnel.

Final testing is expected to take place this autumn ahead of a full fleet upgrade early next year.

Last 11-car 'Pendolino' refurbishment finished

AVANTI West Coast Class 390 'Pendolino' No. 390135 was the last of the 11-car sets within the class to emerge from refurbishment at Alstom in Widnes. No. 390045 is the first nine-car unit to have gone through the works.

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Cost stops further Chiltern Class 168s conversions

Operator rules out hybrid refits for its wider fleet but issues a tender notice for new or converted low emissions trains.



'HybridFLEX' unit No. 168329 is pictured in the station yard at Wirksworth on the Ecclesbourne Valley Railway where it underwent testing and demonstration runs in May 2021. CHILTERN RAILWAYS

FOLLOWING a review alluded to in its Right Route 2030 Vision (reported in *The RM* last month), Chiltern Railways has decided that, due to cost, the 'HybridFLEX' conversion carried out on Class 168 No. 168329 will not be applied to the rest of the fleet.

The unit was equipped with two hybrid power packs, a Stage V emissions-compliant MTU 6H 1800 engine and a battery pack system and electric motor enabling it to arrive and depart from stations without emissions, the diesel engine activating at around 30mph. It was also fitted with a new six-speed gearbox and AdBlue exhaust treatment equipment.

Demonstration

After trials and demonstration on the Ecclesbourne Valley Railway, No. 168329 was formally unveiled at Chiltern's 25th birthday celebrations in July 2021 and entered full passenger service in February last year. The culmination of four years of work involving the operator, unit owner Porterbrook and Rolls-Royce, which developed its power pack, it was viewed as an interim measure for reducing emissions and fuel costs.

A Chiltern statement said: "It has given us great pride to see HybridFLEX go from an ambitious concept all the way to the live railway, carrying thousands of passengers with innovative traction that is now proven to be cleaner and quieter."

Tender notice

It added: "While an increase in the cost of this technology since the project began has meant that it will not roll out to the wider fleet, we'd like to commend the skill and dedication of colleagues at Chiltern, Porterbrook and Rolls-Royce for their ambition and perseverance throughout this innovative trial."

Chiltern says it will continue to work with Porterbrook and Rolls-Royce to "consider options" for the future of the technology and, in addition to seeking proposals from suppliers for the provision of new and remanufactured battery-electric multiple units, the company has also issued a tender notice for the supply of 20-70 new or converted low emissions multiple units.

The contract, which could be an alternative to or in addition to the battery-electric trains, would include associated maintenance and infrastructure and depot upgrades and must achieve a "meaningful reduction" in exhaust emissions and exterior noise levels compared to its existing diesel multiple unit fleet.



'TRACTOR' TO THE RESCUE: **'HydroFLEX' hydrogen-powered No. 799201 is pictured at Worcester Yard on September 5 attached to Rail Operations Group Class 37 No. 37884 *Cepheus*. The hydrogen unit had been undertaking test runs but had to be retrieved from Gloucester Yard by the 'Tractor', which had been on standby at Worcester Shrub Hill. The locomotive ran round No. 799201 at Worcester Yard and the convoy continued its journey back to the unit's current base at Long Marston.** STEVE WIDDOWSON



Ex-Northern Class 150/1 No. 150139 in London Northwestern Railway Marston Vale line livery at Bletchley depot on August 22. It is one of three units transferred to LNR to replace the trio of Vivarail Class 230s which were withdrawn in December last year. LNR

Marston Vale Class 150 makeover completed

ALL three of the Class 150/1 'Sprinter' diesel multiple units transferred from Northern to London Northwestern Railway (LNR) for Marston Vale line services have received their new colour scheme.

Nos. 150137, 150139 and 150141, which moved under their own power from Newton Heath to Bletchley on July 24, are expected to enter service this autumn, on the first passenger workings to serve the line since the withdrawal of LNR's three Class 230s last December, following the collapse of Vivarail.

The three 'Sprinters' now carry a route specific version of the LNR livery. The 'Marston Vale' and 'Bedford-Bletchley' branding are in white and light green on dark green at the vehicle outer ends, in contrast to the Class 230s (now in storage at Reading for potential re-use by Great Western Railway as part of the 'Fast Charge' battery-electric unit project) which had predominantly white bodysides and green lettering.

Following the completion of depot staff familiarisation with the fleet, each driver is expected to have up to three weeks' training. Class 150/1s were used on the line prior to the introduction of the Class 230s in 2019, but LNR says more than three quarters of those who will be rostered to work it have no previous experience of operating them. Given the length of time since they last ran on the route, even those who do will require fresh training. A total of 24 drivers will be trained in order to reintroduce a morning and evening peak time service.

An exact date for resumption is expected as training progresses. It is anticipated that a full service will resume early next year.



Above: **Class 91 No. 91127 is pictured at London King's Cross on August 29.** DARREN FORD
Inset: **A close-up of one of No. 91127's nameplate, incorporating the owl from the Leeds coat of arms and the white rose symbol of Yorkshire.** DARREN FORD

Naming honours base of LNER Class 91s

CLASS 91 No. 91127 was named *Neville Hill* on August 25 in recognition of the work of the staff at the Leeds depot in maintaining London North Eastern Railway's remaining Class 91s and Mk. 4 Intercity 225 rolling stock.

The ceremony at Neville Hill was performed by Paul Corrie who is retiring after 50 years of railway service and is part of the team which has taken pride in looking after the locomotives and coaching stock since their reallocation to Leeds.

As a demonstration of this, No. 91127 was released into traffic with additional embellishments – red buffer beams and white springs.

It shares its name with ex-East Midlands Railway HST power car No. 43049, a former Neville Hill resident now owned by Locomotive Services Ltd, which first entered service with the nameplates in January 1984.

Previously run jointly by it and East Midlands Railway, Northern took on overall control of Neville Hill in 2021. The work of its staff there on nine fleets of trains supports the operation of over 1,000 services a day. Over a 24 hour period, it estimates that they carry out more than 500 tasks which are critical to safety and train operation.

A number of changes have been made to the depot since Northern assumed overall responsibility. The most recent is the £350,000 transformation of a former laundry room into an office and briefing area. This follows improvements to staff facilities, security and the creation of illuminated walkways.

'Javelin' lands back into Southeastern service

THE first of the 29 Class 395 Southeastern 'Javelin' sets to emerge from a £27million refurbishment programme went back into service on August 14.

'Trainbow'-liveried No. 395012 had entered Ashford depot for interior modernisation on June 12.

New dark grey carpets with blue stripes indicating the edge of the aisles are aimed at improving accessibility.

The six-car units are also receiving new seats in three-tone blue fabric with turquoise grab handles, at-seat USB charging points and improved CCTV and LED lighting.

Interior faces of doors are among areas being repainted.

The work, carried out in partnership with Hitachi Rail (which manufactured the trains) and fleet owner Eversholt Rail also includes the fitting of electricity meters, enabling Southeastern to more accurately gauge energy consumption and equipment to monitor the condition of overhead lines.

Southeastern engineering director Mark Johnson said: "This is just the beginning of the programme.

"Later in the year we are upgrading the passenger information systems on board all 174 carriages in the high speed fleet, which will improve the way we give passengers the most up-to-date information about their journeys."



Left: **Aimed at improving accessibility, the striped carpet and three-tone blue seats with turquoise grab handles are among the features of the £27million interior revamp for the 'Javelin' fleet.** SOUTHEASTERN

Compiled by **Graeme Pickering**

Traction system upgrade planned for PPM car No. 12

Pre Metro Operations Ltd to oversee further revamp of stored Parry People Mover prototype.



Spray painted with graffiti, Parry People Mover No. 12 is seen at Highley on the Severn Valley Railway on July 22. An assessment of its current condition will be carried out at Severn Lamb's workshops in Warwickshire. STEVE WIDDOWSON

AFTER being placed in storage following drive line damage, one of the vehicles used to prove the viability of the Parry People Mover (PPM) is to undergo assessment ahead of a possible traction system upgrade.

PPM No. 12 was given the TOPS number 999900 and used in trials on the 0.8 mile branch line between Stourbridge Junction and Stourbridge Town in 2005/6.

The success of the exercise led to all services on the line, previously operated by Class 153 units, being taken over by a pair of PPM 60 railcars (Class 139s, No. 139001 and 139002) run on behalf of London Midland and its successor West Midlands Railway by Pre Metro Operations Ltd (PMOL).

Although it fulfilled the role of the prototype for the Class 139s, No. 12 is a PPM 50 and at 8.7 metres in length (28.5 feet), almost a metre (3 feet) shorter.

After failing during a trial run on the Watercress Line heritage railway in Hampshire during January 2011, modifications including a redesigned chassis and conversion from liquified petroleum gas to diesel operation were planned to make it more reliable and suited to the role of operating a peak time commuter service between Alton and Medstead & Four Marks, but further use of the railcar on the line was subsequently ruled-out.

Later trials

In 2019, Parry announced plans to improve No. 12 with the intention of it entering passenger service as No. 139000. It moved to the Severn Valley Railway for testing in February the following year. It returned in 2021 for further trials, but sustained drive line damage.

It is owned by Lightweight Community Transport, one of the partners in the abandoned Hampshire plan, which has agreed to PMOL leading a further renovation project.

PMOL director Phil Evans told *The RM* that No. 12 will be assessed at Severn Lamb's workshops in Alcester, Warwickshire. He added the installation of a diesel engine had been a barrier to it repeating its previous success and that Biogas and an updated lightweight flywheel or battery arrangement would be considered.

PPM creator John Parry died on February 17, aged 85.

Wagon Report

Compiled by **Steven Fredrick Lappage**

AUTUMN sees the annual roll-out of the railhead treatment train (RHTT) fleet to deal with the problem of seasonal leaf-fall. A mixture of self-powered multi-purpose vehicle (MPV) formations and locomotive-hauled trains are used to apply either sandite or water cannon solutions.

Locomotive-hauled sets are usually two or three FEA-F wagons, of which fifty were built by Wagony Swidnica, Poland, to design code FE 006A in 2005 as Nos. 642001-050. Since 2013 they have been supplemented by a dozen former Avon 'binliner' KFA-R flats, Nos. 99 70 9310 001-1 to 012-8, design code KF 007D. Originally built in 1985 by Powell Duffryn, these were later converted by RVEL and are exclusive to the Southern Region working from Tonbridge West yard.

All wagons can carry three 20-foot modules. Tank modules carry 17,000 litres of water, which is discharged at high pressure. Other modules carry Sandite or generator equipment.

■ RHOMBERG Sersa Rail Group of Bregenz, Austria, has a small fleet of Swiss-registered, but UK-based, ballast excavation units. These are YIA Plasser & Theurer UMH universal materials handling wagons Nos. 99 85 057-5/058-3/059-1. The machines have collecting, swiveling and ballasting conveyor belts that can discharge on both sides of the wagon. Length over buffers is 17.95 metres and gross weight 50.0 tonnes. New ballast can be supplied by YDA Plasser & Theurer MFS+ hoppers Nos. 99 85 9952 055-7/056-5. In addition to standard Y25 bogies they also have crawler tracks allowing operation off-rail.



Rhomberg Sersa UMH-3 conveyor wagon No. 99 85 9352 059-1 seen in Bescot Yard on June 15.

Also Swiss-owned are the Wascosa FEA-W container flats hired to Network Rail. Of the variants, the least numerous appears to be the 'Mullet', fitted with bolster/stanchion modules.

A interesting wagon arrival from the Continent this summer has been Eurailscout YXA-O switch inspection machine (SIM) No. 99 84 0362 006-0. Registered in the Netherlands, it was built in 2016 as 'Sentinel' SIM14 and has been in use along the Great Western Main Line.

■ PLASSER & Theurer ZWA-E 08-16/4x4C100RT tamper No. DR 73938 has been sold and exported. Previously in operation with Balfour Beatty Rail Plant it was delivered in 2003 as works No. 3103.

■ LONG Marston once held hundreds of stored wagons, but today there are only around 40 on-site. Two factors are in play: firstly leasing companies have scrapped large numbers of redundant wagons recently; and secondly other sites now appear more attractive, notably Gascoigne Wood sidings in North Yorkshire.

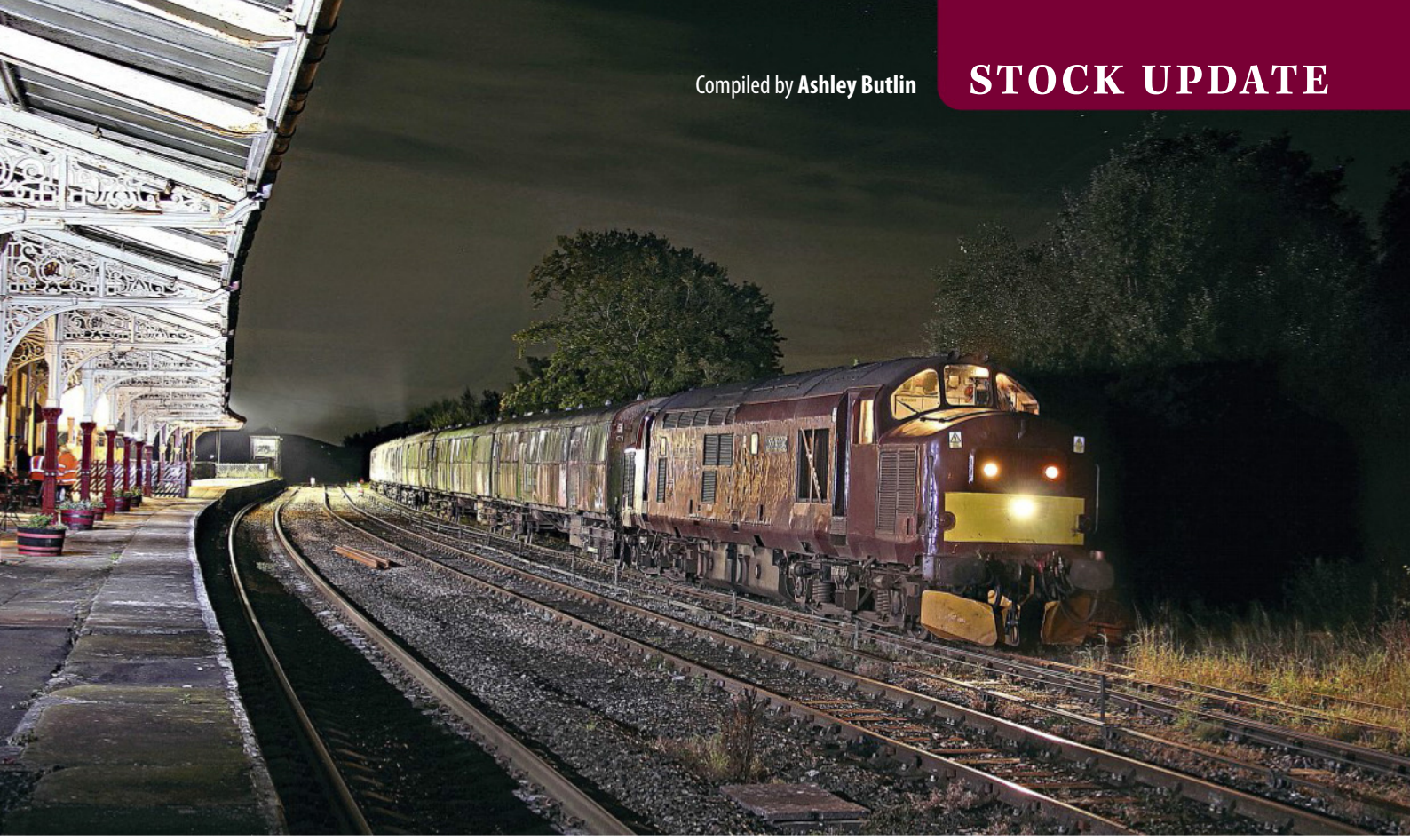


FEA-W flat No. 81 70 4524 128-5 fitted with bolsters/stanchions at Bescot Yard on August 8.

Known to be presently in store are JGA bogie hoppers Nos. NACO 19170-178/180-199; TTA tank No. VTG 60771; KBA barrier tanks Nos. VTG 85933/936; TEA bogie fuel tank No. VTG 87483; KFA container flats Nos. RLS 92555, VTG 95383; IKA 'Megafret' flats Nos. 33 68 4909 401-4/552-4/580-5/723-1.

Private owner disposals have been JHA aggregate hoppers Nos. ARC 17907/909/912/920/925/930; Nos. ARC 19805/814/816/828/834/841/845/853/856/861/864/865/867/878/886; TDA Bombardier Prorail tanks Nos. VTG 86910/911/913/916/919/922/929/931/932/936/938-942/944/945/947-952/954/955/957/958/960/963/966/968.

DB Cargo UK stock scrapped has been OAA 'Squid' opens Nos. 100004/077; OBA 'Bass' dropside opens Nos. 110156/269/312/591/661/800; OCA opens Nos. 112000/021/028/051/060/066/104/121/125/129/131/158/163/168/169/171/179/181/195/219/250/256/265/279/287/296/300/309/311/356/360/390; ZCA 'Sea Urchin' open No. DC 200462; MFA open No. 391278; MTA opens Nos. 395076/181/314 and SPA steel flats Nos. 460140/146/170/176/208/360/547/784/988, 461073.



West Coast Railways Class 37 No. 37685 *Loch Arkaig* (top-and-tailed with No. 37676 *Loch Rannoch*) sits at Hellifield on September 20 with the 5Z57 Hellifield-Carnforth, a train of five former mail vehicles that have long been stored at the North Yorkshire station yard. Reports indicate that these are destined for movement to a preservation site. JAMIE THORNTON

LOCOMOTIVES

Allocations
66010 WBAE-WBRT
66025 WBAR-WBRT
66044 WBAE-WBRT
66063 WBAE-WBRT
66068 WBAR-WBRT
66070 WBAE-WBRT
66085 WBAR-WBRT
66097 WBAE-WBRT
66107 WBBT-WBRT
66113 WBBE-WBRT
66119 WBAE-WBRT
66130 WBAE-WBRT
66155 WBAE-WBRT
66169 WBAR-WBRT
66185 WBAE-WBRT
90010 FE/DHLT-CB/DFLC
90018 WQCA-WQDA
90040 WQCA-WQDA
91117 EPEX-EPUK
91120 EPEX-EPUK

Liveries
DB Cargo red: 66139
Freightliner orange: 59205, 90041
Locomotive Services black: 57311

Named
43184 *Laira Diesel Depot CrossCountry*
66306 *SCS Logistics*

Names removed
43040 *Berry Pomeroy Castle*
43172 *Tiverton Castle*
57305 *Pride of Carlisle*

Renumbered
266107-2-66312
CB1000-66313

For Sale
37069, 37218, 37401/02/23, 90017/18/22/23/25/27/30-33/38/40

Stored/stopped locations
Laira: 43009/10, 43192, 43278/85/95, 43301/03/21/66
Neville Hill: 43304
St Philip's Marsh: 43040, 43172
West Somerset Railway: 43042/94, 43122/62



The 'new' No. 69010 is seen at Progress Rail, Longport, Stoke on August 30. The loco was hauled to Eastleigh by No. 66790 on September 19. STUART J. HOOD

MULTIPLE UNITS

Allocations
153316/24/59 sent for disposal
180110 DY/EMHQ-HT/ECGC
197022/51 newly delivered HQ/HLHQ
197123 newly delivered HQ/HLHQ
317882 sent for disposal
507005/26 sent for disposal
508126/27 sent for disposal
701057 newly delivered HQ/HYHQ
701513 newly delivered HQ/HYHQ
707018/19/20/21 WD/HYHQ-SG/HUHQ
720137 newly delivered HQ/EBHQ
720612 newly delivered HQ/ETHQ
777019/20/23/26/31 newly delivered HQ/HEHQ
777152 newly delivered HQ/HEHQ

Liveries
Avanti West Coast: 805005
Grand Central: 221142
LNWR: 150137/39
SWR: 444009/34, 450082, 450104

Named
802110 *Dame Agatha Christie*

Names removed
507008 *Harold Wilson*
507009 *Dixie Dean*
508123 *William Roscoe*

Renumbered
153307-153507
153328-153528
153331-153531
153352-153552
730101-730201
730102-730202
730103-730203

Now in passenger traffic
196105
197044/46/49/51
197101
777005/15/16

Stored/stopped locations
Chester: 175010, 175103
Crewe Gresty Bridge: 175011, 175107
Crewe South Yard: 508111/28
Doncaster Belmont: 730028/29
Donnington RFT: 197022, 197123
Eastleigh T&RSMD: 701057, 701505/06/07/11/13
Holyhead: 175112
Kirkdale: 777020/26
Landore: 175004, 175116
MoD Bicester: 701054
MoD Marchwood: 701029
Old Dalby: 730030/31, 730202
Oxley: 730032
Walton Old Junc: 777152
Willesden: 701011, 720137, 720612
Wolverton: 197118
Worksop: 465905/18/20/31/33, 466001/09/13/17/33

Disposals
C.F.Booth, Rotherham: Cut dates: June 15:63100 (321444), 78159 (321439); August 23: 78308 (321439); August 29: 72019 (321439); September 6: 71986 (321444); September 8: 78151 (321431); September 13: 78300 (321431).

Raxstar at Eastleigh Works: Cut dates: August 24: 71215; August 29: 62595 (313203); August 30: 62603; August 31: 71223; September 4: 62539 (313211); September 5: 62541; September 6: 71225; September 7: 62605 (313213); September 11: 62545; September 13: 71229; September 14: 62609 (313217); September 18: 62597; September 19: 71217 (313205)

Sims Metals, Newport: Arrival dates: August 29: 507005, 508127; September 7: 153316/24/59; September 8: 507026, 508126; September 14: 317882

HAULED COACHING STOCK

Stored/stopped locations
Carnforth: 94302/06/23/26, 94527
Great Yarmouth (awaiting export): 48101/03/13/15/25/31/32/33, 49101/07/11
St Philip's Marsh: 48140/41/42, 49114 (GW14)
West Somerset Railway: 48104-09, 49102/03 (GW02/03)

Disposals
C.F.Booth, Rotherham: Arrival dates: September 7: 82215; September 8: 12486

■ **STOCK CHANGES CORRECT AS OF SEPTEMBER 23.**

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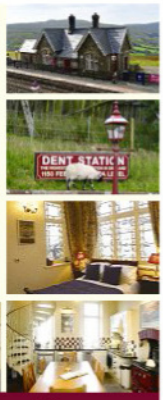
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The network's notable moves

RHTT

RAILHEAD treatment train (RHTT) route learning is underway in East Anglia where GBRf has taken over the Great Eastern Main Line contract from DRS but is still using the facility at Stowmarket. To that end, Class 57s have been used in this aspect with No. 57310 *Pride of Cumbria* being noted light engine on 0S60 Stowmarket DGL-Stowmarket DGL at Harwich International on the mornings of August 16 and 17, working down to Shenfield and Southend Victoria but also beforehand working round to the northern branch line to Sheringham and the Norwich to Ely route. That was followed on August 30 when classmate No. 57306 *Her Majesty's Railway Inspectorate 175* made a similar 0S60 trip while the following day it worked 0Z80 Stowmarket to Stowmarket out to Peterborough.

RHTT sets are being assembled around the country for the impending autumnal season to commence. On August 18, a number of sets were assembled in Carlisle station, while further south a number of the MPV RHTT units stabled at Springs Branch Depot.

Avanti West Coast

A signalling and track fault between Carlisle and Penrith on the morning of Tuesday, August 22 caused problems on the West Coast Main Line. After departing from Glasgow Central at 06.30, the 1M07, worked by Class 390 No. 390128, for Euston was the last AWC service until Class 390 No. 390131 left Glasgow at 13.35.

The 15.02 Euston to Holyhead formed of Voyager No. 221108 was held at Chester on August 30 as a passenger had unfortunately been taken ill. After the emergency services had attended and removed the passenger, the train was terminated. Passengers were transferred to the 15.08 Birmingham International to Holyhead, which left at 18.00 (34 minutes late) formed of Class 158 Nos. 158829+158833. Also delayed behind this train was the 16.25 Manchester Airport to Llandudno formed of Class 197 No. 197007, leaving 20 minutes late.

Observations of Class 390 services on the WCML on September 6 produced the following: passing Hest Bank at 09.41, the 07.36 Glasgow Central to Euston worked by No. 390005; and at Cinder Barrow north of Carnforth at 10.21, No. 390114 working the 06.13 Euston-Edinburgh.

Noted at Hilderstone south of Oxenholme passing at 10.52 was No. 390044 on the 08.52 Edinburgh-Euston followed by No. 390107 working the 09.36 Glasgow Central-Euston at 11.32.

The next location was at Pyes Bridge, south of Oxenholme where No. 390039 passed at 12.47 with the 10.52 Edinburgh-Euston. The final location was at Salterwath south of Shap where No. 390128 working the 11.20 Euston-Glasgow Central, passed 16 minutes late at 14.01; No. 390126 worked the 13.35 Glasgow Central-Euston at 15.15; No. 390132 on the 12.30 Euston-Glasgow Central at 15.21 and No. 390104 working the 15.38 Glasgow Central-Euston at 17.16.

LNER

A visit to King's Cross on August 7 saw Class 91 No. 91105 leaving on the 1D17/14.03 to Leeds. A little later No. 91106 was seen alongside platform 8 preparing to form the 1D19/15.03 to Leeds. A further visit by a correspondent on August 30 saw the following Class 91 departures with No. 91127 at 11.15; No. 91110 at 12.45 and No. 91107 at 13.15.

Great Western Railway

OBSERVATIONS at Bristol Parkway on August 21 found the 14.20 Weymouth to Gloucester with Class 166 No. 166207 running seven minutes late and the 14.27 departure for London Paddington with Class 800 Nos. 800008+800006 was running five minutes late. Meanwhile, the 14.35 for Cardiff Central was on time with five-car Class 802 No. 802012, but the 14.47 for Frome was cancelled due to a fault with the train.

The following day the 12.16 for Bristol Temple Meads was formed of five-car No. 800006 and arrived two minutes late, followed by the 12.25 to London Paddington on time formed of five-car No. 800015. Later at Exeter, the 14.00 Cardiff Central to Penzance was observed leaving Exeter St Davids on time behind Castle HST Nos. 43156 and 43188. The 14.48 for Cardiff Central (12.50 ex-Penzance) was observed leaving 19 minutes late at 15.07 with Castle HST Nos. 43098 and 43094.

Two Castle sets and power cars have been moved from Laira to the West Somerset Railway for storage. Nos. 43042+GW03+ 43162 moved on September 11, followed the next day by Nos. 43094+GW02+43122.

A further set of Castle vehicles, GW14 top-and-tailed by Class 43 Nos. 43040+43172, left Laira on September 12 to St Philip's Marsh, Bristol, awaiting onward movement to Ely for storage. Also, on September 12, Rail Adventure Class 43 Nos. 43468+43480, top-and-tailed a rake of 11 ex-GWR Mk.3 coaches from Ely to Great Yarmouth prior to them being moved the short distance from the carriage sidings to the docks for export.

Greater Anglia

AFTER heavy overnight rain on August 15, Stadler Class 745/0 No. 745003 hit a fallen tree near Manningtree while working the IP04/06.25 London Liverpool St to Norwich. There were no injuries on board, although services were subsequently delayed or cancelled during the morning.

Caledonian

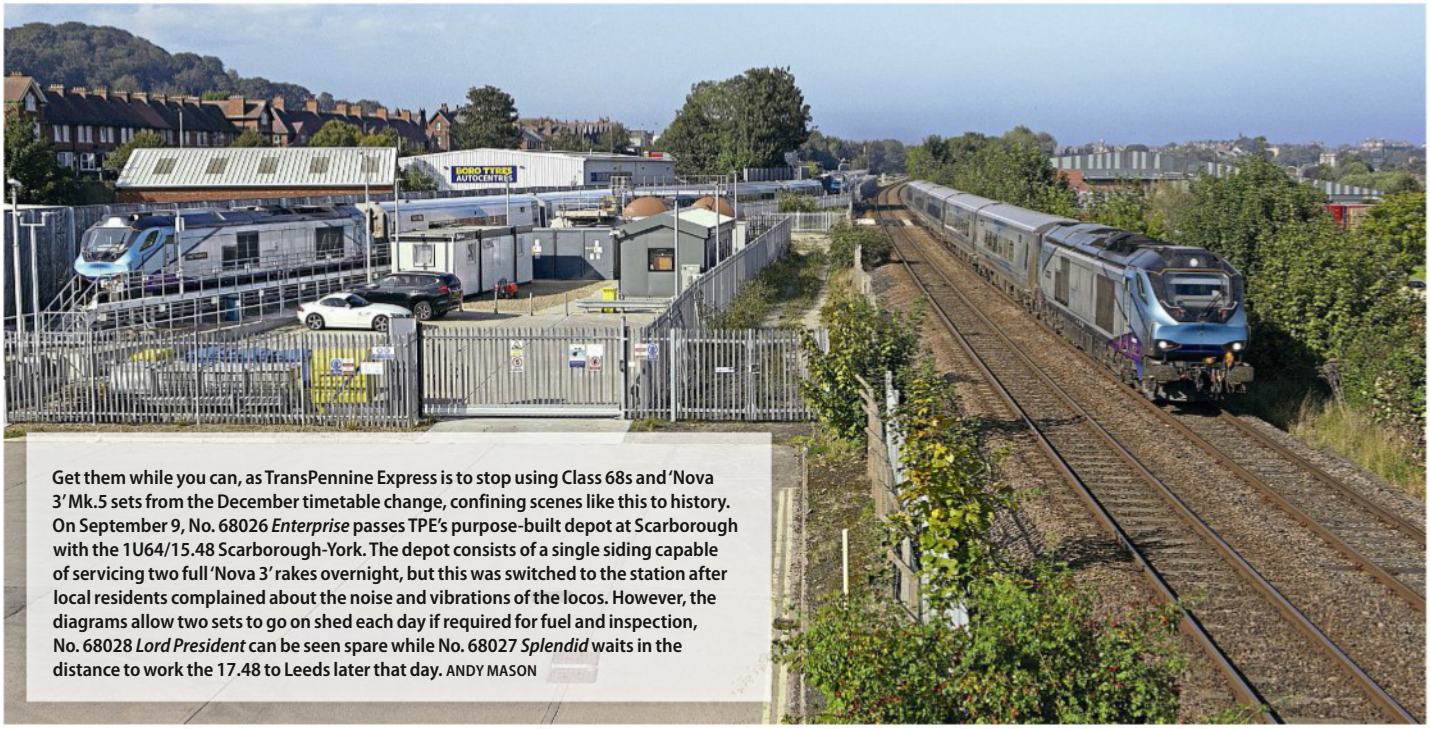
IT is not often that a correspondent can observe a sleeper train at about 10.55 but on Saturday, August 2, No. 92033 passed Thankerton with the Lowlander set, running as the 5B26/10.15 Carlisle to Polmadie depot, suggesting that there had been problems in England. A further unusual move followed on September 7, when Class 92 No. 92038 hauled a sleeper rake ECS (Empty Coaching Stock) from Polmadie to Euston.

CrossCountry

ON August 17, newly reliveried power car No. 43007 entered Birmingham New Street on the 16.03 to Edinburgh with No. 43184 at the rear. At Derby some of the rail staff posed alongside No. 43007 for a quick photograph.

Observed on August 21 at Bristol Parkway was the 14.10 departure for Manchester Piccadilly with Voyager No. 220007 running six minutes behind schedule. This was followed at 14.23 with the departure for Plymouth with Nos. 221134 and 220024 running on time.

The 14.44 departure for Glasgow Central on which our correspondent travelled arrived 12 minutes late due to delays west of Bristol with power cars Nos. 43378 and 43366. A clear run to Birmingham New Street saw the train arrive at 16.05 (ten minutes late). Later at Birmingham New Street, the 16.30 departure for Newcastle ▶



Get them while you can, as TransPennine Express is to stop using Class 68s and 'Nova 3' Mk.5 sets from the December timetable change, confining scenes like this to history. On September 9, No. 68026 *Enterprise* passes TPE's purpose-built depot at Scarborough with the 1U64/15.48 Scarborough-York. The depot consists of a single siding capable of servicing two full 'Nova 3' rakes overnight, but this was switched to the station after local residents complained about the noise and vibrations of the locos. However, the diagrams allow two sets to go on shed each day if required for fuel and inspection, No. 68028 *Lord President* can be seen spare while No. 68027 *Splendid* waits in the distance to work the 17.48 to Leeds later that day. ANDY MASON

(14.45 ex-Reading) was running to time with Voyager No. 220029 in charge.

The 16.42 departure for Bristol Temple Meads (15.03 ex-Manchester Piccadilly) on which our correspondent travelled, arrived on time into Platform 2a with No. 221124. Running was good until Abbotswood Junction where the late running 16.55 Worcester Foregate Street to Bristol Temple Meads with Class 158 No. 158769 in charge was given priority, resulting in a nine-minute late arrival for the service into Bristol Parkway at 18.07.

The next day, the 12.22 departure on which our correspondent travelled arrived at Bristol Parkway five minutes late with Nos. 43378 and 43366 in charge. A clear run onward to Plymouth saw the service arrive on time at 14.48. The 12.35 departure from Bristol Temple Meads for Edinburgh departed on time behind Super Voyager No. 221122.

In Plymouth, the 15.27 departure on which the correspondent travelled left on time at 15.27, again with Nos. 43378 and 43366 in charge. However, it caught up the two preceeding GWR services on the South Devon banks and was five minutes late arriving at Totnes. Running was good thereafter, until a level crossing failure at Huish between Worle and Yatton resulted in a dead stand for three minutes before proceeding at walking pace across the crossing with the horn sounding as the barriers were in the raised position. Bristol Parkway was reached eight minutes late at 17.51.

There was an unusual movement at Reading of a Southampton to Manchester Piccadilly train on August 29. Voyager No. 221121 had gone into Reading station en route to Manchester, but then went back to Reading West, where it stopped just outside the station, crossed over to the up line, and continued on to the freight-only curve to rejoin the Great Western Main Line for the rest of its journey. Defective AWS equipment on what should have been the front cab (before it reversed) was thought to be the explanation.

Transpennine Express

THE 09.35 Manchester Piccadilly to Scarborough was cancelled on the morning of August 30, but its return working at 12.48 was covered by Class 68 No. 68020 *Reliance*. Passing Stalybridge at 14.50, a TPE set was noted with Freightliner's Class 47 No. 47830 *Beeching's Legacy* attached. This was the 11.35 Manchester Piccadilly to Scarborough which had failed near Gorton and limped into Stalybridge at 14.04, two-and-a-half hours and less than eight miles from its starting point. The Class 47 took the errant train to Longsight depot shortly after.

Observations of Class 397 units on September 6 produced No. 397010 on the 09.04 Manchester Airport to Glasgow and 13.09 return to Manchester Airport; No. 397001 on the 09.06 Glasgow Central to Manchester Airport and 13.04 Manchester Airport – Glasgow Central.

Grand Central

THE 1D73 London King's Cross to Bradford Interchange was worked by the former Avanti West Coast Voyager No. 221142 on August 23.

Lumo

THE 10.42 King's Cross to Edinburgh service on August 25 was covered by Hull Trains Class 802 No. 802301.

Hull Trains

HULL Trains services returned to the Midland Main Line on August 27 when Class 802 No. 802303 *Land of Green Ginger* worked the 1A91/08.30 Hull-London St Pancras and 1H03/12.30 London St Pancras to Hull, and No. 802304 *William Wilberforce* formed the 1A94/14.06 Hull to London St Pancras and 1H06/18.50 return to Hull.

Transport for Wales

MOVEMENTS of new Class 197 units continue to attract attention from readers with the following being reported: No. 197050 was moved from store at Donnington Rail Freight Terminal to Crewe on August 18 by Class 47 No. 47830. This was followed by No. 197116 on the same move on August 31, hauled by Class 70 No. 70016. Additionally, more of the Class are entering traffic with Nos. 197046/49/51, 197101 being reported.

West Midlands Railway

ANOTHER new Class still to enter service is the Class 730s which are moving between various locations with the following moves reported: No. 730030 was moved by Class 37 No. 37510 from Derby to Oxley on August 18. The same Class 37 moved No. 730031 from Derby to Oxley on August 25 and then took Nos. 730028+730029 from Oxley to Doncaster Belmont for further storage.

Chiltern Railways

A SIGNAL failure between Denham and Gerrards Cross mid-morning on August 24 saw a three-hour period at Oxford where no Chiltern services arrived or departed until Class 165/0 pair Nos. 165024+165012 arrived at 13.40 with 1T29/12.06 from London Marylebone. A quick turn round in 10 minutes saw the units return as 1Y45 to London Marylebone just a couple of minutes late.



CrossCountry Class 170 DMU No. 170637 approaches Leicester on September 4, with the 1N59/14.27 Stansted Airport to Birmingham New Street, passing the newly-built two-road GBRf maintenance facility at UKRL's depot. PAUL BIGGS

East Midlands Railways

THE afternoon of Tuesday, August 15 at Beeston station near Nottingham saw a number of late running trains with a variety of reasons announced. The 14.42 to Nottingham was 20 minutes late due to a 'speed restriction' with Meridian No. 222016. The 14.57 to Nottingham with Class 170 No. 170102 was 12 late due to 'trespassers on the line'. The 16.11 to Nottingham was 17 minutes late with Class 158 No. 158773 'a fault on the train'. Finally, the 16.47 to Newark Castle with No. 170272 in charge was 14 minutes late due to a 'fault with level crossing barriers'.

Four other services were given as 'reason being investigated' and finally the 16.58 to Nottingham was announced as being 32 minutes late due to a 'safety inspection of the track'.

c2c

THE final new Class 720 No. 720612 left Derby for Wembley yard on September 7, hauled by Class 37 No. 37611. The class has yet to enter passenger traffic with c2c.

Southeastern Trains

THE first of four consecutive weekend closures at London's Charing Cross and Waterloo East stations started on Saturday, August 12 with Southeastern services diverted to Blackfriars or Victoria.

A journey was made on August 12, as far as Elmers End, on the 1B27/11.49 from Blackfriars to Hayes (Kent), formed of Networker EMUs Nos. 465036+465180. Southeastern services to Hayes would normally run from Charing Cross and be routed through London Bridge. This service did not use any unusual track, but it did take an unusual route. Having left from platform 4 at Blackfriars train 1B27 called at Elephant & Castle platform 2, from where it was timed to run nonstop to Lewisham.

Approaching Loughborough Junction, the crossover was used from the down Holborn slow to the down Cambria spur. With plenty of slack in the schedule the train was held beside Loughborough Junction, before joining the down Catford loop at Cambria Junction. Platform 4 at Denmark Hill was passed without stopping before taking the down Lewisham at Nunhead.

The current version of the Southeastern timetable includes very few instances of passenger services over unusual lines; however, the curve from Minster South Junction to Minster West Junction carries only one service in each direction per day. On Thursday, August 24, a journey was made from Dover to Faversham on the 2R99/15.24 from Dover Priory to London Victoria, formed of Class 375 No. 375602. This service runs from Minster South Junction to Minster West Junction before reversing by platform 2 at Minster station.

Further Class 707 units have been moved from SWR with Nos. 707014+707023 making the move from Wimbledon to Gillingham on August 19, followed by Nos. 707018+707019 on September 2, and Nos. 707020+707021 on September 15.

As further Class 707 units are moved across from SWR, Class 465 and 466 units are going for store at Worksop. On September 4, Class 37 No. 37884 towed Nos. 465918+466033 away from Gillingham followed by Nos. 465909+466013 on September 7.

Southern Railways

ON August 21, the 15.16 Victoria to Littlehampton was cancelled due to a series of train faults and ran as ECS to Brighton Depot for attention. Meanwhile, the 17.13 from Littlehampton was cancelled but started from Preston Park with fresh stock Nos. 377424+377149.

The 17.23 Brighton to West Worthing and 18.12 return service was unusually formed of eight carriages instead of the more usual four on August 22, when Nos. 377207+377466 were noted in the middle sidings at West Worthing. The booked unit, No. 377447, had earlier been pulled from service at Brighton with a smashed window.

Over-running of engineering works at Bognor Regis caused major disruption to services on August 30. The 04.45 Brighton Depot to Bognor Regis ECS with Class 377 No. 377320 was diverted into Littlehampton and formed the 06.52 service to Portsmouth & Southsea. The 05.29 service with No. 377315 to Bognor Regis terminated at Barnham and was used as a shuttle between Barnham and Littlehampton to convey train crew. Due to a driver being displaced at Hove for the 06.51 ECS from Brighton depot to Littlehampton which forms the 08.13 to London, Nos. 377139+377416 formed the 08.43 service to London whilst the 07.21 ex Brighton Nos. 377454+377459 which normally forms the 08.43 service to London formed the 08.13 to London.

South Western Railway

WHILE the new Class 701 units have still to enter passenger service, they are moving around



Ahead of GBRf using its Class 73/1s on railhead treatment trains this autumn, an 08.44 Tonbridge to Tonbridge circular training working ran via Dover and the Lee spur on September 4, triple-headed by Nos. 73109 *Battle of Britain 80th Anniversary* +73202+73119 *Borough of Eastleigh* and seen passing Knockholt with a rake of empty FEA wagons. DAVID STAINES

between various storage locations. On Tuesday, August 8, Class 47 No. 47727 *Edinburgh Castle* was seen passing Feltham station on the 5Q65, from Eastleigh T&RSMD to Willesden South West Sidings hauling No. 701053. A further movement occurred on August 14 when Class 47 No. 47727 worked No. 701039 as the 5Q12/10.07 Worksop to Wembley Intercity Depot. The train left Worksop over two hours late and was booked to run via Oakham and Harringworth but was diverted via Market Harborough, rejoining its booked route at Kettering 90 minutes behind schedule.

Class 47 No. 47749 was in use on August 21 to move No. 701039 from Wembley to Eastleigh T&RSMD, before moving No. 701027 to Willesden and on to MoD Bicester the following day. Reports on August 25 included No. 47749 taking No. 701011 from Eastleigh to Willesden, and No. 701043 being noted, from a passing train, by platform 2 at Wandsworth Town forming test train 5Q20/09.28 from Clapham Yard Sidings to London Waterloo via the Hounslow Loop.

On the same day, a visit to Clapham Junction found the number of the class stabled at Clapham Junction appears to have increased – and this has meant it is no longer easy to identify them all when walking across the footbridge. From the footbridge Nos. 701037 and 701042 were noted in the carriage sidings and No. 701014 was in the siding nearest to platform 7. Nos. 701509 and 701512 were noted, from a passing train, in the sidings adjacent to the Windsor Lines. No. 701029 is reported as having been moved from Eastleigh to MoD Marchwood on September 6 and No. 701054 to MoD Bicester, also from Eastleigh, on September 7, Class 47 No. 47727 doing the move.

Further moves away from store at Worksop included Nos. 701506+701511 being taken to Eastleigh by Class 47 No. 47749 on September 11 and Nos. 701505+701507 on September 12 by No. 47749, also to Eastleigh.

Charter Trains

A VISIT to Cannon Street station on August 12 saw the 'Sussex Coast Express', the 1Z91/10.53 departure to Eastbourne leaving from platform 6 formed of the Hastings Diesels Limited's Hastings Unit No. 1001.

After arrival in Leeds on August 12 from Carnforth (5Z24), WCR's Class 57s Nos. 57313+57601 top-and-tailed a very full rake of Northern Belle coaching stock (1Z24/06.53) for Carlisle via Carnforth. No. 57601 was replaced by 'Black Five' No. 45212 at Carnforth and, with No. 57313 on the rear, set off at 11.28 for Carlisle. Later that afternoon this steam/diesel combination departed Carlisle at 14.34 (1Z26), initially for Preston via Settle. With No.57601 having run light from Carnforth (0Z24) to Preston, this loco replaced No. 45212 which later ran light (5Z27) back to Carnforth. The two Class 57s then worked the Northern Belle from Preston to Leeds to arrive back at 21.27.

On Wednesday, August 23, the Belmond British Pullman forming the 1Y44/15.53 from Folkestone West was seen arriving by platform 2 at London Victoria headed by Class 67006 *Royal Sovereign*, with No. 67021, in Pullman livery, at the rear of the train. A little later No. 67021 was noted hauling the empty stock to Stewarts Lane T&RSMD. Returning to London Victoria during the morning of Friday, August 25, No. 67021 was seen by platform 2 having worked empty stock train 5Y40 from Stewarts Lane T&RSMD. A little later No. 67006 was noted at the head of the Pullman train on the 1Z82/11.04 to Dover Priory.

Having worked the 'Garden of Eden' charter on August 22m with BR Standard Pacific No. 70000 *Britannia* and Class 47 No. 47805 *Roger Hosking MA 1925-2013* without any trouble, the following 'Sunset Steam Express' from Chertsey to Victoria failed at Gomshall due to a problem with *Britannia*, resulting in major disruption to GWR services heading towards Redhill and Gatwick Airport. With a 15 minute late start from Chertsey, it became a four hour and 45 minutes late arrival in London Victoria.

The 1Z55/07.08 Preston to Edinburgh Waverley was observed passing Thankerton top-and-tailed by Nos. 57009 and 47804 on Saturday, September 9.

DB Cargo

CLASS 67 No. 67007 was noted on the 0Z33 Peterborough-Ipswich route learner via London Orbital on August 3, and while the diagram has been in evidence several weeks in the month, most have subsequently been cancelled.

Observed on August 15 were Class 325 Nos. 325006+325008 on a Shieldmuir-Daventry working to the new Post Office distribution centre. The same pair were on the diagram two days later. However, on Friday, August 18, Class 66 No. 66015 hauled Class 325 units Nos. 325008+325006 on the 1M44/16.44 Shieldmuir RMT to Warrington RMT past Thankerton, the arrangement thought to be due to a fault on one of the units.

Original liveried DB Class 66 No. 66080 pulled two unidentified Royal Mail Class 325s on Tuesday, August 22, from Shieldmuir Mail Terminal on a 1M03/17.46 to Warrington. It was back to normal on August 30 when the 1M36/08.34 Shieldmuir Mail Terminal to Daventry IRFT was observed passing Thankerton being operated by Nos. 325006+325007.

The Cardiff Tidal to Sunderland and return loaded scrap train working on August 17 was worked by Class 66 No. 66124. When observed on August 31, No. 66198 was on the service followed on September 7 with No. 66032. A change on September 12 found No. 66198 work from Tidal to Sunderland and then to Tees Yard from where No. 66125 took the loaded wagons back to Cardiff Tidal.

Observed on September 6 was Class 66 No. 66056 working the 4M25/06.02 Mossend Down Yard to Daventry intermodal, passing Hilderstone, south of Oxenholme, at 11.52. Later, No. 66100 worked the 4S38/14.16 Seaforth Container Terminal-Mossend Down Yard intermodal, through Salterwath, south of Shap, at 16.58.

Freightliner

THERE are occasional overnight Tunstead to Marks Tey loaded sand movements and two were noted during August – the pink and white-liveried Class 66 No. 66587 hauling 6L80 on August 3, and No. 66603 on the same diagram on August 31.

On Tuesday, August 8, Class 66 No. 66556 was seen alongside platform 12 at Reading station whilst working the 6C60 from Brentford Town Days to Merehead Quarry. Class 59 No. 59005 *Kenneth J Painter*, in Aggregate Industries livery, was seen approaching Motspur Park station on Wednesday, August 9, at the head of the 7O02 from Acton Terminal Complex to Tolworth Day Aggregates.

A visit to Oxford by a correspondent on August 24, noted two Class 70s on intermodals through the university town station with No. 70011 working the 4O90/06.02 Leeds FLT to Southampton Western Docks, and later No. 70006 hauling 4O49/09.36 Crewe Basford Hall to Southampton Maritime Container Terminal.

Other movements noted that day were Class 66 No. 66525 on 6C50/12.45 Oxford Banbury Road-Whatley Quarry empty box wagons and No. 66556 on the 6A24/10.18 Whatley Quarry to Oxford Banbury Road loaded aggregates. Later at Reading, Class 59 No. 59201 was noted on 6V64/14.48 Wembley Receptions 1-7 to Merehead Quarry empty box wagons through Platform 12 and still in its Hanson Aggregates Industries livery, No. 59102 *Village of Chantry* passed through platform 15 with the 6L21/13.21 Whatley Quarry to West Drayton Up Goods Loop loaded aggregates movement.

DRS

ON August 12, Chiltern Railways liveried Class 68 No. 68013, in tandem with non-operating DRS Class 68 No. 68003 ran together on a 0Z68/15.27 from Crewe to Carlisle.

Class 68s Nos. 68006+68008 pulled a single white FNA flask on Monday, August 14 from Sellafield (6K74/17.00) to Crewe. On August 22 the 6M50/14.54 Torness Power Station to Carlisle Kingmoor was top-and-tailed by Class 68 No. 68005 and Class 88 No. 88007.

Observed at Hest Bank at 09.37 on September 6 was Class 68 No. 68001 *Evolution* working the 4M27/05.40 Coatbridge to Daventry intermodal. Moments later Class 88 No. 88003 *Genesis* worked the 4S43/06.25 Daventry to Mossend Euroterminal Tesco service. Later in the afternoon at Salterwath, south of Shap, at 16.08 Class 68 No. 68005 *Defiant* worked the 4S44/12.16 Daventry to Coatbridge intermodal.

GBRF

WEDNESDAY, August 2 saw Class 66 No. 66797 depart from March on 0P41 for the Harwich Refinery to North Walsham diagram and return the following day before departing in the evening, unusually as 0M13 for Felixstowe rather than Peterborough. On August 8 Class 66 No. 66721 *Harry Beck* arrived at the Harwich Refinery as 0Z23 from Bury St Edmunds but it wasn't until the next day that it took 6P41 to North Walsham and return on August 10 before taking 0E06 to Peterborough MPD.

It was August 16 when No. 66759 *Chippy* on 0L41 came from March to take the empty condensate tanks to the Norfolk depot before returning with the loaded set the following day. On August 23 No. 66716 *Locomotive and Carriage Institution Centenary 1911-2011* arrived from Ipswich and worked 6P41 to North Walsham while No. 66772 *Maria* worked 0S50 from Whitemoor to Harwich Parkeston Quay yard, while the previous night Schweerbau High Speed Milling Machine No. DR79601-4 worked in from Paddock Wood.

Rather than have an overnight in Ipswich Reception Sidings, No. 66716 returned to Harwich Up Tip Sidings and together with No. 66772 worked 6X69 top-and-tailing the Milling Machine overnight to Thurston (between Haughley and Bury St Edmunds) arriving back at 06.45.

Not satisfied with that, on August 24, No. 66716 then ran light engine some four hours later to North Walsham, arriving 50 minutes later than the normal schedule out of Ipswich, and worked 6A32 back into Harwich Parkeston Quay yard, again still around 60 minutes late, and shunting the loaded tanks into the Refinery before, in the company of No. 66772 again, working overnight as 6X69 with the Milling Machine unit over to Bury St Edmunds returning at 07.35.

Neither locomotive took the normal 0E06 exit from the yard to Peterborough that evening but waited until August 25 when No. 66772 worked 0S60 to Stowmarket DGL – which appears to have been an RHTT route-learner exercise – via Cambridge, King's Lynn, Cambridge and finally Stowmarket, while No. 66716 waited until that same evening to work 6X69 from Harwich Up Tip Sidings to Tonbridge West Yard.

The following week, on August 30 No. 66733 *Cambridge PSB* turned up at the Harwich Refinery for 6P41 for the normal run into the North Norfolk loading point, overnight stay at Ipswich Reception, travelling back to North Walsham the following morning to haul the loaded consist back to the North East Essex Refinery, exiting to Peterborough light engine in the evening.

Stopover intermodal into Harwich Parkeston Quay yard saw Class 66 Nos. 66782 and 66788 Locomotion 15 arrive on August 5 with both intermodals originating from Doncaster. These were followed on August 12 by Nos. 66712 *Peterborough Power Signalbox* and 66755 T*ony Berkeley OBE RFG Chairman 1997-2018*; Nos. 66720 *Wascosa* and 66709 *Sorrento* on August 19 and at the end of the month on August 26 Nos. 66774 and 66748 *West Burton 50*. All left on the following Monday morning in reverse arrival order as 4R43 and 4Y66 bound for the Felixstowe port.

The 6Y48, from Eastleigh East Yard to Hoo Junction Up Yard, was seen on Tuesday, August 8 passing Feltham station hauled by Class 66 No. 66797, in Beacon blue livery, and the short train included Kirow crane No. DR81613, lettered 'Volker Rail'.

The following day, Wednesday, August 9, the same service was again seen, this time between Barnes and Putney again with No. 66797 but the train was just two empty container flats. A change of power on August 10 saw the service passing St Margarets behind No. 66729 *Derby County*.

On Wednesday, August 9, Class 66 No. 66767 was seen between Barnes and Putney at the head of the 6O60 from Bow Depot to Grain Foster Yeoman. A few moments later Class 66 No. 66302, still in DRS blue, but with a large GBRf logo, was seen, between Putney and Barnes, working the 6M40, from Grain Foster Yeoman to Neasden Charrington.

Class 69 No. 69008 was seen passing Barnes station on August 15 at the head of the 4Y19 from Mountfield Sidings to Southampton Western Docks. A visit to Brooks Lane footbridge across the tracks at New Kew Junction on Thursday, August 17 found the 6O82 from West Ruislip HS2 Stop Boards to Grain Thamesport held at the signals. This train, which was headed by No. 66715 *Valour*, is booked to stand at New Kew Junction for just over an hour as it awaits a suitable gap between passenger services.

Class 69 No. 69001 *Mayflower* and Colas Class 66 No. 66846 were seen passing Barnes station at the head of train 6Y42 from Hoo Junction Up Yard to Eastleigh East Yard on August 15. Returning to Barnes station the following day, No. 69001 was seen in sole charge of the 6Y42 Hoo Junction Up Yard to Eastleigh East Yard.

A GBRf staff charter which reached Ipswich on August 16 featured Class 66s Nos. 66790 and 66798. The journey left Doncaster, calling at Peterborough en route to Ipswich, and returned via Grantham. The two locomotives were named after staff members *Louise* and *Justine* respectively.

Trains conveying VTG Castle Cement carrying wagons from Clitheroe to Carlisle normally run via Settle but on Thursday August 17 one service 0Z03 (dep



DRS No. 68005 *Defiant* heads south at Dalwhinnie on September 2 with the 4H47 Inverness to Mossend, the normally well loaded train of 18 flat wagons being completely empty on this occasion. GORDON KIRKBY

13.28) pulled by GBRf Class 66 No. 66728 ran north via Shap.

The 6L38/17.41 Mossend Down Yard to Dagenham Dock reception on August 22 was powered by Class 66 No. 66737.

Scrap metal trains reported, all hauled by Class 66s, included No. 66792 on a Saltley to Liverpool loaded rake on August 21. The following day it worked a Liverpool-Swindon-Liverpool diagram, being reported again on August 27 on a Small Heath yard-Attercliffe-Liverpool turn. It was out again on August 29 and 31 on the regular Liverpool-Swindon-Liverpool diagram. It was seen again on September 4 working from Small Heath to Swindon and then back to Liverpool.

MoD traffic reported included Class 66 No. 66740 work a Marchwood-Kineton-Glen Douglas diagram on August 22. Two days later the 6M63/11.15 Glen Douglas MoD to Carlisle New Yard was hauled by Class 66 No. 66740. The Class 66 remained on MoD traffic when seen on August 3 working from Bescot to Donnington then through to Kineton and north to Longtown. A change of power on September 5 found No. 66725 work a Marchwood-East Midland Gateway diagram. A further change on September 13 had No. 66789 on a Donnington-Kineton move.

Observations at Bedford on August 23 produced at 11.22 the 6H10 Bletchley Cemex to Peak Forest Cemex passing on the up slow line through platform 1 before crossing over to the down line north of the station. Cemex liveried No. 66780 was hauling matching wagons.

Class 66 No. 66708 *Слава Україні/Glory to Ukraine* worked the 4S57/10.58 Hams Hall to Mossend Euroterminal intermodal, passing Salterwath, south of Shap, at 16.02 on September 6.

Class 73 Nos. 73141+73107+73202 were noted passing Feltham station running light engine as the 0Y68 from Tonbridge West Yard to Eastleigh Works on Tuesday, August 8. There was also an electro-diesel move the next day when Nos. 73136+73119 were seen between Barnes and Putney working light engine as the 0Y62 from Eastleigh East Yard to Tonbridge West Yard.

Class 60 No. 60095 pulled 22 GBRf branded high-sided mineral wagons from Shap (6F66/08.30) to Tuebrook Sidings in Liverpool on September 4.

A 6F69 Blackburn to Liverpool Tuebrook Sidings on September 10 was observed at Euxton hauled by Class 60 Nos. 60056+60095.

Colas Rail

ON August 15 Class 56 No. 56105 ran light on 0C01/14.19 from Nottingham Eastcroft via Crewe to Carlisle. The following week on Wednesday, August 23 Class 56 No. 56051 made a similar move on a 0C01/12.12 from Nottingham Eastcroft to Carlisle. Yet a further move followed on August 29 when No. 56113 ran light on a 0C01/07.40 from Nottingham Eastcroft via Wakefield and Preston to Carlisle. In the opposite direction on Monday, September 4, No. 56094 ran light from Carlisle via Crewe to Nottingham Eastcroft.

Although Colas is a rail freight company with fewer operated movements, at Oxford on August 24 Class 70 No. 70803 was noted on 6M50 Westbury Down Yard to Bescot Engineers Siding at 12.15 after spending an hour stopover in Oxford Hinksey Sidings. Later in the day at Didcot Parkway Class 66 No. 66847 *Terry Baker* was noted hauling loaded MRA wagon consist 6V27/13.43 Eastleigh to Oxford Hinksey Sidings.

DC Rail

A 6Z71 from Grain Foster Yeoman to Willesden DC Rail Sidings on August 7 was seen passing Kensington Olympia station behind Class 60 No. 60029 *Ben Nevis*.

DC Rail Class 60 No. 60055 and a rake of Cappagh stone wagons was observed parked in the sidings adjacent to Bristol Parkway platform 4 around 18.00 on August 21. The next day the formation was observed at Dr Days Junction and was later seen arriving at Bristol Parkway shortly before 18.00.

West Coast Railway Co.

WCR Class 57s Nos. 57313+57601 top-and-tailed an empty set of Northern Belle coaches on August 15 from Carnforth (5Z26/13.03) via Hereford to Bristol.

Class 47 Nos. 47813 and 47760 worked a 5Z47/09.00 Carnforth-Burton on August 17 returning Mk.2f No. 3397.

Following an ECS test run on the Carnforth-Hellifield-Preston circuit (5M20) on August 16, 'Royal Scot' 4-6-0 No. 46115 *Scots Guardsman* ran from Carnforth (5Z29/09.33), together with a support coach, via Hereford to Bristol on August 18. After operating a weekend railtour, No. 46115 returned north (5Z39) to arrive back in Carnforth on August 21 at 18.25.

UK Rail Leasing

THE 1M04/17.34 Mossend Down Yard to Birmingham International was worked by Class 321 No. 321334 on Tuesday, August 22.



Network Rail Type 3 No. 97302 *Rheilffyrdd Ffestiniog ac Eryri/Ffestiniog and Welsh Highland Railways* arrives at Shrewsbury on September 6, hauling inspection saloon No. 999506 as the 2Z67 working from Aberystwyth. BRAD JOYCE

Locomotive Services Ltd

CLASS 37 No. 37521 travelled south from Crewe to Eastleigh Works on August 17 along with Mk.2 No. 9479, returning the next day with 47828+9479+43047.

Sims Metals, Newport

MOVES to Sims Metals at Newport in recent weeks includes Merseyrail units Nos. 507009+508138 being brought south from Birkenhead by Class 37 No. 37884 on August 17. These were followed on August 24 when the same Class 37 delivered Nos. 317340+317343 from Wembley yard.

It was in action again on August 29 taking Nos. 507005+508127 south from Crewe and on September 14 moving No. 317882 from Ely. Road moves to the site included Class 153 Nos. 153316, 153324 and 153359, all arriving from Long Marston on September 7.

Loram

THE NMT, running as 1Q04 from Darlington up sorting sidings, was seen arriving at platform 1at King's Cross on August 7, headed by No. 43290, which was looking very shabby. The train consisted of lecture coach No. 975984, recording coach No. 977994, overhead line test coach No. 977993, conference coach No. 975814, staff coach No. 977984 and at the rear Class 43 No. 43277 *Safety Task Force* looking very smart in orange livery, with Colas Rail and Network Rail logos and was seen to carry a small plate – 'Refurbished by South Devon Railway Engineering 2023'.

After a few minutes at King's Cross, the train departed as 1Q05 to Cambridge sidings north. The same formation was out again on August 15 working a 1Q26/05.27 from Derby to Edinburgh. On the following day this formation returned south as 1Q26/07.52 from Edinburgh to Crewe.

Plasser & Theurer Unimat 09-4x4/4S Dynamic No. DR75011, lettered for Colas, was seen stood by platform 3 at Reading station on Tuesday, August 8, whilst running as train 6Q59 from Oxford Down Engineers' Siding to Reading Triangle Sidings.

On August 7 test train 3Z19 from Derby R.T.C. to Hither Green Pre-Assembly Depot was seen passing South Acton station top-and-tailed by Class 37 Nos. 37099 *Merl Evans 1947-2016* and 37175, running around 30 minutes early. On August 16, the same test train running as 1Q18 from Ferme Park Reception to Clacton-on-Sea was seen arriving alongside platform 7 at Liverpool Street station. The train was headed by No. 37099 and was formed of Brake force runner No. 72612, Support coach No. 6122, Brake force runner No. 72631 and Generator No. 6263, with 37175 at the rear. After about 20 minutes the train left for Clacton-on-Sea.

Observed at Eastleigh on Thursday, August 10 at 09.22 was Class 153 Inspection Unit No. 153376. Later in the day it was seen returning from the north. The following day it was seen pausing at Brentford station for a crew change when running as the 2Q21 from Eastleigh East Yard to Derby R.T.C. The unit was out again on August 18 when it was seen passing through Market Harborough forming a 2Q23/12.43 Derby RTC to Eastleigh East Yard inspection train.

Stabled in the downside long siding at Lancaster on Saturday, August 12 was SB Rail's track maintenance unit No. DR73940 which had arrived the day before (6U40) from Edge Hill, Liverpool.

GBRf Class 73 Nos. 73962 *Dick Mabbutt* and 73965 *Des O'Brien* top-and-tailed the 1Q71/19.39 Derby RTC to Tonbridge West Yard test train on August 14.

Network Rail's Multi-Purpose Vehicle No. DR98008 was moved on Tuesday, August 15 from Derby (3Z07/14.58) via Crewe and Carlisle to Slateford Depot in Edinburgh.

Plasseur & Theurer Tamper No. DR75013 was moved on Friday, August 18 from Nuneaton (6Q61/08.18) to Penrith.

SB Rail's Tamper No. DR73940 was stabled in the downside long siding at Lancaster on the afternoon of Friday, August 18, having arrived from Guide Bridge (6J55) at 12.40.

Class 73 Nos. 73961 *Alison* and 73962 *Dick Mabbutt* visited Littlehampton twice on August 21 while working the Tonbridge to Tonbridge Yard Network Rail Train via Brighton, the main line and South London lines.

Large logo, blue liveried, Class 37 No. 37418 propelled green liveried NR inspection coach No. 975025 *Caroline* on a 5Z02/12.45 on Tuesday, August 22, from Derby to Mossend.

Colas Rail Class 43s Nos. 43251+43272 top-and-tailed a set of NR track inspection rolling stock on Tuesday, August 29 as 1Q47/10.59 from Derby to Carlisle via Whitehaven.

Our thanks

THE Railway Magazine's thanks for information go to: Jonathan Allen, Paul Atkinson, Gene Collins, Mike Cooper, Kevin Driscoll, David Gurr, Peter Fletcher, Barry Knock, Andrew Lambert, Steve Masters, Sean Morris, George Orriss, Mark Reynolds, Craig Wellum and Chris West.■



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On September 2, No. 085, which is expected to be used as the test bed loco for the €1.5m hydrogen trial, passes Ferrybank with a Belview to Port Laois steel train which operated via Clonmel and Limerick Junction. The train is seen passing through the site of the €170m North Quays project which is east of the existing Waterford station. When completed in 2025, the current station will be closed and relocated to a new two-platform station, which will be part of a transport hub and closer to the city centre linked by a new pedestrian bridge across the River Suir. FINBARR O'NEILL

Hydrogen locomotive project launched

€1.5m scheme to see an 071 Class locomotive converted to run on hydrogen.

IARNRÓD Éireann and Latvian company DIGAS, a leader in an instant decarbonisation solution for the railway sector, have signed a contract to convert a freight diesel locomotive to hydrogen as a proof of concept.

The purpose of the €1.5m project is to help decarbonise the operations of IÉ diesel locomotives and allow it to meet its goals as a Sustainable Development Goal champion, increase the competitiveness of the company and reduce carbon exhaust emissions.

IÉ will provide the 071 Class loco for the conversion as well as make the workshop available for the installation, testing and commissioning activities. DIGAS will manufacture, deliver and install a Hydrogen Internal Combustion Engine (H2 ICE) retrofit kit to convert the locomotive to hydrogen power.

The conversion will allow the locomotive to run on renewable, tail-pipe emissions free fuel. As part of the agreement, the two companies will share technical and commercial information necessary for DIGAS to design, manufacture, install, and support the commissioning of the hydrogen conversion kit, and allow IÉ to properly test a retrofitted locomotive.

Funding for the project comes from both IÉ and DIGAS, along with co-funding from EIT Urban Mobility, part of the European Institute of Innovation and Technology and the Mechanical Engineering Competence Centre, which itself receives funding from the EU's European Recovery and Resilience Facility.

Currently in the design process, the project is scheduled for two testing phases across 2024 and 2025. Phase 1 will be focused on static testing of the locomotive to check power and emissions output, while Phase 2 will follow in 2025 and focus on service trials of the loco out on the rails. All designs and testing standards are subject to approval from the Commission for Railway Regulation (CRR).

Timetable consultation launched

IARNRÓD Eireann unveiled its proposed new timetable for public consultation on September 12, which will go live on December 10. Enhancements to the existing timetable include:

- Introduction of 06.00 Dublin to Cork service, allowing arrival in Cork before 09.00.
- Additional day time service to Carlow.
- Extra service to both Westport and Ballina, bringing it to six trains from Mayo and five from Dublin each day.
- Significant expansion of Heuston to Portlaoise commuter and Sunday services, with eight additional services from Portlaoise to Heuston and seven from Heuston to Portlaoise; and extending existing Heuston/Kildare services. There will also be additional stops on a number of Heuston/Cork services at Portlaoise, to connect with these services.
- An additional peak service between Cork and Mallow, operating at 07.20hrs Cork to Mallow, and 07.50hrs Mallow to Cork.
- Additional 12.20hrs, 13.27hrs and 14.20hrs Dublin Connolly to Drogheda, and 11.40hrs and 12.40hrs Drogheda to Dublin Connolly services (Mon to Fri).

As a result of recent infrastructure upgrades on the Dublin to Cork line, some journey times have been reduced by up to four minutes, this also affects Limerick services.

Adare bridge lifted as Foynes line project continues

THE three spans of the 1856-built structure over the River Maigue viaduct at Adare on the Limerick to Foynes line were lifted out on September 13/14 to allow the refurbishment of the structure, and for the bridge abutments to be raised to accommodate the renewed structure.

Made up of two 7.52m long end-spans and an 18m long centre-span, the viaduct has two wrought-iron lattice plate girders supporting transverse steel beams, longitudinal steel waybeams, timber waybeams and decking. The wrought-iron central-span lattice plate girders are all that remains of the original construction. The transverse and longitudinal beams of the central span were renewed using steel sections and side spans of the structure with steel troughing in 1926.



The central span of the River Maigue Viaduct at Adare was lifted out on September 14 to allow the structure to be refurbished. IÉ

The spans were removed to allow refurbishment and strengthening of the structure and allow the axle loading to be raised to meet the network standard of 18.8 tonnes. This will require the abutments to be raised by 300mm and the regrading of approximately 900m of the railway to meet the new height – and the raising of the road leading to the level crossing at Adare station.

The initial lift saw the first span of 7.52m lifted out at the Limerick end by a 500 tonne crane on September 13. However, it was unable to lift out the centre span. A larger 700 tonne crane was sourced to allow the remaining spans to be lifted out the next day.

Iarnród Éireann chief executive, Jim Meade said: "I am delighted to see how well work is progressing on this project. Major infrastructure upgrades such as the renovation of the Maigue bridge are key milestones for this project. I look forward to more sustainable rail freight services once again operating on this route in 2025."

Downpatrick diesel gala

DOWNPATRICK and County Down Railway has confirmed that it plans to hold its annual New Year Diesel Gala on January 6, with the day starting at 11.00 and expected to run until around 16.00.

Tickets must be bought in advance and cannot be bought on the day. The event will see trains operate on both the North Line (to Inch Abbey) and the South Line (towards Magnus Grave). Visit www.downrail.co.uk for details.

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Compiled by **Keith Fender**

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Accident closes world's longest rail tunnel

A FREIGHT train derailed inside the world's longest railway tunnel, the 57.1km Gotthard Base Tunnel, on August 10, with a broken wheel the most likely cause.

The tunnel was then completely shut for nearly two weeks as the accident damaged an underground crossover at Faido between the two running tunnels. The undamaged tunnel reopened for freight trains only on August 23; passenger trains and some freight will use the classic mountain route and original Gotthard tunnel until repairs to 8km of track in the other base tunnel tube are complete. This is likely to be in early 2024 according to Swiss rail operator SBB.

Chinese trains for new Chile passenger routes

CHINESE manufacturer CRRC Sifang has won a $172 million order from Chilean state passenger operator EFE Trenes de Chile.

The 32 new three-car, 1,676mm gauge EMUs will be used from 2026 on the 61km Melipilla to Alameda route which is being rebuilt and electrified, plus the new 26km Batuco to Quinta Normal line currently under construction.

EFE has previously bought some trains from CRRC while neighbouring Argentina has bought hundreds of vehicles, plus locomotives from the Chinese firm in the last decade.

First new tramway in Japan for 75 years

THE 15km Utsunomiya light rail line in Tochigi Prefecture north of Tokyo opened on August 26. This is the first new light rail line to open in Japan since 1948. The 1,067mm gauge line runs between the east side of JR Utsunomiya Station and the nearby town of Haga, covering the journey in 48 minutes.

17 new three section low floor trams built by Niigata Transys are in use. A 5km extension is planned west of Utsunomiya Station, due to open in 2035.

€2 billion Munich order

SIEMENS has won a contract worth €2billion to build 90 new trains for the Munich S-Bahn system. The new 160kph trains will be 13 coach EMUs and will replace large numbers of older Class 420 and Class 423 trains. An option for up to 90 more trains has been agreed.



The IRM used two of its most recent acquisitions during the 2023 Diesel Days, both working probably their first passenger trains. Chicago & North Western (C&NW) No. 7009, the only preserved EMD built SD50 dating from 1985 worked passenger trains in multiple with other locos. The loco became Union Pacific No. 7009 when UP bought the C&NW in 1995 but was withdrawn in 2001 still in C&NW livery which it retains today. Bought by a leasing company, it was used until 2006 and then stored before joining the IRM collection in 2022. No. 7009 is seen leading a triple header together with ex C&NW EMD SD40-2 No. 6847 and Wisconsin Central SD45 No. 7525 on August 13. KEITH FENDER

Illinois Railway Museum marks milestone year

Popular US railway heritage venue celebrates 70th anniversary with three-day gala.

THE Illinois Railway Museum (IRM) based in Union, Illinois around 50 miles west of Chicago is celebrating its 70th anniversary this year.

The attraction was founded in 1953 initially as the Illinois Electric Railway Museum to preserve interurban light rail vehicles, large numbers of which were being made redundant following the closure of multiple lines.

Renamed in 1961 as its collection now included steam locos and relocated from its original base to Union in 1964, the railway owns a section of the former Elgin and Belvedere Electric interurban route which it now uses to operate steam, diesel and electric trains.

The IRM site has more than three miles of covered storage and maintenance space, plus outdoor yards and sidings. It has the largest collection of operable historic diesel and electric locos in the USA as well as working streetcars and steam locos.

On August 11-13, the IRM held its annual Diesel days gala. The event saw 22 of the mainline diesels in the collection work passenger trains over the three days; some of these and others were in use for driver experience trips elsewhere on the site during the event as well.



The second new acquisition making its passenger debut on August 12 hauling a train of cabooses – Chicago & Illinois Midland (C&IM) No. 30 which has only been at the IRM since June 2023 was one of only two EMD RS1325 locos ever built. Originally planned as a new model line, only the two were built for the C&IM short line freight railroad in 1960. Used mainly for coal traffic until 2016, C&IM No. 30 was then transferred to the Atlantic & Western in North Carolina by Genesee & Wyoming which had bought the C&IM – and in 2023 the loco was donated to the IRM. The other RS1325 loco is also preserved – at Monticello Railway Museum, also in Illinois. KEITH FENDER



Nine 'Bobinas' lined up for a photoshoot at Olomouc depot on August 11. From left to right are locos Nos.140004 / 047 / 062 / 085 / 042 / 001 / 074 / 079 / 099. ANDY DAVIS

Czech and Slovak 'Bobina' loco gathering

TO commemorate the 70th anniversary of their introduction, an event in the Czech city of Olomouc gathered together nine former Czechoslovak Railways Class 140 electric locos in August.

The event included special trains and a line-up of all the locos at Olomouc depot.

The Class 140 design, built by Škoda, was the first new electric loco design built for Czechoslovakian Railways – Československé státní dráhy – (ČSD) after the Second World War, as the country began a programme of 3kV DC electrification for main lines linking Prague with eastern Slovakia.

The locos originally designated and numbered as Class E499.0 incorporated technology licensed from Swiss manufacturers who had first developed it in the early 1940s for the Class Ae4/4 locos built for Bern-Lötschberg-Simplon-Bahn from 1944.

Škoda delivered 100 Class E499.0 locos to ČSD and later 148 more modern Class E499.1 (later Class 141) locos based on the E499.0 design between 1958 and 1961. Škoda also sold similar locos to Poland (Class EP05; one museum loco remains in use) and the Soviet Union (Class ChS3; some are in museums in former Soviet states) and were built under license in North Korea where some are believed to be in use.

The remaining Class 140 locos – nicknamed 'Bobinas' by railway staff – were split between the Czech Republic and Slovakia when Czechoslovakia split in 1993, on the basis of where they had been based historically.

New Czech operator České dráhy (ČD) removed them from use in the late 1990s but sold some to private operators while Slovakian Railways (ŽSR) kept a small number in service into the 21st century. Seven locos have been preserved and in addition several remain operational with open access freight operators; some have even been hired to passenger operator Regiojet.



Several Class 140 hauled trains were run in conjunction with the Olomouc event. Privately owned Slovak (ŽKT) No. 140062 + Czech (ČD) No. 140085 are seen at Prostějov on August 12 with extra train R10963 09.28 from Olomouc hl.n. ANDY DAVIS



DSB Class F No. 658 departs Vrads on July 19 with the 15.15 service to Byrup. IAN SMITH

Danish steam restoration

THE Veteranbanen Bryrup-Vrads, near Aarhus, which runs the 5km Bryrup-Vrads section of the former 60.9km Horsens Vestbaner (HV), Horsens–Bryrup–Silkeborg, private railway which closed in 1968 has one operational steam loco and following a lengthy restoration will soon have another.

The operational loco is ex-Danish State Railway (DSB) Class F 0-6-0T No. 658 built in Denmark by Frichs in 1949 (works number 362). Incidentally, sister loco No. 656 is preserved in Britain at the Nene Valley Railway.

The line's second Class F loco No. 665 (Frichs 362/1949) is being overhauled and when complete will replace No. 658 hauling trains, probably next year. In addition, another steam loco; a 1928 Henschel built 2-6-0T built for the HV line No. HV2 is preserved at the line, but it has not been operational since 1985.

Metra tests its 'new' six axle locos

CHICAGO area commuter rail operator Metra has 15 six axle SD70MACH locos on order from Progress Rail. These will be the first six axle passenger locos to be delivered in decades to an American passenger operator outside of Alaska.

The locos are not new, being rebuilt from EMD built SD70MAC locos previously used by freight railroads. The rebuild work includes the provision of electric train supply plus push-pull operation systems and equipment to reduce engine emissions.

The SD70MACH locos have been numbered 500-514 by Metra. An option for up to 27 more has been agreed if Metra chooses to buy them and has the finance to do so.

Metra presented the first loco to the media last October but only began testing them in passenger service this summer. Once testing and crew training is complete Metra is planning to use the locos on the Chicago Union to Aurora 'BNSF Line' replacing four axle F40PH-3 locos, which are sometimes used in multiple. These will be reallocated to other Metra routes, allowing the withdrawal of some F40PH-2 locos that have not been modernised in recent years.



Metra SD70MACH No. 502 was used to work passenger trains in conjunction with F40PH-3M No. 214 from August 8 for three days on the Chicago – Aurora route. The locos are seen at Downers Grove on August 9 with a train to Aurora. KEITH FENDER

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A race against time

Photographing the last years of steam on Britain's railways 1962-1971



By Don MacKinnon and Alan Kreppel

THE two authors spent a great deal of their teenage spare time in the period 1962-1971 recording the soon to vanish steam operations on British Railways. Then in 2013, the pair launched a plan to digitise the huge number of monochrome negatives they had captured back then.

Don's health was already causing concern, however, as he was receiving ongoing treatment for blood cancer. Sadly Don passed away in April 2020, and the planned book to publish their superb railway images was left unfinished. So Alan subsequently made it his task to complete what they had both begun so many years before, and pay tribute to his friend's photographic skills.

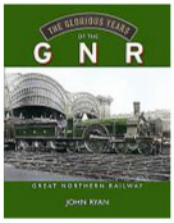
This large format, self-published book has been limited to a print run of 500 copies. Sometimes the words 'self-published' can mean 'low quality', but not in this case. It is a very substantial 442-page volume that allows the excellent images to be reproduced on quality art paper at a size that does justice to the images they produced on medium format Rolleiflex, Mamiya, and 35mm Leica M3 equipment.

The 400 photographs contain a wealth of detail portraying the twilight of varied steam activity around the United Kingdom from Weymouth to Aberdeen. These terrific pictures are provided with detailed informative captions and the text gives an account of their numerous expeditions to record the steam railway scenes before they vanished.

This is very much a book to savour – the wealth of detail really repays time spent by the reader. The night-time photographs are quite extraordinary, as are so many of the other images included in this publication.

The book really showcases quality black and white photography! Strongly recommended. **RSS**

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The Glorious Years of the GNR

By John Ryan

100 years have now passed since the dissolution of the Great Northern Railway. Formed in the mid-1840s, the company was instrumental in connecting London, the eastern half of England, the North East and Scotland. Later, the GNR spread its wings and saw lines radiating into other parts of the country, including Nottinghamshire and West Yorkshire.

This book presents several of these areas of the company using over 250 superb black-and-white images. The GNR had a number of world-renowned engineers, including Patrick Stirling, H A Ivatt, and Nigel Gresley, and their expertise is illustrated, not only with their famous locomotives but also assorted coaching stock.

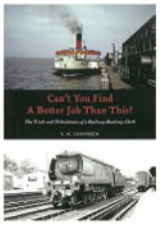
Doncaster Works was at the heart of the company's operations, and this is well illustrated. A selection of stations across the area of operation are also included, showing a long-gone way of life. The view of the approach road to Doncaster with numerous horse-drawn carriages and carts shows just how much life has changed in just over 100 years.

This is a remarkable publication which, although primarily a photographic album, has extremely informative captions. Most outstanding is the quality of the photographs. Given that they are all at least 100 years old, the clarity of their reproduction is of a standard other publishers would be well advised to emulate. **AB**

Published by Great Northern Books, www.greatnorthernbooks.co.uk, 176 pages, hardback. £27.50

Can't You Find A Better Job Than This?

By KH Chadwick



THIS self-published A4-format book, recounting a 34-year career with British Rail, comprises a mix of stories (both first-hand and as told to the author during that time) and photographs from the period in which the author was employed as a clerk, much of it spent staffing booking offices.

Anyone familiar with BR's employee grading system and how job designations sometimes fuelled office politics – or who recalls how technology changed from Edmondson tickets to mechanical issuing systems and into the electronic era with APTIS – will find much that resonates with them.

The whole tale, which sees the author move south, is punctuated with the challenges of ensuring tickets were issued, enquiries dealt with and accounts balanced, even on days with the longest queues and most complicated queries – and of course, the dramas along the way.

The book makes no secret of being an unfiltered explanation of a job which was no 'cake walk', but, even taking that into account, I felt some anecdotes added little and would have been better left out. The way the story was told did not bring it alive for me, but it may be more meaningful to those who knew BR from the inside. **GP**

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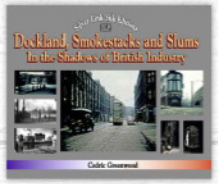
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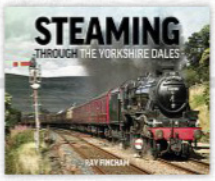
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Exhibition diary

October 14/15
Blackpool Model Show, Norbreck Castle Hotel, Blackpool. Sat Nav: FY2 9AA. www.blackpoolmodelshow.co.uk

October 22
Central Southern Gauge O Group. Allendale Centre, Wimborne. Sat Nav: BH21 1AS. http://csg0g.org

October 28
Exeter Garden Railway Show, The Matford Centre, Exeter. Sat Nav: EX2 8FD. www.exetergardenrailwayshow.com

November 4/5
Nottingham MRS Autumn Show, Richard Herrod Centre, Carlton. Sat Nav: NG4 1L. www.nottingham-modelrailway.org.uk

November 11
Solihull Model Railway Circle Annual Exhibition, St Marys Church Hall, Solihull. Sat Nav: B92 8PN. www.solihullmrc.org

November 11/12
Alsager Railway Assoc, Legends, Crewe. Sat Nav: CW2 8WD. www.alsagerrailwayassociation.co.uk

November 11/12
Barnsley MRC Exhibition, Hoyland Leisure Centre, Barnsley. Sat Nav: S74 9HX. Contact bmrc.exhibition@gmail.com for more details.

November 18
Sleaford Charity Model Makers' Show. All proceeds to LIVES and Lincolnshire and Notts Air Ambulance. St Georges Academy, Ruskington. Sat Nav: NG34 7PP. Contact sleafordmrc@outlook.com for details.

November 18/19
Falkirk's Model Railway Club Exhibition, Grangemouth Athletic Stadium, Stirlingshire. Sat Nav: FK3 0EE. www.falkirkmrc.com

Mid-Suffolk success

THE Mid-Suffolk Railway held a Model Mania Event on August 27/28, which featured not just trains but boats, planes and other vehicles too. The event was well attended both days, and plans are being made for next year. A full railway service was also in action so visitors could enjoy all the railway's treats.

Leeds show is off

THE Leeds Model Railway Society's annual exhibition has been cancelled this year due to building works at the Grammar School venue. The exhibition will return in 2024.



Engineering prototypes of Railway Icons' prototype HST power car No. 41001.

Model collaboration announced

LOCOMOTION Models – the official model shop of the National Railway Museum – has teamed up with Rails of Sheffield to create a new range called Railway Icons.

The first model released under this banner is going to be a 'OO' gauge version of prototype HST power car No. 41001, which has been commissioned from Bachmann. Engineering prototypes have already been received and the livery samples are expected towards the end of the year ahead of a mid-2024 release date.

Features include a five pole, twin shaft motor with two flywheels providing drive to both bogies; electrical pickup from all wheels; diecast metal chassis block; and tension lock coupling mounted via a coupling pocket to NEM362 standards fitted to a body-mounted, close-coupling mechanism at the inner end.

Detailing includes bogies with full relief detail; separately applied metal grab handles, windscreen wipers, lamp bracket and ETH cables; separately fitted underframe equipment, pipework and conduits; and sprung metal buffers.



Pre-orders can be placed now with either Locomotion Models or Rails of Sheffield priced at £199.95.

Limited edition wagon

CONTINUING the cooperation between the General Steam Navigation Locomotive Restoration Society and the Medway Queen Preservation Society (a GSN shipping company vessel), and following the success of their previous wagons in both 'OO' and 'N' gauges, further new limited edition 'OO' gauge seven-plank open wagon have been produced to raise funds for both societies.

The model has been produced by Dapol based on its existing 4mm seven-plank open wagon design, but with the lettering General Steam Navigation, Blunsdon & Gillingham Pier (the locations of the two societies) and the number 23.



The GSN 'OO' gauge wagons in red and grey versions.

The wagon is available in red or grey and includes a coal load. Each costs £12.90 and they are available from the General Steam Navigation website at https://35011gsn.co.uk/online-shop.html

Get set for this year's Warley

FOLLOWING on from a successful show in 2022, the NEC is getting ready for Warley 2023, the UK's largest model railway event.

The exhibition is open to the public on Saturday, November 25 from 09.45am to 6pm, and on the Sunday from 09.45am to 5pm, although advance ticket holders will be allowed entry half-an-hour earlier as in previous years.

There will be more than 80 working railway layouts this year, including one from Belgium and one from Holland; plus the return of the Junior Modellers corner, including the Warley MRC Awdry St Nicolas children's layout; and around 130 traders, including sponsors Bachmann Europe, PECO, Crecy Publishing, Graham Farish and Hornby. Dapol, Heljan and Accurascale will also be present.

This year's prototype inspiration is the GWR 'Prairie' 2-6-2T No. 5164, courtesy of The Erlestoke Manor Fund and Severn Valley Railway. Competitions will be held as usual, as layouts battle it out for many trophies.

The NEC is a cash-free venue, meaning any purchases outside of Hall 5 must be by card.

Advance tickets must be purchased via the Ticket Factory, either in hard copy form or 'print at home' (barcoded). An administration fee applies to all purchases made by credit/debit card from the Ticket Factory at the NEC.

To obtain your ticket please call 0344 5810737, or visit www.theticketfactory.com The NEC has full facilities for disabled visitors.

There is ample car parking for those planning to drive to the exhibition. There is a charge for parking at the NEC, but it is cheaper if booked in advance up to midnight before the exhibition day, purchased through the NEC website.

Visit www.thewarleyshow.co.uk for all the latest information.

Exeter gears up for garden rail show

MEMBERS of the South Devon Garden Railway Group are set to host the group's popular annual Garden Railway Show at Exeter's Matford Centre on October 28.

The show is one of the largest of its kind in the South West and offers a day out for the family. Admission is £10 for over 14s, but free for accompanied under 14s.

A donation from all tickets and sales will be given to the Devon Air Ambulance Trust, which has received more than £19,000 from proceeds over the years.

The show will run from 10.30am to 4.30pm with attractions including many traders and working layouts featuring live steam exhibits, bring and buy stands and refreshments. Free parking is also available.

For details visit exetergardenrailwayshow.com or call 01548 550077, or send an email to show.coordinator@sdgrg.org.uk

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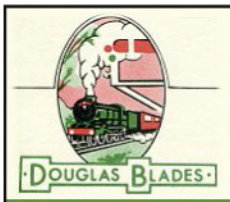
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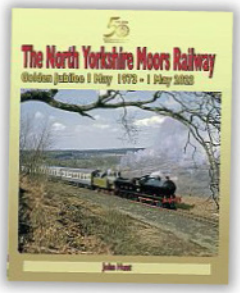


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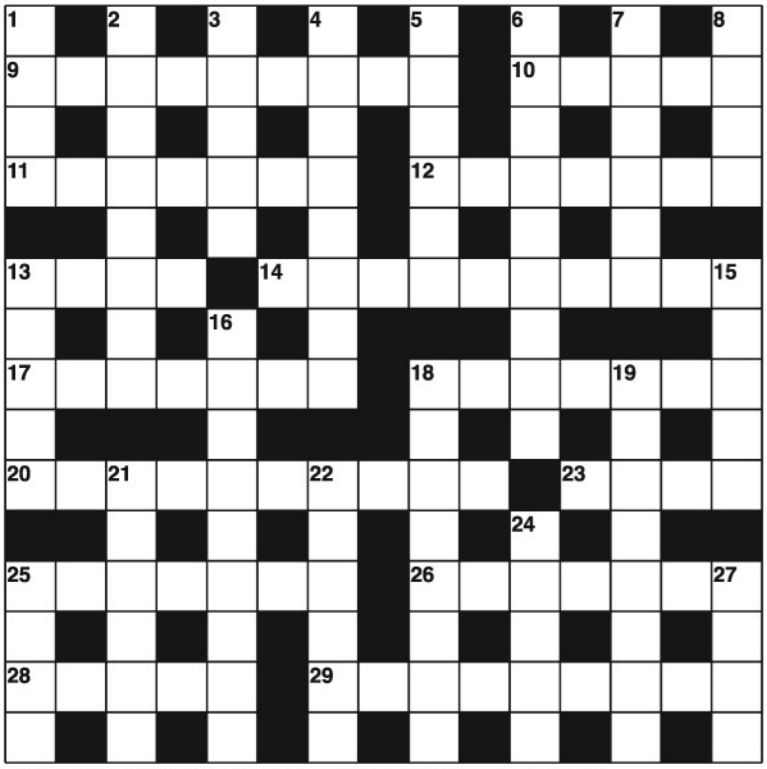
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Across

9 Preserved 4-6-0 No. 46100 (5,4)
10 ___ Northern & Pacific Railroad, 120-mile line in the US state of its title (5)
11 Location of the 20 across museum (7)
12 Public event at a depot, perhaps (4,3)
13 Town with Pier Head and Esplanade stations (4)
14 See 26 across
17 ___ Firth, 'Britannia' No. 70054 (7)
18 Station between Slough and Maidenhead (7)
20 Name of the Stockton & Darlington's 0-4-0 No. 1 of 1825 (10)
23 and 7 down GWR 'Castle' No. 5046 (4,6)
25 Locomotive with a 2-6-2 wheel arrangement (7)
26 and 14 across 'Britannia No. 70030 (7,10)
28 Location with North and South steam sheds, 5A and 5B respectively (5)
29 NER station between Church Fenton and Harrogate (9)

Down

1 See 18 down
2 Engine component: a 'Black Five' had two, a 'Deltic' 18 (8)
3 Firth of ___, 'Britannia' No. 70050 (5)
4 John F. ___, CME of the Caledonian Railway, 1895-1914 (8)
5 Station between Swindon and Gloucester (6)
6 and 24 down GWR 'Castle' No. 7005, and for a time the preserved Class 50 No. 50007 (3,6,5)
7 See 23 across
8 Welsh ___, Ffestiniog Railway No. 5 (4)
13 ___ Hall, GWR No. 6986, and a Mount associated with 26 and 14 across (5)
15 ___ Hempstead, WCML station in Hertfordshire (5)
16 Station at the heart of the Calder Valley lines to Blackpool, Leeds and Manchester Victoria (9)
18 and 1 down Gwili Railway station (8,4)
19 Bulbous plant, and name of GWR 'Flower' Class 4-4-0 No. 4113 (8)
21 ___ 1 down, station at the junction of the Welsh Marches and Heart of Wales lines (6)
22 M&GNJR station between Bourne and Spalding (6)
24 See 6 down
25 Frank ___, LPTE CEO 1933-40, largely responsible for its distinctive corporate identity (4)
27 'Jubilee' No. 45698 (4)

October crossword entry form

Name

Address

Postcode

Tel Email

Send completed form (photocopies are accepted) to: October 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 December 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 August issue

Across: 7 Ramillies 8 Orchy 10 Cambrian 11 Elders 12 Gynt 13 Earl Haig 15 Sandown 17 Hanwell 20 Ebbw Vale 22 Life 25 Refuge 26 Wansford 27 Coast 28 Engineers
Down: 1 Tamar 2 Big Boy 3 Plaistow 4 Leander 5 Bradshaw 6 Charfield 9 Peer 14 Hambleton 16 Dewhurst 18 Atlantic 19 Derwent 21 Alex 23 Fyffes 24 Brora
August winner: Jim Tucker, Maidenhead
Runners-up: Robert Parker, Bicester; Peter Horne, Portsmouth

The closing date for this month's crossword is Friday, November 3, 2023.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Coming up next month...

INSPECTION saloon *Caroline* famously carried Prince Charles and Princess Diana from Waterloo at the start of their honeymoon in 1981, then a year later took Pope John Paul II from Gatwick to Victoria at the start of his UK visit. The saloon is still in regular use, and next month we have an exclusive look on board as Network Rail invited the magazine along for a visit to the High Marnham Test Track in Nottinghamshire. The November issue will be on sale on Wednesday, November 1, 2023.

■ **'Where is it?'** has moved to letters on page 53.



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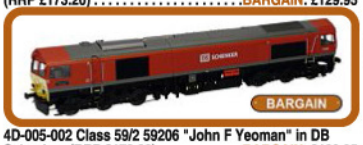
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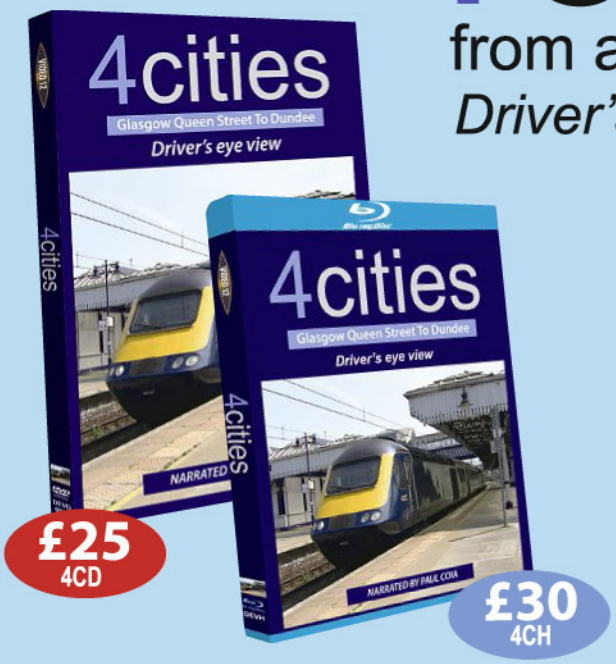
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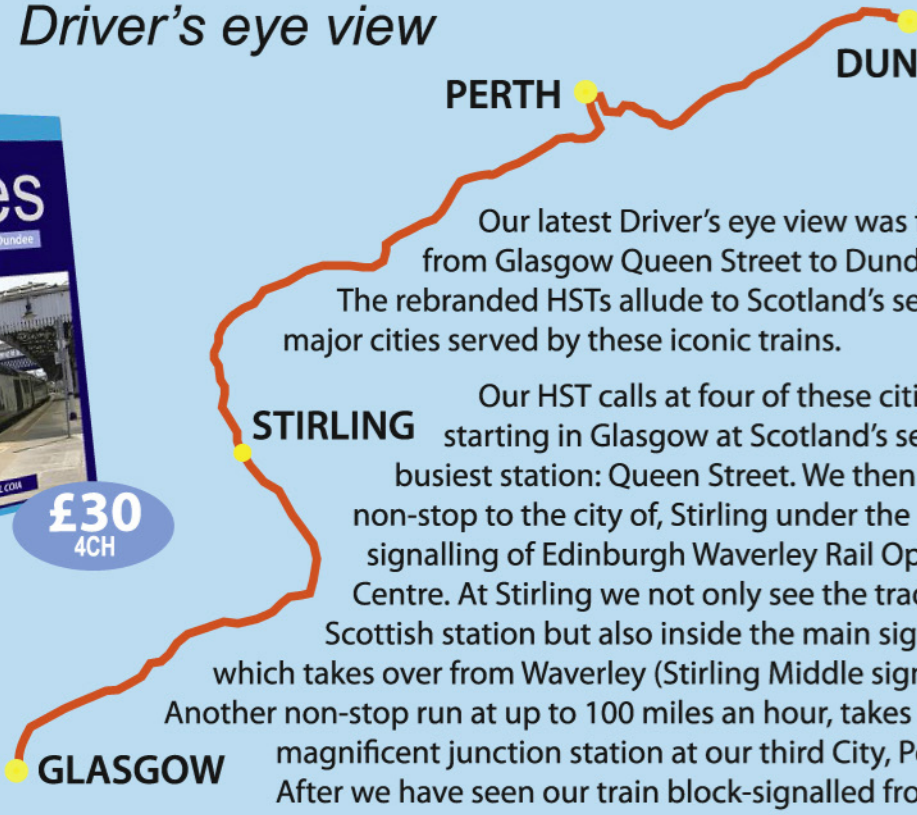
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