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November 2023

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Contents

November 2023. No. 1,472. Vol 169. A journal of record since 1897.

8 **Headline News**

Axe falls on HS2 beyond Birmingham; Freightliner opens ETCS academy; Home stretch for 'Pendolino' upgrade; First outing for LSL's 'Bubble Car' and 'Pacer'.

Track Record

64 **Steam News & Heritage Wagons**

Stanier Mogul steams at Severn Valley; Worth Valley gets 'game-changer funding' for bridge work.

71 **Industrial**

Loco projects progress at Tunbridge Wells West.

72 **Narrow Gauge**

Significant steps for Welsh loco projects.

76 **Miniature**

New owner sought for Leek and Rudyard Railway.

81 **Heritage Trams**

Portuguese tram will provide events space.

83 **Classic Traction**

Kidderminster depot now home to trio of Class 52s.

86 **Railtours**

More loco-hauled Cambrian Coast trips for 2024.

88 **Network**

World's first railway station listed status is upgraded.

91 **Freight**

Freightliner sets sights on a shift of traffic to rail with the launch of new services.

92 **Metro**

Trams at last to Wolverhampton station; Nexus explains delayed Class 555 introduction.

94 **Traction & Stock**

First c2c Class 720/6s phased into service; DB Class 90s for sale; Northern plans more 'leaf-busters'.

97 **Stock Update**

Scrapped, repainted, named or sold? Full details here.

98 **Operations News**

Round-up from the train and freight operators.

105 **Irish**

New trains for cross-border Enterprise service.

106 **World**

End of the line for classic French locomotives.

Regulars

40 **Subscriptions Offer**

A great deal... and have your magazine delivered, too.

54 **Readers' Platform & Where is it?**

Where your views matter most.

56 **Meetings**

Details of railway society meetings that are near you.

57 **Panorama**

A selection of the best in railway photography.

61 **Years Ago**

What we were reporting 20, 50 and 100 years ago.

109 **Reviews**

A selection of the latest books and DVDs.

114 **Crossword & Next Month**

Try your hand at our puzzle and you could win a prize.

Features

21 **'08' goes electric**

The '08e' is a battery-powered version of the classic standard shunter, as Paul Bickerdyke reports.

22 **The unstoppable 'Gronks'**

Class 08s are now in their eighth decade of use. Mel Thorley shares some little known facts about them.

28 **The need for flexibility**

Gareth Evans talks to Welshpool & Llanfair Light Railway chairman Steve Clews about current and future challenges.

34 **Practice & Performance**

John Heaton FCILT seeks out 'sweet' spots in runs over the Leeds Northern and Airdale/Wharfedale lines.

42 **Sweet Caroline**

Network Rail invited *The RM* on board inspection saloon *Caroline* for a rare trip to High Marnham.

48 **Sam Mullins interview**

Christopher Westcott talks to the outgoing boss of the London Transport Museum.



■ **COVER:** Inspection saloon *Caroline* leads No. 37418 *An Comunn Gaidhealach* with the 2204 *Whitby* to Carlisle through Thornaby Station on February 15, 2023. ALEX AYRE

The RAILWAY Magazine

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A bitter blow

AS both predicted and feared last issue, the Government did go on to announce at the Conservative Party Conference in early October that it had cancelled HS2 north of Birmingham due to rising costs.

Without an apparent sense of irony, Prime Minister Rishi Sunak made the announcement in Manchester, the city where the north-western arm of HS2 was due to end. And to deepen the sense of irony even further, the conference was held in the Manchester Central Convention Complex – which, until 1969, had been Central station at the end of the Midland Main Line from London St Pancras.

The facts have changed, said Mr Sunak, citing rising costs and a change in travel patterns since the pandemic. But what we are left with now is the worst possible outcome, as it will solve few of the problems for which HS2 was first proposed while probably making things worse.

For example, high-speed trains that continue north of Birmingham will now join the West Coast Main Line just north of Lichfield at Handsacre. But once on the WCML, the non-tilting trains will be restricted to 110mph – unlike the current fleet of 'Pendolinos', which could

theoretically cruise past at 125mph.

Ah yes, Mr Sunak's supporters might say, speed was never one of the major selling points of HS2, it was the extra capacity. In which case, the new plan fails again. Services north of Birmingham will now have to use existing stations and, as their platforms are not long enough to accommodate a pair of HS2 trains as previously planned for new dedicated stations, then only single sets can reach Manchester and beyond – and these will be shorter with fewer seats than a 'Pendolino'!

Those opposing the new plan might take hope from the general election due in 2024 and the possibility of a new Government coming in with different ideas. But the current one has thought of that too and, a bit like a retreating army burning bridges as it goes, announced it would immediately start selling land that had been purchased for the northern arms of the high-speed line.

This sale of land was being challenged as *The RM* went to press.



Let us hope this will be successful so as to leave the door open for HS2 to be built in full in the future.

Paul Bickerdyke, Editor

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The RAILWAY Magazine

SUPER EIGHT: In a scene worthy of a Hollywood blockbuster, no less than eight diesel-hydraulics were lined up for a photo shoot at the Severn Valley Railway's Kidderminster depot on October 6, following the line's autumn diesel gala over the preceding weekend (see also pages 84/85). The symmetrical line-up sees four 'Westerns' flanked by two 'Warships' and two 'Hymeks', with (from left) Nos. 7076, D821 *Greyhound*, D1015 *Western Champion*, D1048 *Western Lady*, D1013 *Western Ranger*, D1062 *Western Courier*, 832 *Onslaught* and D7029. Note the roof covers over the radiator fans of currently non-operational No. D1048, which help protect it from the elements. TOM MCATEE

Axe falls on HS2 beyond Birmingham

Government softens the blow with promised investment in other rail projects under the banner of 'Network North'.

By 'Industry Update'

AFTER months of speculation, the Government confirmed at the Conservative Party Conference in October that the high-speed line will no longer be extended to Manchester or East Midlands Parkway.

The estimated saving of £36 billion will instead be spent on alternative transport projects, but much of this will not be rail related, with many new road projects being taken forward as well as a substantial increase in the budget for road repairs to reduce the widespread presence of potholes that are causing increasing levels of damage to road vehicles.

The Government says it does want HS2 to terminate at Euston rather than Old Oak Common, but this will depend on attracting investment from the private sector. A development company will be established to build the station and rail link, with the incentive of providing significant property development.

However, the station at Euston will be cut back from the planned 11 platforms to six, which reflects the reduced scope of future high-speed services. A connection to the West Coast Main Line at Lichfield will allow trains using high speed rolling

stock to continue to operate beyond Birmingham, but as the HS2 vehicles do not have tilt capability the services will be limited to a maximum of 110mph on conventional lines.

Train contract

The contract to provide rolling stock for HS2 was agreed in December 2021, with a joint venture between Hitachi and Alstom responsible for providing 54 trainsets capable of running at up to 360kph (225mph), with coupled units being 400 metres in length.

Vehicle bodies are to be constructed at the Hitachi plant at Newton Aycliffe, with bogies built by Alstom at Crewe and final assembly at Derby using the long-standing workshop at Litchurch Lane now owned by Alstom.

As a result of the cutback in the HS2 route, it is now expected that the number of trainsets required will be reduced. Even worse, the only stations capable of accepting 400 metre-long trains will be the four dedicated HS2 locations (Euston, Old Oak Common, Birmingham Interchange and Birmingham Curzon Street), which are equipped with an appropriate track layout and platforms. This means that only 200 metre-long single units will operate on conventional lines beyond



With HS2 cancelled to Manchester, a new dedicated station, such as this one proposed by architecture firm Bennetts Associates, will not be built. Trains will therefore have to use the existing Piccadilly station, meaning they will be shorter and with lower capacity than the current fleet of 'Pendolinos'.

"As HS2 vehicles will not have tilt capability, services will be limited to 110mph on conventional lines"

HS2, offering less capacity than the 260 metre-long 11-car 'Pendolinos' that currently run on the West Coast Main Line.

The reduction in the number of dedicated stations designed to accept high speed trains is also an issue, as the intention was that a proportion of the fleet would be built to European gauge standards compatible with a 1150mm platform height. As the greater proportion of stations served will now be located on the conventional network, an adjustment to this specification is expected.

Network North promised as a replacement

To placate criticism that curtailing the HS2 route is inconsistent with the levelling up agenda to improve rail services outside London and the South East, a promise has been made that a replacement rail Network North will be allocated funds of up to £15 billion. But, a caveat has been added that new projects will need to be supported by appropriate business cases,

which immediately calls into question the listed schemes.

An example from the original press release was a commitment to reopen the Leamside line in the North East, which would provide a diversionary route for the East Coast Main Line between Ferryhill (between Darlington and Durham) and Pelaw (Gateshead), which was almost immediately dropped from subsequent media briefings.

The core Network North proposal includes upgrading the entire route between Liverpool and Hull with a higher line speed and electrification, allowing a 48-minute journey time between Leeds and Hull. There would be provision for a new through-station at Bradford and associated connecting lines costed at £2 billion to reach Huddersfield and allow the journey time from Bradford to Manchester to be 'almost halved'.

This will take advantage of the planned upgrade of the Diggle route, but this is yet to receive funding for

electrification, and Network Rail anticipates that wiring the three-mile Standedge tunnel is likely to be a decade away.

Once that work is completed, the suggestion is that the Hope Valley route between Manchester and Sheffield will be electrified, with continuation to Leeds via either Barnsley or Moorthorpe. But this looks to be two decades into the future unless the need to replace diesel trains brings more priority.

In what increasingly looks like a scramble by the Cabinet Office to alleviate criticism of the HS2 decision, the commitment to provide £1 billion to electrify the North Wales main line between Crewe and Holyhead must surely rank as one of the more implausible projects. This long-neglected railway has seen a deterioration in the timetable that makes commuting to and from North West England an impossibility.

An examination of the business case by Network Rail suggested the benefit to cost ratio for the project was as low



Reopening the useful Leamside Line in the North East was initially in the Network North announcement, but it was swiftly removed soon after. This view of the trackbed was taken on October 18, 2018, looking north towards the site of Shincliffe station. DAVID ROBINSON (CC BY-SA 2.0)



Left: Despite the plan being called Network North, it includes reopening Bere Alston to Tavistock in Devon – a scheme that already has considerable momentum before the promise of HS2 money. No. 150238 is pictured at Bere Alston on August 25, 2022 forming the 15.19 Gunnislake-Plymouth, which reversed here. The trackbed of the closed line to Tavistock begins at the far end of this platform. BERNARD MILLS

The Government says that HS2 money will be diverted to other projects, including around Ely where the single line through Soham is a bottleneck for passenger and freight traffic. On May 22, Freightliner's No.66416 heads through Soham with the 6Z67/05.12 Tunstead-Kennett stone train. KEITH PARTLOW



as 0.2. There were suggestions in the Union Connectivity Review that a private sector design and build approach could reduce the capital cost, but the overriding need is to grow revenue by providing express services linking the coastal towns with Chester, Liverpool and Manchester.

The intended Network North could revive the proposed link from the mid-Cheshire route (Chester to Stockport via Northwich) to Manchester Airport. This is a three-mile length of new line that would allow through services to operate along a more direct route into Manchester city centre.

Also in Manchester, a previously proposed project – and one not included in the Network North document – was for improvements to the Castlefield Corridor west of the city centre to reflect the demand for more paths, which includes intermodal freight services to Trafford Park. This is a proposal where an acceptable business case for investment could be drawn up, but its omission highlights the fact that NR was apparently not consulted on the content of what is proposed to make up Network North.

Enhancement and reopening projects

Funds have been promised for various rail projects elsewhere, including the need to increase

capacity for cross-country intermodal services radiating from Felixstowe. This is constrained by the layout at Ely and pathing restrictions from Haughley Junction, which have to consider the section of single line between Soham and Ely.

A number of reopenings are also listed as alternatives to HS2 funding, which have a wide geographic range that stretches to the West Country. Extension of the current Plymouth to Bere Alston branch to Tavistock is backed, given that local sponsors expect there will be similar demand to that which followed the restoration of services from Exeter to Okehampton. Stations at Cullompton and Wellington on the route between Exeter and Taunton are also cited as candidates for reopening.

More significant funding is promised for the Midlands hub, where £1.75 billion will be allocated. This will allow the modernisation of at least 50 stations and improve the frequency of trains between Leicester and Birmingham from two to four per hour, and from two to three per hour between Bristol and Birmingham.

The provision of passenger services on a number of currently freight-only routes is also part of the Network North plan, with trains provided in the

future between Stocksbridge and Sheffield (formerly part of the Woodhead Line south of Penistone). Barrow Hill will also return to the network with proposed services between Chesterfield and Sheffield routed via what is known locally as the 'Old Road', an original part of the North Midland Railway between Derby and Rotherham Masborough that avoided Sheffield. The go-ahead has also been given to the Ivanhoe Line, providing a link between Leicester and Burton via Coalville.

The Cumbrian Coast Line is to be another beneficiary of legacy HS2 funding. The route will be upgraded between Carlisle and Barrow, which will enable a half-hourly train service to operate between Carlisle, Workington and Whitehaven, and also provide infrastructure for freight services to access the new West Cumbrian coal mine at Whitehaven, for which planning permission has been approved.

Escalation of HS2 costs

Railway investment has always been about priorities that reflect market changes. The perceived future reduction in demand for passenger travel in the post-pandemic world, as a result of the greater use of digital technology to allow on line business meetings to take

place and a preference by many to work from home, is cited by the Government as being part of the reason for its decision to cancel HS2 Phase 2. As well, of course, as the continuing increase in construction costs of Phase 1.

At some point there will be a need for an appraisal as to why it is costing £200 million per kilometre to build HS2 compared to an average of £32 million for countries in Europe, where Spain now has 4000 km of high speed route and France 3000 km.

The HS2 route as now proposed will not be utilised to the level intended, particularly with the restricted capacity of the station at Euston, and a way to improve access to the line would be to reinstate the connection between HS1 and HS2, which would involve the upgrade of the existing North London Line rather than new infrastructure.

As things now stand, pathing demands will still be reduced on the conventional West Coast Main Line south of Lichfield as HS2 trains diverge to the new route. The anticipated reduction of up to 12 trains per hour will provide additional capacity for the growing number of maritime and domestic intermodal services serving terminals in the Midlands. ■

Ticket office closures 'too far, too fast'

THE chairman of the Transport Select Committee Iain Stewart has criticised the proposals to close ticket offices as going "too far, too fast" in a letter to Transport Secretary Huw Merriman on October 20.

Mr Stewart said that there is no overall data on customer interactions with staff other than for ticket purchases, and that there is a risk that some passengers will be excluded from the railway.

"At a minimum, changes so radical should be carefully piloted in limited areas and evaluated for their effect on all passengers before being rolled out," he said. "This would allow for the alternative proposals, which at present are too vague, to be properly understood."

Firsts for Bahamas

'JUBILEE' No. 45596 Bahamas made its first ever visit to Manchester Piccadilly on October 21, hauling The Railway Touring Company's 'Mancunian' excursion from Euston, the 4-6-0 passing its former base at Stockport Edgeley engine sheds on the way. It later visited Manchester Victoria for the first time in 40 years.

Keith Whitmore, chairman of the Bahamas Locomotive Society, said: "When we were formed in 1967 to save the loco, we were called the Stockport Bahamas Loco Society, so it was an emotional moment as the loco passed through Stockport."

DB sells Arriva

DEUTSCHE Bahn has signed an agreement with private equity firm I Squared Capital for the sale of Arriva Group, including all of its operating businesses across Europe. The transaction is expected to complete in 2024, subject to the customary closing conditions.

DB acquired the British company in 2010, its rail portfolio including Chiltern, CrossCountry, Grand Central and Arriva Rail London (London Overground).

Treasure hunt winners

THANK you for all the entries received for the treasure hunt competition in the August issue. Our prizewinners are (from first to fifth place): John Booth, Staffordshire; Graham Hobson, Shropshire; Roger Dean, Devon; Kevin Northcott, Suffolk; and Steve Floyd, Bedford.

"Network Rail was apparently not consulted on the content of what is proposed to make up Network North"

PORT HAW BOOKS AND BURT
**THE RAILWAY OVER
 THE STAINMORE PASS**
 ON THE NORTH TRANS PENNINE



CHRIS ROWLEY
DUE LATE OCT

THE RAILWAY OVER THE STAINMORE PASS

POST-WAR BOOM AND BUST ON THE NORTH TRANS PENNINE CHRIS ROWLEY

The North Pennine range that separates the industrial North East and County Durham from Lakeland and the North West is a remote and beautiful wilderness of moorland and high Pennine fells. It was here that the Stockton & Darlington, the birthplace of public railways, struck out west in the most dramatic of all the Pennine crossings. A main line that rose to 1370 feet – England's highest. Built to link the blast furnaces of Teesside and County Durham with Cumberland Ore, and the furnaces of Cumberland with Durham coke, the railway was at its heart from first day almost to the last, a working railway built to serve the mining and steel industry of the North. For just over a century the moors around Bowes, the now quiet gills and becks of Smardale and Belah and the lonely source of the Greta River in Westmorland echoed night and day to the sound of steam battling the gradients of this remarkable railway. As the memory of the railway and the vast industries it served begins to pass from living memory, this book examines both origins and history of the railway and the 1950s revival of the Stainmore Line. Equipped with the most modern steam fleet in the country, with post-war industrial outpulsing and inter-regional leisure passenger traffic strong, the route seemed set for a bright future. The speed with which this bustling railway and strategic East-West link passed from peak operation to complete closure was unprecedented at the time, a casualty of a unique combination of circumstances which this book explores.

184 pages, incl 16 in colour. 275x215mm. Gloss art, colour laminated board covers. ISBN13 : 9781915069 34 4. **Price £30.00 + £4.00 p&p**

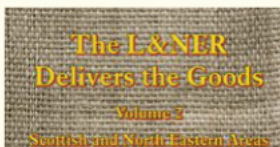
The L&NER Delivers the Goods

Peter Tatlow

It may not be generally recognised, but the L&NER derived almost two-thirds of its total income from the conveyance of mundane goods traffic, compared with only one third from the more glamorous carrying of passengers and their luggage. This work, by well-known author Peter Tatlow, sets the record straight by describing how the L&NER served the nation delivering the goods and minerals entrusted to it. In this volume, the second of three, attention is directed towards the description of goods activities in the L&NER during its existence (1923-1949) in the Scottish and North Eastern areas. This was an era before motorways, HGVs loaded with ISO containers and centrally generated electricity, or oil and gas from the North Sea, resulted in the demise of numerous humble steam-hauled goods trains. **DUE LATE OCT**

184 pages, 275x215mm. Gloss art paper with colour laminated board covers and colour endpapers.

ISBN13 : 9781915069 33 7. **Price £30.00 + £4.00 p&p**



Peter Tatlow

RAILWAYS, SLATE QUARRIES and TRAMWAYS of BLAENAU FFESTINIOG

Dave Southern and Paul Lawton

Written by two authors with extensive knowledge of slate quarries and the Blaenau Ffestiniog area, this book surveys the network of railways and tramways that were built to extract the slate and then to transport it onwards to its markets, where it 'roofed the world'. Slate created Blaenau Ffestiniog, turning it into one of the most important towns in North Wales and though the industry has largely gone, its legacy lives on, not only in the slate tips that dominate the skyline but also in the surviving railways that add to the town's prosperity today. The book goes beyond the geographical confines of Blaenau Ffestiniog, allowing the authors to devote separate sections to each of the major quarries that had a significant tramway system. The tramways, and what remained of them in later years, together with the three major railways that slate attracted to the town are fully illustrated, with pictures that for the most part are previously unpublished.

192 pages, colour throughout, 215 x 275mm, gloss art, laminated board covers. ISBN: 9781915069 31 3. **Price £35.00 + £4 p&p**

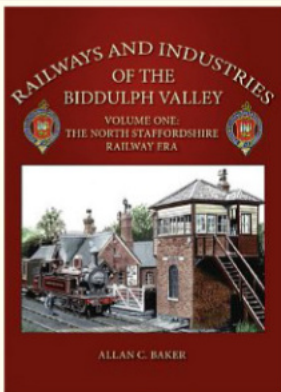
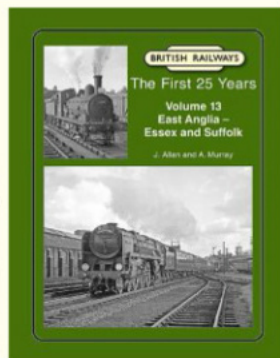
British Railways The First 25 Years

J. Allan & A. Murray

Volume 13: East Anglia – Essex and Suffolk

This volume covers the former GER lines in the southern half of East Anglia, concentrating on Essex and Suffolk, with short incursions over the border into Norfolk and Cambridgeshire to complete the routes. Starting out from Romford, places visited include Shenfield, Southend, Colchester, Witham, Maldon, Braintree, Kelvedon, Tollesbury, Clacton-on-Sea, Walton-on-the-Naze, Brightlingsea, Manningtree, Parkstone Quay, Harwich, Ipswich (including the shed and docks), Felkistowe, Beccles, Lowestoft, Yarmouth, Saxmundham, Leiston, Aldeburgh, Cambridge, Stowmarket, Bury St. Edmunds, Newmarket, Marks Tey, Haverhill, Bartlow, Saffron Walden, Audley End and Mildenhall branch back into Suffolk. Pre-nationalisation motive power continued into the early 1950s with ex-GER and L&NER designs predominating, although a few intruders appeared in the shape of the NER 'G5' 0-4-4Ts and GNR 'C12' 4-4-2Ts. However, the 'E4' 2-4-0s, the 'F4', 'F5' and 'F6' 2-4-2Ts and the 'J15' 0-6-0s were predominant on the secondary and branch lines until the mid-1950s and 'B12', 'D16' and 'B1' 4-6-0s were the main support for the 'Britannia's on the main lines. Railbuses and Lightweight DMUs were introduced in a pre-Beeching attempt to reduce costs and, by the mid-1960s, Brush Type '2', English Electric Type '3' diesel-electrics and later Class '47's would become common.

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ALLAN C. BAKER

RAILWAYS AND INDUSTRIES OF THE BIDDULPH VALLEY

VOL. ONE: THE NORTH STAFFORDSHIRE RAILWAY ERA ALLAN C. BAKER

This book, the first of a trilogy, forms a detailed study of one of the North Staffordshire Railway's first branch lines, along the Biddulph Valley from Stoke to the Cheshire town of Congleton, dating from 1860. It also covers the branch from Milton to the Staffordshire Moorland market town of Leek, which opened in 1867, along with the fascinating four-mile Longton, Adderley Green & Bucknall line of 1875, which was originally independent but was absorbed by the NSR in 1895. A wealth of illustrations, maps and plans document earlier railway and canal schemes planned to serve the area, many of which were aborted. This volume takes the reader on a journey from inception to the end of the NSR's existence with the 1923 Grouping of the railways. Subsequent volumes will cover the history of the lines in LMSR, and later BR days, detailing the numerous industries the railways served which were, by and large, their raison d'être. The book is profusely illustrated with photographs, many of which have never appeared in print before, old documents, timetables, maps and plans and gradient profiles.

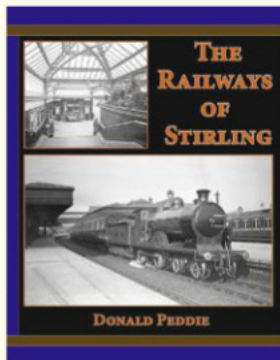
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THE RAILWAYS OF STIRLING

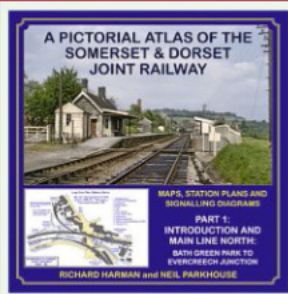
DONALD PEDDIE

The ancient burgh – now city – of Stirling has been an important point on transport routes for centuries. Here was the lowest point on the River Forth which could be crossed by a bridge. It was also on the route north to Perth and the Highlands. The main railway to the north was completed in the late 1840s and Stirling was naturally on its route. It became a junction with the construction of the line from Dunfermline in the east and that to Balloch in the west. After the amalgamations of the mid-1860s, the main owner was the Caledonian Railway which ran the main line north and south, with the North British Railway operating the two branch lines. Later, the Caledonian-operated line to Oban increased the traffic. Successive improvements in the layout and facilities at the station resulted in the handsome building and station interior which we see today. Large goods yards were provided both for the extensive local industry and for the interchange of traffic. Locomotive sheds were operated by both companies and these housed an eclectic mix of older and newer engines. Today the station retains its importance in the ScotRail network and has been upgraded to meet modern traffic requirements and all aspects of its history are covered.

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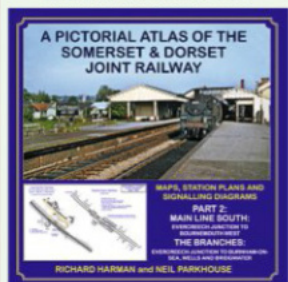
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Eastriggs ambitions outlined

Rail Sidings Ltd explores rolling stock storage, refurbishment and freight options as 17-acre site opens for business.

By Graeme Pickering

HAVING signed terms for the lease of 17 acres of land on the disused Ministry of Defence complex at Eastriggs in Dumfries & Galloway, facilities provider Rail Sidings Ltd is looking to receive its first rail vehicles for storage before Christmas.

Secure warm and cold rolling stock storage will be available at the site, which incorporates around 4500 metres (4920 yards) of track to connected sidings and a 270-metre (295-yard) external siding, linked to the Glasgow & South Western route around 2.5 miles east of

Annan and eight miles from the West Coast Main Line.

Despite being out of use for over a decade, the track proved to be in very good condition with less work than expected being required to get it ready for use again.

The company is working with rail projects provider EnPro Group with the intention of developing the current single road locomotive shed into what managing director Gary Draisey describes as a "much bigger facility", to accommodate refurbishments, modifications and installation of new technology on rail vehicles. It will also be designed

to handle painting, lifting, maintenance and overhaul and deal with structural and corrosion repairs.

"We've got the capacity to extend the shed and also there are one or two other sites within the location on which we can put up sheds as well, so we are looking to expand that aspect of the work," he told *The RM*.

Freight potential

Mr Draisey said Rail Sidings has received a number of enquiries about using the site for freight.

"Although in some ways it can be looked at as a bit isolated, from a freight perspective



The entrance to the Eastriggs site from the Glasgow & South Western route near Annan. RAIL SIDINGS LTD

you've got Manchester and then Mossend but nothing in the middle," he explained. "We currently have the situation where things are going by container from, say, Felixstowe or Hams Hall up to Mossend, and it's then being driven back to Barrow and Carlisle."

Given the potential use of Eastriggs for a variety of roles, the company is also working with colleges and academies in the wider region, ultimately aiming to develop training opportunities for young people which would provide a pathway into the rail industry.



NEW-BUILD STEAM LOCO LAUNCHED:

The Ffestiniog Railway's new-build Double Fairlie No. 8 *James Spooner* was officially launched in a ceremony at Blaenau Ffestiniog on October 20. It is the seventh loco built by the Festiniog Railway Company at Boston Lodge, and the seventh FR Double Fairlie. Construction was announced in 2016 as a replacement for No. 11 *Earl of Merioneth*, which is now in long-term store. Ahead of the official unveiling, and prior to being named, No. 8 is pictured in steam at Porthmadog Harbour station on October 8, the final day of the FR's three-day Bygones Weekend. See next month for more on this magnificent new-build loco.

CLIFF THOMAS

New rival for London to Paris?

By Keith Fender

A COMPANY called 'Evolyn' headed by Spanish industrialist Jorge Cosmen announced in early October that it plans to run trains through the Channel Tunnel to London, and that it had agreed to buy the 'Avelia' high-speed trains it needed from Alstom.

A press release said 12 trains were to be ordered with an option for four more, with services between Paris and London planned for 2025 or 2026, using the new trains.

It is unclear who is backing Evolyn – Jorge Cosmen is also deputy chairman of Mobicco (the new name for the National Express Group), although Mobicco says it is not involved. Evolyn

says a variety of investors in the UK and Europe will put more than £1 billion into the new service.

However, Alstom quickly told the media that no order had been placed and that, whilst it confirmed it had been working with Evolyn, nothing had yet been agreed but could be "provided that Evolyn is capable of securing project financing."

Industry observers are not surprised that Alstom has made its position public as, unless it had signed a contract specifying new trains in service by 2026, it is very unlikely to want to commit to such a timescale. Eurostar's Class 374, for example, were ordered in 2010 but the first one ran in service five years later.

Crossed wires caused near miss

IN a worrying echo of the 1988 Clapham Junction disaster, a report by the Rail Accident Investigation Branch found an incorrectly wired signal led to two trains being in the same signal section at South Wingfield, Derbyshire, on October 26, 2022.

At about 07.02, a train travelling at 100mph between Derby and Chesterfield unexpectedly encountered a red signal after the previous one was a green. It was unable to stop in time and passed the signal by about 760 metres, the driver immediately calling the signaller.

About 17 minutes later, the following train approached the signal which was now displaying a yellow

aspect. After passing at about 20mph, the driver of the second train saw the tail-lights of the first train ahead and braked to a controlled stop with 75 metres to spare.

The signal had displayed incorrect aspects to the drivers as the wires controlling the red and yellow aspects in a nearby equipment cabinet had been crossed during track engineering work the previous night, an error not picked up during testing.

RAIB found that testing was affected by a combination of time pressure, tester workload and possibly by unfamiliarity with the configuration of the signalling equipment.

Viaduct parapet fails

Main line reduced to single line working for a month to repair viaduct.

OPERATION of a section of the East Coast Main Line between Newcastle-upon-Tyne and Morpeth was reduced to a single line in October, following the discovery of an unstable parapet on Plessey Viaduct, writes *Chris Milner*.

The affected parapet is on the north-east end of the viaduct adjacent to the up line. The viaduct is situated just north of Cramlington station, and was designed and built in the late 1840s by George Stephenson. Its twin tracks span the River Blyth.

The discovery was made over the weekend of October 7/8 during track

renewals, and Network Rail stress the structural integrity of the viaduct is unaffected. Single line working at reduced speed was introduced on the down line between Morpeth and the Plessey crossover, just south of the damaged viaduct, and was planned to continue to November 6 as this issue went to press.

To effect repairs, 200 metres of the up line was removed from the viaduct to allow engineers to rebuild the parapet from the arch upwards. The actual repairs are being carried out overnight to minimise disruption, and

will involve the installation of precast concrete units as well as steel pinning to strengthen the parapet.

Because of the restricted capacity, train services were altered and TransPennine Express ran replacement bus services between Newcastle and Berwick. LNER operated fewer trains between Newcastle and Edinburgh, but no LNER service called at Morpeth in the southbound direction. Northern's hourly service between Newcastle and Morpeth was mostly cancelled with the exception of some early morning and late evening trains.



Plessey Viaduct's north-eastern corner showing the extent of the parapet repairs being undertaken. Network Rail



14-CAR IET:

Storm Babet battered many parts of the country in mid-October, but worryingly trains travelling along the newly-reinforced sea wall at Dawlish on October 17/18 were affected by waves crashing over the top. Several GWR-operated IET sets failed after encountering waves – including No. 802114, which lost power at Teignmouth on the evening of October 17 while working the 1C92/18.03 Paddington-Penzance. It limped to Newton Abbot on one engine where the service terminated. The set was rescued on October 19 by No. 800007, the 14-car formation seen climbing to Whiteball Tunnel as the 5Z74/15.16 Newton Abbot to Stoke Gifford (Bristol).

RUSSELL AYE



Celebrity power car No. 43007 (and 43378) pass Flax Bourton, Somerset, on October 13 with the 5Q46 Laira to Ely. STUART KIRKBY

Clear-out of CrossCountry HSTs

FOLLOWING the farewell tour from Leeds to Swanage on September 26, CrossCountry's fleet of withdrawn HSTs left the depots at Plymouth Laira and Leeds Neville Hill in a series of moves in mid-October.

Power car No. 43285 left Laira on October 10, travelling solo to Derby RTC for use with Colas. The following day saw Mk.3s Nos. 41195 and 42375 taken by road from Wabtec Doncaster to Sims Metals, Hull; while Nos. 43239/43366 took coaches Nos. 41026+42051+42

379+41035+42037+42342 from Laira to Ely Papworth (continuing on to Great Yarmouth on October 16).

On October 13, Nos. 43007/43378 took Nos. 42038+42053+42097+44012+42052+42380+43378 from Laira to Ely; power car No. 43008 was taken by road from Laira to Allelys Yard in Studley (then on to Great Yarmouth on October 16); and Nos. 43301/03/21/57 ran from Laira to Exeter Riverside – these continuing to Old Dalby for Colas use on October 16.

Two moves from Laira to Chaddesden (Derby) on October 14 saw Nos. 43468/43480 take Nos. 42378+42373+42376+45004+42372+42368+45001+42371+44072 and Nos. 43464/43484 take Nos. 41193+45003+42366+44052+45005+42369+42290+45002+42234+43484. These rakes continued to Barrow Hill on October 15 and 16 respectively.

Finally, power cars Nos. 43184/43304 ran from Neville Hill to Great Yarmouth on October 16.

Judges announced for RCTS railway photography competition

SEPTEMBER saw the launch of the prestigious railway photographic competition organised jointly by the Railway Correspondence and Travel Society (RCTS) and Mortons Media, publisher of

The Railway Magazine, *Heritage Railway*, *Rail Express* and *Railways Illustrated*.

Open to all, there are four categories in which you can enter two images each, these being 'People and the

Railways', 'Environment and Railways', 'Modern Traction', and 'Heritage Railways and mainline steam'.

The judging panel, to be chaired by RCTS publications officer David Bird, has now

been announced and from the RCTS it will comprise published photographers Graham Roose, Stuart Warr, David Cross and Paul Chancellor, whilst Mortons' judges will be selected from the rail titles' editors.

The easy to enter competition is open until March 31, 2024 and for more information, or to submit images, please visit the RCTS's website at www.rcts.org.uk.



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8
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- ★ Rare experience to ride a double-headed steam train
- ★ Sail across Lake Geneva on a vintage paddle steamer
- ★ Ride on a vintage railcar charter
- ★ Stunning views of the beautiful Rhine Valley

BAVARIAN RAIL RIDER

DEPARTS: Thursday 8 August 2024

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6
DAYS



TOUR HIGHLIGHTS

- ★ Visit Lindau on the shores of Lake Konstanz
- ★ Ride the scenic branch to Oberammergau
- ★ Experience the mountain scenery of the corridor route through Reute
- ★ Enjoy a vintage railcar journey on the preserved line to Obing
- ★ Discover the 137-year-old Chiemsee steam tram
- ★ Explore the Lok World railway museum at Freilassing
- ★ Ride the Munich trams



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Freightliner opens ETCS academy

New training facility will prepare freight drivers for the introduction of in-cab signalling to the East Coast Main Line

By Paul Bickerdyke

FREIGHTLINER has opened a new operational training academy in Doncaster, its chief role being to support the introduction of in-cab ETCS digital signalling to the East Coast Main Line.

The academy, funded by Network Rail, is located in the Frenchgate Centre overlooking the station and Wabtec's rail engineering works. It is Freightliner's second dedicated training academy after the first opened in Ipswich in May.

In-cab signalling will eventually replace traditional lineside signalling, and the ECML is a flagship project that will pave the way for others to follow. The benefits include reduced costs and delays due to signal failures or vandalism, and improved safety and capacity.

ETCS Level 2 has already been installed on the line from Moorgate to Finsbury Park at the start of this year, but NR plans to extend the technology to Hitchin by 2025 and then over the 100 miles from King's Cross to Stoke Tunnel, south of Grantham, by 2029.

Hitting the target date is a huge undertaking, requiring the new equipment to be added to every locomotive or unit likely to run over the route, as well as training every driver how to use the new system – hence the need for training facilities like the Doncaster academy.

Biggest single change

Tim Shoveller, chief executive officer of G&W Freightliner for UK and Europe, said: "This is the biggest single change in how we operate railways since they began. All our drivers in the northern part of our business will come through this centre to become confident at using in-cab signalling. And engineers need to learn how to maintain the system on locos and trains."

The academy currently has a number of PC-based 'light' simulators, but a full Class 66 cab simulator is due to be installed later this year. Mr Shoveller added: "The close proximity to Wabtec, where our first-in-class locomotives will be fitted with ETCS technology, epitomises our commitment to cutting-edge advancements in rail operations."



Above: Freightliner's new Doncaster academy currently has these PC-based 'light' simulators, but a full Class 66 mock-up is to follow.



Right: A close-up of a 'light' simulator, with screens showing the route ahead and in-cab equipment, plus controls for brakes (left) and power (right).

Railways in Parliament Compiled by Jon Longman

HS2 natural impact

LIFE peer Baroness Bennett of Manor Castle asked the Government what assessment has been made of the natural capital destroyed so far by the construction of HS2, either by the Treasury Green Book guide or any other method.

Transport Minister Baroness Vere of Norbiton replied: "Environmental sustainability is integral to HS2's design, with huge efforts being made to minimise the impact of construction on biodiversity, coupled with a commitment to deliver no net loss of biodiversity."

"During the consultation stage, the environmental impacts of the railway are assessed and published in detailed Environmental Statements (ES), which are prepared in line with Environmental Impact Assessment Regulations."

"As construction progresses, HS2 Ltd works to ensure that

the significant effects reported in the ES are not exceeded through compliance with the 'Environmental Minimum Requirements', a suite of documents which includes the Environmental Memorandum and the Code of Construction Practice.

"HS2 Ltd is also committed to publishing annual Environmental Sustainability Progress Reports and Ancient Woodland Reports to update the public on its impacts on the natural environment and on the important work being done to avoid, mitigate and compensate for any adverse effects."

Freight return to diesel

LIFE peer Baroness Randerson requested detailed information about freight train operators who have replaced electric locos with diesel over the past year because of the higher costs of electricity.

Baroness Vere said: "Officials

and the Rail Minister have discussed this with the freight operating companies, who are closely monitoring the situation and will review when electricity prices come down."

"The decision about which locomotives to use for freight trains is a commercial decision for each individual freight operating company. The Government cannot intervene in such decisions, but we continue to work closely to help incentivise the freight industry to meet our net zero targets."

Recruitment halted

BARONESS Randerson asked the Government when they became aware that train operating companies Southeastern, South Western and Govia Thameslink Railway had halted recruitment of new ticket office staff.

Baroness Vere replied: "Train operators manage their own vacancies, staffing levels and

recruitment processes in line with their annual business plans and are expected to deliver their contractual obligations as good and efficient operators."

Hitachi carries the can

LORD Bradshaw asked the Government, in relation to contracts to supply rolling stock as part of the Intercity Express Programme, whether Hitachi is required to provide sufficient serviceable trains to meet the timetable commitments of train operators and whether Hitachi is required to pay compensation to TOCs when it fails to do so, whether this applies for every affected journey, and whether this includes liquidated damages to compensate for loss to the train operator's business.

Baroness Vere said: "The Intercity Express Programme contracts requires the daily provision of train sets sufficient

to operate the planned timetable.

"As there has been full transfer of delivery risk passed to the train supplier, when a train is not provided there is no charge. The effect of this is that Hitachi will suffer the financial impact of these circumstances arising from the loss of income."

Automatic delay repay

JULIAN Knight, the independent MP for Solihull, asked what steps the Department for Transport (DfT) has taken to encourage TOCs to provide automatic delay repay compensation.

Transport Minister Hugh Merriman replied: "As set out in the Plan for Rail, the DfT is working with TOCs to ensure they make the process of claiming compensation easier."

"Ten out of 14 contracted TOCs now offer automated delay repay compensation and a standardised compensation form has been introduced."



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Home stretch for 'Pendolino' mid-life upgrade programme

With work to refurbish the 35 11-car 'Pendolinos' now complete, attention has turned to the 22 nine-car sets.

By Paul Bickerdyke

ALSTOM'S purpose-built rolling stock modernisation facility in Widnes has entered the final third of the 'Pendolino' upgrade programme as it moves from the 11-car to the nine-car sets.

With each being turned around within two weeks, work on the entire fleet should be finished by summer 2024.

The project represents a £117 million investment in the Class 390s, which sees the interiors transformed into 'as new' trains. Each 'Pendolino' has run around 5.5 million miles in service since they were introduced in 2002 (apart from the four additional 'Olympic' sets



'Pendolino' No. 390050 inside Alstom's Widnes facility on October 10, Set 39 in the programme and the fourth nine-car set. This was the second day of its two-week stay, but it left on time for Edge Hill depot in the early hours of October 21 to be replaced by No. 390006.

built in 2010/12, Nos. 390154-157, which have clocked up around 3.5 million miles so far) – but the record is held by set No. 390122 *Penny the Pendolino*, which had clocked 5.8 million miles by early October.

The team at Alstom has honed the work into a two-

week cycle of 10 day and night shifts, with teams of three working on each vehicle. A new set generally arrives on Saturdays, then work begins on the Sunday night by removing the seats, tables and carpets so the floorboards can be assessed. The floorboards vary

in condition after 20 years of use, with older sets generally needing more changing than the newer ones. A nine-car set has 62 floorboards in total, and set No. 390050 needed 54 changing.

Day two sees the shop stripped out and by day three

the heaters and grilles are cleaned and refitted. Day four is when new carpets are laid, and the first week ends with the toilets and vestibules completed.

Week two begins by fitting new seats and luggage stacks, followed by seat tables and the new shop arrangement. This completes the work inside the building, and the set is moved outside for two days of testing.

The final day is for snagging by owner Angel Trains and operator Avanti ahead of being accepted back into service, the next set in the programme arriving as the completed one is taken away.



Inside one of the stripped-out carriages of No. 390050. Hard to believe it would be back in traffic just 10 days later.



A view inside the stripped-out shop – the roof has to be removed as it is the best way to move equipment in and out.



Above: Replacement floorboards arrive as sets in these 'toast racks', one for each carriage, although replacement depends on condition of the originals.

Right: The cab at the First Class end of set No. 390050; Standard Class seats are new, but the First Class seat shells on the right are reused with new cushions.



Exam programme

Avanti currently has 49 weekday diagrams plus one 'hot spare', which leaves six others in the fleet. Of these, one each will be having: an M-exam (routine maintenance) at Longsight; a K-exam (interior and exterior cosmetic defects) at Edge Hill depot near Liverpool; an H-exam (heavy maintenance) at Longsight; an ESG (reliability checks) as required at Oxley; defect clearance (where extra time is needed) at Oxley or Wembley; and one going through its interior refresh at Widnes.

Sets for Widnes are chosen according to a number of factors, including not being due one of the above exams, which means they are not being sent to Widnes in age or number order. As more sets go through the programme, however, scheduling the remaining ones becomes more difficult.



FIRST OUTING FOR 'FLORA':

Following a major overhaul and interior refit, Locomotive Services Ltd's Class 121 'Bubble Car' No. 55022, the former department unit No. 960014, worked a series of trips around Fort William at the end of September. The 'Carmine & Cream'-liveried unit, now called *Flora*, which arrived by road on September 27, (pictured being unloaded at Fort William shed), had a few trial runs to Arisaig, Mallaig and Rannoch, then formed a private charter to Mallaig and Rannoch for LSL boss Jeremy Hosking on September 30. It left the area on October 2 behind



'Black Five' No. 45231 *The Sherwood Forester* and support coach No. 35461 as the 2Y61/13.14 Fort William-Carlisle Upperby. PHOTOS: GORDON KIRKBY, IAIN HENSHAW



FIRST OUTING FOR 'PACER':

Locomotive Services Ltd ran its first tour using preserved 'Pacer' No. 142003 on September 27, from Wilmslow to Llandudno via Manchester Piccadilly and Liverpool Lime Street. The two car unit, which now sports Greater Manchester PTE orange and brown livery, is pictured during the stop at its destination in North Wales with the 'St Tudno Wanderer', named after the patron saint of Llandudno. GREG MAPE



READERS' DAY SUCCESS: *The RM* editor and team wish to thank the Stafford Barn Railway, the Darjeeling Tank Locomotive Trust, and everyone who came to the readers' day at the SBR on October 7, to see the DTLT's 2ft gauge loco No. 19B in action for the last time before it steps down for a major overhaul. The SBR is always a great day out and the loco performed well until the last trip of the day, when a minor fault saw it replaced by 0-4-2T No. 2 *Howard*. Following its overhaul, No. 19B should be back in action next summer visiting other 2ft gauge lines. PAUL BICKERDYKE

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‘The worst of all possible decisions’

The Government is accused of taking the ‘nuclear option’ as Northern leaders and industry groups condemn the cancellation of HS2 Phase 2 beyond the West Midlands.

ANNOUNCED by Rishi Sunak at the Conservative Party Conference on October 4 following weeks of intense speculation, the Government’s decision to entirely cancel Phase 2 of HS2 between Lichfield and Manchester was met with widespread condemnation from regional leaders and rail industry organisations.

Citing delays, rising costs and post-pandemic travel patterns, the prime minister claimed that the “facts around HS2” had changed.

The Euston to Birmingham section (Phase 1) of the high-speed route, currently under construction, will be completed, but HS2 trains going beyond Birmingham will rejoin the West Coast Main Line at Handsacre in Staffordshire (north-west of Lichfield), a decision which Mr Sunak said would allow the Government to “reinvest” £36 billion in transport projects nationwide.

The revised plans for HS2 (which also include reducing its Euston terminus to six platforms) emerged just a week after a Transport for the North (TfN) board meeting at which political and business leaders reaffirmed that the HS2 and Northern Powerhouse Rail projects were critical to the North’s economic future.

Labour’s Shadow Transport Secretary Louise Haigh said

the North and Midlands had been “left to pay the price” of a “staggering Tory fiasco”, while Greater Manchester Mayor Andy Burnham (Labour) said it seemed people in the region were “treated as second-class citizens when it comes to transport”.

“I don’t see how you can take a plan that goes beyond the life of any individual government and basically tear it up at a party conference, surely this should be done on a cross-party consultative basis,” he added.

‘Disappointed’

West Midlands Mayor Andy Street, a Conservative, declared himself “incredibly disappointed” by the decision, but explained he remained committed to a high-speed rail link between Birmingham and Manchester. Given the Government’s intention to dispose of the land acquired for the scheme, how this would be achieved is unclear, even with increased private sector involvement.

Northern Powerhouse Partnership chief executive Henri Murison said the North would have to contend with economic setbacks for decades. The Cheshire and Warrington Local Enterprise Partnership estimated HS2 would have had a “transformational impact” for the area, generating £2 billion a year for the local

economy and acting as a catalyst for 27,000 new jobs and 25,000 new homes. However, Warrington South MP Andy Carter (Conservative) welcomed the cancellation, adding that “improved links between towns and cities across the North” were of greater importance. Bury North MP James Daly (Conservative) also backed more localised investment, describing HS2 as a “bloated scheme that no longer delivers value for money”.

Freight capacity lost

Reacting to the impact of its cancellation on future traffic, freight operating company Freightliner said Phase 2 would have been “a great opportunity to create a more sustainable rail network, freeing up capacity on the West Coast Main Line”.

In recent years there has been heavy investment in terminals and rolling stock to support an increase in freight on the WCML.

It already carries around 40% of the UK’s freight trains, but the Rail Freight Group, which represents operators and customers, said continued growth was reliant on the additional paths which would have been released by long distance passenger services using both phases of HS2.

RFG director general Maggie Simpson said scrapping Phase 2 and running HS2 trains on the



Rishi Sunak: “The facts have changed.” CROWN COPYRIGHT

existing route instead was “the worst of all possible decisions”. “The West Coast Main Line simply does not have the capacity for these extra trains alongside current services and rail freight growth, and investment will now be required to upgrade the route to ensure all trains can be accommodated,” she explained.

‘Chopping and changing’

Darren Caplan, chief executive of the Railway Industry Association, which represents UK-based rail sector suppliers, said: “The Government cites cost as its main reason for scrapping Phase 2, yet it should be remembered that this was the Government’s

own scheme, built to its own specifications, and that the chopping and changing of the scope and timing of the project, adding considerable cost and delay, was entirely of the Government’s own making. Every time the scheme is re-scoped it increases the cost.”

Mr Caplan maintained that the cancellation of Phase 2 “squanders” the full benefits of HS2 between London and Birmingham, and was a “nuclear option” which would send negative signals to potential overseas investors in the UK. “None of the replacement regional schemes referred to will have the same impact of building HS2 in full,” he commented.



MORE ROOM: Following local feedback, the design of the viaduct that will take the B4114 road over Phase 1 of HS2 at Saltley in Birmingham has been revised to accommodate a wider route for pedestrians and cyclists. The structure, which will also cross the Grand Union Canal and the existing Birmingham-Derby rail route, will have a four-metre (13ft) wide pathway. As seen in this computer-generated image, the specification has also been updated to include weathering steel panels and integrated LED lighting. HS2



ROAD MILES AVOIDED: Between February and October this year, HS2 Ltd says movements of concrete tunnel segments by rail for the five-mile-long tunnel between West Ruislip and Greenford negated the need for one million miles of lorry journeys. Delivery by train became possible once the two tunnel boring machines had begun their journeys underground, creating space to access the railhead. More than 120 services have so far operated to West Ruislip from Pacadar UK’s concrete plant on the Isle of Grain. Around 280 more are expected. HS2



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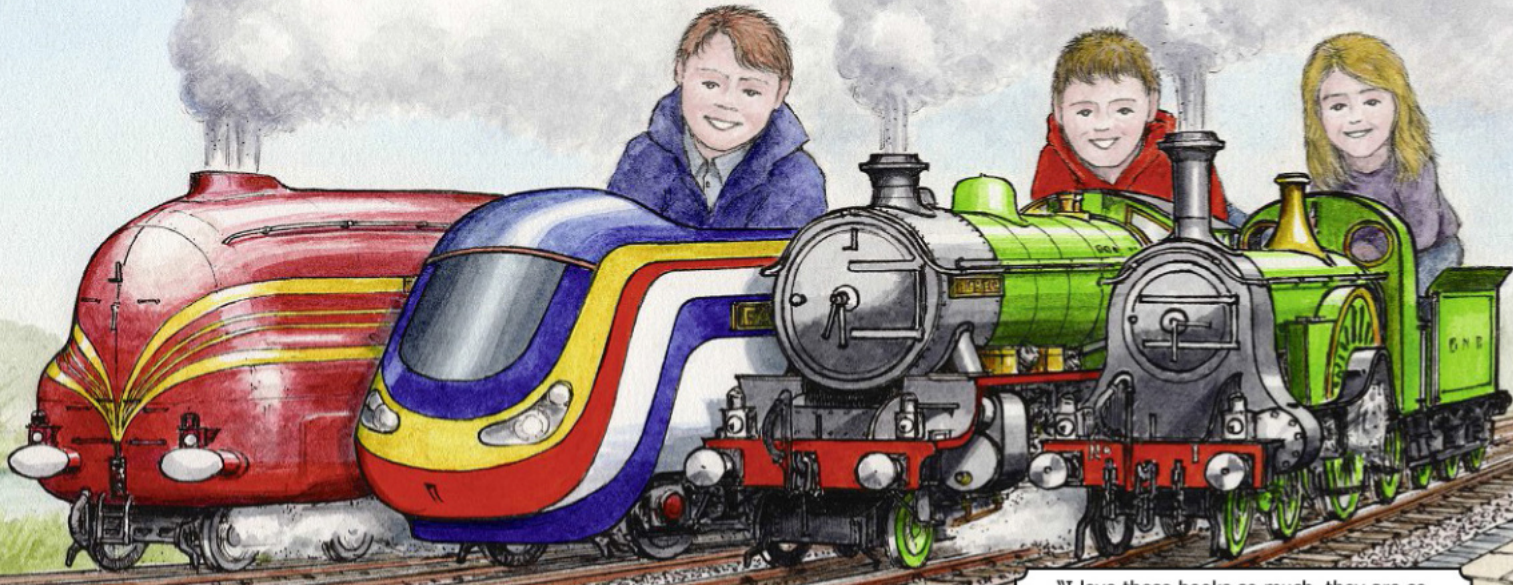
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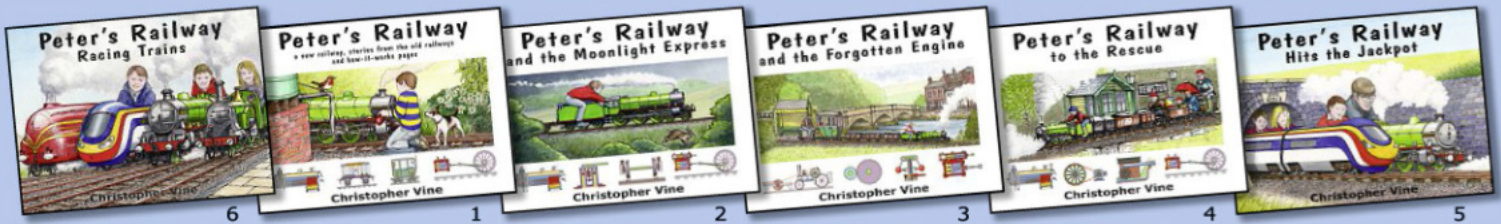
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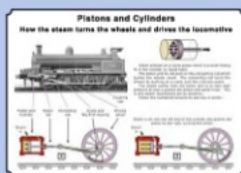
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Re-engineered to run on battery power, Positive Traction's No. 08308 poses on the turntable inside Barrow Hill Roundhouse for its official launch on October 19. ALL PHOTOS BY PAUL BICKERDYKE

'08' goes electric

The '08e' is a battery-powered version of the classic standard shunter, as Paul Bickerdyke reports.

ITS basic design may date back to the 1930s, but the Class 08 shunter continues to evolve and its latest incarnation has been launched by Positive Traction (PT). The '08e' is a re-engineered version of the classic standard, with the 350hp English Electric diesel engine replaced by a bank of batteries said to offer up to 450hp and 45,000lb of tractive effort – which is the same as a Class 33.

Prototype No. 08308 could be the first of many to give the fleet a new lease of life as the rail industry looks to lower overall carbon emissions. The shunter was acquired from RMS Locotec in 2021 after being in store on the Weardale Railway at Wolsingham. Its diesel engine and generator were removed before it was moved to PT's base in Chesterfield for the conversion work.

The cab, frames, buffer beams, wheels and traction motors have all been retained – as have the basic driving controls, so it is still essentially an '08'. The most obvious difference is the lower-height bonnet, where the engine and generator have been replaced by a control module and batteries.

Additional windows have been added to the cab to eliminate blind spots and improve the all-round vision for the driver. The cab also has double-glazing and a roof-mounted HVAC (heating, ventilation and air-conditioning) unit.

Other changes include standard BMAC head and tail-light clusters, regenerative braking, CCTV and lubrication-free

connecting rod bearings. Fourteen tonnes of steel sheets have been added to the frame to maintain overall weight and adhesion, as the batteries weigh less than the former diesel engine and generator.

Scalable design

The battery technology is scalable from two to six 88kWh lithium-ferro-phosphate battery pods supplied by US firm Lithion Battery. The modular approach means the technology could be applied to larger locomotives in due course. Battery life depends on the work duty the shunter is asked to do, but charging can be done in hours, with No. 08308 said to have been recharged from 20-80% overnight.

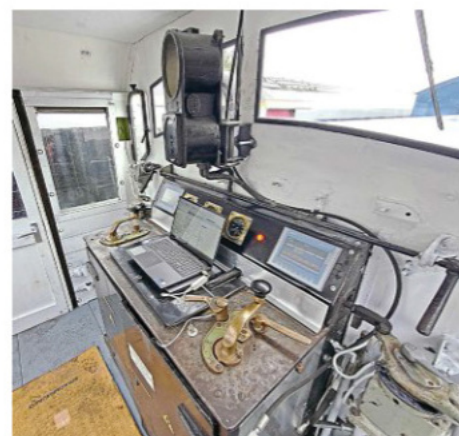
For ease of maintenance, the bonnet has gull-wing doors that allow the batteries and control equipment modules to be swapped out if necessary using a forklift truck.

The main advantages of the '08e' compared with the standard diesel version include lower overall carbon emissions (none from the shunter itself), increased power-at-rail, reduced maintenance needs and a lower cost of ownership (for example, recharging versus the cost of diesel fuel).

Away from main line applications, heritage lines could find the '08e' helps them reduce their overall carbon emissions. With a battery loco employed on shunting or engineering duties, this could mean that a line's steam or diesel locos only had to be used for scheduled passenger services. ■



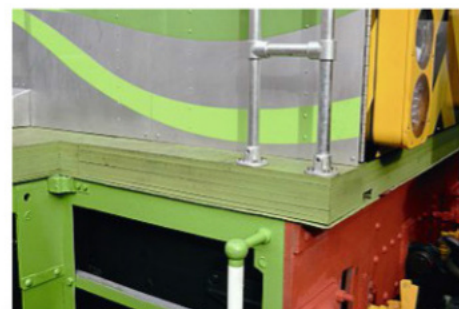
The battery compartment is much lower than the former diesel engine compartment, allowing a much improved view over front section. There are also new LED lighting clusters at both ends.



The main driving controls are largely the same as a standard Class 08, but with some additional displays related to the battery power.



Additional windows in the cab offer a much better all-round view.



The batteries weigh less than the previous English Electric engine and generator, so 14 tonnes of steel sheets have been added between the frame and the bonnet to maintain the loco's overall 50-tonne weight and thus its adhesion and hauling ability.



The unstoppable 'Gronks'

First introduced in 1952 and based on an even earlier design, Class 08 shunters are now in their eighth decade of active use. To celebrate their longevity, Mel Thorley unearths some little-known facts and figures about the fleet.

BY any measure, the Class 08 0-6-0 shunter is a contender for the most successful locomotive ever to run in Britain. Taking into account Classes 09, 10, and other variants, a total of 1193 locos were built over a decade from 1952, and some of those are still at work today – more than 70 years after the first, No. 13000, left Derby Works.

The design was essentially an updated version of one developed by the LMS in the 1930s (a later batch of which survived to become British Rail Class 11, while a similar Southern design became Class 12 – but both of these classes are excluded here).

The main run of 996 Class 08s (earlier designated D3/2) featured a 350hp English Electric 6KT engine and two EE 506 traction motors; 26 others were built for the Southern Region with different gearing to increase the maximum speed from 15/20mph to 27.5mph at the expense of lower tractive effort.

These became Class 09 (D3/2), and a further 12 '08s' were converted to '09s' in the 1990s.

A major variation saw 146 built with 350hp Lister Blackstone ER6T engines and two GEC WT821 traction motors, these becoming Class 10 (D3/4), while 15 others (D3/5) had the Lister Blackstone engine and BTH traction



1: Sixth-built Class 08 No. 13005 (later D3005, 08002) is pictured in ex-works condition at the end of 1952 in black livery with BR 'Lion & Wheel' logo. It was built at Derby Works and entered traffic at Ayr in November 1952, surviving in service until 1977 before being cut at Swindon Works in January 1978.
COLIN MARSDEN COLLECTION

2: The main run of '08s' featured English Electric engine and traction motors, but 146 examples had Lister Blackstone engines and GEC traction motors – these becoming Class 10 under TOPS renumbering. The class was withdrawn early as non-standard, but some continued in industrial use and four can be found today in preservation, including No. D3452 at the Bodmin Railway, where it is seen on May 5, 1996.
HAWTHORNE COLLECTION

4: A batch of 26 machines were built as Class 09 with different gearing for higher speeds on the Southern Region, with 12 more converted from '08s' in the 1990s. Most '09s' still exist today, with a dozen in preservation – including No. 09017 at the NRM in York, seen there giving brake van rides on March 9, 2013.



3

3: Ten machines were built with a Crossley engine and Crompton Parkinson traction motors (Class D3/3), and 15 with the Lister Blackstone engine and BTH traction motors (Class D3/5). Photos of either class are rare, but this shot (extracted from a damaged negative) shows D3/3 No. 13123 in apparent ex-works condition. It was built at Derby Works and first allocated to Toton on September 3, 1955. RAIL ONLINE

motors, and 10 (D3/3) were built with a 350hp Crossley ESNT6 engine and Crompton Parkinson motors. Six '08s' were rebuilt in 1965 as permanently coupled 'master and slave' pairs for use in Tinsley Yard, these becoming Class 13 under TOPS.

Thus the total number of '08-like' machines built was 1193 (D3000-D4192, see Tables 1a and 1b), although there was a cancelled order for 26 more from Horwich Works that would have become Nos. D4193-D4235.

Works and deliveries

All 1193 locos were built at just five BR Works (see Table 2), with Derby doing the lion's share (474 locos), then Darlington (385), Horwich (169), Crewe (135) and Doncaster (30). This meant none were built at Ashford, Brighton, Eastleigh (for Southern depots), Cowlairs (for Scotland), Gorton, Stratford (for Eastern), or Swindon (for Western) – which meant there were some long-distance deliveries required. These included Nos. 13258 Derby to Llanelli (June 1956), D3469 Darlington to Ashford (August 1957), D3596 Horwich to Penzance (September 1958), D3728 Crewe to Edinburgh St Margarets (January 1959), and D3608 Doncaster to Stratford (February 1958).

The first '08' No. 13000 (later D3000, but withdrawn before TOPS renumbering) began trials at Toton in October 1952, then entered service the following month

at 84E Tyseley, the first of 20 sent new to that depot. The 1193rd '08', No. D4157 (08927), was delivered to 24J Lancaster Green Ayre on December 28, 1962.

Although this was the final member of the class, it was not the highest number, that honour going to No. D4192 (08958), which was delivered new from Darlington Works



4

TABLE 1A: CLASS 08 AND VARIANTS	
BR 'D' number	Classification
3000-3116	Class 08 (D3/2)
3117-3126	D3/3
3127-3136	Class 08 (D3/2)
3137-3151	Class 10 (D3/4)
3152-3166	D3/5
3167-3438	Class 08 (D3/2)
3439-3453	Class 10 (D3/4)
3454-3472	Class 08 (D3/2)
3473-3502	Class 10 (D3/4)
3503-3611	Class 08 (D3/2)
3612-3651	Class 10 (D3/4)
3652-3664	Class 08 (D3/2)
3665-3671	Class 09 (D3/2)
3672-3718	Class 08 (D3/2)
3719-3721	Class 09 (D3/2)
3722-4048	Class 08 (D3/2)
4049-4094	Class 10 (D3/4)
4095-4098	Class 08 (D3/2)
4099-4114	Class 09 (D3/2)
4115-4192	Class 08 (D3/2)

TABLE 1B: FLEET NUMBERS		
Classification	BR 'D' number	Engine/traction motors
Class 08 (D3/2)	3000-3116	English Electric/EE
Total 996	3127-3136	
	3167-3438	
	3454-3472	
	3503-3611	
	3652-3664	
	3672-3718	
	3722-4048	
	4095-4098	
	4115-4192	
Class 09 (D3/2)	3665-3671	English Electric/EE
Total 26	3719-3721	
	4099-4114	
Class 10 (D3/4)	3137-3151	Lister Blackstone/GEC
Total 146	3439-3453	
	3473-3502	
	3612-3651	
	4049-4094	
D3/3 Total 10	3117-3126	Crossley/Crompton Parkinson
D3/5 Total 15	3152-3166	Lister Blackstone/BTH

TABLE 2: CLASS 08 BUILDERS		
Works	Total built	Survived to TOPS
Derby	474	424
Darlington	385	222
Horwich*	169	169
Crewe	135	134
Doncaster	30	24

Note: D4193-D4235 Horwich order cancelled

TABLE 3: TOP 10 DEPOT ALLOCATIONS FROM NEW	
Depot	Allocation
41A Sheffield Darnall	62
81A Old Oak Common	40
82B Bristol St Philip's Marsh	39
30A Stratford	36
86A Newport Ebbw Junction	32
88B Cardiff East Dock	29
75C Norwood	28
73C Hither Green	25
35A/34E New England	25
34A King's Cross	25

to 30A Stratford on August 17, 1962. Notably, both Nos. 13000 and D4157 survive today, the former preserved and under restoration at Peak Rail, the latter as part of the RSS fleet.

The first 367 locos were delivered carrying 1955-style BR numbers Nos. 13000-13366 – except for Nos. 13358-13361, which were finished at Derby Works just after the numbering system was revised at the end of June 1957 and thus emerged as Nos. D3358-3361. However, No. D3367 emerged thus numbered from Derby on July 11, 1957, and all subsequent locos used the revised 'D' numbering system.

Receiving depots

Some 143 motive power depots received at least one of these 350hp shunters from new. The winner, in terms of new locos, was 41A Sheffield Darnall, which had 62 examples straight from the works; followed by 40 to Old Oak Common/81A, 39 to Bristol St Philips' Marsh/82B and 36 to Stratford/30A (see Table 3). Of note is that 83G Penzance received one from new (No. D4161 in April 1962)



1



2

TABLE 4: TOP 12 NUMERICAL DELIVERIES

Total	Nos.	Works	To
26	D4049-4074	Darlington	41A Sheffield Darnall Jan/Aug 61
19	D3947-D3965	Derby	81A Old Oak Common Apr/May 60
16	D3877-D3892	Crewe	64A St Margarets Apr/Jul 60
16	D4170-D4185	Darlington	86A Newport Ebbw Junction Jun/nov 62
13	D3905-D3917	Crewe	66A Polmadie Oct/Dec 60
13	D4015-D4027	Horwich	82B St Philip's Marsh May/Aug 61
13	D3750-D3762	Crewe	87C Danygraig Jul/Nov 59
12	D3638-D3649	Darlington	36C Frodingham
12	D3612-D3623	Darlington	36E Retford Jun/Sep 58
11	13071-13081	Darlington	53A Hull Dairycoates Nov 53-Feb 54
11	D3597-D3607	Horwich	81A Old Oak Common Oct/Nov 58
11	D3814-D3824	Horwich	86B Newport Pill feb/Apr 59

and this was delivered all the way from Darlington Works. There were many other depots that never received an 'o8' type from new, with reasons including: being in a city served by another depot that had them; having already received some of the older LMS types or other shunters from private builders; or not being near a marshalling yard or sidings. Perhaps surprisingly, these included Barrow Hill, Bescot, Bradford (Low Moor, Manningham), Crewe North, Gateshead, Inverness, Leeds (Copley Hill, Holbeck, Neville Hill), Lincoln, Norwich Thorpe, Sunderland, Swansea Landore, Worcester and more. However, many – if not all – subsequently received 'o8s' transferred in



3

1: Six Class 08s were converted in 1965 as three 'master and slave' pairs for shunting at Tinsley Yard, South Yorkshire. No. 13003 (the former Nos. D4188+D3698) is seen at Tinsley on April 27, 1980. This became the last of the three to be scrapped, in autumn 1986.
HAWTHORNE COLLECTION

TABLE 5: THE 20 MOST FAITHFUL SHUNTERS

Loco numbers			Depot	Years.Months
	D4192	08958	Stratford	31.4 from 8/62
	D4146	08916	Speke area	30.1 from 9/62
	D4147	08917	Speke area	29.2 from 9/62
13063	D3063	08050	Mexborough/Wath	28.1 from 9/53
13064	D3064	08051	Mexborough/Wath	28.10 from 9/53
13062	D3062	08049	Mexborough/Wath	27.9 from 8/53
	D3682	08520	Stratford	27.5 from 8/58
13239	D3239	08171	York	27.2 from 2/56
13170	D3170	08105	Carlisle area	27.10 from 9/55
13171	D3171	08106	Carlisle area	26.4 from 9/55
13060	D3060	08047	Mexborough/Wath	26.2 from 8/53
	D3420	08350	Cardiff area	26.1 from 12/57
	D3421	08351	Cardiff area	26.1 from 12/57
	D3422	08352	Cardiff area	25.7 from 12/57
13237	D3237	08169	York	25.1 from 2/56
13061	D3061	08048	Mexborough/Wath	24.4 from 8/53
	D3423	08353	Cardiff area	23.6 from 1/58
	D3582	08467	Saltley	23.1 from 10/58
	D4029	08861	Sheffield area	21.4 from 6/60
13020	D3020	08013*	Aston/Saltley	20.3 from 4/53

*Note: Number allocated but not carried

from other depots. A number of depots were allocated a large continuous batch straight from the works, including Nos. D4049-4074 (26 locos) from Darlington to 41A Sheffield Darnall (January-August 1961); D3947-D3965 (19) from Derby to 81A Old Oak Common (April-May 1960); D3877-D3892 (16) from Crewe to 64A St Margarets (April-July 1960) and D4015-D4027 (13) from Horwich to 82B St Philip's Marsh (May-August 1961) – see Table 4.

Although many shunters were moved around, some remained at their home depots for years – for example, Nos. D4192/08958 and D3682/08520 stayed at Stratford for more than 31 and 27 years respectively. Similarly, Nos. D4146/08916 and D4147/08917 were at depots around Speke (Merseyside) for 30 and 29 years respectively; D3063/08050, D3064/08051 were at Mexborough/Wath for 28 years; and D3420-3423/08350-08353 were all based around Cardiff for more than 23 years (see Table 5).

Withdrawals and preservation

The D3/3 and D3/5 locos did not survive long enough to be classified on TOPS, all being withdrawn by the end of 1967, while the Class 10s were taken out of traffic as non-standard by the middle of 1972 (although 20 passed into industrial use and four are preserved today), and the Class

13s were withdrawn and scrapped after hump shunting ended at Tinsley in 1985. In all, 209 were withdrawn from BR stock before being allocated a TOPS number – comprising all of the Class 10s (146), D3/5 (15) and D3/3 (10) types, plus 38 Class 08s (including the six that became Class 13s).

This left 958 Class 08s to be allocated TOPS numbers (Nos. 08001-08958) plus 26 Class 09s (Nos. 09001-09026). However, 11 Class 08s never carried their allocated TOPS number (see Table 6), meaning 973 out of the 1193 built survived to carry a TOPS number at some point. Most (34) of the '09s' survive in main line and heritage use today, while about 180 Class 08s still exist.

■ One final point: I have my own special connection with the '08s', having once bought one! My hometown is Stockport, and one of 9B Edgeley shed's first brand new shunters was No. D3771 (later No. 08604 *Phantom*). The shunter was stored at Derby in 1994 with a shifted crank, not deemed worth repairing, and placed on the tender list. Being a British Rail employee, I phoned Toton for advice as to the going rate, but they would not tell me what Booth's scrap metal price was, I just had to guess. No. 08604 was duly acquired in July 1994 for just under £7500 and today can be found at the Didcot Railway Centre. ■

TABLE 6: TOPS NUMBERS ALLOCATED BUT NOT USED

Old Number	TOPS
D3012	08007
D3019	08012
D3020	08013
D3024	08017
D3028	08020
D3047	08034
D3051	08038
D3052	08039
D3053	08040
D3087	08072
D3088	08073

4: More than 100 Class 08/09 remain on the books of various main line operators, with about 70 more in preservation. To illustrate the ongoing usefulness of these locos, BR blue-liveried Nos. 08454 and 08721 are pictured at Alstom's depot in Widnes on October 10, where they are employed moving stock around the train upgrade facility. PAUL BICKERDYKE

5: The author rescued former Stockport Edgeley shunter No. D3771 (08604 *Phantom*) from possible scrap, eventually selling it on to the Didcot Railway Centre, where it is seen working a passenger shuttle on July 31, 2011. HAWTHORNE COLLECTION

2: Some 14 of the first 100 Class 08s survive in preservation, including pioneer No. 13000 under restoration at Peak Rail. But the oldest operational '08' is No. 13002 (D3002), which is seen at the rear of the Plym Valley Railway's 12.30 Marsh Mills-Plym Bridge 'Santa Special' on December 4, 2022. BERNARD MILLS

3: The last-built (but not highest numbered) '08' is No. D4157 (08927), which is now part of the RSS fleet but pictured here giving brake van rides at Todington (Gloucestershire-Warwickshire Railway) on March 28, 2010. HUGH LLEWELYN (CC BY-SA 2.0)



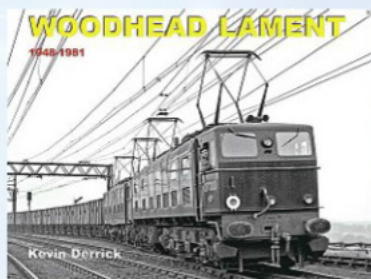
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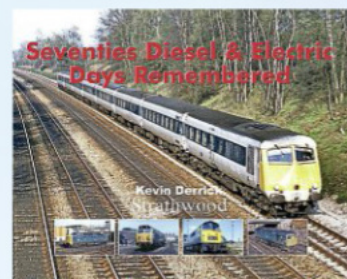
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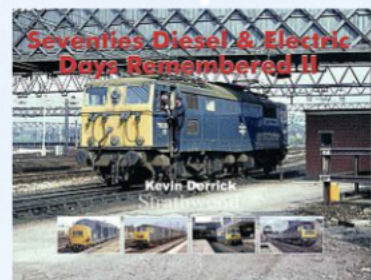
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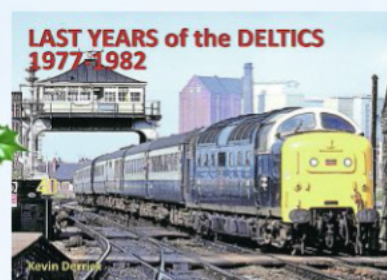
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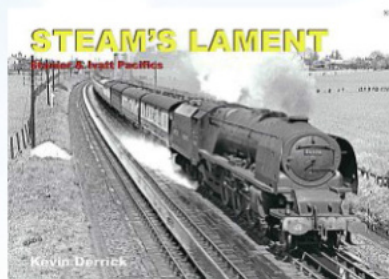
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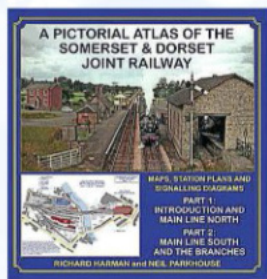
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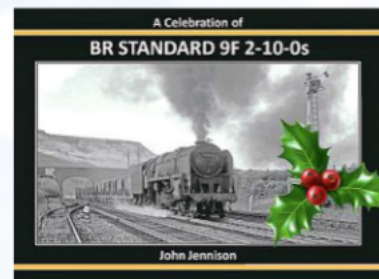
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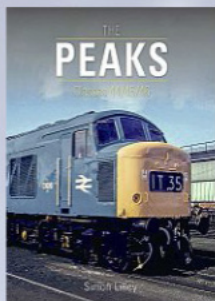
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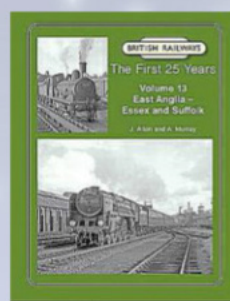
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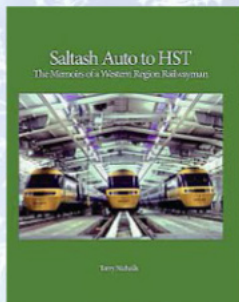
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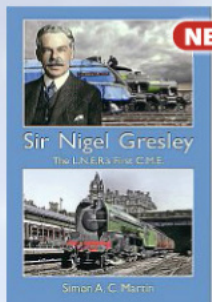
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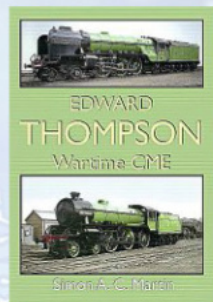
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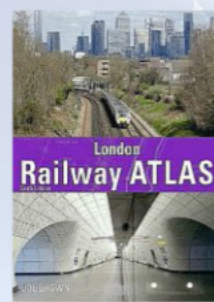
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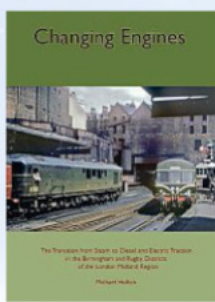
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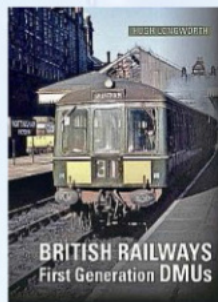
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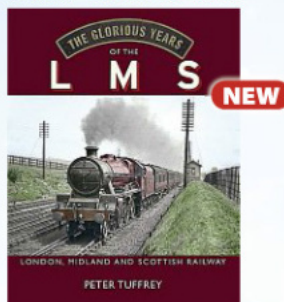
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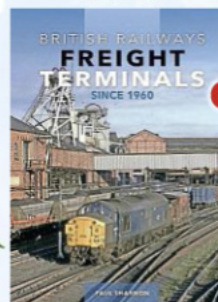
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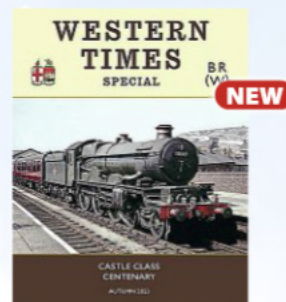
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The need for flexibility

As the Welshpool & Llanfair Light Railway celebrates its 60th anniversary, Gareth Evans talks to the line's chairman Steve Clews about current and future challenges.



IT is mid-summer when I talk to Steve Clews, chairman of the Welshpool & Llanfair Light Railway (W&LLR) in the line's tearoom at its Llanfair Caereinion headquarters. The station is an attractive stop for travellers to and from the mid-Wales coast, in fact the whole W&LLR can be described as a hidden gem – off the beaten track for those heading to the coastal resorts and mountain tourist honeypots, yet within a two-hour drive for day trips from the West Midlands and North West England. Welshpool is also reachable by train via the Cambrian Main Line.

The rolling hills are sheep and cattle farming country, where turning each corner presents a different view. As a Welsh-speaking child of Montgomeryshire, I admit

I am biased (see panel 'Growing up on the railway').

Llanfair tearoom is in a former goods shed – once known as the Long Shed owing to its rectangular shape – which today also houses the shop and booking office counter. Like the other surviving original buildings on site, it is constructed of timber and corrugated iron – a reminder that the line was built on a low budget as a light railway.

Unlike many other Welsh narrow-gauge lines, the W&LLR was not built to carry minerals but to open up a rural area. Sheep, cattle and timber headed out, while supplies including coal and lime came in. The rare in Britain gauge of 2ft 6in was adopted which, in the preservation era, led to the acquisition of rolling stock from



W&LLR chairman Steve Clews is an advocate of the idea of working smarter, not harder – an approach which appears to be paying dividends for the railway. GARETH EVANS

Beyer Peacock 0-6-0T No.822 *The Earl* passes the signalbox as it departs Welshpool Raven station with a prototypical mixed train on October 10, 2022. The standard gauge open wagon on the right provides a reminder that goods once had to be transhipped between the two gauges at Welshpool's main line station yard. STEVE SIENKIEWICZ

around the globe, including Antigua, Austria, Hungary, Sierra Leone and Taiwan. (see panel 'The line's history').

Going more 'high-end'

Since the Covid-19 pandemic, the line's commercial approach has evolved. "We came out of the last three years in as good a place as we could ever hope," said Steve. "Our current passenger numbers and income are slightly up on last year – and 2022's passenger numbers were 96% of 2019, yet our income was 38% up. We've got no debt and we have the correct amount of reserves.

"The last three years have taught us about flexibility, about understanding the market and environment much better, and we've come to the same conclusion that many

others have – that high-end is where we've got to go. Maximising the amount we get from each passenger is crucial to the railway's future survival.

"A ride on the train has become a bit blasé. Enthusiasts still like it, but I think the percentage of our clientele as enthusiasts is reducing – apart from events such as galas. It's important to offer extra services above 'just' riding on the train. People will pay extra for an experience.

"In 2022, we started regularly using our SLR (Sierra Leone Railway) First Class coach and we've found [it] has worked pretty well, so we're now appealing for funds to upgrade a second SLR carriage to a Premium Standard carriage and for a new-build First Class carriage.

Building on the success of the fish and chip trains, ▶

HISTORY OF THE W&LLR

CONSTRUCTION began in 1901 and the first train was worked by the Cambrian Railways on April 4, 1903.

At the 1923 Grouping, the W&LLR became part of the GWR, which invested in rolling stock, including rebuilding the two Beyer Peacock 0-6-0Ts. A competing bus service introduced by the GWR reduced passenger numbers to a trickle, so the railway service was withdrawn in 1931 and the three bogie balcony carriages were scrapped.

The last train of all was run by British Railways on November 3, 1956, a Stephenson Locomotive Society special with passengers conveyed in open wagons fitted with benches 'borrowed' from the main line station.

By 1959, negotiations with BR were at the stage where volunteers were able to begin undergrowth clearance. The Welshpool & Llanfair Light Railway Preservation Company Limited was formed in 1960 and the line leased from BR at the end of 1962.

The Preservation Company established its headquarters at Llanfair, and the nine-mile line was truncated by a mile to Raven Square, on the western end of Welshpool, after the local Borough Council wanted to use parts of the railway's town section to build a bypass and extend a car park.

Locos and stock

A selection of original goods wagons was saved, while the line's two original locos Nos. 822 *The Earl* and 823 *Countess* had been stored at Oswestry Works since closure thanks to Oliver Veltom, BR's Oswestry district traffic superintendent. A milestone was reached on July 28, 1961 when No. 822 returned to Welshpool after overhaul at Oswestry.

In the same year, a diesel locomotive, carriages and wagons were acquired from the Admiralty's Lodge Hill & Upnor Railway in Kent. The bogie 'toast rack' carriages were subsequently sold to the Sittingbourne & Kemsley Light Railway, while the diesel, named *Upnor Castle*, was sold to the Ffestiniog Railway.

When public services began running on April 6, 1963 between Llanfair and Castle Caereinion, the W&LLR became only the second stretch of railway previously owned by BR to be taken over and operated by a preservation company. It reopened in stages to reach Welshpool by 1981.

In 1968, a quartet of four-wheeled balcony carriages was donated by the Zillertalbahn, Austria. In 1969, 0-8-0T No. 699.01 was bought from Austria and named *Sir Drefaldwyn*, Welsh for Montgomeryshire.

The line was purchased outright from BR in 1974 for £8000. A year later, Hunslet 2-6-2T No. 14 (Sierra Leone Railway No. 85) was acquired following closure of the SLR, along with four modern bogie carriages. Of the latter, two remain at the W&LLR, one was sold to the South Tynedale Railway and one was subsequently scrapped.

The W&LLR's original rolling stock had been equipped with Norwegian chopper couplings, while the Austrian and Admiralty stock had drop-pin couplings. The SLR stock was fitted with Grondana (centre buffer and screwlink) couplings, which the W&LLR adopted as its standard system.

Station facilities

Tickets at Welshpool were initially sold from a brake van, then a window in the ground floor of the new-build signalbox. In 1992, a wooden station

building recovered from Eardisley, Herefordshire, transformed passenger facilities. The previous water tank, an old lorry body, was replaced by the former Pwllheli water tower obtained from the West Somerset Railway.

In the 1990s, improvements at Llanfair included raising the platform from a ground level affair. The Long Shed was converted into a shop, booking office and tearoom – refreshments had hitherto been served from a caravan on the platform. The shop and booking office had been housed in the original station building, which became the general office. The corrugated iron building alongside, known as the Galvo Shed, remains in use as stores. Volunteer facilities were upgraded too – an ex-BR Mk.1 sleeping car and old static caravan were replaced with the brick-built Keyes Cottage, housing a hostel and staff room.

In the preservation era, a workshop and loco running shed have been constructed in Llanfair yard, while a carriage and wagon works has been developed at Tanllan, on the eastern edge of the station.

More recently, factory units in the industrial estate, which adjoins the station car park, have been acquired. An exhibition shed has also been opened at Welshpool, housing out of service locos including No. 2 (823) *Countess*, No. 6 *Monarch*, No. 5 *Nutty* and No. 8 *Dougal*.

Two ex-MAV (Hungarian State Railways) bogie carriages were obtained from Slovakia in 1999. Their closed ends were rebuilt with verandas and wheelchair access provision.

Replicas of the W&LLR's three original carriages were subsequently constructed by the Ffestiniog Railway at Boston Lodge Works.



The last train to operate under BR ownership was an SLS special on November 3, 1956 headed by No. 822, which is seen at the original Welshpool terminus adjacent to the main line station (in the background on the left of this image). HAWTHORNE COLLECTION

which have been operating for several years, the W&LLR has also been offering afternoon teas and gin tasting trains.

On the retail side, Steve said: "When the pandemic came, we were unable to open the tearoom as the building could not comply with the social distancing requirements. We got a mobile catering unit in from a local caterer – which proved to be a great asset and much loved by volunteers and the locals.

"This summer the railway took delivery of its own mobile catering unit. It allows a greater variety of food to be offered at Llanfair, while also providing an outlet which can be taken to Welshpool for special events.

Running the railway

Steve said all railways are having to think more about governance, administration and due diligence. "This is leading us into the area of having more paid staff – we currently have seven employees. Ideally the paid staff should be here to ensure legal compliance, provide continuity and facilitate the volunteers doing all the things volunteers do.

"By and large, volunteers do not come here to do paperwork – although there are a few of us that do. I'm a trainee duty manager. Part of my familiarisation was to look at all the health paperwork in the tearoom – it's in a folder two inches thick! That principle goes across all railway activities."

The composition of the board has changed in recent years. In 2015 there were 12 directors – of which eight were footplate staff, three were in operations and there was one other. This is now three footplate, one track, three other and five operations.

"The way [many heritage] organisations tend to work is that unless someone who is on the board has become mistrusted, the armchair membership will not vote them out – the incumbents are seen as the 'safe' option.

"In order to get a better balance, we've brought people in from either the periphery or outside the railway by co-option and they've then been voted in by the members," explained Steve. "They've brought in that external view – there is a danger otherwise that we can become too insular and don't make the best of what we have."

However, Steve is aware of not overusing the co-opting process, as there is a risk of the membership assuming the board is not fully involving them in the selection of trustees. "When we've had vacancies, we've tended to have a balance of half co-option and leaving the other half empty until the next election," he added.

"Everyone comes here to do different things," said Steve. "We carried out a study about what it takes to run the railway. We put together in the region of 87 role profiles. We are only a small outfit. The thing is, it does not matter how big or small you are, you have to accomplish the same things to run a safe operation – so you need the same roles fulfilling whether you're the Tanat Valley or North Yorkshire Moors Railway."

While people tend to do more than one role, Steve recognises that some people feel secure in doing the same thing regularly, while others like variety. "Flexibility is always helpful," he added. "The smaller you are, the more you need people to cover a multitude of things."

While some railways claim they can say exactly how many volunteers they have, the W&LLR can only guess the figure is somewhere between 200 and 250. "Some volunteers do a handful of days a year, others complete many hours each week – and that work may be at home or on site," continued Steve.

Engineering issues

He admits the line has "had a fair issue with engineering in the last three years," but the number of people working in the engineering department has increased since last year.

"It's a slow process – it proves you can only do what you have the people resources to do," added Steve. "We are still getting to grips with a huge backlog of maintenance on everything from wheels to bricks and the steel rails in between. We are fortunate to have good track, which clearly needs ongoing maintenance, but overall, the



1: Former Taiwan Sugar Corporation Diema 6wDH No. TSC175 and a train of Austrian carriages pulls into Castle Caereinion station in the late afternoon sun on September 3. The loco is numbered 17 in the W&LLR fleet.

CLIFF THOMAS

2: Welshpool Raven Square station is home to an exhibition shed. Among its residents are Bagnall 0-4-4-0T No. 6 *Monarch* and Sentinel 4wVBT No. 5 *Nutty* (7701/1927), which are pictured on outside display during the railway's gala weekend on September 3. The design of the building is based on the line's original locomotive and carriage sheds, which once stood near the town's main line station.

CLIFF THOMAS

track formation is in really good condition.

"People will say to me 'We need this and that.' Yes, great, but when you start considering who is going to do these things and how it will be achieved is when you start to run into how you prioritise. For example, the Permanent Way mess coach is no longer fit for use. We have a proposal for how we go forward, but it's a case of getting someone to run the project and getting it on the priorities."

During the Covid-19 pandemic and the accompanying restrictions, it was found the W&LLR had too large a percentage of volunteers who travel long distances to get there. "We needed more local volunteers – as in within an hour's travel," said Steve. "We've had a grant to employ someone to look at our community engagement and volunteer recruitment. The grant partially pays for the role for a couple of years. We realise that recruiting volunteers and getting people engaged is essential."

Three steam locos are currently operational – No. 1 *The Earl*, No. 2 *Zillertal*, which is on hire from the Zillertalbahn, Austria, and 0-8-0T No. 10/699.01 *Sir Drefaldwyn*, which has recently returned to action. The front-line diesel fleet includes Diema 0-6-0 No. 17 and Drewry 0-6-0DM No. 7 *Chattenden*, which is operational but is the subject of an appeal to overhaul it. Powerful bogie diesel No. DL-34 is now on loan from the Alishan Forestry Railway, Taiwan, but work to make it fit for W&LLR traffic is ongoing.

"We are currently in the middle of a motive power shortage, which has been going on since 2018," explained Steve. "For various reasons, part of that was that the 10-year overhauls of our locos fell within the block of three years – and that put an enormous strain on our engineering department and somewhat on our finances. We had to contract out the overhaul of *The Earl*."

He said *Zillertal* is the subject of a rolling agreement that can be reviewed. ▶

"We are currently in the middle of a motive power shortage, which has been going on since 2018"



Currently on hire to the W&LLR from the Zillertalbahn, Austria, U Class 0-6-2T No. 2 *Zillertal* crosses the River Banwy as it approaches Heniarth during a David Williams Photo Charter on May 16, 2022. STUART CHAPMAN

“We need to get ourselves into a place where we have *Sir Drefaldwyn* and *The Earl* running reliably. We should be able to run the service with two reliable steam locos. We could then be into a place where we get *Countess* back. The intention is to have it back for the 125th anniversary of the construction of two original locos in 2027. That will then put their boiler tickets about five years away from each other. We were running with them about a year apart and that logistically is awful for us.”

Steve also revealed there is a possibility that diminutive Barclay 0-4-0 No. 8 *Dougal* could return to steam in the fullness of time – providing an additional attraction at events and even driver experiences in the bay platform at Welshpool.

“A ride on the train has become a bit blasé... people will pay extra for an experience”

Coal and energy issues

The cost and availability of energy – including electricity, coal and diesel – continue to be of concern for the heritage railway movement. While the W&LLR is fortunate in that it does not have a big operation, the line’s electricity bill has recently trebled. By the end of this year, the cost of coal is likely to be 2.5 times greater than it was previously.

“I think steam coal from the UK is finished,” commented Steve. “Importing coal from overseas is not without its costs and environmental impacts. I think we will end up with little choice but to use manufactured coal, i.e. ovoids, but how much of a solution is that? Energy is required to put them together.”

“We are currently running on ovoids,” said Steve, but added that in due course, timetables may need to be adjusted slightly to take account of the servicing requirements of using ovoids. “We’re kidding ourselves if we deny the writing is on the wall as far as coal is concerned. I do not know where that will leave the whole heritage sector.”

“One of the alternatives to coal is oil – but I think that’s on borrowed time.” And as for the use of diesel traction, Steve said: “I don’t think diesel is feasible long-term, as people really associate heritage railways with steam. There are parts of the season where we could probably run diesel – but it’s a case of assessing it and seeing how it goes. We need to keep our mind open.”

“At the moment, we carry on and keep an eye on things.”

■ A future Practice & Performance article will cover operations on the W&LLR.

GROWING UP ON THE RAILWAY

BY GARETH EVANS

I STARTED volunteering at the W&LLR in 1990 at the age of seven until I was 18, and I remember my time there with fondness. Under the watchful eyes of my parents, I cut saplings and brambles on the lineside and helped them in the shop and tearoom.

My volunteering almost came to an abrupt end aged 10 owing to tightened health and safety rules, which meant my late brother Alun and I would be forbidden

from getting our hands dirty until the age of 16. Fortunately, my parents met the late Eileen Clayton, who had successfully engaged a team of young volunteers and their families on the Ffestiniog Railway, and she shared the FR’s system with us.

With the support of the board and then general manager Andy Carey, the Junior Group was born, later becoming known as the Young Members’ Group. We completed a

host of tasks, although a highlight was restoring several permanent way wagons with the mechanical engineering and carriage and wagon teams – learning woodwork, bodywork and metalwork skills in the process. The icing on the cake was painting the original goods wagons, which had been restored in readiness for the line’s centenary celebrations as part of a Heritage Lottery Fund scheme.

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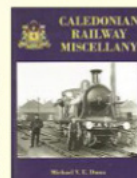
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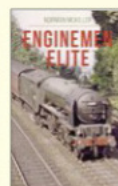
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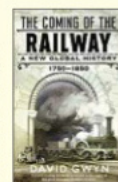
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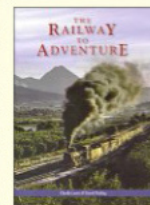
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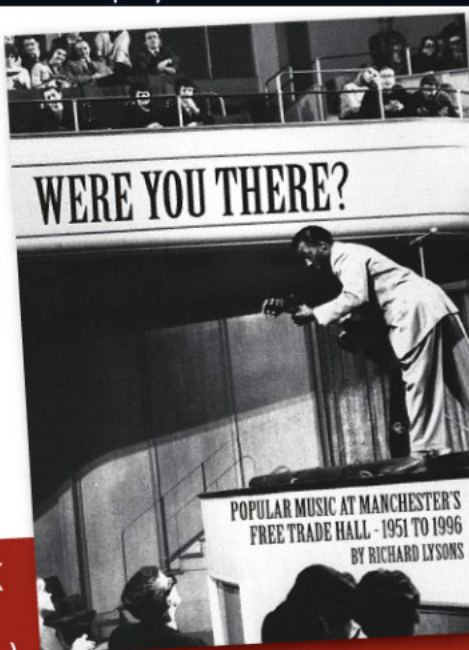
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A Yorkshire MIXTURE

John Heaton FCILT seeks out the 'sweet' spot in runs over the Leeds Northern and Airedale/Wharfedale lines.

THIS month's Practice and Performance features two separate subjects linked by the train recording records of Noel Proudlock, who has been a regular correspondent and frequent contributor, as well as a friend and source of advice over many years.

The first part takes up the story of the Leeds Northern route from Leeds to Newcastle via Harrogate and the closed line through Ripon to Northallerton, where the route met the East Coast Main Line. Following our steam article charting the performance of the 'Queen of Scots' over this route (*The RM* December 2022), interest has been expressed in the achievements of diesel haulage in the few years that Type 4s hauled Newcastle-Liverpool expresses via Ripon. Many readers will have allegiances to one or other of the classes involved, but Noel's train running logs put some figures on what otherwise have remained mere impressions.

The second part of the article charts the differences that have occurred on the two routes from Skipton to Leeds since Noel had his first tentative, yet impressive, go at train timing in 1948, and his attempt to reprise that journey under the changed circumstances of 2023. Yes, there had been many major improvements, but his 1948 experiences had not been totally eclipsed.

Leeds Northern diesels

The English Electric Type 4s were a target for abuse when they superseded steam on

the Newcastle to Liverpool expresses. They subsequently developed a following of their own, although the ensuing Class 46s final 'Peak' products – arguably less charismatic, but more powerful – proved better suited to the job.

Before the howls of indignation start, just look at this evidence from Noel Proudlock back in the mid-1960s when he was a seasoned traveller behind Type 4s on Newcastle-Liverpool expresses over the Leeds Northern route before its closure and diversion of the trains via York. Working with the management studies department at Leeds University involved regular Friday journeys from Ripon after the Trans-Pennine loco-hauled trains had been dieselised. TOPS class numbers will be used for convenience.

Of his 17 return runs, six were with Class 40s and 11 with Class 46s on loads varying between 306 and 387 tons tare. Punctuality arriving at Leeds was 76% 'within five minutes' (13 out of 17). Timings were based on the full 385 ton load diagrammed for Class 46 haulage, so 306 tons was a two coach or 22% 'trailing' advantage, reduced to 15% if measured by gross train weight.

Admittedly, the 1965/6 17min allowance from Ripon to Harrogate was generous and 30 min from Harrogate to Leeds positively munificent if given a clear run. As a result, the 11 Class 46s gained an average of 284 sec from Ripon to Leeds against the 146 sec of the six Class 40s. In contrast with the ample running times, the Harrogate station time was often inadequate by almost a minute, masked by six Class 46s

arriving early and having to wait time for an average of 154 sec. Early arrival was not a feature of the Class 40 runs.

In the summer 1966 timetable, a 3min recovery allowance was added to the Harrogate-Leeds time, making the total 33min. Noel and I agree that adding extra time does not necessarily result in better punctuality, especially if it causes signal stops waiting junction clearance or platform availability. The more time spent occupying capacity, the more chance of delay... some might say.

Of the seven 1966 Class 46 runs, six were late with solely No. D189 on October 28 arriving on time, in this case early. Average signal delay approaching Leeds rose from 2½min to 4½min for Class 46s, and 1min to 2½min for Class 40s. Looked at another way, signal checks occurred on 56% of occasions in the old timetable and 88% in the new one. The samples for this section are admittedly small.

Power comparisons

In terms of equivalent drawbar horsepower (edhp), a fair measure can be made from the dead stand at Ripon up the 1-in-133 three-mile climb to Wormald Green, which benefits from a consistent gradient and no imported impetus. Mr Proudlock has added three runs that also made the climb to Wormald Green, but which were then routed via the also now closed Wetherby line: one Class 40 and two Class 46s.

The results over the Ripon-Harrogate section for 13 Class 46s averaged 14min 43sec, 10 beating 15min, with averages of 333

“The more time spent occupying capacity, the more chance of delay... some might say”

Left: Not in Yorkshire, but heading that way! Table 1 compares the performance of Classes 40 and 46 on Liverpool to Newcastle expresses, but in this shot one of each double-heads the 09.00 Lime Street to Newcastle through Manchester Victoria on March 12, 1966. ‘Peak’ No. D179 (later No. 46042) pilots ‘Whistler’ No. D356 (40156).

P GERALD

Below right: Class 46 No. D173 (46036) approaches Farnley Junction, on the outskirts of Leeds, with the 09.00 Liverpool to Newcastle on September 16, 1962. The train is on the now closed ‘New Line’ between Huddersfield and Leeds via Cleckheaton Spen.

HAWTHORNE COLLECTION

TABLE 1: RIPON TO LEEDS

Locos			1Co-Co1 D190			1Co-Co1 D183			1Co-Co1 D189			1Co-Co1 D272		1Co-Co1 D245	
Vehicles/tare tons/incl loco			11/387/525			9/306/444			9/309/447			10/349/482		10/345/478	
Train			15.16 Newcastle-Liverpool L St			15.16 Newcastle-Liverpool L St			15.16 Newcastle-Liverpool L St			15.16 Newcastle-Liverpool L St		15.16 Newcastle-Liverpool L St	
Date			May 28, 1965			December 30, 1965			October 28, 1966			January 5, 1966		December 16, 1966	
Recorder			J N D Proudlock			J N D Proudlock			J N D Proudlock			J N D Proudlock		J N D Proudlock	
Miles	Timing Point	Sch	M S	MPH	M S	MPH	Sch	M S	MPH	M S	MPH	M S	MPH		
0.00	RIPON d	0	0 00	½E	0 00	9½L	0	0 00	½E	0 00	½L	0 00	16L		
1.83	Littlethorpe		3 18	56	3 21	51		2 40	58	3 25	50	3 04	48		
3.46	Monkton Moor														
4.90	Wormald Green		6 33	58/64	7 00	51		5 42	65/62	7 02	54	6 58	45		
8.08	Nidd Bridge		9 40	57	10 25	63		8 44	66	10 30	62	10 47	60		
9.79	Bilton		11 47	40	12 22	44		10 38	41/36	12 25	40	12 38	47		
10.63	Dragon		13 12	33	13 30	44		11 58	38	13 42	30/slow	13 54	33		
11.51	HARROGATE a	17	15 27		15 35		17	14 24		17 20		16 20			
0.00	d	19	19 00	-/40	17 50	-/43	19	19 45	-/47	19 40	-/48	18 15	-/48		
2.06	Crimple		4 35	20	4 05	20		3 47	20	4 15	15	3 43	20		
3.26	Pannal		6 45	45	6 34	53		5 57	56	7 13	44	6 17	44		
5.11	Rigton		8 41	62/71	8 35	57		7 46	68	9 22	54	8 26	62		
6.53	Weeton		10 01	68	10 04	57/52		9 41	tsr20	10 52	60	9 47	63		
9.08	Arthington	13	12 38	53	12 47	53/42	13	13 34	53/45	13 30	52/41	13 01	tsr27		
12.54	Horsforth		17 23	41	17 22	44		17 51	54/48	18 27	48	19 33	36		
15.16	Headingley		20 16	65/sigs	20 05	65	[3]	20 43	65	21 24	60/63	22 15	68		
16.18	Cardigan Road		21 30	20/30	21 34	38		22 02	45	22 35	35	23 12	65		
17.30	Wortley Jct	26xFL	24 11	25	25 12	20	29	24 52	20	25 40	20	25 13	15		
17.64	Whitehall Jct	28xSL	25 14	19	25 45	20/sig stop	31xSL	26 01	22/sig stop	27 15	10	26 30	16		
17.90	Leeds City Jct	29	26 03	19	29 00	-	32	31 48	-	28 12	20	27 25	18		
18.23	LEEDS a	30	27 28		31 10		33	33 45		30 10		28 49			

tons and 57½mph at Wormald Green. The corresponding figures for the seven Class 40 runs were 16min 12sec, with none under 15min, carrying loads averaging 340 tons and reaching an average of 49mph at Wormald Green.

Although the seven ton load difference (340-333 tons) is marginal here, my 1970s theory was that the larger the load (for example, on summer weekends as opposed to winter midweek) the more likely it was to be allocated a Class 40 instead of a Class 46 – but that might have been a paranoid view based on the likelihood of missing my homebound bus connection. If it is true, it probably resulted from a higher demand on passenger locos on those occasions.

Returning to power outputs on the 1-in-133 climb, the Class 46s averaged 1769edhp compared to 1410 for the Class 40s, an extra 359hp. In terms of both trailing load and gross train weight, this 26% Class 46 advantage is in line with the raw output rating advantage of 2500hp for Class 46s compared to 2000hp for a Class 40.

Climbing to Horsforth at 1-in-94 through Bramhope Tunnel, Class 46s averaged 45.5mph with 335 tons compared to the Class 40s achieving 38.2mph with 339 tons. In terms of edhp, the respective figures are 1684 compared to 1378 – a 306hp or 22% margin in favour of the more powerful Class 46s. As Noel says: “In simple terms, most of the extra rated power of a Class 46 was available at the drawbar.”

In corroboration of the up direction figures, Noel also timed down Liverpool-Newcastle



trains on the 1-in-100 climb to Horsforth. Being the balancing journeys of the up trains, loads were broadly similar. This section would test whether any impetus had been retained.

Of 13 journeys on the 11.00 Liverpool-Newcastle, seven featured Class 46s, five were behind Class 40s, with one Class 47 interloper. The respective calculations suggest edhp figures of 1687, 1338 and 1967 for the three classes, with the Class 46 output exceeding that of the Class 40s by 21%. Incidentally, the highest figure Noel has recorded here was 2137 edhp attained by Type 5 No. 67006 on a ‘Tour de France’ special in 2014.

To summarise, the three Class 46 averages of 1769, 1687 and 1684 vary by only 5%, the same applying to the Class 40 figures of 1410, 1378 and 1338. The speed range of the Class 46s was 47-55mph and the Class 40s 38-41mph (with the only English Electric one that exceeded 40mph being on a light 307 ton trailing load).

The arrival of Noel’s Class 40/46 information appeared at the same time as an email from retired Avanti driver Steve Griffin, who was investigating a theory that Class 40s varied from each other depending on whether they had a four-pole or six-pole alternator, which relates to the engine speed and creation

of the correct AC figures. His interest came from seeing a shot of Class 40 No. D213 (40013) *Andania* showing 1500 on the ammeter at 90mph. The maximum is 1800 continuous, but power drops away considerably on reaching the last field divert at 79mph. Clearly this had not happened with No. D213, creating concern about future maintenance costs. I naively thought six-pole must be better than four-pole, but the truth is apparently the obverse.

Steve's research is awaited with interest but, in the meantime, Noel offers his observations climbing to Horsforth from the Leeds direction, the average of 1338edhp that we have discussed reflecting individual outputs in the 1302-1315 range for locos Nos. D242/245/272 and 394. In terms of the accuracy of the available input figures, these are identical – but No. D386 then reached the highest figure with 1462.

75 years of timing

Few train timers are fortunate enough to mark a full 75 years of pursuing their hobby, but Noel Proudlock was able to reach that particular 'milepost' in 2023.

With the aim of recognising the event, Noel retraced the steps of that first train timing exercise as far as possible on the modern railway, with obvious differences but also some surprises.

Inspired by C J Allen's locomotive performance articles in *TRM*, the young Noel grasped his first opportunity to take similar recordings when travelling home to Leeds from school in Giggleswick at the start of the 1948 Easter holidays. Perhaps it was the proximity of the school to the Settle & Carlisle line that fostered a railway interest, as the school had been the alma mater of that most prolific of railway authors, O S Nock. Noel certainly made an early start to the holiday, getting away on the 07.44 train, a four-coach load forming the 06.34 Morecambe-Leeds via Ilkley.

Ownership had passed from the Midland Railway to the London Midland and Scottish at the 1923 'Grouping' and British Railways had, in turn, taken over fewer than three months before Noel's journey. However, this stretch of line

TABLE 2: LEEDS TO HARROGATE

Loco		1Co-Co1 D386			1Co-Co1 D245		1Co-Co1 D272	
Vehicles/tare tons/ind loco		11/378/511			10/341/474		9/307/440	
Train		11.00 L'pool L St-N'castle			11.00 L'pool L St-N'castle		11.00 L'pool L St-N'castle	
Date		July 8, 1966			August 2, 1966		November 4, 1966	
Recorder		J N D Proudlock			J N D Proudlock		J N D Proudlock	
Miles	Timing Point	Sch	M S	MPH	M S	MPH	M S	MPH
0.00	LEEDS a	0	000	T	000	T	000	½L
0.33	Leeds City Jct	1	152	15	140	20	135	15/25
0.59	Whitehall Jct	2xFL	238	20/25	227	20		
0.93	Wortley Jct	4	334	20	335	15	325	15
2.05	Cardigan Road		601	36	601	34	554	38
3.11	Headingley		746	37	750	35	730	40
5.74	Horsforth		1155	39/55	1214	38/63	1125	41/61
9.20	Arthington	17	1706	28	1713	33	1556	34
11.75	Weeton		2014	53	2022	52	1847	60
13.16	Rigton		2150	54	2200	52	2014	55
15.01	Pannal		2350	60	2403	57	2210	64
16.21	Crimple		2600	21/40	2708	20/38	2406	20/43
18.28	HARROGATE a	30	3035		3035		2815	

D386 Driver Hughes (Neville Hill)

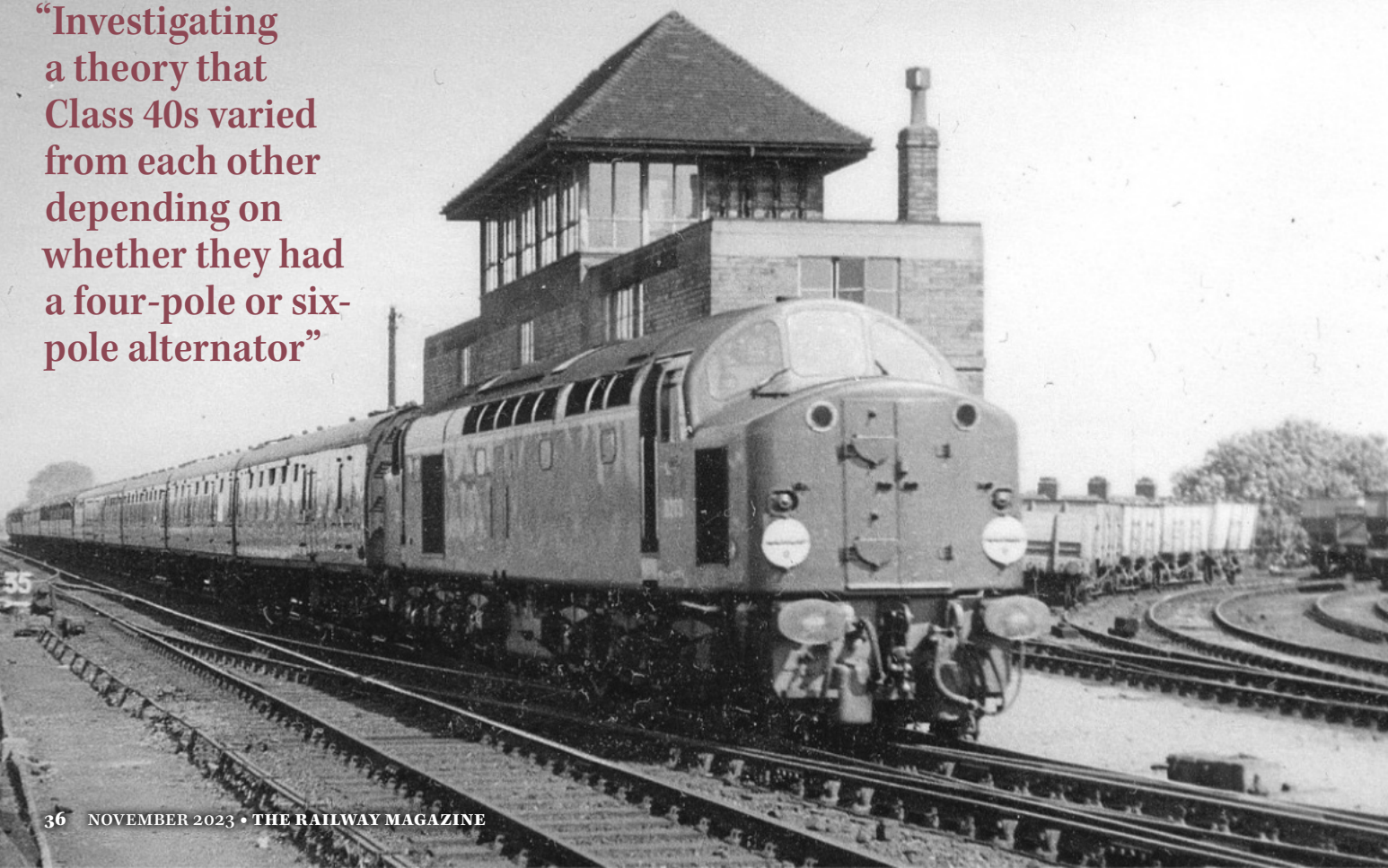
remained Midland red in tooth and claw. As if to prove the point, the train from Morecambe appeared behind a 1928 post-Grouping design with Midland Railway ancestry, '2P' 4-4-0 No. 565 (40565), as yet unrenumbered.

Happily, for a first attempt, the departure was on time making all the current station stops to Skipton, plus the now closed Bell Busk. The crew was clearly in no great hurry and prepared to lose a few seconds until a 1-in-150 downhill gradient proved such a temptation that a 53mph maximum was reached. All was well on the footplate though, as a 1min late departure from Hellifield was duly altered to a 40sec early arrival for the crew's Skipton workers.

The 1948 train had to cross to the down side to gain access to the Ilkley branch via Embsay, scenic Bolton Abbey and Addingham. The Skipton end of the line still enjoys

Below: EE Type 4 No. D209 (40009) heads south past the signalbox at Northallerton on July 4, 1959. The line to Harrogate via Ripon branched off from the East Coast Main Line just south of the station here. HAWTHORNE COLLECTION

“Investigating a theory that Class 40s varied from each other depending on whether they had a four-pole or six-pole alternator”



1



2



the spectacle of bulk stone trains from Rylstone (on the diverging former Grassington branch) and the Embsay & Bolton Abbey Steam Railway marks the heritage status of the route, but the rest of the line is now long gone.

Of course, Ilkley is a different matter, electrified and now hopefully immune to the rationalisation that continued even after the Passenger Transport Authorities were created in the 1968 Transport Act.

Entering the famously invigorating moorland town, our LMS '2P' was now beyond the commuter peak, although it could well have ferried some Ilkley-resident Leeds industrialists to their businesses. After calling at the branch stations, the Morecambe slow train made only one call on the main line at Calverley, which today is yet to justify a new station – unlike Kirkstall Forge on this stretch. Two minutes had been lost in small increments but, despite a burst of speed through Kirkstall itself at 59mph, a path was not available into the busy City station and a check to 5mph at Whitehall Junction resulted in an almost 5 min late arrival. Still, 'within 5' would rate as a Public Performance Measure victory nowadays.

Modern equivalent

Noel was unable to mark his 75th anniversary on the actual date, but four days later found him once more on the Giggleswick station platform awaiting the equivalent of his 1948 train, the 06.48 Lancaster-Leeds formed of a 90mph three-car Class 158. Complaints about the comfort of Class 158s are infrequent, so Noel was able to settle in to measure the difference in speed and time brought about over those 75 years.

The DMU was allowed 28 min (including a more-than-generous 4min of allowances) for the Giggleswick-Skipton section with its three stops compared with the 1948 4-4-0's four stops and 44 min, which included a standard 5 min dwell time at Hellfield to take water and a further 3 min at Gargrave.

1: Class 40 No. D245 (40045) passes Killingbeck, east of Leeds, on September 10, 1962 with the 08.50 Newcastle-Liverpool. Between dieselisation and the line closing at the start of 1964, these trains ran via Wetherby to save a reversal at Leeds.
HAWTHORNE COLLECTION

2: The 138 locos of the Fowler-designed LMS 2P Class saw widespread use, No. 40592 seen here leaving Kilmarnock on August 3, 1955 with the 3.31pm to Glasgow St Enoch. K J MORRIS

TABLE 3: GIGGLESWICK TO LEEDS VIA ILKLEY

Loco	LMS 2P 4-4-0 No 565 (40565)			
Load*	4/120			
Train	6.35am Morecambe-Leeds City			
Date	March 24, 1948			
Recorder	J N D Proudlock			
Miles	Timing Point	WTT	M S	MPH
0.00	Giggleswick d	0	0 00	T
1.81	Settle Jct	3	4 20	35/40
3.83	Long Preston a	7	7 50	
0.00	d	8	8 40	-/32
1.30	Hellfield a	3	3 20	
0.00	d	8	8 20	-/53
3.38	Bell Busk a	8	6 20	
0.00	p/d	9	8 00	-/37
2.86	Gargrave a	7	6 10	
0.00	d	10	10 00	
1.21	Delaney's Sdg		2 50	41/sig stop
3.13	Skipton N Jct		8 52	25
3.71	SKIPTON a	9	11 00	
0.00	d	15	14 30	-/29
2.36	Embsay a	6	6 30	
0.00	d	7	7 00	-/49
3.49	Bolton Abbey a	7	6 30	
0.00	d	8	7 30	-/45
2.58	Addingham a	5	5 40	
0.00	d	6	6 10	-/58
3.03	ILKLEY a	4	4 50	
0.00	d	5	6 50	-/29
0.95	Ben Rhydding a	3	3 00	
0.00	d	4	3 40	-/45
2.25	Burley-in-W a	4	4 40	
0.00	d	5	5 20	-/32
1.36	Menston a	3	3 30	
0.00	d	4	4 00	-/37
1.44	Guiselay a	3	4 05	
0.00	d	4	5 00	
0.85	Esholt Jct		2 05	41
3.25	Apperley Jct		5 27	46
4.28	Calverley a	8	7 20	
0.00	d	9	8 00	
2.91	Kirkstall Jct		4 15	59
4.86	Wortley Jct		6 45	sig5/20
5.21	Whitehall Jct		8 30	sig5/20
5.78	LEEDS a	8	10 55	

*=Vehicles/tare tons

The unit's speeds were in a similar league to the steam loco on this stretch, as the modern speed limit of 60mph restrained No. 158754, whereas 1948 saw a permitted 75mph. However, 2023 timekeeping followed the 1948 pattern, with a punctual departure followed by 1min late from Hellfield and an early arrival into Skipton, 95sec in this case.

It was after our '2P' steam loco had set off on its sojourn via the Dales that the Class 158 was able to show its paces. The Lancaster train has an unusual single stop between Skipton and Keighley at Steeton, which interrupted its running at up to 79mph, making the time between the two mill towns 12min 8sec.

There are three 1948 nonstop Skipton-Keighley runs in the Railway Performance Society archive, one Albert Mellor run featuring Midland Compound No. 40931 running the section in 12min 10sec, admittedly nonstop, with eight bogies weighing 236 tons tare. Noel Proudlock timed 'Jubilee' No. 45611 *Hong Kong* in 16min 10sec with 12 bogies and two milk tanks (Noel suspects possibly limited to 50mph) totalling 390 tons tare – an overall train & loco weight of around 530 tons compared to 116 gross tonnes of the modern diesel unit.

Adverse signals in the congested Shipley area resulted in a 3½min late departure for the Class 158's nonstop run thence to Leeds, booked 14min (net 12) and history, if not repeating itself, certainly mimicked it with a 3mph signal check at Leeds West Junction, arriving 2min late. The maximum speed was 84mph approaching Apperley Junction, where the Ilkley line joins the Midland Main Line.

Ilkley more

Like the railway, the weekday through Skipton-Ilkley bus service has succumbed to the private car so, even though now possessing a bus pass, Noel could not follow his original route. He compensated by indulging in a Leeds to Ilkley trip, returning on CAF 'Civity' four-car EMU No. 331109 with the 13.10 Ilkley-Leeds. The timings were based on a similar Class 333, and optimistically shown as '100mph'.

There is a bank slip causing a reduction of speed from 60mph to 55mph near Burley-in-Wharfedale, but the train ran a few seconds early to Apperley Junction, where it was held for the late running 12.47 Skipton-Leeds EMU and 10.58 Carlisle-Leeds DMU to pass, making the Ilkley train almost 6min late (which included the loss of a 1min pathing allowance). Fortunately, there were 4min of extra time (including another 2min pathing) into Leeds. As in 1948, top speed was reached at Kirkstall, although the EMU's 77mph was constrained by the DMU ahead, and there was a similar hefty check approaching Leeds. Arrival was 'within 5min' 3½min late.

As if to underline the point that journey times are as much about infrastructure as motive power, it is interesting

“The 1948 schedule from Guiseley to Leeds was 17min including one stop, whereas the nonstop Class 331 EMU was allowed 16½”

to note that the 1948 schedule from Guiseley to Leeds was 17min including one stop, whereas the nonstop Class 331 EMU was allowed 16½, admittedly with 5min of allowances. However, all these minutes and more were needed as the LMS 4-4-0 actually beat the Class 331 by 2 min as a result of the congestion at Apperley Junction. ■

■ Students of locomotive performance and railway operations have good reason to be thankful to Noel Proudlock for the assiduous train timing details, which he has made available through the RPS website (railperf.org.uk).





Above: CAF-built Class 331s are the most modern face of services on the Airedale and Wharfedale lines out of Leeds, No. 331111 pictured at the West Yorkshire city on October 29, 2022.



Left: The timber and plaster 'mock Tudor' building at Gargrave, North Yorkshire, is a surviving example of 'Little' North Western Railway design, opening on July 30, 1849, but later taken over by the Midland Railway. The original stone shelters survive on each platform, but the main wooden station building is now in private use. Northern DMU No. 158758 calls there on March 1, 2022 with a service to Leeds. PAUL BICKERDYKE

TABLE 4: GIGGLESWICK TO LEEDS

Unit	158754			
Load*	3/116			
Train	06.48 Lancaster-Leeds			
Date	March 28, 2023			
Recorder	J N D Proudlock			
Miles	Timing Point	WTT	M S	MPH
0.00	Giggleswick d	0	0 00	½E -/50
1.81	Settle Jct	[1] 4	3 05	22/slip/42
3.83	Long Preston a	7½	7 23	
0.00	d	8½	8 03	-/slip 32/sigs
1.30	Hellfield a	2	3 36	
0.00	d	3	4 47	-/63
3.38	Bell Busk		4 03	62
6.24	Gargrave a	7½	7 54	
0.00	d	8½	8 29	
1.21	Delaney's Sdg	<1>	1 21	61
3.13	Skipton N Jct	[2]	4 04	37
3.71	SKIPTON a	8	5 24	
0.00	d	10	9 01	
2.99	Cononley		3 32	76/79
4.35	Kildwick		4 35	78
6.28	Steeton a	7	6 59	
0.00	d	8	7 58	-/64
2.91	KEIGHLEY a	4	4 10	
0.00	d	5	5 19	-/71
1.63	Marley Jct		2 08	68
3.25	Bingley a	4	4 37	
0.00	d	5	5 41	-/62
1.56	Hirstwood		2 08	60
2.95	SHIPLEY a	4	4 42	sigs in pfm
0.00	d	5	7 22	
1.08	Thackley Jct		1 44	60
3.90	Apperley Jct	4½	4 04	84
4.93	Calverley d	[2]	4 50	77/79
7.91	Kirkstall Jct		7 11	71/-SL
9.86	Wortley Jct	11	9 26	33
10.21	Whitehall Jct	12	10 12	21/Sigs3/14
10.78	LEEDS a	14	12 43	

*=Vehicles/tare tons

TABLE 5: ILKLEY TO LEEDS

Unit	331109			
Load*	4/148			
Train	13.10 Ilkley-Leeds			
Date	March 24, 2023			
Recorder	J N D Proudlock			
Miles	Timing Point	WTT	M S	M.P.H
0.00	ILKLEY d	0	0 00	½L -/45
0.95	Ben Rhydding a	2	2 27	
0.00	d	2½	3 08	-/59
2.25	Burley-in-W a	4½	3 18	
0.00	d	5	4 11	-/55
1.36	Menston a	2½	2 16	
0.00	d	3½	2 54	-/62
1.44	Guisley a	2½	2 23	
0.00	d	3½	3 07	
0.85	Esholt Jct	(1)	1 29	42/59/sig stop
3.25	Apperley Jct	4½	11 08	35
4.28	Calverley a	[1]		
4.28	p/d	(2)	12 31	45/77
7.26	Kirkstall Jct	<1>	15 14	73
9.21	Wortley Jct		17 43	39/UH
9.56	Whitehall Jct	15	18 31	22/sigs2/17
10.13	LEEDS a	16½	20 49	Pfm 1b

*=Vehicles/tare tons. UH=Up Horsforth Line

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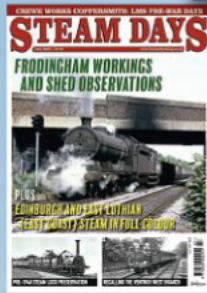
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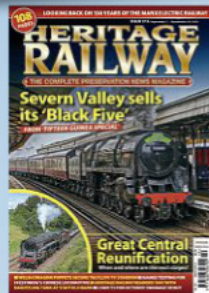
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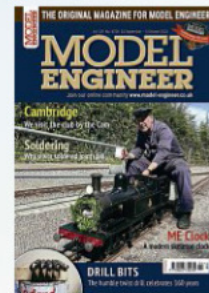
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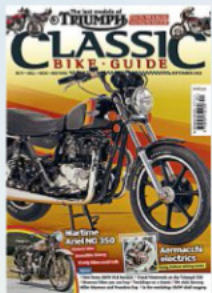
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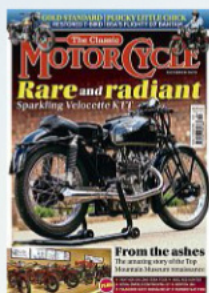
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Inspection saloon No. 975025 *Caroline* posing at York with Type 3 No. 37418 *An Comunn Gaidhealach* providing the power. UNLESS STATED, ALL PHOTOS TAKEN ON SEPTEMBER 14 BY PAUL BICKERDYKE



SWEET CAROLINE

Network Rail operations director Chris Gee invited *The RM* on board inspection saloon *Caroline* for a rare trip along the former GCR line to High Marnham, now used as a NR test track.

INSPECTION saloon No. 975025 *Caroline* is a familiar sight around the country, from the tip of Cornwall to the north of Scotland, as it performs a range of duties on behalf of Network Rail – almost always these days accompanied by a Class 37 as traction.

Besides its routine duties, the saloon has been host to some famous guests over the years – most notably Prince Charles and Princess Diana as they set off on the first leg of their honeymoon from Waterloo to Romsey on July 29, 1981, while on May 28, 1982 it carried Pope John Paul II from Gatwick to Victoria at the start of his visit to the UK. It also formed the first official passenger train into the Channel Tunnel on October 22, 1992, when it took a party of VIPs from Waterloo International propelled by 'ED' No. 73112 *University of Kent*.

Back then No. 975025 was the Southern Region general manager's saloon, having been converted in 1969 from redundant 1958-built Class 203 trailer restaurant buffet car No. S60755 (from set No. 1031). Being built to the narrow-bodied 'Hastings Gauge' meant that it could go just about everywhere on the network.

Buffet conversion

When first converted, it was fitted with standard Southern Region 27-way jumper cables, meaning it could operate in multiple with a Class 33, 73 or most EMUs. The saloon also had third-rail shoes and a two-character headcode box below the middle window on each end.

At Privatisation, the saloon passed to VSOE Ltd but saw no further use until sold on to

Sercu Railtest in 2003. It was overhauled at the RTC in Derby, then run by Fragonset Rail, and named after RTC employee Caroline Julie Mayo, who sadly passed away in 2019. The overhaul saw the saloon painted Southern green with full yellow ends.

Ownership passed to Network Rail in 2006, and 2008 saw a more extensive rebuild done by RVEL (now Loram) at Derby, which saw the headcode box plated over and the jumper cables and third-rail shoes removed – meaning it then needed to work with an ETH-fitted, 'blue-star' multiple-working loco. It was also repainted into a brighter green known as Viridian, but this was changed to Brunswick green in 2015, which it carries now.

The saloon is double-ended with driving controls at both the No. 1 and No. 2 ends and armchair seating for passengers behind



1: A view inside the saloon's No. 1 end during a stop at Sheffield. Note the clock above the middle window.

2: A close-up of the driver's controls at the No. 1 end.

3: Caroline's No. 2 end, which is almost identical to No. 1 end. Here it is coupled to No. 37418, with the loco leading the pairing. Note the free-standing arm chairs.

4: No. 975025 is named after long-time rail employee Caroline Julie Mayo, the naming taking place in February 2005 while she was at the RTC in Derby. Sadly, Caroline passed away in September 2019, but her photograph is displayed in the No. 1 end.



the driving position giving a good view of the route ahead. There is also a forward facing camera that supplies a video feed to a TV screen in the No. 2 end. The centre section of the saloon houses a toilet, guard's compartment and kitchen area.

High Marnham branch

Caroline mostly operates between March and September, hired in by NR and operated by Loram for work that includes visual inspections and allowing engineers to assess work sites.

The *RM* was invited on board a trip on September 14 organised by Network Rail's York-based operations director Chris Gee, taking a team of his managers from York and Sheffield along the High Marnham branch in Nottinghamshire. This is the

former Great Central Railway route from Shirebrook to Lincoln via Warsop. Regular passenger services ended on this line in 1955, but it survived to serve the many now-closed collieries in the area and, until 2003, the power station at High Marnham. The section beyond there to Lincoln closed in 1980.

In 2009, Network Rail repurposed the otherwise disused line east of Thoresby Colliery as the 10-mile High Marnham Test Track, which includes the Tuxford Rail Innovation & Development Centre (RIDC) just west of the point where it crosses the East Coast Main line, on the site of the former Dukeries Junction station. The test track and RIDC is mainly used for testing ontrack plant and infrastructure trains, as the Old Dalby test track in Leicestershire is still the main site for testing passenger trains.

Mr Gee hires in the saloon twice a year so his teams get to see the networks they manage from the Midlands to Tyneside and beyond. The High Marnham trip allowed a rare view of operations on the test track from on board a train – there being no substitute for looking over the shoulder of the driver.

The routing was from York to Sheffield via Castleford, Wakefield Kirkgate and Barnsley, with train loco No. 37418 *An Comunn Gaidhealach* providing power at the rear, coupled to *Caroline's* No. 2 end. A reversal at Sheffield saw the '37' lead out past Darnall to Shireoaks, then taking the non-passenger curve south on to the Robin Hood Line, before turning east on the High Marnham branch at Shirebrook East Junction, just north of Shirebrook station. ▶



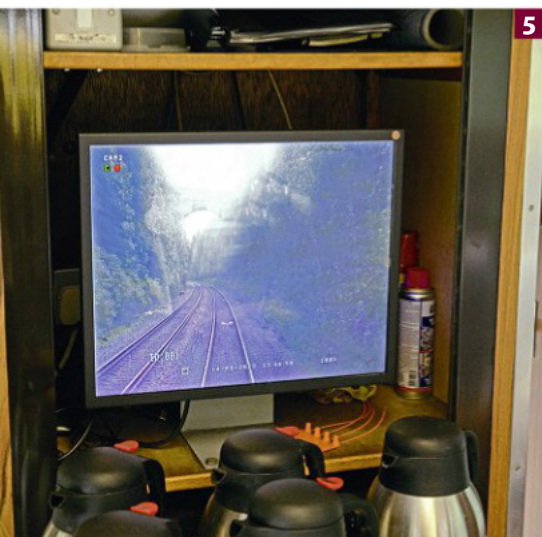
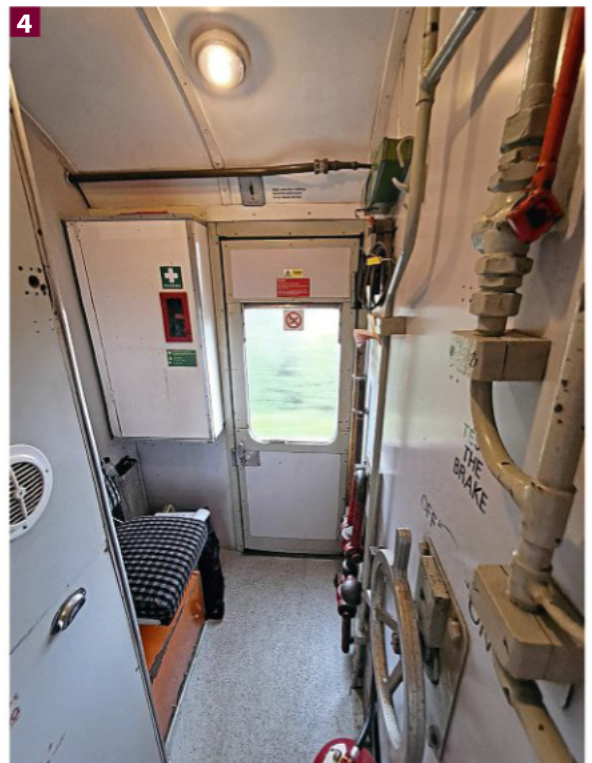
1: The driving controls at No. 2 end. There is a forward-facing video camera at each end (the black box on the right) with the feed going to a TV screen.

2: The kitchen area is in the centre of the vehicle at the No. 2 end.

3: There is a toilet in the centre of the vehicle at the No. 1 end.

4: The compact guard's compartment is in the very middle between the kitchen and the toilet.

5: A TV screen in the No. 2 end shows the feed from the video cameras at each end of the coach. The video is not used in any diagnostic way, but just to help everyone on board get the best view of the route.



5 One train operation

Since the closure of Thoresby Colliery in 2015, train use on the branch has been infrequent and access to the test track is controlled by a ground frame and Annett's key at the former Boughton Junction, where there was formerly a branch to Bevercotes Colliery, which is unlocked by a NR mobile operations manager whenever access is needed. However, the disused signalbox at Thoresby Colliery Junction still stands, along with its signals, and it is interesting to pass these obsolete signals set in the 'on' position at line speed.

Line speed is up to 75mph and the track is in very good condition, but this trip hit a snag when the combination of few trains and recent heavy rain saw overhanging tree branches foul the operating gauge in a couple of places – resulting in the horns on the cab roof of the '37' being dented, but remaining operational. Cue hasty

calls to log that some tree cutting was required!

At Tuxford, the RIDC comprises a shed maintenance building and various sidings, including ones with a dummy overhead power line, dummy third-rail, extremely tight 'S' curves (of four chains/80 metre radius), and gradients up to 1-in-25. These are mainly aimed at testing items of ontrack plant and infrastructure vehicles.

The end of the test track at High Marnham is fairly nondescript, and *Caroline* turns back before reaching the very end at the site of the former power station. The return route is as outward, except there is a better view of the route ahead for those on board as the loco is now at the rear.

After another reversal at Sheffield, the working heads for York direct along the Dearne Valley line through Pontefract Baghill. Its work then done with Mr Gee's team, the saloon and '37' head back to base at Loram in Derby. ■



6

6: Famously, No. 975025 was used by Prince Charles and Princess Diana as they set off on the first leg of their honeymoon from Waterloo to Romsey on July 29, 1981. The next year on May 28,

1982, the saloon carried Pope John Paul II from Gatwick to Victoria at the start of his visit to Britain.

7: The September 14 trip was from York to Sheffield, then on to the



7

High Marnham test track in Nottinghamshire and back. This uses part of the former GCR route between Shirebrook and Lincoln, which is now closed beyond High Marnham. *Caroline* is pictured arriving into

Sheffield from York on the outward leg.

8: The working reversed at Sheffield and loco No. 37418 then led the way to High Marnham, running via Shireoaks and Warsop.

9: The view looking west (from the rear of the train) just after it has entered the single-track section of the 10 mile-long High Marnham test track. This is at the former Boughton Junction,

east of Ollerton, where there was a branch to Bevercotes Colliery.

10: There is a great all round view at the non-loco end, as seen in this photo as *Caroline* negotiates Shirebook East Junction (which is actually to the north of Shirebrook station) as it leaves the High Marnham branch to join the Robin Hood Line on its way back to Sheffield. Shirebrook East Junction is close to the WH Davis wagon works, which is out of sight to the left of this shot.

11: The High Marnham test track includes Network Rail's Rail Innovation & Development Centre (RIDC), just west of where the test track crosses over the East Coast Main Line on the site of the former Dukeries Junction station. This vehicle inspection building forms part of the RIDC, and note the dummy overhead power line.

12: No. 37418 struck overhanging trees weighed down by rain on the little-used High Marnham test track. Once back at York, the damage to the loco's horns was clear, although both were still in full working order.



8



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12

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Above: When the LTM reopened after its 2007 refit, a mannequin of Sam Mullins had secretly been made using photographs supplied by his wife, and then placed in the 'Q23' car to be revealed to him as a surprise. Today, it can be found in the former City of London 'padded-cell' car on the ground floor – seen on July 21 next to the real Sam. CHRISTOPHER WESTCOTT

And it's goodbye from him...

Christopher Westcott spoke exclusively with outgoing boss of the London Transport Museum Sam Mullins, who has said goodbye to the role as director and chief executive after almost 29 years.

I WAS first introduced to Sam Mullins at the Buckinghamshire Railway during an event celebrating London Underground's 150th anniversary a decade ago. Since then, whenever we have met, I have come to recognise Sam's quiet, friendly, gentle and authoritative demeanour.

This summer, we sat down inside 'Q23' car No. 4248, located on the raised 'Train Table' that is a key feature of the London Transport Museum in Covent Garden. Similarly, since joining as the museum's director in November 1994, Sam Mullins has played a key role in the development of the LTM.

Sam had previously been a director of local authority museums in St Albans and was looking for a new challenge in London, but never expected to remain for quite so long.

"When I arrived, I was really taken with the fact that this was already a good museum. It had just been redisplayed, and these mezzanine floors had been added by my predecessor Andrew Scott in 1993. The museum was in good shape."

But there was still much work to do. In the early 1990s, items not being exhibited at the flagship Covent Garden Museum were in storage in numerous locations across London. Examples included a bus garage at Ash Grove and, bizarrely, an electricity sub-station in Hendon. Sam had been given the remit by London Regional Transport, the predecessor to Transport for London, to sort out the back of house and construct a single store to conserve these items safely and securely. First, however, was the issue of locating a site.

Building Acton depot

"The important thing about the museum depot at Acton was I stuck to my guns. I was offered all sorts of other leaking roof, pigeon-infested bus garages because in 1994 – when all the buses were privatised – none of the bus companies wanted to take on the premises. Now they're all desperate to have them."

But why build a museum depot at Acton? With the museum having a tradition of operating its heritage vehicles, Sam was firmly of the opinion that the public did not want to see a dead static line-up of vehicles. Instead, he took the view that they preferred to ride on them, feel the vibrations, feel the fabric, and get the whole experience. He therefore wanted a site that had road access for buses, but also with a physical connection to the Underground railway.





Being immediately opposite Acton Town station, the museum depot site was accessible by road from Gunnersbury Lane. However, it was the District Line's Ealing Common depot to the rear of the plot that confirmed its suitability, offering the unique opportunity to connect the depot to the railway.

Internal support from the likes of Denis Tunnicliffe, now Baron Tunnicliffe, who was the managing director of London Underground in the late 1990s, enabled capital to be found for the initial build. However, it was the successful application for a National Lottery grant that was the game-changer.

"It was always going to be a store, but this time we were actually going to build public access into it; building more generously, with wider aisles and storing things on display."

Sam emphasises that it was the opening of

"I was offered all sorts of other leaking roof, pigeon-infested bus garages because none of the bus companies wanted to take them on"

the new depot at the end of 1999 that has been one of many keys to the success and direction of the museum ever since.

"I think the building of the store at Acton is essentially a platform, pardon the pun, for just about everything else we've done. Because if you haven't got your collection in

a good place, you haven't got your knowledge resources in a good place and a lot else can't follow." An obvious beneficiary of this is the Hidden London brand of tours that have opened long-closed areas of stations and tunnels to visitors.

"We know we have the plans and

Above: This is the configuration of the Covent Garden museum that Sam inherited in 1994, looking across the main bus area in 2001 towards the first-floor mezzanine that includes 'Q' Stock car No. 4248.

RD KALINA/LTM COLLECTION



Above: The interior of the former Flower Market at Covent Garden prior to its conversion into the LTM, which opened in 1980. J A BALLARD/LTM COLLECTION



Above: Princess Anne inside the C&SLR carriage during the opening of the LTM's Covent Garden museum on March 28, 1980. CHORLEY HANDFORD/LTM COLLECTION

“I think enthusiasts have been a fantastic resource for us down the years”

drawings and brilliant photographic archives that we could go and research and pull-out new material, new stories that are authentic, convincing and engaging.”

A wider remit

The year after the LTM depot at Acton opened, London Regional Transport was replaced by TfL. Instead of being focussed solely upon buses and trains, TfL had a larger remit, including cycling, walking, river travel, Croydon trams, taxis and private hire vehicles. Sam recognised that the museum needed to respond, widening its scope including all forms of transport.

“We felt that the museum had to keep up with TfL’s new remit. So that project was positioned on increasing the floor area and adding extra resources, such as the Cubic lecture theatre and Global Gallery, and then retelling the whole story about how transport shaped London.”

Sam credits the Greater London Council for having the foresight in the 1970s to grant a lease to LT for a new museum in Covent Garden as part of a heritage-based regeneration. Having won the competition for the ‘Anchor Store’, the LTM moved into the former Victorian Flower Market in 1980. Being located in the middle of the West End meant that potential visitors were already there rather than having to attract them out to the previous location at Syon Park in Brentford.

“We’d like it to be three times larger; that would be helpful. But its location is really good.”

To reflect the change in focus, the flagship

Covent Garden museum closed for a £22 million refit in 2005. The ‘Raised Table’ – with ‘Q23’ car No. 4248, electric loco No. 5 *John Hampden*, Metropolitan Railway steam loco No. 23 and Chesham coach No. 400 – had already been installed during the 1993 refit.

The eventual redesign was structured around the horse-drawn era, the river and the start of the railways in London being at the top; moving to the sub-surface railway on the ‘Raised Table’; then buses, taxis, other exhibitions and the deep Tube on the ground floor.

Around the same time, suggestions had been made that the LTM should become an independent organisation and a registered charity, extracting itself from being a department within TfL.

“Doing it on the back of the new museum opening in November 2007 did seem to be the right moment. We’d been working on it for a couple of years before that to get it all set up. Legally it was quite complicated, even though it was a relatively benign externalisation.”

Sam considers that this allowed the LTM to become more entrepreneurial, making quick decisions, responding to markets and its audience.

“I think it’s been our huge success in the past 20 years. I think the big benefit is that we now understand our relationship with Transport for London far better than we did when we were a department.”

Knowing your audience

Time Out magazine once called the LTM “a place for lads and dads”. When Sam took over

in 1994, LRT provided a grant of around 50-60% of the museum’s budget, but since then the grant figure has dropped to 19%.

“We know that if we just appeal to transport enthusiasts, that’s probably about 15% of our audience. That way is bankruptcy.”

So in order to grow, the LTM needed to know its audience, which research revealed was largely families. Content was created for them and, for example, instead of just ‘tolerating’ children the LTM now positively encourages children to engage and touch exhibits. Annual visitor numbers are now around 400,000.

There is an online presence for London Underground enthusiasts, such as the District Dave LU Forum, alongside groups such as the London Underground Railway Society (LURS) or the London Transport Museum Friends (LTMF).

“I think enthusiasts have always been with us and have been a fantastic resource for us down the years. They often have really deep wells of specific knowledge. So being able to tap into somebody who knows everything about something is where those two pieces come together. Geoff Thorne is an amazing example of that.”

Geoff is one of around 200 regular volunteers who assist the LTM with projects such as the ‘Q’ Stock. For some it’s the sociability; for others it gives them a way of deploying their skills and knowledge, or even building a curriculum vitae. In Geoff’s case, it is passing on his knowledge and skills working on the ‘Q’ Stock project – an important aspect of the LTM.



“The museum depot at Acton is a great site for deploying volunteers. The ‘Q’ Stock is the most spectacular project for volunteers who are also enthusiasts.”

Tube 150

Sam recalls a conversation with Sir Peter Hendy, then TfL commissioner, around 2010/11 ahead of the 150th anniversary of the Underground in 2013. Peter was “very heritage-prone” and Sam was asked to develop some ideas, working alongside LU boss Mike Brown and chief operating officer Howard Collins.

The plans included running steam trains in Zone 1 along the northern section of today’s Circle Line, which was the inaugural route of the Metropolitan Railway’s underground section.

“It’s all terribly easy for someone to say ‘no,’” says Sam. “Lots of people said ‘it’s never going to happen on the Underground, it’s too difficult’. But we kind of proved that wrong when we ran steam trains from Olympia to Moorgate.”

Sam recalls the investment in time preparing and rehearsing, taking a steam loco to Baker Street on February 25, 2012 and letting off as much steam and smoke as possible. This was to test how far it might penetrate the deep tubes safety and fire systems.

“We did it in the middle of the night; it was an extraordinary event. I think you can still go to Baker Street and see the clean circle on the ceiling where the Beattie tank [No. 30587] let off more steam than we knew was possible. It was literally coming down to platform level.”

The 150th anniversary event itself in January 2013 was a resounding success. Sam recalls that camera crews and media turned up to Moorgate interviewing Sir Peter Hendy. This gave the TfL commissioner the opportunity to make the point

Above: The site of the LTM’s depot at Gunnersbury Lane (Acton), adjacent to the District Line’s Ealing Common depot, on June 12, 1998.

HUGH ROBERTSON/
LTM COLLECTION

Right: A view of ‘Q38’ Stock driving motor car No. 4417 inside Acton depot in 1999. HUGH ROBERTSON/LTM COLLECTION



that investment in London’s transport infrastructure is vital or else the city grinds to a halt.

A public affairs message on the back of a heritage event made TfL realise the value of the museum.

“It changed our relationship with TfL really for the better, for everything we’ve done subsequently. The year after we did the year of the Underground, we did the year of the bus, closing Regent Street, also displaying a Standard Stock car there. Great fun, helping, just making the case for public transport in London.”

Looking back

When asked what advice he would give himself back in 1994, Sam thinks for a moment before saying: “Key relationships with TfL.

“TfL now gets why they have a museum, better than they might have done then. Because they understand what we do, what we’re good at. They can see, for example, that we can put on amazing events which

talk to the agenda of why public transport is important to London. We put on events like Tube 150 or Tube 160 this year. We deliver an engaging and impactful education programme promoting safe use of public transport in every London borough.”

But Sam also recognises the pressures TfL is also under, observing that the organisation has a huge task on its hands, just making the system work, week in week out.

“We just come to them with solutions, or ‘I just need your agreement’ or ‘look across this and make sure that it works for you’. Being sensitive to their pre-occupations is a quite important part of the relationship.

“We’ve got a great relationship with TfL, in a way because we’re not part of the TfL hierarchy. I’ve had really positive relationships with all the commissioners. From Bob Kiley to Sir Peter Hendy to Mike Brown, Andy Byford and Andy Lord now. Andy came out on the 1938 Tube Stock in June and asked, ‘is there anything else I can help you with’. It’s a great place to be.”

Sam Mullins acknowledges that when he joined as director in November 1994, he was relatively inexperienced. He was surprised to realise that it was the older heads, rather than the younger staff members, that were pushing the boundaries and setting the agenda, instead of acting as a drag-anchor.

"I was pleasantly surprised that the old hands were those most demanding of themselves. That's what drove the depot project and drove the work at Covent Garden too."

He also reflects upon the team at the museum, observing that the most important thing he does in a leadership role, is recruit and holding onto people.

"We've got incredibly talented energetic, creative, resilient, hard-working staff. And it's great for me that my successor is currently my deputy. I get on with Elizabeth [McKay] very well. We've worked really well together for four to five years."

What lessons has Sam learned? Another pause for thought. "We're quick learners. We're good at having an idea and then trying it out, piloting it and saying, 'actually this is for us' or 'it's not, it's a step too far'.

"We've tapped into that rich vein of authentic storytelling, places that are underneath your feet, that you didn't quite realise were there. We've tried things, experimented, tried a tour here, tried something there and that didn't work. We've done that fast learning circle and tapped in a broader vein beyond the core of enthusiasts."

And to the future

Sam recalls promising Denis Tunnicliffe, the former managing director of London Underground, that the museum depot at Acton would last the LTM for 100 years.

But just 20 years later, the site is running out of space, with the museum looking to store rolling stock at a satellite site that still needs to be identified.

"A lot of the focus at Acton



Left: Volunteer Geoff Thorne and LTM senior curator Katarina Mauranen inside 'Q38' car No. 4417 on August 17, 2017. CHRISTOPHER WESTCOTT

Below: The LTM's ever-popular 1938 Stock set seen passing Chorleywood with an Amersham to Watford special on September 4, 2022. This was the first time the unit had worked a charter train since the start of the Covid pandemic in 2020. ANDREW JEFFERY

has been increasingly on the community. Outreach, facilitation of the people of Ealing and Hounslow around us to get them more involved in what we do. You can't do that if the place is stuffed to the gunnels with things."

Then there is the issue of resignalling across the sub-surface railway and, in time, the Piccadilly Line. Will these projects cause a problem for the 1938 Tube Stock and, once the restoration project is complete, the 'Q' Stock?

"It's a challenge which we've anticipated for a long time actually. The only thing that's been in our favour is that the Four Line Modernisation [4LM] project has gone backwards, so we think that the Piccadilly Line has got some years of operation yet, on conventional signalling."

Sam is resigned to the fact that in time, the units will need to be towed to Harrow by battery locos. For as long as the outer Met operates dual signalling for services out of

Marylebone, the 1938 Stock unit will be able to continue operating special trips towards Amersham. With fitting and programming the new signalling equipment being a six-figure expense, at cost price, installing the new signalling equipment is more likely to involve the 'Q' Stock unit.

"For the next few years, the intention is to get the 1938 Stock out a lot more than recently. We've invested quite heavily in repairing the bogies and a major overhaul just before Covid. We seem to be able to sell all the seats when we take it somewhere interesting, so we really want to get it out and get use of our investment."

Asked if he's still going to be involved with the London Transport Museum once he leaves, Sam muses: "I don't want to be one of those former bosses who's still around six months on, with everyone saying 'I thought you'd left!'" ■



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High-speed lines then and now

SO now we know, HS2 will only ever reach Staffordshire and the route beyond is not to be safeguarded. All this cost and disruption for so little benefit. How did it come to this? In my view there were two major errors from its inception: wrong route and wrong speed.

Going via the Chilterns was designed to save money by being principally a surface railway, totally undone by later decisions to increase tunnelling to overcome environmental objections. The decision to build a 225mph railway was also fatal, as engineering requirements for this level of speed increase costs exponentially. What was wrong with 150mph for such a relatively short distance to Birmingham and Manchester?

So the future is to be a myriad of smaller rail and road schemes, all of which will command strong local support. We could have adopted all of these 10 years ago, but we were blinded by the vision of a

world-class, high-speed railway that a small congested island was never likely to be able to justify, and with the pandemic finally forcing us to confront this reality.

What a shocking waste of time and resources.

Barry Deller, Hook

YOUR article regarding the Selby diversion (October) was fortuitously apposite coinciding with the debacle of HS2 concerning its further extension and the ensuing, and as yet undefined, completion and operation of the London-Birmingham portion.

What is clear is that the aforementioned diversion was conceived, planned and brought about by all those concerned who knew exactly what was necessary simply getting on with the task in hand.

HS2 has failed miserably, and I fear it will become the ultimate line between somewhere in London and somewhere in

Birmingham, with all parties involved – politicians, planners et al – equally guilty of total mismanagement. The rest of us bearing witness to all this hang our heads more in sorrow than shame.

John Macnab, Falkirk

THE October issue contained a fascinating article about the building 40 years ago of the 14-mile Selby Diversion of the ECML, containing two high-speed and four other junctions, completed within time and budget at an adjusted present day cost of £200 million. Well done to the author and those four engineers on the project who gave to him their time and information.

By a terrible irony, as the issue dropped through my letterbox, the prime minister was announcing his decision to cancel the last 70 miles of HS2b north of Handsacre in order to save £35bn. Perhaps it is not quite comparing apples with

apples, but mathematically £200m x 70/14 gives just £1bn.

Robert H Foster, Skipton

THE 'Creating a high-speed diversion' article in the October *RM* brought back happy memories of my time as the operating department representative on the management committee overseeing the work on the Hambleton diversionary line. I can echo the sense of achievement felt by the contributors to the article on safely completing such a major improvement to the East Coast Main Line.

I made a special point of taking running logs of the most significant stages, including a journey on the first fare-paying passenger service on May 16, 1983, which ran from Selby to York. As the article states, the full length of new track opened at 100mph on October 1, with 125mph from December 19, and I made recordings on

October 3 and December 21. All the logs are safely lodged in the Railway Performance Society electronic archives.

What is believed to be the first movement of 'passengers' over the new line, albeit not fare-paying ones, was on Monday, March 21, 1983. A passenger advice notice showed 1Z01 as an 11.15 York-Hambleton Officers' Special transporting managers involved in the project on board Cravens DMU Nos. DB 977124/977126 (formerly Nos. 51296/56445) fitted with tiered seats for a better forward view, and the accompanying special instructions authorised its passage through an engineering absolute possession. I recorded the return leg of the journey.

The advice also includes timings for what is believed to have been a practice run, leaving York at 09.30 and returning at 10.55.

Noel Proudlock, Leeds

Scotsman's 'rough shunt'

THE incident with 'A3' No. 60103 *Flying Scotsman* and the 'Royal Scotsman' coaching stock at Aviemore on September 29 (see page 67) is not the first time the locomotive has had an argument with its train since being saved for preservation. On September 4, 1965,

while running as LNER No. 4472, the 'A3' removed part of the corridor connection from the leading coach of the Warwickshire Railway Society's 'Pennine' railtour from Birmingham whilst being detached at Carlisle.

Undeterred, the locomotive was sent for servicing

and turning at the city's Kingmoor (12A) depot, where I photographed it with the unplanned corridor tender addition! The train later returned south, although I don't know what happened to the coach in question.

Michael Denholm, Dunbar,



Clun Castle secret timing

PHIL Dalton's letter concerning *Clun Castle's* East Coast Main Line run on September 10, 1967 (October issue) recalls a request to train timers to set aside their stopwatches.

I timed these tours throughout both days and was not approached. Generally speeds were modest, but the schedules were mostly kept. Possibly No. 7029 touched 80mph, northbound, at Chester-le-Street. On the return, 78mph was noted at Danby Whisk, followed by severe checks from something ahead. There were brief speeds in the 80s near Moss and Crow Park, with 78 passing Essendine. Most speed recordings were around the 70mph mark.

Flying Scotsman's running was also restrained, but she

touched 82mph at Claypole and crept into the 90s passing Essendine. It should be noted that there were several 'out of position' mile posts on the ECML that might show up as blips in the speed profile.

An estimated 93mph recorded at Tallington was taken in darkness from the rhythm of the rails. Where was GPS when we needed it? Complete logs are held on the Railway Performance Society's electronic data base.

C G Foss, by email

Remembering the Class 104 DMU fleet

I WAS interested to read about the North Norfolk Railway's restoration of BRCW Class 104 driving trailer car No. M56182 and the proposed rebuild of

No. 50479 (October issue).

In my younger days, I worked at Stoke Cockshute depot from 1963 to 1966. The depot was purpose-built for the maintenance of DMUs drafted in to replace steam in the area, but because of subsequent electrification it was the shortest-lived purpose-built depot built by BR, opening in 1958 but closing in 1966.

I finished my apprenticeship at W G Bagnall and had been working for nearly four years as a fitter at Stoke MPD when I had the opportunity to transfer to Cockshute, coinciding with the transfer of Crewe and Longsight's allocation of '104s' there for maintenance – making the depot responsible for all 52 of the LMR's three-car sets (with the exception of the first four units allocated to

Buxton 9D, which identified itself by painting the cab roofs white).

Cockshute was also allocated three of the LMR's 10 Class 104 twin sets (power cars Nos. 50537/8/9 paired with trailer composites Nos. 56180/81/82, the latter now at the NNR). These units only had one booked job ('circuit') as they were underpowered for the gradients around Stoke: Circuit 192, the Crewe to Nantwich shuttle, for which one unit worked the circuit while another stood spare at Crewe and the third was under maintenance at Cockshute.

The working unit changed over on Thursday mornings, being attached to the rear of a three-car as the 01.45 Crewe to Stoke. The complete five-car set then came to the depot,

but this was always a problem because at that time in the morning the depot was always full. Ideally, two roads would be left with enough space to put a twin set on the leading end, enabling the Crewe driver to use the three-car set to drop off the returning twin set and then pick up its replacement, so hopefully getting back to Stoke station in time to work the five-cars back to Crewe on the 05.10 service. But some weeks the ideal could not be achieved and so involved copious amounts of shunting!

After the depot closed, I moved to Toton and eventually the RTC in Derby, so lost touch with the '104s'. But even though I am now in my 80s, I have never forgotten my days at Stoke working on them.

Bob Gibbens Derby



PULLMAN OUT TO GRASS: Carriages Garden Centre at Puxton, near Weston-super-Mare, has taken delivery of 1951-built former 'Golden Arrow' and Royal Train Kitchen First Pullman car *Aquila* (No. 305) for an on-site cafe/restaurant extension – the coach seen there on September 27, six days after its arrival. Carriages has a nearby sister site at Tickenham (Clevedon) that received Mk.1 No. 4808 from Llangollen in 2012, the coach being used in a similar role that has proved to be very successful and popular with customers.

RICHARD GILES, BY EMAIL



Rare Cornish china clay 'Grid'

AS a student, and photographer of Cornish Railways for over five decades, information came to hand that a Class 56 was going to be trialled on Cornish china clay workings. The idea was for a single Class 56 to perform the tasks then undertaken by pairs of Class 37s, especially the 'Silver Bullet' train of china clay slurry contained in bogie tankers, which ran from English China Clay's Burngullow site in Cornwall to the Caledonian Paper Company in Irvine, Scotland.

This occasioned a somewhat eccentric overnight drive from West Sussex to Lostwithiel to

photograph this unique event. Arrival at Lostwithiel was before 07.00 and, sure enough after a short wait, coal sector-liveried No. 56013 entered the down goods loop at 07.05 heading 11 CDA wagons that it had hauled from Tavistock Junction, east of Plymouth. Attached is the only photograph I have ever seen of the working.

The train would have continued into 'clay country', but drama was afoot when the Class 47 heading the overnight sleepers from Paddington to Penzance failed on the climb to Treverrin Tunnel (south-west of Lostwithiel). The Class 56

was detached from the CDAs to provide rear-end assistance to the sleepers to Par, where it then ran round, and a dash to St Austell saw the unique formation departing from the station.

The Class 56 later ran light engine to Burngullow where it traversed the Drinnick Mill freight-only branch line to Parkandillick, and also running down to Nanpean Wharf before returning to Devon.

The event was an interesting experiment, but it never resulted in Class 56 usage on Cornish china clay traffic.

John Vaughan, by email



Where is it? Our pictorial quiz, for fun only

LAST month's teaser (right), showed rail tracks running through the Trinity House Buoy Yard building in Harwich. Photographer Mike Cooper says: "The rails are cemented into the A120 road and were the original lines to the Harwich train ferry service to Zeebrugge, which closed in 1987. The tracks still run through building to

the quayside. Local rumour has it that the building was constructed with a removable front facade to allow the train ferry pier to become operational again in the event of a European War, but weathering over the years has made that impracticable and Hutchinson Ports has applied to demolish the existing wooden pier."

For this month's mystery photo (above), can you identify the location of this lonely signal left hopefully in the off position.



Tickets please

THERE are many considerations which are being aired in different quarters about proposed ticket office closures. I signed the petition, which no doubt many other readers did, opposing the planned closure of the majority of tickets offices, and I raise a couple of points.

My nearest staffed station is Stourbridge Town, which is a single platform capable of holding one coach. If, as we are told, stations that are currently staffed will remain so but with a presence on the platform, then will staff at this station be forced out of the ticket office? It will be interesting to see how West Midlands Railway handle this! It makes sense to retain it as a point of sale.

Secondly, I regularly purchase rover or ranger tickets through my local station, whether it be Town or Junction. Will these tickets cease to exist, or will the machines be programmed to issue them? On-train staff will have to familiarise themselves with a multitude of tickets if we have no option but to purchase from them. The obstacles mount up!

Steve Burdett, Kinver

Linen not canvas

MANY thanks for Mike Jones's superbly researched article on the railway-related RAS airline routes.

That said, I fear that Mike (and alas many so-called aviation experts who should know better) has repeated the myth that aircraft were constructed of wood and canvas. Whilst the framework was indeed wood, an aircraft covered in canvas would be far too heavy.

The overall covering used was a much lighter material, Irish

linen. After covering the frame, this thin lightweight fabric was treated with 'Dope', a lightweight cellulose-based varnish.

Perhaps the nearest railway comparison to 'linen and canvas' would be to infer that locomotive boilers were made of tinplate rather than boiler plate!

Markham Bailey, Stopsley

Pre-Grouping clothing help needed

I AM a research student working on a project studying pre-Grouping railway clothing from 1830 to around 1910. This will be due for publication in 2025 by the Railway & Canal Historical Society.

The project is taking an object-based approach through studying surviving garments, examining the choice of fabrics, constructional techniques and methods, use-wear analysis, as well as body composition from measuring key dimensions such as arm length, chest, neck and waist. This will be supported through archival research and examination of contemporary photographs.

To this end, I am writing to ask whether any readers have as part of their collection any surviving garments (jackets, caps, badges) from pre-Grouping railway companies, and/or photographs of any family members wearing railway uniforms that they would be willing to share details, photographs or scans of. Full credit will, of course, be given.

They can make contact with myself via *The Railway Magazine* or my facebook page www.facebook.com/OnHistoricalLines

Anthony Dawson, Stockport

THURSDAY, NOVEMBER 2

GCR Society. Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'From Pit to Power Station': Chris Booth.

Norfolk Railway Society. United Reformed Church Hall, Norwich NR4 6QR. 19.30. 'East Croydon to Kimberley Park – Half a Century of Railway Reflections': Martin Care.

Nuneaton Railway Circle. Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. 'Heritage Steam: A Day in the Life': Graham Walker.

RCTS. The Quadrant, Milton Keynes MK9 1EN. 19.30. 'The Railway Over The Stainmore Pass: Post War Boom & Bust on the North Trans-Pennine': Chris Rowley.

FRIDAY, NOVEMBER 3

GWS. Village Hall, Stoke St Mary, Somerset TA3 5BY. 19.30. 'Bridgewater to Blue Anchor': Peter Triggs.

Kettering & District Locomotive Society. Cornmarket Hall, Kettering NN15 7QA. 19.45.

'Pictures from the Harold Clements Collection': Bryan Cross.

RCTS. St Teresa's Church Hall, North Filton BS34 7PL. 19.30. 'That Was The Year That Was: 1964': Geoff Plumb.

SLS. Newport Community Hub, St Paul's Road, Middlesbrough TS1 5NQ. 19.30. 'Scannings 2022': David Warren.

MONDAY, NOVEMBER 6

Peak Rail Association. Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'York to Thurso': Mike Eggenton.

TUESDAY, NOVEMBER 7

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Gravesend DA12 1BB. 19.30. 'Railway Curiosities': Bob Poole.

LCGB. St John's Church Hall, Bedford MK42 0DL. 19.30.

'Northamptonshire – part six': Robin Cullup.

LCGB. Red Lion Hotel, 9 Ash Brow, Newburgh, Wigan WN8 7NF. 19.30. TBA.

RCTS. Friends Meeting House, 7 Victoria Terrace, Edinburgh EH1 2JL. 19.30. 'Locomotive & Coach Liveries Part 2': Stuart Malcolm.

RCTS. Beeching Grove Baptist Church, Watford WD17 1JJ. 19.00. 'The East Coast Main Line from London King's Cross to Edinburgh – Part 2: York-Edinburgh': Stephen Gay.

SEG & LRTA. Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. Annual meeting and members' slides.

WEDNESDAY, NOVEMBER 8

LCGB. Friends Meeting House, Butter Hill, Dorking RH4 2LE. 19.30. 'Manx Electric Railway': Ian Gledhill.

NYMR. St Lawrence's Church Hall, York YO10 3WP. 12.00. 'Colonel Stephens' Light Railways': Kerry Bayis. The meeting will be preceded by a buffet.

RCTS. Old Church Rooms, Radyr, Cardiff CF15 8DF. 19.00. 'In the

Days of Plenty on the Zafra': Tony Wardrobe.

SLS. Abbott Hall Social Centre, Kendal LA9 4DN. 19.15. TBA.

Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Railways Radiating from London': John Titlow.

THURSDAY, NOVEMBER 9

Continental Railway Society. St Paul's Church Centre, Marylebone, London NW1 6NJ. 18.30. 'The narrow gauge railways of France': Tony Bowles.

LCGB. St Bartholomew's Church, St Albans AL1 2PE. 19.30. 'Railways in the Isle of Man': Geoff Brockett.

Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'The Branch Lines of East Sussex – part two – including the Cuckoo Line': Leon Coast.

South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30. Track night.

FRIDAY, NOVEMBER 10

SLS. Conference Room, 1st floor (access via Black Swan Courtyard), Newcastle Arts Centre, Newcastle upon Tyne NE1 1SG. 19.00.

'British Railways in transition, 1960s-1970s, photographs by Cedric and John Clayton, Part 2':

SWRS. The Manor, Slough station. 19.30. 'Victoria Falls to Nairobi': Geoff Warren.

SATURDAY, NOVEMBER 11

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

SLS. Kidderminster Railway Museum DY10 1QX. 14.00. 'Michael's Musings – A presentation of pictures, photos and spoken reminiscences of a railwayman': Michael Ordway.

MONDAY, NOVEMBER 13

Lincoln Railway Society. St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30. TBA.

Oxfordshire Railway Society. Kidlington Baptist Church OX5 2DS. 19.00. 'Island Treasures - Railways of the Isle of Wight': Colin Brading.

RCTS. Greenfinch Church Hall, Ipswich IP2 0SQ. 14.15. 'A Life in Railways': Colin Fisher.

RCTS. National Zoom meeting. 19.30. 'Keeping the Corporate Memory Alive on GB Rail': Greg Morse.

SLS. Lauriston Hotel, Ardrossan KA22 8EA. 19.30. Annual dinner: 'Navigation Road and All That': Ted Buckley, SLS general secretary.

TUESDAY, NOVEMBER 14

GWS. Room 4, BAWA, 589 Southmead Road, Filton, Bristol BS34 7RF. 19.30. 'Sentinel 7109 Joyce – her restoration and siblings': Andy Chapman.

LCGB. Parish Room, St Michael's Church, Wood Green, London N22 8HE. 14.00. 'Edge Hill and its Complex Railways':

Meon Valley Locomotive Society.

St Peter's Church Hall, Bishop's Waltham SO32 1EE. 19.30. TBC.

Pewsey Vale Railway Society. Woodborough Social Club SN9 5PL. 19.30. TBA.

RCTS. The Swifts, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. 'Back Pages': Colin Pearce.

RCTS. East Croydon United Reformed Church, Croydon CR0 5LP. 19.30. 'A Tenth Colour-Rail Journey': Paul Chancellor.

RCTS. The New Mechanics, 3 North Sherwood Street, Nottingham NG1 4EZ. 14.00.

'The Waverley Route': Dennis Lovett.

RCTS. Tilehouse Street Baptist Church, Hitchin SG5 2EE. 19.30. 'Five Go To Swansea': Chris Jones.

The 8E Railway Association. The Gladstone Club, Station Road, Northwich CW9 5RB. 19.45.

Wells Railway Fraternity. Town Hall, Wells, Somerset. 19.30. 'The East Somerset Railway': Nick Waton.

WEDNESDAY, NOVEMBER 15

Bradford Railway Circle. Bradford Mechanics' Institute Library BD1 1SZ. 14.00. 'Railways in the Lake District': Martin Bairstow.

Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'The Building of a New Clan – 72010 Hengist': Chris Jones.

Pennine Railway Society. Doncaster Town Fields Sports Club, Doncaster DN2 6AA. 19.30. 'Memories of the 1980s and 90s': Rob Hays.

RCTS. Eastleigh Railway Institute, Eastleigh SO50 9FE. 19.30. 'Northern Trains': Philip Haines.

Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Railway Architecture': David Muntzer.

THURSDAY, NOVEMBER 16

Aln Valley Railway. Barter Books, The Old Station, Alnwick NE66 2NP. 19.30. 'The last 30 years at Northern Rail': Peter Myers.

Marlow & District Railway Society. Bourne End Community Centre SL8 5SX or on Zoom. 19.30. Members free, non-members £3. 'The Liverpool Overhead Railway': Colin Barding.

Monmouthshire Railway Society. Lysaght Institute, Newport NP19 0RA. 19.00. 'Reorganisation of 1960s South Wales Freight Workings': Brian Rolley.

Norfolk Railway Society. United Reformed Church Hall, Norwich NR4 6QR. 19.30. Annual meeting and 'Review of the Year': Chris Eve.

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

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

RCTS. Victory Club, Burlington House, Cheltenham GL50 2SY. 19.00. 'Three years in the life of the Western Locomotive Association': Peter Bamber.

RCTS. Darlington Cricket Club

DL1 5JD 18.30. 'The Last Days of West Auckland Shed': Frank Tweddle.

RCTS. Salthaire Methodist Chapel, Shipley BD18 3HJ. 19.30. 'Steam & Diesel in the Northern Fells 2010-2016': Ian Pilkington.

FRIDAY, NOVEMBER 17

GWS. Village Hall, Stoke St Mary, Taunton, Somerset TA3 5BY. 19.30. **LCGB.** Keen House, 4 Calshot Street, London N1 9DA. 18.30. 'Narrow Gauge from Pakistan to Nepal': Geoff Warren.

SWRS. The Manor, Slough station. 19.30. 'Indian Railways': Donald Wilson.

MONDAY, NOVEMBER 20

RCTS. Weston Favell Parish Hall, Northampton NN3 3EP. 14.00. 'Sheet Stores Junction': Ian Mitchell.

RCTS. Shenfield Parish Hall CM15 8LB. 19.30. 'That Was The Year That Was: 1966': Geoff Plumb.

TUESDAY, NOVEMBER 21

Leicester Railway Society. Braunstone Civic Centre, Leicester LE3 2PP. 14.00. 'The History of Swindon Locomotive Works – the final years from Hawksworth until the end of steam': Revd Canon Brian Arman.

RCTS. Black Beauty, Keddington Road, Scunthorpe DN17 2QU. 19.30. 'Through my lens': Dave Smith.

RCTS. Didcot Civic Hall OX11 7JN. 14.00. 'All aboard the Pines Express (Part 2)': Chris Youett.

SLS. Langdon Square Community Centre, Coulby Newham TS8 0TF. 14.00. 'Weardale Revival': Wayne Dixon.

WEDNESDAY, NOVEMBER 22

Giggleswick Railway Circle. Settle Victoria Hall, Kirkgate, Settle BD24 9DZ. 19.30. 'Railways of Warwickshire 1962-2022': Anthony Hicks.

RCTS. Basil Shipham Centre, Tozer Way, Chichester PO19 7LG. 19.15. 'The Coming of the Railway to Southampton': David Brace.

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

Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Narrow gauge steam images': Joey Evans.

THURSDAY, NOVEMBER 23

Gravesend Railway Enthusiasts' Society. Emmanuel Baptist Church, Gravesend DA12 1BB. 19.30. 'Britain's Most Beautiful Railways': Henry Harryman.

Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'The Toss of a Coin – a career in BR': David Maidment.

South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30. 'The Life and Times of 48773': Peter Sedge, Stanier 8F Society chairman.

Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30.

'The Epping Ongar Railway': Gary Sanders and Eddie Veckranges.

FRIDAY, NOVEMBER 24

Railway Club of the New Forest. Village Hall, Highwood Road, Brockenhurst. 19.30. 'Devon Belle Part 3': Ken Mumford.

SWRS. The Manor, Slough station. 19.30. 'Railway Video Extracts': Derek Spicer.

MONDAY, NOVEMBER 27

LCGB. Brighton Model Railway Club Room, London Road Station BN1 4QS. 19.30. Branch annual meeting and entertainment.

TUESDAY, NOVEMBER 28

RCTS. The New Mechanics, 3 North Sherwood Street, Nottingham NG1 4EZ. 19.30. 'Railways at the dawn of Nationalisation': Robin Mathams.

RCTS. Digswell Village Church Hall, Welwyn AL6 0DH. 14.00. 'An A-Z of Switzerland': Steve Ollive.

WEDNESDAY, NOVEMBER 29

Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Northern England cine and stills': Michael Clemens.

THURSDAY, NOVEMBER 30

Nuneaton Railway Circle. Chilvers Coton Conservative Club, Bridge Street, Nuneaton CV11 5UD. 19.45. 'A tenth Colour-Rail Journey': Paul Chancellor.

RCTS. National Zoom meeting. 19.30. 'Narrow Gauge in the British Isles': James Waite.

FRIDAY, DECEMBER 1

Kettering & District Locomotive Society. Cornmarket Hall, London Road, Kettering NN15 7QA. 19.45. Annual quiz v RCTS Northampton.

RCTS. St Teresa's Church Hall, North Filton BS34 7PL. 19.30. 'Steam in Southern Africa through 26 years':

SWRS. The Manor, Slough station. 19.30. Frank Banfield's seasonal film show (TBC).

FRIDAY, DECEMBER 1

Peak Rail Association. The Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'Peak Rail Update' and 'Sheffield Transport Scene 2023': Roy Wilson.

TUESDAY, DECEMBER 5

Enfield Transport Circle. Enfield Drill Hall Sports Club EN2 6PJ. 20.00. 'The 2023 Bob Todd Tribute Presentation': Kenneth Crane.

LCGB. St John's Church Hall, Bedford MK42 0DL. 19.30. 'From the Tyne to the Tweed': Dennis Lovett.

SEG & LRTA. Eastleigh Railway Institute, Romsey Road, Eastleigh. 19.30. 'North American Rail by railcam': Steve Dungan.

WEDNESDAY, DECEMBER 6

Pennine Railway Society. Doncaster Town Fields Sports Club, Doncaster DN2 6AA. 19.30. Pennine Shield Railway Quiz.

Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. Test track night.



PANORAMA

A showcase for the best in railway photography



HIGH LINE: A superb view of London looking east from above Waterloo East station to London Bridge, the Isle of Dogs and beyond. In the foreground, an eight-car Class 700 forms a Thameslink service on the Blackfriars line, while a 10-car Class 465/466 'Networker' set can be seen heading for Waterloo and Charing Cross. Further away is the triangular junction for Cannon Street, while the Shard building hides London Bridge station. The photographer took this shot as a guest of Network Rail's Air Operations team, and we will feature a further selection next month. JACK BOSKETT



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PANORAMA

A showcase for the best in railway photography





1	3
2	4

1 A MEETING OF GREATS: Bowing out from CrossCountry use with a farewell tour to Swanage, a HST set with power cars Nos. 43008/43007 approaches Corfe Castle on September 26, with the 14.52 Bournemouth-Swanage, as 'Battle of Britain' Class No. 34070 *Manston* waits for it to pass. The

main railtour ran from Leeds to Swanage, but this mini-tour ran to Bournemouth and back during the layover. See also Railtours on page 87. DON BENN

2 CUMBRIAN GOLD: The gold at the end of this particular rainbow is Tata Steel's Shapfell Lime works, Cumbria, which

forms a backdrop to 'Jubilee' No. 45699 *Galatea* (running as classmate No. 45562 *Sierra Leone*) heading the returning 'Dalesman' tour from Carlisle to Chester on September 19. GAVIN THOMSON

3 AUTUMNAL SPLENDOUR: Sunshine and stormy weather

combine to create a rainbow over Glenfinnan Viaduct, Lochaber, on October 13, as ScotRail DMUs Nos. 156453+156493 cross with the 1Y44/10.10 Mallaig-Glasgow Queen Street. KARL HEATH

4 A PERFECT TEN? This line-up of 10 ex-BR shunters took

place at the Heritage Shunters Trust (based at Rowsley South, Peak Rail) on September 30, during the heritage line's mixed traffic gala. Nearest the camera is No. D2953 (Class 01), then Nos. D2854 (Class 02), 03113, D2205 (Class 04), D2587 (Class 05), 06003, 07001, 08016, PWM654 (Class 97) & D2139 (Class 03). STEVE DONALD



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THE 'MUST ATTEND' MODEL EVENT

THIS year's Warley National Model Railway Exhibition will be held over the weekend of November 25-26 at the NEC. It's the 29th at the Birmingham venue, and the club's 54th annual show. The event is open to the public between 09.45am and 6pm on the Saturday and between 09.45am and 5pm on the Sunday. Advance ticket holders will be allowed entry from 09.15am on both days.

A huge show, it's once again held in Hall 5 of the NEC, enabling 17,000 square metres of space which will be home to more than 80 model railway layouts, full trade and society support as well as demonstrations from experts.

Two layouts are travelling from Belgium and one from the Netherlands, offering visitors their only chance to view these layouts in this country. There will also be a 'shop and drop' facility available.

Warley's centrepiece will be ex-Great Western Railway Prairie Tank No. 5164, courtesy of The Earlestone Manor Fund and the Severn Valley Railway, while the Junior Modellers corner will include several layouts built with younger modellers in mind, including the Warley MRC Awdry St Nicolas children's layout plus the new Warley MRC Student Group layout, showing progress on their new layout.

Around 130 traders will be there including main sponsors Bachmann Europe, PECO, Graham Farish, Crecy Publishing, and Hornby. Also present will be Dapol, Heljan, Oxford Die-cast and Accurascale, plus a large selection of manufacturers and suppliers, such as those featured here on this page.

The NEC is a cash-free venue, all transactions outside Hall 5 must be via credit or debit cards, this includes tickets, food and drink outlets.

Following its success last time, the Kids for a Quid promotion continues this year. Advance ticket prices are £21 for adults for one day, £38 for two days. Junior tickets are for ages five to 16.

Admission on the door is £25 for adult tickets for one day and £46 for two days. Advance tickets must be purchased via the Ticket Factory, either in hard copy form or 'print at home' (barcoded). An admin fee applies to all purchases made by credit/debit card from the Ticket Factory at the NEC. Visit www.theticketfactory.com

For more on the exhibition visit www.thewarleyshow.co.uk

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 **RCTS**
THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY

The Railway Correspondence & Travel Society (RCTS) will be in attendance at **Warley on Stand C21** at the NEC Birmingham on **Saturday 25th November from 09.45-18.00, and Sunday 26th November from 09.45-17.00** (advance ticket holders 09.15 both days). We will be selling membership through to December 2024.

www.rcts.org.uk

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Photos: courtesy Railway Modeller

the 'MUST GO TO SHOW'

100 YEARS AGO NOVEMBER 1923

Another through service

A NEW development is the inauguration of a through service between Wolverhampton, Birmingham and Brighton by the Great Western route, Reading and Redhill. It is associated with the popular service already in operation between Birkenhead, Chester, Wolverhampton and Birmingham and South Eastern & Chatham destinations. This further development being easily practicable now that the whole of the route south and south-east of Reading belongs to the Southern Railway.

The value of through services of this kind goes much beyond their direct importance, in that at both ends there are connecting trains for various destinations, but which involve easy and convenient changes, so that in practice, this service connects the whole of the Great Western system north of Wolverhampton and the various branches in the Birmingham district with the South Coast resorts east and west of Brighton.

50 YEARS AGO NOVEMBER 1973

HST programme approved

BRITISH Railways has received approval from the minister for

transport to introduce High Speed Trains on the Paddington-Bristol/South Wales route. The first train is due for delivery in the autumn of 1975 and the full service of HSTs would operate from May 1976. From 1977, further HSTs would be introduced on the East Coast Main Line.

Authority has been given to order materials for 27 HST sets. In addition, the building of 300 Mk.3 coaches costing £14m in place of Mk.2 coaches already authorised has been approved. Introduction of the trains will bring the London-Bristol journey time down to 82 mins and the London-Cardiff time to 106 mins. The present best times on these routes are 100 and 131 mins respectively.

Anglian campaign

TO boost public awareness of the entire East Anglia local network, a promotional campaign has been launched by Eastern Region at Norwich. Five 'Pay-Train' routes have been given names and distinctive colours, which will be carried on timetables, maps and leaflets.

20 YEARS AGO NOVEMBER 2003

High-speed line opens

BRITAIN'S first high-speed rail line, Section One of the Channel Tunnel Rail Link (CTRL, now HS1), was opened by Prime Minister Tony Blair



'Eurostar' Nos. 3005/3006 sit on the newly-opened CTRL (High Speed 1) on September 16 during the formal opening of the line at Sandling, near Dollands Moor, where a temporary platform structure and marquee for the invited guests was erected between the lines to conduct the opening formalities. CHRIS MILNER

on September 16. The 46 mile railway from Fawkham Junction to Dollands Moor has been completed on time and on budget – words that seldom feature in major railway engineering projects in Britain.

Costing £1.9 billion, or less than a fifth of the cost of the still incomplete West Coast upgrade, the new line has been built from scratch in less than five years under a private public partnership between the Government and London & Continental Railways, including LCR's partner companies, Union Railways South, Rail Link Engineering and Eurostar.

From September 28, Eurostar trains are able to travel through Kent at the full European TGV speed of 186mph instead of an uncompetitive 90mph maximum on ex-Southern Region third-rail metals. The 'Eurostars'

will still have to travel 20 miles to access the new line, but the faster speed once on Section One will see 20 minutes knocked off journeys to Lille, Paris and Brussels.

Blair hints at more

OPENING the CTRL at Waterloo, the prime minister dropped the strongest hint yet that the success of the CTRL compared with the WCML upgrade could set the mould for future rail projects.

"The imagination and vision that has created this project should give us some optimism and also some spur as to what we could do in the future," he said. "The truth is we need to renovate a large part of our transport infrastructure in this country and we have shown through the Channel Tunnel Rail Link that it can happen."



The RCTS: then and now

IN early September I travelled by train from Horsham to Swanage, changing at Southampton and Wareham. That does not appear to be a particularly momentous journey, but for 45 years it was not possible to travel from Wareham to Swanage by train.

The Swanage branch was well used by both freight and passenger traffic, especially in summer with regard to the latter, so the line was not included in the infamous Beeching Report of 1963. However, after a later review of unprofitable branch lines, it was announced in May 1967 that the Swanage branch would be closed to passenger traffic by September 1968. This did not go to plan though, as there was opposition revolving around perceived problems regarding the introduction of a replacement bus service, but the line eventually closed in January 1972.

For the Swanage Railway to have reached the situation that it is in today has required the expenditure of much blood, sweat and tears, not to mention hard cash. The Swanage Railway Society formed in May 1972, with the intention of providing a year-round railway service between Wareham and

Swanage. During the summer of 1972, BR lifted the track between Swanage and Furzebrook. The line remained in situ from Furzebrook to Worgret Junction for ball clay and oil traffic.

Gradually, restoration commenced at Swanage and the first short length of line just beyond the environs of Swanage station was reopened in 1979. This was extended to Herston, and then to Harman's Cross in 1988. In 1995 the railway reopened to Corfe Castle and to Norden, where there is a park and ride facility that greatly reduces the amount of road traffic into Swanage during the summer months.

However, the railway still had not achieved its ultimate goal of reopening to Wareham. The remaining freight line was in situ a little beyond Furzebrook to Motola, and on January 3, 2002 (the 30th anniversary of the line's closure) temporary track was laid to connect to the Swanage Railway just to the north of Norden – meaning for the first time in 30 years the Wareham to Swanage branch was physically complete. This link was used by an incoming train on September 8, 2002 when 'Voyager' No. 220018 journeyed to Swanage to be named *Dorset Voyager*.



Preserved Class 121 DMU No. 55028 and three-car Class 117 Nos. 51346+59486+51388 at Swanage on September 6, after arriving with the 13.05 from Wareham. MARK KELLY/RCTS

The line continued to be used for stock moves and for visiting railtours. At the time, there was still some way to go before running a regular passenger service to Wareham could be considered.

The track linking Norden with Furzebrook, and indeed the track on the Furzebrook freight line itself, was not of a sufficiently high standard to allow a regular passenger service to be introduced. Also, the South Western Main Line to Weymouth was being resignalled, which meant that

the Swanage Railway would need to finance the resignalling of Worgret Junction in order for regular passenger trains to be run. This in itself was not cheap, but it was achieved and the first regular passenger trains between Swanage and Wareham ran in 2017.

Now, during the summer months, a service between Swanage and Wareham runs four days a week, making the Swanage Railway a fully functioning branch line once again.

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

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TRACKRECORD

The Railway Magazine news digest



The East Lancashire Railway's Autumn Gala on Saturday, October 14, featured Bulleid Pacific superpower when No. 34092 *City of Wells* and No. 34072 *257 Squadron* double-headed the 13.30 ex-Bury, pictured on Burrs Bank in overcast conditions following heavy rain. KEVIN WHITEHURST

P64 STEAM P71 INDUSTRIAL P72 NARROW GAUGE P76 MINIATURE P81 HERITAGE TRAMS
P83 CLASSIC TRACTION P86 RAILTOURS P88 NETWORK P91 FREIGHT P92 METRO
P94 TRACTION & ROLLING STOCK P97 STOCK UPDATE P98 OPERATIONS P105 IRISH P106 WORLD

SIDELINES

Crimson Mogul returns

BR '2MT' 2-6-0 No. 46441 was lit up on October 18 for the first time in around 20 years as its overhaul is almost complete. As previously reported, the Beet family-owned Mogul has been under overhaul at the Lakeside & Haverthwaite Railway. The loco has been painted in LMS crimson with late BR lettering and numbering.

'56XX' progress

VOLUNTEERS from the Furness Railway Trust continue to dismantle GWR 0-6-2T No. 5643 in connection with its 10-year overhaul. At the group's Ribble Steam Railway base in Preston, the front buffer beam has been removed from the '56XX' to provide access to the cylinders, enabling new liners to be fitted. A start has been made on removing the old boiler tubes – and the superheater block ends have been separated from the rest of the elements in readiness to take them to Tyseley Locomotive Works for the elements to be renewed. Cleaning is under way on the frames and a host of components.

Poppy Line gala success

THE North Norfolk Railway says its Autumn Showcase gala proved popular with almost 2000 passengers travelling over the two days. Highlights included 'Y14' 0-6-0 No. 564 hauling the line's Victorian train; the demonstration goods train; and the Quad-Art set which was well filled throughout the weekend with the trips behind Class 08s Nos. D3940 (08772) and D3935 (08767) proving particularly popular. BR '4MT' 2-6-0 No. 76084 was in traffic using a tender borrowed from North Yorkshire Moors Railway-based No. 76079, which it will use until the end of the year when its boiler certificate expires. No. 76084's own tender was found to have a water leak which requires the tender body to be lifted for investigation.

Viaduct repairs to start

THE first phase of repairs to the Gloucestershire Warwickshire Steam Railway's 120-year-old Stanway Viaduct is due to begin in early November. The viaduct is expected to be reopened to trains in March 2024. Santa trains will operate as normal from Cheltenham to Winchcombe.

'Archie' is back – and hopes rise for *Bluebell* in 2024

Exciting times for Bluebell Railway locomotive fleet as overhauls complete and others get the green light to follow suit.

THE Bluebell Railway's flagship locomotive is to be returned to steam – and a Bulleid Pacific is on course to rejoin the roster, fresh from overhaul.

Following discussions and an agreement by the Boards of the Bluebell Railway PLC and the Bluebell Railway Preservation Society, it has been decided that SECR Wainwright 'P' 0-6-0T No. 323 *Bluebell* is to return to working order.

No. 323 is planned to go into the workshop at Sheffield Park in early 2024, with a view to the 1910-built locomotive to be available in the summer of 2024.

Ending its main line career as No. 31323, the loco was withdrawn from BR in 1960 and was one of the first locomotives to be saved by the Bluebell Railway in that year. The loco was then named *Bluebell* and became one of four of the class to have survived into preservation. No. 323 became the line's flagship locomotive and played a key role in establishing the railway as a major tourist attraction during its early years.

Currently on static display at SteamWorks at Sheffield Park, *Bluebell* last steamed in 2019 and has since been waiting for its turn in the overhaul queue.

The news comes as the railway recently gave the green light to returning two other locomotives to action – LSWR Adams 'Radial' 4-6-2T No. 30583 and LSWR Adams 'B4' No. 96 *Normandy*.

As reported last issue, Nos. 30583 and 96 will be restored by the dedicated crew at Atlantic House at Sheffield Park, the team responsible for the new-build LBSCR Marsh Atlantic



Visiting from the Swanage Railway, SR Bulleid Pacific No. 34070 *Manston* heads away from Leamland Bridge during the Bluebell Railway's Giants of Steam gala on October 14. JAMES KINDRED

No. 32424 *Beachy Head* becoming a reality.

In a further boost for the railway's fleet, SR Bulleid Pacific No. 34059 *Sir Archibald Sinclair*, affectionately known as 'Archie', continues to progress towards entering public service.

The boiler inspector passed the boiler as suitable for use on September 25 after the boiler pressure was brought up to the mark with the safety valves lifting. Two days later, the 4-6-2 moved under its own power for the first time since 2011.

On October 4, No. 34059 made a light engine trial trip to East Grinstead and back. This was the first time that the loco

had travelled on that section of track, the extension to East Grinstead having opened on March 23, 2013. No. 34059 was back at East Grinstead on October 11 – this time while completing a loaded test run.

Meanwhile, work on returning Maunsell 'Q' 0-6-0 No. 541 to action continues. Nothing unexpected was found when the boiler received its NDT (Non-Destructive Testing) examination at the end of September.

A discussion with the railway's boiler inspector is due to take place to review the findings and agree the scope of works to overhaul the boiler.

The wheelsets were removed from the engine's frames at the premises of contractor Leaky Finders on October 4. The wheels are due to be sent to South Devon Railway Engineering for assessment.

A decision will then be taken as to whether to try and undertake one more turn of the tyres – or to replace the tyres. Some parts of the motion will return to Sheffield Park for attention, along with the boiler cladding, to free up space in Leaky Finders' works.

As for the tender, discussions are ongoing with potential contractors regarding a new tender tank.

'Large Prairie' overhaul to help train next generation

YOUNGER volunteers with the Erlestoke Manor Fund (EMF) are set to benefit from the overhaul of the group's 'Large Prairie' locomotive with the opportunity to learn skills.

No. 5164 is due to depart Barrow Hill Roundhouse during the week commencing November 20, where it has been stored under cover since 2014, courtesy of arrangements made by Severn Valley Railway.

The GWR 2-6-2T is to be the centrepiece full-size attraction at the November 25-26 Warley Model Railway Club Show at the National Exhibition Centre, near Birmingham.

After the show, the loco will head to Tyseley Locomotive Works where it is due to be stored while EMF completes the overhaul and repairs of No. 7802 *Bradley Manor* and the new-build tender project

No. T2329. This work will occupy a large part of 2024.

In the coming year, EMF will continue to make further detailed assessments of the locomotive's condition and purchase materials as necessary.

Currently more than £40,000 has already been spent in this way.

Chris Field, EMF trustee and 5164 Project lead, said:

"The 5164 Project will be used as an educational and transitional focus for younger engineering volunteers to project lead while learning from the more experienced engineers involved in EMF, thus preserving many much-needed skills for the future."

Visit the website at www.erlestokemanorfund.co.uk for details on the 5164 appeal and EMF.

Churchward 2-8-0 breathes again!

CHURCHWARD 2-8-0 No. 2807 took another significant step forward to rejoining the operational fleet at the Gloucestershire Warwickshire Steam Railway on October 17.

The '28XX', which has undergone a three-year overhaul by owners Cotswold Steam Preservation Ltd, undertook light-engine moves as part of the recommissioning process. The locomotive, crewed by the two Toms – Tom Willson (firing) and Tom Wright (driving) – plus engineer Ian Carpenter, moved first within

the confines of Toddington station limits before taking four return trips to Winchcombe. It was a glorious day and the locomotive went about its first runs without fuss and the afternoon was declared a success.

No. 2807 is now the oldest GWR-built locomotive in working order – the only two older Swindon-built machines are 1930-built No. 3717 *City of Truro* and 1897-built 'Dean Goods' 0-6-0 No. 2516, both of which are displayed at STEAM museum in Swindon and unlikely to steam again.



No. 2807 approaches Hayles Abbey Halt while on test on October 17. IAN CROWDER/GWSR

Partnership signals mutual benefits

A FORMAL partnership has been established between Network Rail (NR) and the Severn Valley Railway (SVR) to allow each to benefit from the other's expertise, technology and facilities to help maintain and improve both networks.

NR's Central route will offer the SVR professional skills, advice and redundant railway materials, while the SVR will provide support, training and facilities to help NR staff operate and maintain more traditional railway technology – such as semaphore signalling and lever frame signal boxes.

Describing it as a "perfect partnership," Denise Wetton, NR's Central route director, said: "Being able to access the SVR's traditional infrastructure when the line is closed to the public and trains aren't running allows learning to happen in a much safer environment and is something which is very difficult to do on the main network."

Jonathan 'Gus' Dunster, SVR's managing director, said: "The SVR is keen to strengthen its partnerships with a range of main line companies, and this will form a cornerstone of that ambition. I am grateful to Denise Wetton and her team for their energy and desire to make this partnership happen."

NR will also be looking at how and when it could use its ultrasonic testing train, which monitors track and infrastructure conditions, on the SVR. Access to this technology would be a step-change for a heritage railway in monitoring its assets and identifying potential faults to be fixed.



Watercress gala: Visiting from the Bluebell Railway, LBSCR 'Terrier' 0-6-0T No. 72 *Fenchurch* starred in the Mid-Hants Railway's October 6-8 Autumn Steam Gala. Immediately behind the loco is 1947-built Bulleid Open Third carriage No. 1456, which is on long-term loan from the Bluebell Railway. Just visible on the rear of the train is a Palvan, one of the box vans restored by the MHR's wagon group. NICK GILLIAM

New home for two Darlington rail groups

THE location of new premises for two heritage railway organisations has been revealed in Darlington – and rolling stock is now on the move.

On October 13, North Eastern Locomotive Preservation Group's (NELPG) J72' 0-6-0T No. 69023 was relocated from Hopetown Carriage Works into road 3 in the 1861 Shed at the Darlington Rail Heritage Quarter. The locomotive was shunted by NELPG volunteers, with the assistance of Darlington Railway Preservation Society (DRPS) and its diesel shunter.

NELPG occupies the Southern half of the shed under licence from Darlington Borough Council. The licence term runs to April 2026, but discussions with the council on an extension to 2033 are in progress.

DRPS is to occupy the Northern half of the building.



'J72' No. 69023 is seen being manoeuvred into its new home on October 13. RICHARD BARBER/NELPG

The 1861 Shed was designed by William Peachey for the Stockton & Darlington Railway and continued as a running shed until it became the paint shop for Darlington North Road Works in 1877. No. 69023, which is currently under overhaul, is the first locomotive to use the shed as an engineering base

since that time.

The locomotive's boiler is at contractor Northern Steam Engineering in Stockton-on-Tees, while the newly cast cylinder block is in the last stages of machining at Dormor Machine in Middlesbrough. The overhaul is expected to be completed in 2024.

DIARY

- Nov 1** North Yorkshire Moors Railway: *Sir Nigel Gresley* running
- Nov 1** Worth Valley Railway: Let the train take the strain
- Nov 3** Great Central: Bonfire Night specials
- Nov 3-4** East Lancs Railway: The Gruffalo Family Fun Day
- Nov 4** Isle of Wight Steam Railway: Race The Train
- Nov 5, 10-12** North Yorkshire Moors Railway: Light Spectacular
- Nov 10-Jan 1** North Norfolk Railway: Norfolk Lights Express (on selected dates)
- Nov 13-Jan** Epping Ongar Railway: Lights Trains (on selected dates)
- Nov 17-19, 24-26, 30** Bluebell Railway: Starlights (and on selected dates in December)
- Nov 18-19** Great Central: Last Fish & Chip Train of 2023
- Nov 18-19** Great Central: The Last Hurrah
- Nov 19** Lincolnshire Wolds Railway: Steam Running Day
- Nov 23-24** Bluebell Railway: Festive Feasts
- Nov 24-Jan 6** Watercress Line: Steam Illuminations (on selected dates)
- Nov 26** Mid-Suffolk Railway: Vintage & Bygones Exhibition
- Dec 2-3, 9-10, 16-17** East Anglian Railway Museum: Days Out with Thomas
- Dec 22** Severn Valley: Christmas Carol Trains

■ *Until December 24 Santa Specials (on selected dates) - Many heritage lines will get a visit from Father Christmas. Please consult your local heritage line and book early to avoid disappointment.*

- Dec 26** East Lancs Railway: Mince Pie Specials
- Dec 26-27** Isle of Wight Steam Railway: Mince Pie Specials
- Dec 30-31** Bo'ness & Kinneil Railway: Black Bun Specials
- Dec 31** Bluebell Railway: New Year's Eve Steamlights
- Dec 31-Jan 1** Ecclesbourne Valley Railway: Winter Steam in the Valleys

2024

- Jan 1** East Anglian Railway Museum: New Year's Steam
- Jan 1** East Lancs Railway: Whisky Chaser Specials
- Jan 1** Isle of Wight Steam Rly: New Year's Day Specials
- Jan 1** Lincolnshire Wolds Railway: Steam Running Day
- Jan 2-3** Bo'ness & Kinneil Railway: Black Bun Specials
- Jan 6** Helston Railway: Winter Steam Up
- Jan 6-7** Swanage: Winter Warm Up

SIDELINES

Battlefield steam

GWR 'Large Prairie' No. 5199 has gone on hire to the Battlefield Line for the remaining weeks of its boiler certificate. Having arrived from the West Somerset Railway on October 18, in time to work the half-term trains, the 2-6-2T is also due to operate the Leicestershire line's Santa Specials, as well as selected services between Christmas and New Year.

Signalling boost

BO'NESS-BASED Museum of Scottish Railways has acquired the John Young Signalling Collection. It comprises approximately 600 instruments and is believed to be the most comprehensive collection of signalling equipment in the UK. The collection complements the existing Forbes Alexander Collection. The first batch was delivered to the Scottish Railway Preservation Society-owned venue in mid-October.

Recognition for SVR pub

THE King and Castle pub and restaurant, based at the Severn Valley Railway's Kidderminster station, has earned a listing in the Good Beer Guide 2024. Published by CAMRA, the Campaign for Real Ale, the guide recognises the best pubs in the country, chosen by independent consumers. The King and Castle has recently revamped its menu to include basket meals and Sunday lunches – and it has also started fortnightly quiz nights. It specialises in real ale from a range of local brewers, including Bewdley Brewery, Hobsons, Bathams and Brew 61.

Winchcombe upgrade

A TEAM from Network Rail and Colas Rail UK's (CRUK) signalling team dedicated a day to work alongside Network Rail and volunteers from the Gloucestershire & Warwickshire Steam Railway, to boost facilities at Winchcombe station. The 30-strong team created a play area, along with some tables and chairs for children to enjoy while at the station. CRUK programme manager, Dan Palmer, said: "I would like to thank the teams within CRUK and Network Rail who attended during a particularly busy period within the Signalling & Telecommunications Framework. A special mention to our supplier Ground Control who volunteered a day in cutting the logs to size."

Stanier Mogul steams at Severn Valley Railway

All systems go as several members of the locomotive fleet progress towards active service at Bridgnorth.

A POPULAR member of the Severn Valley Railway's steam fleet is edging closer to returning to traffic following an extensive overhaul.

On October 16, the first fire was lit in Stanier Mogul No. 2968 at Bridgnorth since January 2013. Three days later, the 2-6-0 operated a series of light engine test runs to Hampton Loade as the process of snagging got into full swing.

Owned by the Stanier Mogul Fund, the loco's previous boiler certificate expired in January 2013 – when it ran in BR guise as No. 42968. The latest overhaul began in 2014.

Another Bridgnorth resident taking shape is new-build BR '3MT' 2-6-2T No. 82045. Having reached the funding target, the order has been placed for all the details for both the large and the small tubes in the boiler.

The group is now trying to secure funding for the remaining materials needed to complete the boiler prior to test. These include wash-out plugs at £40 each, fusible plugs at £120 each and mud-hole door assemblies at £140 each. Visit www.82045.org.uk for details of how you can help.

Steady progress also continues to be made on GWR 'Large Prairie' 2-6-2T No. 4150 – the last loco from Woodham Brother's Barry scrapyard on the SVR which has yet to be fully restored.

Assisting the railway's paid staff, volunteers from the loco's owning group, the 4150 Fund have started the substantial task of riveting the side tanks, which involves the fitting of hundreds of small diameter rivets. The fireman's side tank has been tackled first, with all of the 'easy' rivets done to date.

The superheater header has been pressure tested and the regulator box is being prepared for testing – the copper steam pipes will follow. Materials for the steel main steam pipes are being prepared for coded welding.

Work to repair GWR 0-6-0ST No. 813, which failed during the 2022 Spring Steam Gala is ongoing. The dragbox casting for the one-time Part Talbot Railway loco has now been returned to Bridgnorth after some remedial work by the manufacturers.

Efforts to reawaken GWR '45XX' 2-6-2T No. 4566 have stepped up a notch. The 4566 Preservation Group, which saved the 'Small Prairie' from Barry scrapyard in August 1970, has been rejuvenated. It became a charitable incorporated organisation on May 23. The loco's boiler certificate expired in January 2017 and it is currently displayed in The Engine House visitor centre, Highley.

Three of the existing board



Stanier Mogul No. 2968 sets back out of Bridgnorth yard for a second light engine return run to Hampton Loade during testing on October 19. JOHN TITLOW

members have been joined by a trio involved with the successful 'Friends of Hagley Hall' project. The group has set a fundraising target of £500,000 – visit www.4566.org.uk for details.

More than £4000 was raised on the group's sales stand over the spring and autumn steam galas – and it is hoped continue the momentum at the January 6/7 Winter Steam Gala.

The group has teamed up with Kidderminster's AG Recycling to allow well-wishers to drop off scrap metal at the company's Finepoint Way premises and request the proceeds be paid directly into the charity's account. A public-facing presence can be found at Kidderminster Town station which now has two bins to collect cans for recycling in aid of the group.

Meanwhile, the Warwickshire Industrial Locomotive Preservation Trust celebrated the 125th anniversary of its ex-Manchester Ship Canal 0-6-0T *The Lady Armaghdale* on October 7. Hauled out from Kidderminster carriage shed, where it's now stored, the Hunslet was displayed in the dock and a party held in WR inspection saloon No. 80972.

Another recent milestone recently reached on the SVR is the resumption of photographic charters on the railway outside station limits.

On September 25, a carefully managed event was organised by SVR volunteer Matt Fielding which saw GWR 'Hall' 4-6-0 No. 4930 *Hagley Hall* at the head of a goods train.

Photographers were conveyed between pre-agreed locations in a vintage bus.

Cylinder block delivered

A MAJOR milestone has been reached in the construction of new 'P2' No. 2007 *Prince of Wales* by builders the A1 Steam Locomotive Trust, with the delivery of a key component.

The £250,000 fabricated three-cylinder monobloc cylinder was unveiled to a crowd of over 130 supporters and their guests at the Trust's new Locomotive Works in Darlington on October 14.

The Trust said it is proud to have pioneered the fabrication process when casting of the complex cylinder was not an option, in a first for steam locomotive new-builds and preservation. The proving of this method is not only vital for the

'P2', but the Trust's next build project – 'V4' No. 3403 – which will require a similarly fabricated monobloc cylinder.

It is an exciting time for the 'P2' project – the Trust is due to take delivery of over £1 million worth of components, including the boiler and tender frame, by the new year.

While the loco will soon look largely complete, a huge effort is still required, including extensive piping and electrics. With a dedicated club launching in the new year, the Trust is seeking to fund the Lentz-Franklin Valve Gear, which is the final large component required for *Prince of Wales*.

Further details of how to



The new monobloc cylinder is seen in front of 'P2' No. 2007 *Prince of Wales* on Saturday, October 14, in the Trust's Darlington works. A1SLT

support the project to build No. 2007, Britain's most powerful steam locomotive, can be found at www.p2steam.com.

Meanwhile, the boiler for

'A1' No. 60163 *Tornado* moved from Darlington to Locomotive Maintenance Services on September 26, ahead of being placed in the loco's frames.

Tributes paid to 'Mr Llangollen Railway'

A FOUNDING father of the Llangollen & Corwen Railway, Bill Shakespeare MBE, has passed away. Latterly serving as the line's president, Bill died on September 20, just two weeks short of his 96th birthday.

A true preservation pioneer, Bill had been involved in the railway from its creation as the Deeside and Flintshire Railway Preservation Society in the late 1970s. He gave a lifetime's dedicated service to the railway as a volunteer and served as chairman of the Llangollen Railway Trust (LRT) between 1976 and 1998. He was awarded an MBE for services to the railway upon his retirement as chairman and continued to support the LRT in an honorary role as president right up until his passing.

Former LRT chairman Gordon Heddon, who worked alongside Bill for many years said: "Bill was 'Mr Llangollen Railway'. He successfully steered the railway through some very difficult



Bill Shakespeare MBE is seen at the formal opening ceremony of the new Corwen station on June 2. GARETH EVANS

times in the past. I am so glad he was able to be at the Corwen station opening to realise his long-held ambition. Rest easy, my friend."

LRT says it intends to recognise Bill's contribution to the railway with a suitable memorial in due course.



Resplendent in its new lined out 1890s Drummond passenger green livery, LSWR 'T3' No. 563 hauls one of the special trains for invited guests from Swanage to Norden on October 7. MARK V PIKE

'T3' relaunched in style

LSWR 'T3' No. 563 hauled its first passenger train since 1945 at the Swanage Railway on October 7, when it was formally relaunched into traffic.

Donated to the Swanage Railway Trust (SRT) by the National Railway Museum in 2017, the 1893-built loco has undergone a challenging six-year £650,000 restoration using both volunteer and specialist contract labour.

Special guests attending the 'T3' ceremony at Swanage station on October 7 included the Lord-Lieutenant of Dorset, Angus Campbell; senior National Railway Museum curator Anthony Coulls; and SRT Patron Sir Philip Williams, as well as descendants of the T3's Victorian designer William Adams.

Reflecting the significance of the occasion and a reminder

that several railway volunteers are keen campanologists, bells rang out from the nearby St Mary's church.

The 4-4-0 hauled two passenger trains carrying invited guests and supporters of No. 563, departing Swanage for Norden at 12.35 and 14.05. The loco hauled its first post-restoration fare-paying passenger trains the following day.



Visiting traction: The two guest locos at the Great Central Railway's Autumn Steam Gala – GWR 0-6-0PT No. 7714, visiting from the Severn Valley Railway, and the Great Western Society's 'Saint' No. 2999 *Lady of Legend* – are seen double-heading at Kinchley Lane on October 8, with the 14.30 Loughborough to Leicester North service. PAUL BIGGS

Nene Valley to welcome 'Black Five' visitor

The Keighley & Worth Valley Railway's LMS 'Black Five' No. 45212 is to go on hire to the Nene Valley Railway for the festive season.

Due to arrive at Wansford on November 2, the 4-6-0 is booked to work driver experience courses – and the First Class Santa trains – before returning to West Yorkshire on December 28.

The Northampton & Lamport Railway's Hunslet 'Austerity' 0-6-0ST No. 3193 *Norfolk Regiment* is now due to remain on the NVR for an extended period to assist with Christmas trains. As reported last issue, the loco was originally expected to return to its Pitsford & Brampton base in November.

By mid-October it was planned that NVR resident locos SR Bulleid Pacific No. 34081 92 *Squadron* and Polish 0-8-0T No. 5485 would be available as standby locomotives during the line's Santa trains.

Meanwhile, the overhaul of the NVR's Hudswell Clarke 0-6-0T No. 1800 *Thomas* continues to progress. The boiler was reunited with the frames on October 11, using the railway's steam crane. Days later, the boiler cladding and tanks had been refitted and the loco was on course for a rapid return.

Scotsman back in action after 'shunting incident'

INVESTIGATIONS are ongoing into what has been described as a 'shunting incident' involving No. 60103 *Flying Scotsman* at the Strathspey Railway.

At around 18.05 on September 29, the 'A3' collided with a set of stationary Belmont carriages at Aviemore station. The collision occurred at approximately

7mph (11kph) as the loco was backing on to the train. The collision resulted in injuries being caused to a number of passengers and staff, with one passenger and one member of staff being taken to hospital. No rail vehicles derailed, although some damage was caused to the carriages involved.

The incident is being looked

at separately by staff from both industry regulator, the ORR (Office of Road and Rail) and the RAIB (Rail Accident Investigation Branch), which independently investigates accidents to improve railway safety and inform the industry and the public.

Operation of the loco was immediately suspended after the incident. Following a full

mechanical inspection and investigation carried out by an independent expert on behalf of Strathspey Railway and the National Railway Museum's collections and rail operations teams, No. 60103 was passed fit for main line operation and departed Aviemore on October 7. The loco then fulfilled its main line tour commitments.

Worth Valley gets 'game-changer' funding for bridge rebuilding

£1m Central Government grant paves way for vital bridge renewal project.

THE Keighley & Worth Valley Railway (KWVR) has been awarded £1 million towards the costs of the bridge 27 renewal, from the Government's Community Ownership Fund.

Sourced from the central government's levelling up funding, the grant will be used to help ensure a vital piece of the West Yorkshire heritage line's infrastructure is fit for the future. The rebuild will be the KWVR's largest ever – and most expensive – civil engineering project in the preservation era.

The original bridge was built in 1867, before the current structure was built as part of a reconstruction in 1889. The existing bridge is two separate structures carrying the railway over Bridgehouse Beck, but the two structures share the same abutments and pier.

Development work has been ongoing for around a decade, with the initial plans to renew the bridge like for like. However, after several flooding incidents, which were contributed to by the restrictions in the river around Bridge 27, the railway began to look at an option to build a longer span to remove



LEFT: Pictured standing on bridge 27, which is located at the throat of Haworth yard and locomotive depot, are left to right: Nick Bennett, chairman of the railway's operating company, and Robbie Moore, MP for Keighley and Ilkley. In the cab of BR '2MT' 2-6-2T No. 41241 is KWVR volunteer Tom Kay giving the news the thumbs-up. KWVR

the need for the central pier and improve the beck flow.

While sub-contractors will be used for a reasonable amount of the work on the project, it is worth noting that the KWVR will be delivering this project as the main contractor with its very own qualified team of volunteers.

Detailed planning and design work for the project is well underway, with September 2024 being the current target date for the main bridge renewal, which will require a three-week closure planned. However, changes will soon be visible in the area as preliminary works get underway.

KWVR chairman Matt Stroh said: "This funding is a financial game-changer for the railway.

It means that we can press on with the largest and most expensive civil maintenance project we have undertaken since the Preservation Society reopened the line back in 1968, safe in the knowledge that we can continue to invest in the programme of locomotive overhauls and other capital projects necessary to keep the 150+ year old railway running."

The successful grant application process has been led by volunteers in the Fundraising Team who worked closely with the Civil Maintenance volunteers that are leading the bridge replacement project.

Meanwhile, the KWVR held its annual Civil Maintenance Department 'Civil Week' in mid-

September. Damems Junction cutting, which is immediately south of Damems Junction has suffered from flooding for many years. Drainage has been gradually improved in the area over the past six years.

During Civil Week, volunteers completed the final piece of the jigsaw – installing a cess drain. This drain is required to get the water out of the cutting and off the track as quickly as possible as it was ponding and causing issues with the track. In addition, where water had flowed onto the track, it had spoiled the ballast, washing silt into the stones, and this needed to be replaced alongside the improved drainage.

The main work began on

Sunday, September 17, after the last service train had passed. On that day, both diesels, No. D0226 *Vulcan* and No. D2511 failed, leaving the team with no choice but to trap Class 37 No. 37075 at Ingrow. After it had completed its day's passenger train duties, BR '2MT' No. 78022 was used to drag the rails out – a rare sight of a steam-hauled works train.

Work completed during Civils Week included installing track drainage in the Up (west) side cess; renewing a section of ballast; clearing the drainage ditches at the top of the cutting; continuing site investigations at Bridge 27; and undertaking some electrical work on the signalbox itself at Damems Junction.

Birthdays celebrated at Ribble Steam Railway gala

THE anniversaries of two historic items of rolling stock were marked at the Ribble Steam Railway's (RSR) Autumn Steam Gala over the weekend of September 30-October 1.

A cake was brought out to the platform of Riverside station at 12.50 on the Saturday, so that the 160th and 125th birthdays respectively of Furness Railway 0-4-0 No. 20 and Great Eastern Railway Royal Saloon carriage No. 5 could be celebrated. The loco and coach form part of the Furness Railway Trust (FRT) collection, which is based at the RSR in Preston.

No. 5 made its public debut in style at the gala after an overhaul – when it was used to offer the RSR's inaugural

first-class cream tea experience, a sell-out on both days.

Built in 1898 for the then Princess of Wales, Princess Alexandra, No. 5 was later used by the Stratford Civil Engineer as an inspection saloon.

Other attractions at the gala included Hudswell Clarke 0-4-0ST *Waleswood* (750/1906) visiting from the Chasewater Railway.

RIGHT: Hudswell Clarke 0-4-0ST *Waleswood* (750/1906) visiting from Chasewater, pilots resident Hawthorn Leslie 0-6-0ST *Linda* (3931/1938) during the Ribble Steam Railway's gala on October 1. GER Royal saloon No. 5 is immediately behind the locos.

STEVE SIENKIEWICZ



KRM preserving sole survivors

The collection at Kidderminster Railway Museum includes vehicles which are now unique.

VOLUNTEERS from Kidderminster Railway Museum (KRM) have been transforming the appearance of goods wagons which are displayed outside.

Based in the 1878-built two-storey former GWR grain and wool warehouse adjoining the Severn Valley Railway's (SVR) Kidderminster Town station, the museum is run by an

independent charitable trust – although it works closely with the SVR.

Four historic vehicles have been the subject of attention, complementing the restored GWR Wrangton signalbox, all of which can be viewed from the pedestrian access route from the SVR car park to the station.

Looking particularly smart

is a four-wheeled seven-plank open which has been restored as a private owner wagon in the livery of Chalford-based coal merchant James H. Smart & Sons.

Signwriting has been applied by former Gloucestershire and England cricketer Jack Russell MBE. The wagon formerly worked at British Sugar, Foley Park.

A crane has also been receiving attention, which is believed to be GWR No. 601 that was originally built for the Bristol & Exeter Railway as a broad gauge vehicle, before being converted to standard gauge. It awaits the fitting of wooden decking to finish.

Currently surrounded by scaffolding is GWR No. 14984, the sole-surviving iron-bodied six-wheeled workshop van, built for the GWR Signal Department. Having previously resided at Tyseley, the van moved to the KRM in 2019. All the steel bodywork has since been replaced, although it



Former British Sugar open wagon No. 13, now restored as a private owner is seen with GWR crane No. 601 and GWR Toad No. 40362 on October 5. GARETH EVANS

is currently bolted in place pending riveting. Replacement hardwood windows and doors have been made and await fitting upon completion of the metalwork.

Another now unique vehicle on site is GWR Toad No. 40362, a workshop van. Reflecting its role assisting the permanent way gangs as a mess and tool van, unlike a typical Toad the

open veranda was boarded in with two small windows included at the front – along with a split stable door arrangement.

A new roof is currently in the process of being fitted and a lot of work has been carried out on the interior. It is hoped to turn attention to the exterior bodywork next year when the weather improves.



GWR No. 14984 is an iron-bodied, six-wheeled workshop van built for the GWR Signal Department. It is seen undergoing restoration at Kidderminster Railway Museum on October 5. GARETH EVANS

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As reviewed by the Railway Magazine
"The book traces the route radiating from Wigan and looks at each key destination in detail, making good use of descriptive introductions and high quality mapping. Where the book really scores for this reviewer is in the lavish use and quality of the photographs, both colour and monochrome that take the story from the glory days of Webb 0-6-0s through to 9 Fs, Black Fives and BR blue diesels. This book is a must for any enthusiast with connections to the North West and those with an interest in the coal industry"

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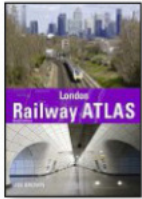
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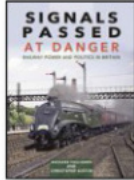


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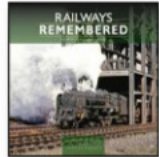


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Locomotive projects progress at Tunbridge Wells West shed

Volunteer efforts at the Spa Valley Railway pay dividends as 'forgotten' Hunslet loco reaches restoration key point.

HUNSLET 16in 0-6-0ST *Newstead* (1589/1929) is progressing well towards its first steaming in many years, since being rediscovered in 2016.

The locomotive is the oldest survivor of the Hunslet 16in class, one of the standard range of 0-6-0STs built by Hunslet Engine Company, which were the precursors of the WD 'Austerity' 0-6-0ST.

The engine is having a very thorough overhaul to make it as reliable as possible. Since 2017 the frames have been painted in a shade of purple brown, lined in vermilion, the livery it is believed to have carried when bought new by the South Kirkby, Featherstone and Hemsworth colliery. The bodywork will be turned out in NCB maroon livery, lined in yellow.

The tyres and journals have been turned and the crankpin quartering checked at South Devon Railway. Almost every

bearing surface has been remachined or replaced. The chassis has had new horn blocks cast and machined, axleboxes have had new bronze and white metal bearings and bronze horn liners machined by Quainton Road-based contractor JM steam.

The piston and valve rods have been built up and made true with metal spraying, and the bronze crossheads and coupling rod bushes have all been white metalled and machined.

Milestone

Metalling and machining of the eccentric straps has been carried out under contract at the Flour Mill workshop in the Forest of Dean. Following all this work, the engine was rewheeled in early October.

The boiler is away at Road Steam Ltd which has renewed the crown stays, front tubeplate

and angle ring and barrel rivets.

Vacuum and steam heat systems and a new four feed displacement lubricator for the cylinders were all completed and stored before the loco was dismantled early last year. The only things left to do for completion are the connecting rods.

The loco is now making rapid progress and is expected to return to steam next year – providing there are enough volunteers to help with reassembly and painting. Offers of assistance would be gratefully appreciated – contact the loco's owner, Alex Adler on alex.a@accoladmeasure.co.uk or 07710 750366.

Turning to other locos at Tunbridge Wells West shed, Andrew Barclay 0-4-0ST *Lady Ingrid* (2315/1951) has just been outshopped after a full 10-year overhaul. A good example of a 'use it and restore it' commitment that has been fulfilled.



Newstead being rewheeled at Tunbridge Wells West shed on October 1. SPA VALLEY RAILWAY

Of the other industrial locomotives, the next to be dealt with is likely to be Andrew Barclay 'Austerity' 0-6-0ST (2215/1947).

Future

This is one of only two genuine ex-LNER 'J94' locomotives preserved, it spent several years in industrial service following withdrawal by

BR as No. 68077 in 1962.

Two RSH 'Ironstone' 0-6-0ST locos are also resident at Spa Valley. No. 57 *Samson* (7668/1950) is currently stored, while sister loco No. 62 *Ugley* (7673/1950) is on display.

These locomotives were specially built for Stewarts & Lloyds' Corby quarries. Bagnall 0-6-0ST *Topham* (2193/1922) is also currently in store.

Former McAlpine locos reunited for award presentation

HISTORY was made on September 21, when the two surviving ex-McAlpine steam locos were reunited in the presence of a member of the Royal Family.

Accompanied by Lady McAlpine, HRH Princess Anne, the Princess Royal, presented the National Transport Trust's (NTT) Sir William McAlpine award – a golden spanner and certificate – to Stephen Middleton in recognition of the restoration of his Hudswell Clark 0-6-0ST.

Built in 1916 as works number 1208, the loco is today known

as *Seacole/Ilillingworth* and normally based at the Embsay & Bolton Abbey Steam Railway.

Lady McAlpine, president of the NTT and widow of the late Sir William (Bill) McAlpine, arranged for the subject of the award to attend the private railway at Fawley Hill under its former name, *McAlpine 88*. The line is home to Hudswell Clarke 0-6-0ST No. 31 (1026/1913).

The Princess Royal expressed interest in the loco and travelled with Lady McAlpine in the single coach behind No. 88 along the railway's 1-in-13 gradient.



The two McAlpine locomotives together at Fawley Hill on September 21 – Nos. 81 and 31. STEPHEN MIDDLETON



Cathryn is back in action

HUDSWELL Clarke 0-6-0ST No. S102 *Cathryn* (1844/1955) returned to regular service during Peak Rail's Mixed Traffic gala on September 30.

The loco is a member of the PLA class, the first of which were

LEFT: *Cathryn* is seen at Rowsley station about to work the 10.30 train to Matlock on September 30. STEVEN DONALD

designed and worked for the Port of London Authority. The National Coal Board bought several examples of the class, this particular loco working for Newmarket Colliery near Wakefield prior to entering preservation in 1977. *Cathryn* had a nomadic life before finally being restored at the Ecclesbourne Valley Railway, but is currently on loan to Peak Rail.

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SINGLE LINES

■ **BRESSINGHAM** Steam Museum's ex-Penrhyn Hunslet 0-4-0ST *George Sholto*, withdrawn in 2018 for overhaul, returned to service in September. The basic green livery has been retained but with different lining, the previous darker green edging to the cab and saddle tank colour being replaced by black with red and yellow lining between the green and black.

■ **WELSHPOOL & Llanfair Light Railway's** (W&LLR) S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn*, which returned to service in June following a lengthy overhaul in plain green, received its final black livery as September turned to October, with red lining to follow.

■ **PERRYGROVE** Railway's new 0-6-0ST *Mr Hallworth*, unveiled at the railway in April albeit incomplete, ran on compressed air (on rollers) in mid-September at its builders, North Bay Railway Engineering Services in Darlington. A test in steam was anticipated within weeks.

■ The project to build a new two-road heritage shed at Talylyn Railway's Tywyn Wharf station site has been put on hold. The fundamental issue is the rise in costs and difficulty in reducing the specification to the extent needed to meet these increases while achieving the desired objective. Further announcements are anticipated.

■ **THE Lynton and Barnstaple** Railway took delivery of a four-wheel track tamping machine on September 15. Supplied by Austrian company TEMO, the machine can lift and tamp, and incorporates line technology.

■ **THE Talylyn Railway's** September 23/24 Heritage Weekend featured a visit by Corris Railway's 1974-built battery electric Clayton shunter, now named *Aberllefenni*, reflecting the slate quarry where it previously worked, which was demonstrated in the yard at Tywyn Wharf station.

DIARY

NOVEMBER

4-5 Romney, Hythe & Dymchurch Unusual Trains Weekend
5 West Lancs Children in Need/Macmillan Coffee Morning
11, 18, 24-25 Bressingham At Night

DECEMBER

16 Talylyn Carol Train
28-30 Welshpool & Llanfair Mince Pie Specials
26-JAN 1 Ravenglass Winter Warmer Trains
27-JAN 3 Bure Valley Mince Pie Specials

Significant steps for Welsh steam and diesel loco projects

First steam raised in Welsh Highland Railway NG15 'Kalahari' – and Kerr, Stuart 6wDM undergoes gauging test on Ffestiniog Railway.

STEAM was raised in Ffestiniog & Welsh Highland Railway's ex-South African Railways Société Anglo-Franco-Belge (works No. 2684) NG15 'Kalahari' 2-8-2 No. 134 in early September.

Although the boiler had been steamed and tested at Locomotive Maintenance Services in Loughborough, this was the first time it was steamed in the locomotive's frames in Wales.

The test followed the fitting of the two main steam pipes from the superheater header down to the steam chests, including expansion joints, which had been manufactured by staff at Dinas, and installation of a new fire grate and smokebox fittings by Cymdeithas Rheilffordd Eryri/Welsh Highland Railway Society volunteers.

At operating pressure, steam joints were checked as the boiler expanded its length by just over half an inch, then the fire was dropped without any attempt to move the loco. This was fortuitous, since opening the regulator to blow out detritus from the rebuilding work on the steam pipes, superheater elements, valve chests and pistons resulted in significant expulsion of metallic residue that could have damaged the rebored liners and new pistons and valves had the loco been moved under its own steam.

The boiler cladding sheets, painted in black topcoat, were fitted in time for display during the September 16 WHRS Members' Day. Meanwhile, the cab roof and parts for the

tender handbrake mechanism are being fabricated at Boston Lodge and will be fitted by a working party at Dinas when completed.

Trials

Meanwhile, Kerr, Stuart 6wDM 4415/1928, which is being restored by a team of Ffestiniog Railway (FR) volunteers, was taken up the FR by Hibberd Planet 4wDM *Upnor Castle* on September 27 for a gauging test. The loco reached Garsedd tunnel but would not fit. This was not unexpected, the loco having been restored to its as-built condition (picture, *RM* August) rather than its cut-down post-1929 form. The restoration team doubts 4415/1928 ever went past Minffordd while at the FR in the

1920s, so this trip was probably a 'first', the reduction in height probably having been done to provide clearance under Rhiw Plas bridge between Boston Lodge and Minffordd, which had much less clearance in those days.

The possibility of 4415/1928 running through to Blaenau Ffestiniog at some future time is not completely ruled out. Rebuilding of the bodywork allows for the possibility of constructing an alternative cut-down cab, which could be fitted using domed bolts that would externally look like rivets.

The engine has still not been returned by the contractors following rebuilding and the current bolts securing the body panels need to be replaced by rivets.

Burnhope steam reunion at Beamish

BEAMISH Museum's September 9/10 Autumn Transport Gala featured visits by Martyn Ashworth's Avonside 0-4-0T *Ogwen* (2066/1933) and Moseley Railway Trust's Hudswell Clarke 'Ganges' class 0-6-0WT 1238/1916, which has become known as *Ashanti*.

The appearance of *Ogwen* enabled a reunion with Graham Morris' Andrew Barclay 0-4-0WT *Glyder* (1994/1931), which resides at Beamish. Both were originally supplied to Durham County Water Board (DCWB) to work on the Burnhope Dam contract in the early 1930s, then being named *Durham* and *Grey*.

The pair were subsequently sold to the Penrhyn slate quarry operation in North Wales, where *Durham* became *Ogwen* and *Grey* became *Glyder*.

As the Penrhyn operation ran down, both locos were exported to the USA. When they were repatriated in April 2012, they were both initially stored at Beamish. *Ogwen* was subsequently moved away for restoration at 'Workshop X', while *Glyder* was returned to operational condition at Beamish. The Autumn Transport Gala was the first time they had been in steam together since the 1930s at Burnhope.



Avonside 0-4-0T *Ogwen* (left) and *Glyder* pause together at Beamish on September 9, the first time they had been in steam together since the 1930s – a few miles from Beamish high on the Durham moors at Burnhope reservoir, near Wearhead. MICHAEL DENHOLM



Coming out of the woods: Although Sittingbourne & Kemsley Light Railway's Kerr Stuart 0-4-2ST Brazil class *Premier* seems to be in a sylvan setting, it was actually photographed from a position on Sittingbourne viaduct at a dog-leg close to a bridge over Gas Road. The location was permissible since it was taken on September 29 during a charter organised by Joey Evans. JAMES WAITE

More components for new-build Yeo and Exe

A BATCH of castings for use on the planned new-build Lynton & Barnstaple Railway Manning Wardle 2-6-2Ts *Yeo* and *Exe* (*RM*, October 2018) to be constructed for the revived Lynton & Barnstaple Railway were delivered to Ffestiniog Railway's Boston Lodge works in September.

Produced by Peak Patterns Ltd in Sheffield, the components include driving wheels, front and rear frame stays, hornblocks, bogie frame stretchers,

axleboxes and keeps, slide bar brackets and radius links for Joy valve gear. Machining will be undertaken at Boston Lodge, where machining of the cylinder castings (picture, *RM* July 2022), end covers and valve chests has now been completed.

The announced intention is for the new *Yeo* to be built at 'Workshop X' in north Derbyshire and *Exe* at Boston Lodge. Neither set of frames has yet been ordered and no construction has commenced.

More Manx anniversary celebrations

THE 130th anniversary of the Manx Electric Railway (MER) opening between Derby Castle and Groulle Glen was marked on September 10. Original MER cars Nos. 1 and 2 made parallel departures from Derby Castle, carrying dignitaries and guests to Laxey where, amid a Victorian Fayre, a commemorative plaque was unveiled by the Lieutenant Governor of the Isle of Man, Lieutenant General Sir John Lorimer KCB DSO MBE.

Trams commenced running public services to Groulle Glen on September 7, 1893, with the extension to Laxey opening on July 28, 1894. Next year will therefore mark the 130th anniversary of the MER running to Laxey, as well as the 150th anniversary of the Douglas to Port Erin steam line.

Narrow gauge line at Wirksworth revived

THE short 2ft gauge railway adjacent to the standard gauge Ecclesbourne Valley Railway's Wirksworth station has been rebuilt with new sleepers and cleared of vegetation that had grown over the last couple of years, Covid-19 pandemic lockdowns having precluded work on the site.

The 2ft gauge line, which first opened in mid-2009, is home to a 4wDM Lister known as *Lesley the Lister*, which worked a small carriage offering passenger rides until the railway fell out of use.

Feanor returns to main line action at LBR

MOTOR Rail 60S 4wDM *Feanor* (MR1 1003/1956) returned to Leighton Buzzard Railway (LBR) main line service during the railway's September 16/17 gala event following an extensive overhaul.

After testing in the yard at Stonehenge Works on September 16, the next day it worked a demonstration freight to Page's Park, followed by two passenger specials – the first time the loco has hauled a passenger train in more than 11 years.

LBR's gala featured five locomotives in main line action, together with shunting in the yard at Page's Park by a number of diesel locomotives.



Hunslet haulage on Exmoor: Hunslet 0-4-0STs *Hugh Napier* and *Lilla* leave Woody Bay station on September 9 during their visit to the Lynton & Barnstaple Railway's September 23/24 gala. The Ffestiniog Railway-based pair were replacement guests for Ffestiniog Railway's England 0-4-0STT *Welsh Pony*, which itself was billed as a replacement for the originally booked visitor, Welsh Highland Heritage Railway's Hunslet 2-6-2T *Russell* (RM, October). Unfortunately, *Lilla* encountered a problem on the Sunday of the gala, which in turn meant *Hugh Napier* had to be withdrawn from hauling trains in view of its couplings being incompatible with resident stock. THOMAS MILLS

Works and numberplates reunited with original locos

AN original Motor Rail & Tramcar Company No. 461 worksplate dating from 1917 and a War Department 2182 identification plate which were originally fitted to 40hp Armoured Simplex LR2182 have been reunited with the locomotive after some 60 years.

Michael Jacob saved LR2182 for preservation in 1971, having realised the importance of the by-then derelict loco,

subsequently donating it to the Army in 2001.

Ownership of LR2182 was vested in The Greensand Railway Museum Trust in January 2009 and restoration to original condition of the unique surviving example of its type was completed in 2019 – but with replica plates, the originals having disappeared when the loco was in post-First World War industrial use.

On September 17, Mr Jacob visited Leighton Buzzard Railway. Having seen LR2182 in operation, he returned later that day and presented two missing original plates to the trust. He had purchased them at a railwayana auction last year, unaware of what had happened to the loco after he ceased to own it, and wanted to see the plates, "finally back where they belong".

Separately, having discovered the original left-side HE763/1901 worksplate for Hunslet 0-4-0ST *Dorothea* in the collection bequeathed by the late Peter Rampton, Vale of Rheidol Railway has donated it to Launceston Steam Railway, where *Dorothea* was restored by Kay Bowman and sees use. The original right-side plate surfaced in South Wales and was presented to Kay in 2013.

Six steam at Apedale gala

MOSELEY Railway Trust's September 16/17 gala at the Apedale Valley Light Railway featured six locomotives in steam. Visiting Keef family-owned De Winton 0-4-0VBT *Taffy* joined Martyn Ashworth's Avonside 0-4-0T *Ogwen* and resident steam locos Hudswell Clarke 'Ganges' class 0-6-0WT 1238/1916 (which has become known as *Ashanti*), Kerr, Stuart 0-4-2ST *Stanhope*, Orenstein & Koppel 50hp 0-4-0 5662/1912

and The War Office Locomotive Trust's ex-WDLR Hunslet 4-6-0T HE 1215/1916 No. 303.

The steam locos rotated duties with three working a passenger set and a train of skip wagons in turn on the main running line, two shunting wagons on the Field Line, while the sixth paused in the yard.

Internal combustion locos also participated, hauling wagons from the yard onto the Field Line.



Above: The token for Apedale Valley Light Railway's (AVLR) main line is handed over as Orenstein & Koppel 50hp 0-4-0 5662/1912 arrives at Silverdale station on September 17 during Moseley Railway Trust's gala. The loco was imported from Argentina in 2003 with the tender, which does not appear to be an O&K product. Restoration commenced in 2014 and it returned to service at AVLR last year. The restorers opted to complete the loco in 'working clothes' condition rather than give it a pristine 'showroom' finish. This certainly gives it a very authentic appearance at the head of a train of skip wagons. CLIFF THOMAS

Left: De Winton 0-4-0VBT *Taffy* heads to Apedale Valley Light Railway's Silverdale station on September 17. CLIFF THOMAS



Rheidol loco livery changes

THE livery of Vale of Rheidol Railway's (VoR) 2-6-2T No. 7 has been altered by the deletion of the previous 'Great Western' lettering from the tanks and replacement by the simple letters 'GWR'. The basic green lined with black colours remain, as previously. No. 7 is the only VoR loco to have appeared in this form during the line's period of BR ownership.

During October, 2-6-2T No. 8 was in the works being repainted into BR black livery.

Redevelopment of the old standard gauge loco shed at Aberystwyth into VoR's display building was some 90% complete in early October. It is projected to be officially opened in spring 2024.

15in gauge Britannia moves to Margate

THE 15in gauge 4-6-2 *Britannia*, which was owned by Colin Cartwright and had been displayed in the Conwy Valley Railway Museum in Betws-y-Coed, has been sold to Jeremy Hosking. Construction of the loco was commenced by Longfleet Engineering Co in 1960 and finally completed by TMA Engineering in August 1988.

Britannia will be displayed in the foyer of the One:One Collection in Margate when that attraction opens. The replacement display at Betws-y-Coed is 15in gauge steam-outline 2-6-4TDE *Battison*, which was built by Stanley Battison in 1958.

Ex-Tongaat Bagnall duo unveiled to the public

A. Boulle displayed at Statfold, overhauled *Sir George Newnes*, unveiled at Woody Bay.

BAGNALL 4-4-0T 2627/1940 *A. Boulle* is a new addition to the displays in Statfold Barn Railway's Roundhouse Museum. The loco, which arrived on August 19, is on loan from Suzanne Ball and her father Graeme Walton-

Binns. Restoration of *A. Boulle* was completed in about 2017 to the stage that the boiler was hydraulically tested, but it is not thought to have a boiler ticket. It was advertised for sale in 2020 but apparently not sold.



Bagnall 4-4-0T 2819/1946, previously *Charles Whytock*, now *Sir George Newnes*, pictured, with permission on September 24 from inside the loco shed at Woody Bay. The smokebox numberplate is the engine's works number as reflected by its owning group, while the Shedcode plate 83A was Newton Abbott. Behind the Bagnall are Hunslet 0-4-0ST gala visitors *Lilla* and *Hugh Napier*. JOSH BRINSFORD



Recently-arrived Bagnall 4-4-0T *A. Boulle* in the roundhouse museum at Statfold Barn Railway on September 16. CLIFF THOMAS

A. Boulle is one of three similar, but not identical, Bagnall 4-4-0Ts employed at the Tongaat sugar estates imported from Natal, South Africa, by Graeme Walton-Binns in the 1990s. The others are *Sinembe* (2287/1926), which arrived at the Teifi Valley Railway in April on loan (*RM*, June) without a boiler certificate and thus non-operational and *Charles Whytock* (2819/1946).

Meanwhile, *Charles Whytock* was bought by a Lynton & Barnstaple Railway (L&BR) member in 2014 and ran at

the line in 2015/16 until the boiler was condemned. It was subsequently purchased by a consortium named Bagnall 2819 Co. Ltd and has been undergoing an overhaul, which includes provision of a new boiler. The loco has been renamed *Sir George Newnes* (a significant benefactor to the village of Lynton and instrumental in promoting the original railway) and could return to service in 2024. It will be finished in a maroon livery rather than green as carried by all previous resident L&BR locos.

TR volunteers to build replica gunpowder van

THE Talylyn Railway's (TR) Young Members Group has been awarded a £5000 grant to construct a replica of the line's Gunpowder Van. The Gwynedd Youth Volunteering Grant 2023-2025 has been provided by Mantell Gwynedd with the aim of supporting

volunteering groups for those aged between 14 and 25 in the county of Gwynedd.

The original Gunpowder Van is assumed to have been supplied with the first batch of wagons for the TR to transport gunpowder up to the Bryneglwyys and Dolgoch slate

quarries. It remained in use until about 1935, when the metal body became a sand store at Pendre. By the mid-1960s the body had been scrapped. The opportunity is now presented to revive a piece of otherwise lost history.



Milestone marked: Hayling Light Railway celebrated its 20th anniversary on September 23/24. To mark this milestone, the resident diesel locos were joined by Graham Morris' Kerr, Stuart 0-4-0ST 'Wren' *Peter Pan*, visiting from its Leighton Buzzard Railway base. *Peter Pan* is pictured heading towards Eastoke Corner on September 23 with a well-loaded afternoon train. STUART CHAPMAN



Bredgar comes up with the goods:

Recently-restored privately-owned Fowler 0-4-2T (15513/1920) Sena Sugar Estates No. VII visited Bredgar & Wormshill Light Railway's (BWLRL) October 1 gala, where it was reunited with Bredgar resident ex-Sena Estates (Mozambique) Fowler 0-4-2T *Zambezi*. Both were originally 50cm gauge, No. VII being regauged to 2ft when moved to the Morrromeu and then Luabo mills in South Africa, while *Zambezi* was regauged when restored by the BWLRL. No. VII is pictured centre, flanked by *Zambezi* and one of the late Bill Best's collection of Bean cars during a pre-gala photo-day on September 30. DAVE BOWLES

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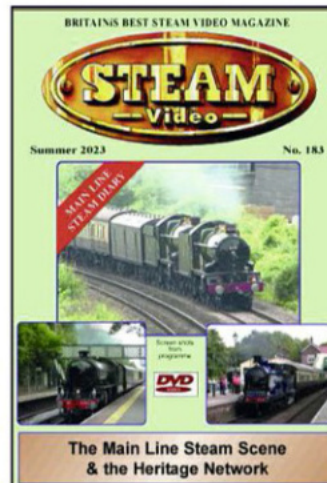
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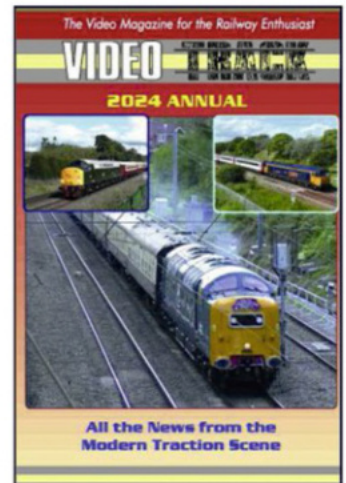
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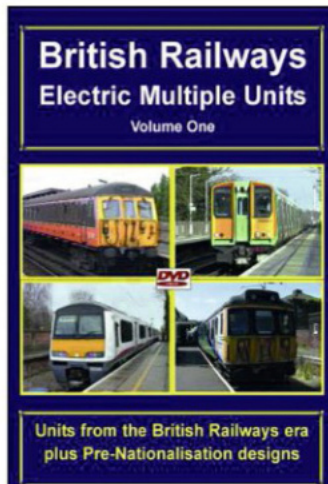
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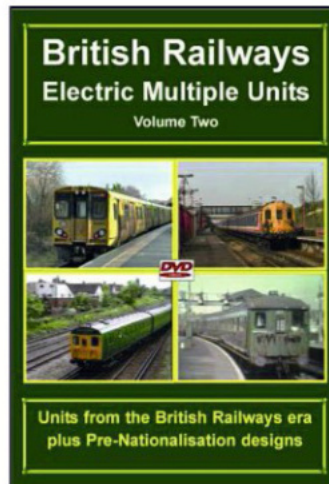
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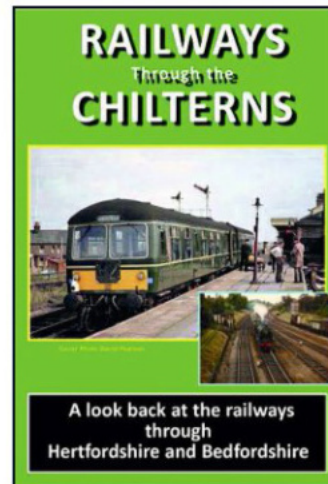
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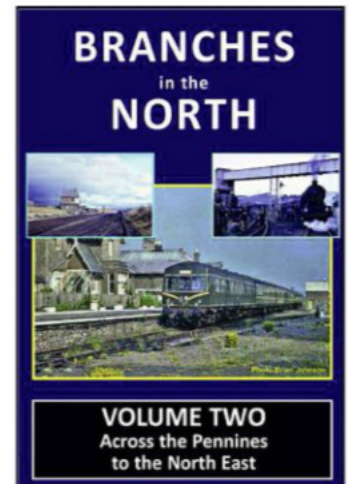
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Staffordshire line on the market

New owner sought for 10¼in gauge Leek and Rudyard Railway due to retirement.

A RARE opportunity to purchase an established 10¼in gauge working railway has emerged following the decision of the owner to retire.

The Leek and Rudyard Railway lies in the North Staffordshire Peak District and runs for 1½ miles along

the former North Staffs line between Leek and North Rode Junction.

The asking price for the railway is £495,000 and this includes the track, three stations, an engine shed, cafe, two steam engines, two diesel engines and 10 passenger

coaches. The railway also hosts some privately owned locos.

The railway was originally built by Peter Hanton of Congleton between 1985 to 1993, working largely on his own. Suffering ill health, Mr Hanton sold the railway in December 2015 to current

owner Simon Clarke. Mr Clarke is retiring from the business but has plans to build his own garden railway.

Readers may recall the Isle of Mull Railway which closed in 2011, and after a fruitless search for a new site for the Mull operations, three former Mull

locomotives had been moved to Rudyard to keep them in operational condition.

Then in 2015, the assets of Rudyard and Mull were combined into a new company, Leek and Rudyard Railway Ltd. The railway is open from March to October annually.

Pembrey Country Park train rides prove popular

MEMBERS of the Llanelli & District Model Engineers showcased their projects as part of the September 23-24 Autumn Steam Rally & Country Fayre at Pembrey Country Park, writes Cliff Thomas.

The Carmarthenshire venue includes a system of circuits featuring ground level track in 5in and 7¼in gauges, plus 3½in and 5in gauge on raised track.

On-site facilities include a station, clubhouse and steaming bays for the model locomotives with

related turntables. Rides are provided for the public – and on September 23, these rides proved to be a popular attraction with queues of people seeking to experience a miniature train trip.

Rolling stock ranged from small-scale standard gauge to large-scale narrow gauge prototypes.

Normal operating days are on Sundays between April and the end of September. Visit Llanelli & District Model Engineers on Facebook for more details.



On September 26, operations were taking place on the raised 3½in and 5in gauge tracks (left) and ground level 5in and 7¼in gauge double-circuit (centre and right). The loco in the middle was a particularly nice 7¼in gauge model of Tallylyn Railway's 0-4-2T No. 7 Tom Rolt, complemented by the train of TR slate wagons. CLIFF THOMAS



2024

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The railway of Eritrea is a line which can easily be compared to the lines in the Andes, the Semmering in Austria or the Darjeeling 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 mountains, 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 deteriorating. 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.



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02.01.2024 - 02.01.2024 - 02.01.2024 - 02.01.2024



03.01.2024 - 03.01.2024 - 03.01.2024 - 03.01.2024



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Eritrea: Mallets to Asmara & camel market in Keren
Eritrea: Camel market, Timket Festival & Art Deco
Bosnia-Herz.: 'Kriegsloks' in Mine & Line Service
Romania: Narrow Gauge Steam on six lines
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 Jan 14th – Jan 21st
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Eritrea

Photos: Bernd Sailer



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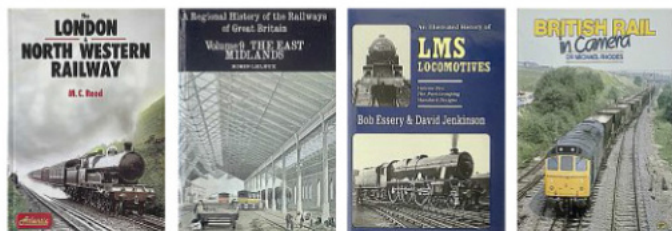
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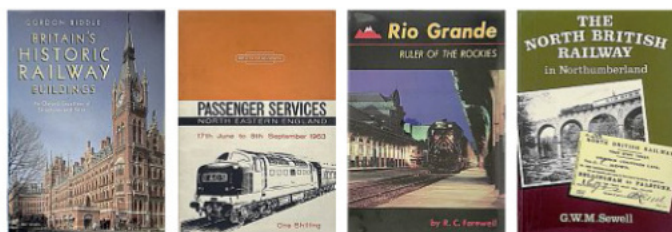
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1
RURAL IDYLL: Framed by the ivy-covered stone overbridge, GWR 0-6-0PT No. 6430 approaches Llwyfan Cerrig on the Gwili Railway in heavy rain during a 30742 Charters photographic event on October 1. The grass-covered track and short goods train recreate a rural railway scene from the past. The loco has been on hire this season from the South Devon Railway. **DON BISHOP**

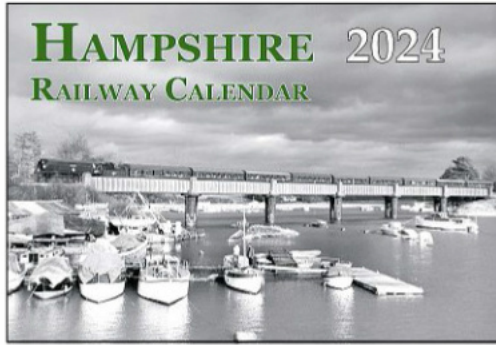
2
DISPOSAL IN THE DARK: GWR 'Hall' No. 4953 *Pitchford Hall* starred in a Timeline Events photographic charter at Didcot Railway Centre on September 22. Flanked by No. 5900 *Hinderton Hall* and restored heritage wagons, the 4-6-0 is pictured during the disposal – the wind caught the embers when the fire was being dumped, giving a nice display. No. 4953 had visited from the Epping and Ongar Railway for Didcot's September 23-24 Autumn Steam Gala. **DAVE BOWLES**

3
SCOTSMAN AT WORK: On the climb out of Settle No. 60103 *Flying Scotsman* passes Langcliffe, North Yorkshire on October 14 with The Railway Touring Company's 'The Hadrian'. The charter was worked from Derby by West Coast Class 47s Nos. 47802+47746 in top-and-tail fashion – the former replaced by the 'A3' at York which hauled the excursion to Carlisle and back to York. **JOHN TITLOW**

4
STEAM ON THE MOORS: LNER 'A4' No. 60007 *Sir Nigel Gresley* passes Danholm on September 23 during the North Yorks Moors Railway's Autumn Steam Gala. The scene is completed by the loco's exhaust, the sweeping curve which shows off the carriages, the stone wall and undergrowth, including trees and bracken – not forgetting the sheep on the hillside below the houses. **ALAN WEAVER**



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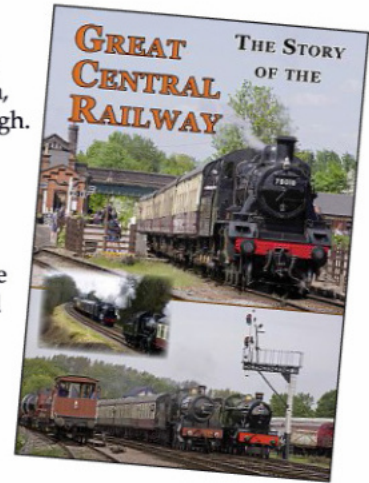


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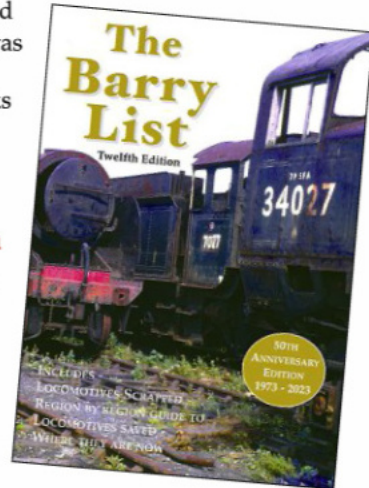


'The Story of Arlington Fleet Services'

Based at the former BREL works at Eastleigh, this is the story of how the work's was rejuvenated from 2006 into a new repair and maintenance facility for all the major train operators. An extensive look around the works and the huge site with locomotives under repair or in the new paintshop facility with interviews with the proprietors as to how it all started. **53 minutes duration £14.95**

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

Edited by Roger Hardingham. Since the last edition, the eleventh edition, there have been many changes to the locomotives that escaped from Dai Woodhams' yard at Barry. More have steamed into further service; many have changed locations; some have been scrapped to make way for new-build projects and dozens have now been withdrawn for overhauls. 'The Barry List - Twelfth Edition' details all of the changes up to date in April 2023; full list of locomotives saved from Woodham Brothers at Barry; those of the 213 saved which have steamed so far; where they are all located; those which will never steam again and those which have helped construct new-builds. **48 pages A5 paperback colour and B&W photographs - £4.95**



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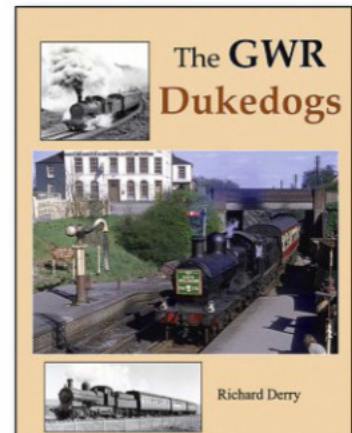
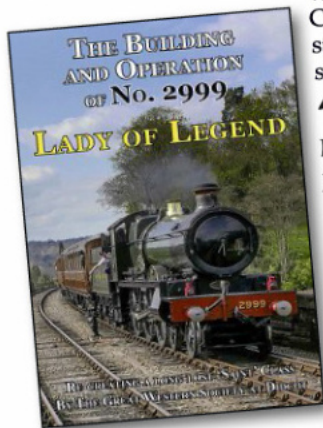
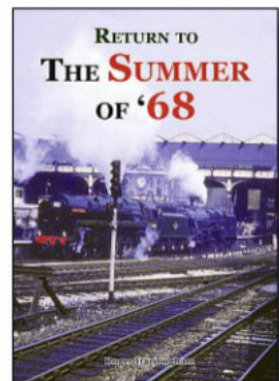
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SIDELINES

Anniversary for Crich's oldest tram

SEPTEMBER saw horse tram Oporto No. 9 make a rare appearance outside at Crich Tramway Village to mark its 150th birthday year.

It was joined on the depot fan by Oporto No. 273, an electric single-decker (which at 95 years old is a comparative youngster) on September 16, as part of the annual Tram Weekend.

No. 9, the oldest tram in the collection at Crich, was built by the Starbuck Car & Wagon Company in Birkenhead in 1873.

Placed in storage in 1960, it moved to Crich in 1964, where it was in use until the 1970s, subsequently becoming a static exhibit.

New TMS President appointed

SUE Whiteley has been appointed as the new president of the Tramway Museum Society, which owns and operates the National Tramway Museum at Crich Tramway Village in Derbyshire, taking over from Bob Pennyfather.

Mrs Whiteley has been a Crich volunteer since 1997. She and her husband Peter regularly work together on tram maintenance and as crew members.

Block batch progress

SUBJECT to successful test fitting of an initial sample on Blackpool 'Coronation' car No. 304, Fylde Transport Trust plans to take delivery of a total of 49 brake blocks from a company which is producing new ones by copying one of the originals.

As *The RM* reported in August, FTT had no spares and needed to replace one on No. 304 which was cracked.

The new blocks will allow complete replacement of all eight on No. 304 so that testing of the tram can resume.

FTT is appealing for donations to help cover the £4500 cost via its website: fyldett.org.uk/supporting-the-fft

Portuguese tram will provide events space

After its Christmas duties at Crowle Peatland Railway, Lisbon No. 711 will be prepared for use as a hireable venue.

CROWLE Peatland Railway (CPR) intends to make its former Lisbon tramcar available as a hireable space for events.

At the end of October, No. 711 featured as a storytelling venue during the railway's Halloween weekend and will also be used for the second year running as its Santa's grotto.

Built by Companhia Carris de Ferro de Lisboa in 1936 and operated by it in the Portuguese capital, the 900 millimetre (3ft) gauge single-deck vehicle became one of four Lisbon trams to be stored at Walton-on-the-Naze in Essex.

Condition

After becoming aware of the collection, CPR's head of carriage and wagon Will Coleman secured an invitation to view the vehicles. A group from the railway inspected the trams in January 2020, but declined an offer to purchase one of them due to its state. When they viewed the remaining three vehicles, they immediately concluded that No. 711 was in the best condition. With a grant from SSE's Keadby Wind Farm Community Fund, an agreement was reached to buy it.

No. 711 arrived at CPR on June 12, 2020 and was unloaded the following day.

Originally, the intention was to restore the tram for use as a loco-hauled passenger coach, but a tight turnout on CPR's passenger route and a damaged wheel bearing led to a change of plan, with a coach being built using a chassis of Canadian origin.

Event space

Restoration of the tram continued, however, leading to its use last year as the grotto. The railway says that with decorations and heating, it proved popular with visitors and staff and demonstrated its potential as a static venue.

It is hoped that it will be painted on both sides in time for the run-up to Christmas.

CPR has told *The RM* that it plans to lift No. 711 after Christmas (using jacks which are on loan from the National Tramway Museum at Crich) to carry out work on the truck.

It expects the tram will be available for events hire from next spring.



Lisbon tram No. 711 pictured shedded at Crowle Peatland Railway in North Lincolnshire on September 3 this year. CHRIS MILNER



The tram on June 12, 2020, following arrival at the railway. CROWLE PEATLAND RAILWAY/JOHN TAVENDER

Beamish Museum boosted by better weather

AFTER a drop in expected visitor numbers due to the poor weather at the beginning of the school summer holidays, Beamish Museum in County Durham saw figures improve as the sunshine returned.

Three tramcars in operation was the norm for the period, augmented by five or six buses.

Better weather saw the vintage vehicles full to capacity at times on busier days, and the increased footfall put the heritage attraction back on target with around 172,000 visitors over the six-week period as a whole.

In order to ensure that overhauls do not create significant gaps in its pool of operational trams and other forms of transport around the site, a detailed plan has been produced, giving a projection as far as 2028.

Gateshead No. 10 remains the current focus of attention, although work on its restoration slowed down while improvements were made to the machine shop. Its repaint has, however, continued.

It is expected that Oporto No. 196 will be withdrawn for overhaul next year, but this project may not start straight away. In order to maintain overall fleet availability, other cars could first of all receive some intermediate work.

Sheffield No. 264 is expected to be the next tram to be lifted once an assessment of mechanical attention required is completed. It is regarded as the most flexible tramcar in the Beamish fleet and therefore likely to be prioritised once No. 10 has been completed.



Despite lower than anticipated visitor numbers at Beamish Museum at the beginning of the school summer holidays, its heritage trams were well used as the six-week break drew to a close. On September 4, one of the hottest days of the summer, Blackpool No. 31 is seen preparing to depart from Pockerley. GRAEME PICKERING



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Second 'Type 3' for Dartmouth fleet:

Class 37 No. 37703 has been acquired for further service by the Dartmouth Steam Railway (DSR). Previously destined to become a spares donor after being acquired by HNRC, it then attended diesel galas at several heritage lines, before surrendering components to No. 37405. It was advised that a plan was then formed for No. 37703 to be repaired and made operational for main line service with a view to it joining the Class 37 hire fleet and used by Colas. The loco arrived at Paignton on October 17, where it will be a serviceable spare. It is the second Class 37 in the DSR fleet – the other being No. D6975 (37275). No. 37703 is seen being hauled by DB Class 66 No. 66003 at Elford on its journey from Worksop to Westbury on October 16.

PAUL KEIGHTLEY



SIDELINES

'107' on the move

THE Keith and Dufftown Railway has become home for the two-car Class 107 DMU formerly at the Strathspey Railway. DMSL No. Sc52030 arrived on September 13, with DMBS No. Sc52008 being delivered the following day. After refurbishment, the railcar is expected to become part of the public service fleet.

Class 31 named

CLASS 31 No. 31105 was named *Radio Caroline* at Mangapps Railway Museum by former Yes keyboardist, composer and world-renowned solo artist Rick Wakeman CBE on October 1. After the ceremony, during which Rick pulled a red curtain back to reveal special *Radio Caroline* and *Caroline* bell nameplates, he drove the Class 31 mainline train in original British Rail colours down the track, pulling coaches full of visitors. Prior to withdrawal from the main line, the loco worked for Network Rail.

Western Lady joins WLA fleet at Kidderminster

Severn Valley diesel depot now home to trio of Class 52 hydraulic locomotives.

A THIRD Class 52 has joined the Western Locomotive Association (WLA) fleet at the Severn Valley Railway.

It comes as the Midland Railway – Butterley-based owners of diesel hydraulic No. D1048 *Western Lady* have decided to gift their locomotive to the WLA, where it rubs shoulders with Nos. D1013 *Western Ranger* and D1062 *Western Courier*.

Prior to its relocation on September 18, *Western Lady* had been resident at Butterley since 1997.

Westerns have historically only been moved by road on a small number of occasions, but the WLA said haulage by rail was not an option, so special road transport to Kidderminster was arranged. The loading and unloading process was carefully observed by WLA volunteers as there are some critical parts which needed to be monitored.

The SVR has a 'one in, one out' rolling stock policy and it is understood that No. D1048 has taken the slot vacated by LMS 'Black Five' No. 45110.

The timing of No. D1048's move enabled it to be on static display at the SVR's September 28-October 1 Autumn Diesel Gala.

No. D1048 has recently been cosmetically restored and now carries 1970s BR blue with full yellow ends – the same livery as carried by both Nos. D1013 and D1062.

In a statement, the WLA said: "We are grateful to the Severn Valley Railway for allowing D1048 to remain on the SVR for the time being, following its recent participation as a

static exhibit at The Autumn Diesel Bash – The Magnificent Severn. This will enable us to carry out a full assessment on the locomotive and the WLA membership will then be asked if they wish to see the locomotive returned to working order, if at all possible."

In the meantime, the priority for the WLA is to return No. D1013 to traffic during 2024.

Visit westernlocomotives.com/ for details of how you can help the WLA.

■ See photo on pages 6/7.


DIARY

November

18-19 ELR DMU gala
18-19 GCR Last Hurrah mixed traction gala

December

8/15 Nene Valley Railway
Santa 125 specials

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Class 90 moves to Crewe HC: It was the last of its kind to be built and the first to be withdrawn, but No. 90050 has now become the inaugural member of the class to enter retirement at a heritage railway venue. The Crewe-built electric loco arrived at the town's Heritage Centre on October 10 for cosmetic restoration by the same team responsible for transforming the appearance of Class 43 No. 43018. Withdrawn in 2004 following fire damage, No. 90050 has been completely stripped inside except for the transformer. All cables have been severed, so No. 90050 will not move under its own power, or any power again. Currently in worn Freightliner Two Tone Grey, no decision has been made regarding what livery it will carry following restoration. No. 90050 is pictured next to the roadway at Basford Hall on October 29, 2022. BOB CRAGG

■ Meanwhile, Class 91 No. 91120 has been painted into Intercity Swallow at Crewe Heritage Centre. The East Coast Main Line veteran is on long-term loan from Europhoenix (*RM* November 2022).



Bubblecar back in action: A popular member of the Wensleydale Railway's railcar fleet has returned to service following a refit. Class 121 No. 55032 has recently received extensive maintenance and an overhaul, including the installation of two new engines, and the interior and seating upholstery has been refurbished. The Bubblecar will join the railway's other DMUs on its Leeming Bar to Scruton shuttle services and also on selected trips from Leeming Bar to Leyburn. No. 55032 was used by Arriva Trains Wales on the Cardiff Bay branch between 2005 and 2013. WR

Pairing up!

Once again the Severn Valley Railway's Autumn Diesel Bash did not disappoint, with four days of intensive timetables running from September 28 to October 1 that included these spectacular double-headers.



1
2

1 'CHOPPERS': Type 1 pairs are less rare than for other classes, but Nos. 20048+20189 still look great as they exit Bewdley Tunnel with the 12.30 Kidderminster-Bridgnorth on September 29. CHRIS GEE

2 'HYMEK' AND 'CLAYTON': This very unusual pairing took place on September 28, although all is not as it seems as the unique Type 1 'Clayton' survivor No. 8598 had failed earlier with suspected battery problems,

and so was hauled by 'Hymek' No. 7076 as part of the 11.30 Kidderminster-Bridgnorth. The ensemble is seen arriving at Bewdley. KEVIN WHITEHURST





3
4

3 **'WARSHIPS'**: Meetings of the two surviving Class 42 diesel-hydraulics are few and far between, No. D821 *Greyhound* being based at the SVR and No. 832 *Onslaught* at the East Lancs. However, *Onslaught* was visiting for the gala and, with both now in BR blue livery,

looked magnificent at the head of the 11.15 Bridgnorth-Kidderminster on September 28, seen leaving Bewdley. KEVIN WHITEHURST

4 **'WESTERNS'**: This pairing of Nos. D1015 *Western Champion* and D1062 *Western Courier* took place on the final day, October 1, when they were rostered for the 16.20 Highley to Bridgnorth, seen passing Hay Bridge to the south of Eardington. JOSH BRINSFORD



More loco-hauled Cambrian Coast excursions set for 2024

Class 37 haulage for several 'Cambrian Coast Express' trips from a variety of originating points.

FIVE further excursions along the scenic Dovey estuary, around the Cambrian Coast and into Eryri (Snowdonia) have been added to Pathfinder Tours' 2024 schedule.

Hauled by a pair of Class 37s, with at least one being a yellow Network Rail ERTMS-fitted type, the first of these excursions to Pwllheli is planned to run on Thursday, April 4.

This 'Cambrian Coast Express' will start at Reading (06.15) behind a DB Cargo Class 67, and will pick up at Didcot Parkway, Oxford, Banbury, Leamington Spa, Dorridge, Birmingham New St, Wolverhampton, Telford Central and finally Shrewsbury,

where the Class 67 will be replaced by the pair of Class 37s. Rolling stock will be Riviera Trains Mk. 2 blue and grey set.

There are options for passengers to alight at either Barmouth, Minffordd, Porthmadog or Pwllheli, each offering an interesting choice of off-train options. Time at the various destinations will range from four hours at Barmouth to just under two hours at Pwllheli.

The return from Pwllheli will be at about 16.20, with the final destination of Reading being reached at about 00.25 the next morning.

Fares start at £129 adult standard class (£70 junior),

with a party of four priced at £496. The first class adult fare is £185, junior £145 and a party of four £720, and vouchers are provided towards refreshments from the buffet car. Premier dining seats, which include the Great British Breakfast, elevenses and four-course evening dinner, cost £299 adult, £259 child and £1176 for a party of four; however, premier dining is not available from Telford Central or Shrewsbury.

Two weeks later, on Thursday, April 18, the second 'Cambrian Coast Express' (CCE) will run to Pwllheli, starting at East Midlands Parkway (06.50). This train will also

be DBC Class 67-hauled, calling at Loughborough, Leicester, Nuneaton, Coleshill Parkway, Birmingham New St, Wolverhampton and Shrewsbury, where the Class 37s take over.

Tickets for this train are priced exactly the same as the previous train, however, premier dining is not available from Shrewsbury.

Pathfinder's third train will cater for passengers from South Wales and run on Thursday, May 16, starting at Cardiff and calling at Newport, Cwmbran, Pontypool & New Inn, Abergavenny, Hereford, Ludlow, Craven Arms and Shrewsbury.

After a break for the busy holiday months of June, July and August, two more 'CCEs' are planned. The first is on September 5 with a Bristol Temple Meads start, calling at selected stations to Wolverhampton via Birmingham New St, and then a week later on September 12, the final train for 2024 starting at Swindon and running via the Golden Valley line, Worcester and Tame Bridge Parkway. Further details of these trains will appear in a future issue of *The RM*. Online booking for all tours is open at www.pathfindertours.co.uk or by calling 01453 835414.

Busy time ahead for 'Blue Pullman'

LOCOMOTIVE Services Group's 'Blue Pullman' HST set is proving a popular choice among customers, with four of its booked excursions before Christmas having sold out.

The train's final few trips for this year start from November 7 when the HST set will work to Whitby from Ayr, Kilmarnock, Dumfries and Carlisle.

Four days later, the train returns to the popular Yorkshire fishing port on November 11 with a train starting at Potters Bar, calling at Welwyn Garden City, Stevenage, Hitchin, St Neots, Huntingdon, Peterborough and Grantham.

Next for the set is a series of five Edinburgh Christmas Pullman specials on November 18 (Swindon start), November 21 (Potters Bar), November 23 (Watford Jct), December 9 (Oxford), December 14 (Cardiff) and December 19 (Holyhead).

There are also two Christmas specials, to Bath on November 20 (from Ulverston) and December 4 (Newcastle).

By mid-October, seats for the trains on November 18 and 23, plus December 9 and 14, had sold out.

Seat prices are £185 first class or £350 Pullman class, with £40 per person supplements for a window table for two. The full programme is at online.midlandpullman.com, or to make reservations, call 0800 038 5360.

Freight line and loop 'bash' with DB 'Tugs' planned

A PRE-Christmas 'bash' of freight lines and loops on a train hauled by a DB Class 60 has been released by Pathfinder Tours.

The 'Festive Midland-lan' is booked to run on December 16, starting at Gloucester (06.30) and picking up at Cheltenham Spa, Worcester Shrub Hill, Stourbridge Junction and Birmingham Snow Hill, having passed through the Stourbridge and Rowley Regis goods loops. The tour takes part of its name

from Ian Loveday, who devised the detailed itinerary and also provides assistance with goods line access requests.

From Snow Hill, the route will include the Up & Down Small Health Goods lines, Caledonia Yard, Tyseley Up Through Siding, Dorridge Up loop, Fenny Compton Up goods loop and the Banbury Down goods loop, before calling at Banbury station for a lunch break.

Returning north, the route will

traverse the Hatton goods loop, Bordesley loop, a non-stop pass through New Street station, Wolverhampton Logistics Centre, Dudley Port Up goods, Stafford RMT platform and the seldom used Oxley Chord.

Pathfinder has requested that the train is operated in top-and-tail mode by Class 60s, but a Class 66 may be substituted for availability reasons. The train will include the 'Gricers Grill' and a licensed bar selling

alcoholic and soft drinks. The fares are £129 adult standard class (£70 junior), with a party of four priced at £496. The first class adult fare is £185, junior £145, and a party of four £720. There is no premier class on this occasion.

The full itinerary is online at www.pathfindertours.co.uk, where you can book, or if preferred, you can speak to one of the booking team by calling 01453 835414.



'Edgcumbe' heads for the pork pies: Tyseley-based GWR 'Castle' No. 5043 *Earl of Mount Edgcumbe* approaches Narborough on September 23 with Vintage Trains' *The Melton Piesman* from Birmingham New St to Melton Mowbray. Later in the day, the 4-6-0 worked forward to Corby and was diesel-hauled back to Melton, before the special ran through Leicester to the Kilby Bridge loop, allowing the 'Castle' to use the south curve at Wigston and work smokebox-first back to Birmingham. CHRIS MILNER



Farewell CrossCountry: With the Purbeck Hills and the iconic Corfe Castle providing the backdrop, No. 43007, with No. 43008 at the rear, head across Corfe Common on the Swanage Railway with the Modern Railways/CrossCountry HST farewell tour, the 06.35 Leeds to Swanage 'Pines Express', on Tuesday, September 26. RUSSELL AYRE

'Scotsman' to feature in RTC Christmas tours

HAVING been given a clean bill of health after its unfortunate skirmish with a 'Royal Scotsman' carriage at Aviemore on September 29 (see separate story), A3 Pacific No. 60103 *Flying Scotsman* is to feature on a number of seasonal tours for the Railway Touring Company (RTC).

RTC is promoting a busy pre-Christmas schedule, offering 15 varied steam-hauled railtours over a four-week period.

The seasonal specials kick-off on November 18 when 'Black Five' No. 44871 is booked to work along the East Coast Main Line from London King's Cross to York, and back as far as Peterborough with the 'Christmas White Rose'.

The following day, *Flying Scotsman* will haul the first of its three trains for RTC when it works from York to Carlisle and back via the Settle & Carlisle line, picking up and setting down at Leeds, Keighley and Skipton.

No. 44871 is out again on November 21, when it works from London Victoria to Gloucester via Kemble, returning via Cardiff where steam is replaced by a diesel loco.

Next comes steam along the Midland Main Line on November 23 from Ealing

Broadway to Nottingham, the train hauled by 'Jubilee' No. 45596 *Bahamas*.

In the following week, RTC has plans for steam from Bristol Temple Meads to Chester on November 25 and is running a second excursion on the same day with an early-morning steam departure from Chester to Paddington.

On November 29, it's steam from London Euston to Manchester, arriving at Piccadilly but setting off for home from Victoria station, before a Three Bridges to Bristol excursion on December 2 with a 'Black Five', and on the same day a York to Edinburgh steam special along the East Coast Main Line.

After festive trips around Sussex and to Lincoln on December 6 and 9 with a pool loco, *Flying Scotsman* returns to action on December 10, running over the 'Long Drag' from York to Carlisle and back throughout. Three days later, the A3 is in action again when it works from Cambridge to Worcester via Leicester, although the return leg from Leicester will be diesel-hauled.

Details of RTC's extensive programme of tours is at www.railwaytouring.net

STEAM TOURS: NOVEMBER

Date	Name	Steam Section	Locos	Promoter
11	Armistice Kentish Belle	London Victoria-Paddock Wood-Strood, Sherness-Dover-Victoria	45596	RTC
15	Cotswold Explorer	W London-Oxford-Evesham-Worcester-Stroud-W London	LSL Pool	ST
18	York Christmas Market	King's Cross-Doncaster-York	34046	SD
18	Christmas White Rose	King's Cross-Doncaster-York-Peterborough	44871	RTC
19	Waverley	York-Leeds-Settle-Carlisle-Skipton-York	60103	RTC
21	Cardiff Christmas Express	London Victoria-Reading-Kemble-Gloucester-Cardiff	44871	RTC
23	Edinburgh Christmas Market	York-Newcastle-Edinburgh	60007	SD
23	Nottingham Christmas Exp	Ealing Broadway-Luton-Leicester-Nottingham	45596	RTC
25	Forth Bridge Circular	Edinburgh-Aberdour-Dunfermline-Alloa-Edinburgh	60007	SD
25	Christmas Cheshireman	Bristol TM-Abergavenny-Shrewsbury-Chester	44871	RTC
25	Capital Christmas Express	Chester-Shrewsbury-B'ham NS-Banbury-Paddington	WCRC Pool	RTC
26	Edinburgh Christmas Market	Edinburgh-Berwick-Newcastle-York	60007	SD
28	Bath Christmas Market	London Victoria-Salisbury-Westbury-Bath	34046	SD
28	White Rose	B'ham NS-Tamworth-Derby-York	5043 or 7029	VT
29	Manchester Christmas Mkt	Euston-Northampton-Stafford-Man Pic (retn from Man Vic)	44871	RTC

STEAM TOURS: DECEMBER

2	Bath & Bristol Christmas Exp	Three Bridges-Hove-Warminster-Bath-Bristol	44871	RTC
2	Bath & Bristol Christmas Exp	Three Bridges-Hove-Warminster-Bath-Bristol	44871	RTC
2	Edinburgh Christmas Market	York-Newcastle-Edinburgh-York	WCRC Pool	RTC
5	Great Western Envoy	W London-Bath-Bristol and return	LSL Pool	ST

Notes: WCRC Pool: Locos from 45596/45680/45699/46115/35018/34067

LSL Pool: Locos from 34046/45231/46100/4498/70000

DIESEL AND ELECTRIC TOURS: NOVEMBER

Date	Name	Steam Section	Locos	Promoter
7	Whitby Jet	Ayr-Kilmarnock-Dumfries-Carlisle-Whitby	Blue Pullman HST	MP
11	Whitby Jet	Potters Bar-Stevenage-Peterborough-Grantham-Whitby	Blue Pullman HST	MP
11	Blackpool Illuminations Explorer	B'ham NS-Wolverhampton-Crewe-Blackpool North	37240	VT
18	Edinburgh Christmas Pullman	Swindon-Cheltenham-Bromsgrove-Edinburgh	Blue Pullman HST	MP
21	Edinburgh Christmas Pullman	Potters Bar-Stevenage-Ely-Peterborough-Edinburgh	Blue Pullman HST	MP
21	Winchester Christmas Excursion	Burton-B'ham NS-Bromsgrove-Bristol Parkway-Salisbury	40145	PF
23	Edinburgh Christmas Pullman	Watford J-Milton Keynes-Northampton-Edinburgh	Blue Pullman HST	MP
25	Bath Christmas Statesman	Chesterfield-Leicester-Bedford-Bath	LSL Class 47s	STATE
29	Bath Christmas Statesman	Hull-Doncaster-Grantham-Bath	LSL Class 47s	STATE
30	Edinburgh Christmas Pullman	UlverstonPreston-Wigan-Warrington BQ-Edinburgh	Blue Pullman HST	MP

All tours listed above may be subject to cancellation due to industrial action – check with tour promoter.

SIDELINES

More ticket barriers for London Victoria

LONDON Victoria station is to see the number of ticket barriers increase from 88 to 125 as part of a plan to ease queues at peak times. A number of retail units have been demolished to make way for the new gates. There will be eight wide-access gates and new information screens above. The gates will come into use in phases, being completed by next March.

Luton station upgrade

Network Rail has started work at Luton station as part of a programme of improvements. Canopies on Platforms 1 and 2 will be replaced, then from spring 2024, work will begin on the installation of a new footbridge and three lifts to make the station fully accessible by spring 2025.

Uddingston to go step-free

NETWORK Rail has released details of plans to make Uddingston station, South Lanarkshire, step-free through the installation of lifts and a new footbridge. The work will be funded under the Government's Access for All scheme. Work will begin in November and take up to 12 months to complete.

Dumfries plan approved

DUMFRIES and Galloway Council has given listed building consent for the installation of lifts and a new footbridge at Dumfries' Grade B-listed station. Works were due to begin in October and will be completed by summer 2024.

Beaulieu Park progress

THE second of two contracts to build a new railway station for Chelmsford's Beaulieu Park development has been awarded to J Murphy & Sons Ltd. The £124 million contract includes main construction work at the three-platform station, step-free access, and ticketing and retail areas, as well as a 700-space car park, plus bus, taxi and cycle facilities. The station is due to open in late 2025.

Ferry crossing spotlight

A RAPID rise in incidents at Broughty Ferry level crossing has put it on the way to becoming one of the most abused crossings in Scotland. There have been more than 28 pedestrian incidents since April this year, so the crossing is now the subject of a joint Network Rail and British Transport Police focus to catch and educate offenders.

Major disruption after Ayr hotel fire

Train services set to be suspended for several weeks over building safety concerns.

A SERIOUS fire at the former Station Hotel at Ayr on September 25 has left the town without train services for several weeks. The station and hotel are linked, with an entrance to the platforms via the hotel buildings.

The fire is the second at the disused Grade B-listed property in four months. At its height, 13 fire appliances were in attendance. As a result of the work tackling the fire and subsequent safety concerns over the structure, Glasgow Central to Ayr services are starting and terminating at Prestwick Town, while Ayr to Stranraer services start and terminate at Girvan, with rail replacement buses operating between the intermediate points until further notice.

Fire crews spent three days tackling the blaze, however, a week later, firefighters were recalled to the site after reports of several small fires still smouldering.

Three teenagers, two aged 13 and another aged 17, have been arrested and charged with wilful fire-raising.

The hotel was completed in 1855 to a design by renowned Scottish architect Andrew Gallo-way but closed in 2013, before falling into a state of disrepair and becoming listed on Scotland's Buildings at Risk Register.

Owned by an absentee landlord who is based in Malaysia since 2014, just four years later in 2018, a dangerous building notice was issued by the council and the former hotel was scaffolded and wrapped in protective sheeting to keep the public out as it had become a target for break-ins.

Negotiations with the owner over its future have ended in stalemate. A number of alternative proposals for the build were put forward in a 2022 report produced by SAVE Britain's Heritage.



Firefighters tackling the Ayr station hotel fire on September 25. GOODREG3 (CC BY-SA 4.0)

Less than two weeks before the fire, a structural report produced by SAVE – which has been campaigning to save the building – said it was in a much better condition than previously thought, and believed the hotel could be repaired at an estimated cost of £9.2 million.

Since the fire, inspections using a drone and aerial platform have

taken place to assess the building's structural integrity, which South Ayrshire Council must make safe. ScotRail says this will take several weeks and prevents trains from running. Network Rail will also need to check the track, signalling and overhead wires for damage, some of which cannot be attempted until the safety of the structure is resolved.

World's first railway station listed status is upgraded

NEW research by the Friends of the Stockton & Darlington Railway and Historic England has resulted in the status of Heighington & Aycliffe Railway Station, County Durham being upgraded.

Now with a Grade II*-listed status, it is thought the building dated from the mid-1830s, but it has been revealed that it was actually completed in 1827, which experts believe make it the earliest-ever example of a railway station, although it was not officially referred to as one until the late 1830s.

When the building was commissioned, the concept of the railway station had yet to be developed and its original purpose was to function as

a tavern to provide shelter and refreshment for workers and customers at the adjacent coal and goods depot.

However, a newspaper report in September 1827 clearly shows that the building was fulfilling the main functions of what later came to be recognised as a railway station: a stopping point for trains, a building providing shelter for passengers, and a receiving point for unaccompanied parcels and goods being transported by rail.

Furthermore, the incorporation of domestic accommodation could be seen as the forerunner of the station master's house, a key part of railway stations built throughout the Victorian period.



Heighington & Aycliffe Railway Station, now Grade II*-listed. NIAL HAMMOND/FRIENDS OF THE S&DR

The site is also famous for being where George Stephenson's *Locomotion* No. 1 was put

on the rails for the inauguration of the Stockton & Darlington Railway in 1825.

Oxford's Botley Road to remain closed

NETWORK Rail has said that the expected reopening of Botley Road, Oxford, to traffic from October will not happen due to some 'unique challenges' arising from the multi-million-pound station upgrade project.

With the bridge being raised as a project component, the road outside the station was due to reopen at the end of a planned six-month closure, but the discovery of an inverted brick arch, thought to be part of the original Victorian drainage system, is far larger than previously known

and is believed it could even form part of the structural support of the railway bridge.

The extent of the arch means that the programme of work had to be redesigned to ensure the bridge is stable and fully supported while the utilities under the road are diverted.

This involves driving 700 piles deep into the ground and the installation of a temporary drainage system to manage groundwater before a new permanent pumping system is installed later in the project.

Because the piling work is noisy, it takes place between 8am and 6pm on weekdays and on alternate weekends. Work on the project has also switched to round the clock to pick up lost time, meaning the bridge will remain closed to traffic until October 2024.

Work on the £161million project that will add a new platform face and west entrance was disrupted in July, as reported, after the discovery of a Second World War hand grenade, necessitating local evacuations.

Piccadilly upgrade gets underway

Network Rail began the overhaul of the lounge on Manchester Piccadilly's Platforms 13 and 14 on October 4. These are the station's busiest platforms, with up to 40,000 passengers every day.

On completion, visitors will benefit from new seating in the lounge, a waiting area for accessible passengers, and new charging points for mobile phones and laptops, plus two retail outlets instead of one, including a revised coffee shop.

Work is due to be completed early in 2024.

Headbolt Lane station opens

MERSEYRAIL'S new station at Headbolt Lane opened for business on October 5, with trains operating from the previous terminating station, Kirkby. It is the first expansion of the Merseyrail in 29 years.

It means that for the first time since 1977, when the line was electrified and Kirkby station rebuilt, trains have run through Kirkby. It used to feature a long platform with a central buffer stop to segregate the electric services from Liverpool Central and diesel services from Wigan.

Initially, as part of a phased introduction, two services per hour will operate between Liverpool and Kirkby, with one

of those trains going forward and terminating at Headbolt Lane.

Trains to Headbolt Lane will be operated by one of seven Class 777/1 variants, which are fitted with traction batteries. More services will be added until a 15-minute frequency service is in operation.

Construction of the new station began in October 2022 and outstanding works are being completed on a 270-space car park. The new station has developed at a cost of £80 million. It has been years in the making and will provide easier access to services for people in the Tower Hill and Northwood areas of the town, as well as making it more



Running on battery power, Stadler Class 777 No. 777152 sits at the new Headbolt Lane station on October 5.

COURTESY: LIVERPOOL CITY REGION

accessible to people from across Knowsley, Rainford and West Lancashire.

With two platforms for Merseyrail services, Headbolt

Lane becomes the new terminus for Northern services from Wigan Wallgate, where a third platform is used but there is an option of building a fourth.

Completion of the station had been planned for the summer but was delayed after the principal contractor went into administration in August.

Latest grants from Railway Heritage Trust

RECENT grants from the Railway Heritage Trust (RHT) towards building restoration and renovation projects include £18,000 to Network Rail to replace timbers in the Platform 2 waiting shelter at Market Rasen and repaint it in heritage colours.

The trust has also approved a grant of £18,300 for the repaint of Sleaford East signalbox in the same heritage colour scheme as

the station was recently repainted.

Southeastern Railway has won a grant of £48,300 towards the restoration of the station house and toilets for wider community use.

The trust is also supporting Darlington Borough Council on restoration work at North Road station in readiness for the 'Railway 200' celebrations of the Stockton & Darlington Railway in 2025.

Wymondham prepares for a subway

PREPARATORY work for a subway under the railway line at Wymondham, Norfolk, saw the line closed on October 21-26, with rail replacement services in operation.

Linked to planned growth in South Wymondham, the subway will enhance walking and cycling facilities to the rail station and

the town centre. The subway will be situated between the station and Station Road under-bridge, and these enabling works will allow construction to be completed by the end of 2024, subject to approvals.

The new route will allow the existing narrow Station Road footpath to be removed.

£34m invested in Scottish bridge protection

A PROGRAMME of works valued at £34 million and spanning four years – which will protect around 50 railway bridges from scour damage – has been completed.

Network Rail and contractor Storey have worked together to tackle the scour damage from fast-flowing water which erodes the material around the foundations and can lead to bridge failures.

To protect these structures, the process involves setting up a portable dam system to reduce the water flow. Next, a scour mattress is laid to the contours of the riverbed and the pockets filled with concrete. The mattress is then covered with the original riverbed material, so the area looks the same as it did prior to work starting. It's a process designed to extend the lifespan of the structures, as the majority were built in the late 19th



Inver viaduct at Dunkeld with scour protection work taking place. NETWORK RAIL

century, while helping to protect them against weather damage as part of a wider maintenance programme.

The final structure to be completed was Inver Viaduct

on the Highland Main Line spanning the River Braan in Dunkeld, where the line has been closed three times over the last two years due to the river breaching safe levels.

Line diverted for HS2 near Aylesbury prepares to reopen to traffic

CONSTRUCTION of a new section of line nearly 2km (1.2 miles) long, west of Aylesbury, which has been built in connection with HS2 work, is due to open to services at the end of October.

Since August 19, the single line from Aylesbury to Princes Risborough via Little Kimble has been

closed to allow for the construction of a new embankment on a revised alignment for the line, together with a new bridge to allow the HS2 tracks run under the local line. The old line is just yards away.

Key to the deviation is the new bridge, which sits on 60m-deep

pilings, and at the time of *The RM's* visit on September 25, work was underway to excavate soil to continue the HS2 trace under the bridge and on towards Calvert.

The 100m-long bridge has been built by contractor EKFB and on September 17, a specialist engineering train – one of

only two of its kind in the country – successfully installed 2953 concrete sleepers and 2000 metres of new rail.

The construction includes some futureproofing. The bridge is wide enough for a second track in anticipation of installation of a passing loop at this point,

plus the new track will allow an increase in line speed from the current 45mph to 90mph, if desired.

However, Marsh Lane level crossing will need upgrading from a half to a full barrier crossing should the line speed be increased.



Work to remove thousands of tons of earth from underneath the new bridge on the Aylesbury-Princes Risborough line in order to create the trackbed trace for HS2.



A view north along the bridge showing its design can accommodate a second track. The old line, which will be severed by the HS2 excavations, is on the right. BOTH: CHRIS MILNER



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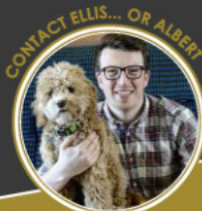
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SIDELINES

GBRf Peterborough maintenance hub opens

FOLLOWING 10 months of construction work, GB Railfreight has officially opened its £5.75 million Peterborough maintenance hub.

GBRf aims to operate around 80 intermodal services a day by 2025, and says the site will play a key role in the company's growth.

Chief executive John Smith said: "The role of the private sector cannot be understated as a tool to help Britain drive jobs and growth in its regional economies, and achieve its net zero targets."

The hub is equipped to analyse issues with and wear and tear on wagons, which is expected to lead to safety and reliability improvements. It will also be used to test emerging smart technologies and establish their potential for further use.

Breedon lease extended

PORT of Newport's direct rail connection is seen by owner Associated British Ports as a key asset as it looks to support construction materials supplier Breedon in expanding business in South Wales.

Breedon acquired marine dredging business Severn Sands last year and has agreed a 15-year lease extension on the sand and aggregate terminal at the port with ABP.

Nobis is new CEO

ALBERTO Nobis became the new chief executive of VTG GmbH at the beginning of October.

Formerly Europe chief executive of DHL Express, his new role sees him take over management and development of the business across 50 locations in 20 European countries.

VTG operates the largest privately-owned fleet of wagons in Europe, including 4500 in the UK.

A new role of chief operating officer will be taken on from January by Thomas Jäger, who previously worked for DB Cargo.

RUNNING ON EMPTIES:

DB Cargo Class 66 No. 66032 is pictured passing through Cheltenham on September 5, working empty steel wagons between Corby and Margam. WAYNE FINCH

'Pushing the boundaries' to switch freight from road

Freightliner sets sights on a shift of traffic to rail with the launch of new services offering simple and 'streamlined' solutions.

THE chief executive of Freightliner, Tim Shoveller, says service delivery and efficiency were key considerations as it formulated plans for new services, aimed at encouraging modal shift to rail.

Felixstowe-Daventry (considered as a competitive path for freight traffic) and Southampton-Cardiff (where customers can take advantage of financial incentives for imports through DP World facilities as part of its Modal Shift Programme) are regarded as particularly important.



Left: On September 4, Freightliner Class 90 Nos. 90004 and 90005 head south through Ipswich working the 4M63/09.12 Felixstowe Nth-Trafford Park. KEITH PARTLOW

Freightliner says the first freight service to link Felixstowe and Daventry will offer significant carbon savings.

Congested roads

"For every intermodal train introduced, up to 52 HGVs are removed from our congested roads and up to 76% of carbon emissions are saved," said Chris Lawrenson, Freightliner's intermodal logistics managing director. "This new service to

rail freight will not only support the modal shift but help to reduce the congestion we all experience along the main A14 road link between Felixstowe and Daventry."

Services were introduced on both routes from October 2.

Freightliner has secured a five-year contract with logistics company the Malcolm Group covering two overnight services, running seven days a week between Daventry and

Grangemouth.

Other new services are: Southampton-Leeds, Felixstowe-Manchester, Manchester-Birmingham, Birmingham-London Gateway and Birmingham-Felixstowe.

"We are committed to pushing the boundaries of rail freight by offering simplified and streamlined solutions for our customers which support that all important modal shift to rail," added Mr Shoveller.

Varamis Rail service provides Carousel network link

LOGISTICS specialist Carousel says it is looking forward to expanding its relationship with Varamis Rail after the company's weeknight parcels trains between Birmingham International and Mossend became part of its pan-European delivery network.

Following trials in October 2022, Varamis launched its return service in January, using Eversholt Rail-owned Class 321 electric multiple unit No. 321334, which has been converted for logistics use.

"Not only does this high speed electric train drive our journey

toward carbon neutrality, it is also faster than the diesel-fuelled alternatives," said Carousel's UK managing director Andrew Lowery. "We're looking forward to expanding our partnership with Varamis Rail as they add more capacity to this route and sustainably

connect more British cities."

"Carousel Logistics has been instrumental in helping us design a route that meets the need of time-critical delivery services," added Varamis managing director Phil Read. "For this venture to be successful, it must serve industry."



Trams start running to Wolverhampton station

West Midlands Metro says £50 million extension is 'huge hit' with passengers, despite opening three years later than planned.

THREE years after its originally predicted opening date, the 720 metre (787 yards) West Midlands Metro (WMM) tram route extension to Wolverhampton railway station welcomed its first fare-paying passengers on September 17.

Having increased in cost from £35 million to £50 million since work began, its completion was dependent on work being finished on the second phase of a revamp to the railway station itself (which formed part of the wider plan for a rail, bus and tram interchange).

Although that allowed construction activity at the site of the adjacent tram terminus to resume in summer 2021, progress on the extension was hampered by technical complexities and supply chain issues. These included a delay in

obtaining equipment to control traffic lights at the junction of Pipers Row and Bilston Street.

Test workings on the new stretch of line, which includes a stop at Pipers Row to connect with the bus station, began on June 12. Following handover to WMM on August 24, driver familiarisation runs were facilitated by terminating public services temporarily at The Royal.

First service

CAF Urbos tram No. 31 formed the first service to arrive and depart from the Wolverhampton Station stop on September 17.

Despite the long delay to its completion, WMM interim managing director Sophie Allison said there had been "plenty of positive feedback"



West Midlands Metro Tram No. 41 arriving at Wolverhampton station on the morning of September 17, the day of the extension's opening. MIKE GORST

from passengers since the opening of the extension. "They really appreciate the added convenience offered by the new stops, and with services up to every 10 minutes, the additional services offer a host of benefits for both new and existing customers," she added.

WMM described it as a "huge hit" with the network's users.

The already existing terminus at Wolverhampton St George's

was temporarily taken out of use to allow work on integrating systems with the new route, leading to all Wolverhampton-bound services travelling via Pipers Row and terminating at the station instead.

Once this has been completed, both termini are expected to be served by trams on an alternating basis, equating to departures from both at 15-minute intervals.

SIDELINES

Peak service restored

A PEAK time service between the MediaCityUK and Etihad Campus Metrolink stops in Manchester has been restored after passenger demand returned to pre-pandemic levels.

Tram services on the network on Friday and Saturday evenings have also been extended into the early hours, running at 20-minute intervals between midnight and 01.00.

Blackpool Transport ban on e-scooters

BLACKPOOL TRANSPORT has banned scooters, bicycles and unicycles powered by battery, from its vehicles over safety concerns.

The ban came into effect on September 8, and includes those of a design which can be folded or carried.

The company says batteries installed in them often do not conform to safety regulations and pose a risk of fire and therefore injury to staff and passengers, whereas mobility scooters, which are permitted, comply with more rigorous battery standards.

Mobile internet coverage expanded

PASSENGERS at Euston using the Charing Cross branch of the Northern line will be the next to benefit from a rolling programme to introduce 4G and 5G mobile internet coverage on the system.

In September, the service was extended to ticket halls, escalators and platforms on the Oxford Circus to Tottenham Court Road section of the Central line. Tottenham Court Road's Northern line platforms also have coverage and Camden Town and Mornington Crescent were added to the mobile network in August.

Transport for London predicts that 80% of stations on the Tube network will have 4G or 5G coverage by the end of next year. It has expanded its deal with Boldyn Networks to cover the Docklands Light Railway, Elizabeth Line and parts of London Overground.

Nexus explains delayed Class 555 introduction

A SEPTEMBER meeting of the North East Joint Transport Committee's Tyne & Wear Sub-Committee was told that the Class 555 programme for the Tyne & Wear Metro is running five months later than originally anticipated.

Introduction of the first of the 46 Stadler-built five-car units had been scheduled for the end of this year, but a report from Nexus interim managing director Cathy Massarella stated that although it was still the aim for the first run in public service to take place by the end of 2023 this was planned to be a "short demonstration run only with a more consistent customer service provided in early 2024".

The target date for introduction of the whole fleet

is October 31, 2025. Delivery of the first train at the end of February was two months later than scheduled and there have also been delays in the supply of parts to Stadler. The report confirmed that the pre-delivery acceptance process has been completed for Nos. 555001-008. Nos. 555001 and 555002 remained in the Czech Republic as part of ongoing test track evaluation.

Nos. 555006-008 are due to be the next batch delivered to the UK. Nos. 555003-005 are already on Tyneside for testing and familiarisation. September saw No. 555004, which is at the Nexus Learning Centre in South Shields, being used to train Tyne & Wear Fire & Rescue Service on the new fleet.



Currently based at the Nexus Learning Centre in South Shields for staff training, Tyne & Wear Class 555, No. 555004 is pictured during a familiarisation session for Tyne & Wear Fire & Rescue Service on September 4. NEXUS

£13m is estimated cost of Edinburgh Trams inquiry

AN inquiry established over nine years ago to investigate a five-year delay and a £400 million overspend on the project to create the Edinburgh Trams system, is estimated to have cost more than £13 million.

Chaired by Lord Hardie, a former Lord Advocate, it concluded in September, finding that there had been a "litany of avoidable failures on the parts of several parties". Lord Hardie cited failings by

Transport Initiatives Edinburgh (an arm's length project management firm wholly-owned by City of Edinburgh Council) as key to the inability to deliver on time and within budget, adding that the

council also bore responsibility for design delays.

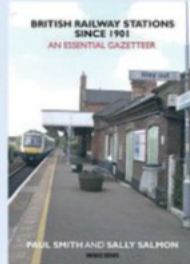
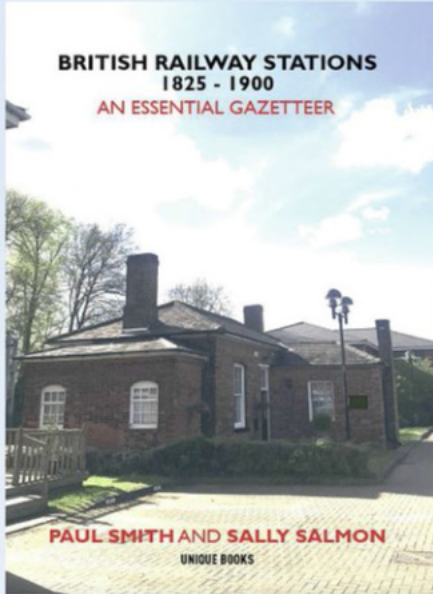
He said that the Scottish Government had lost oversight of the programme by withdrawing the involvement of Transport Scotland officials.

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In a prequel and companion to our very popular *British Railway Stations Since 1901* this new book examines those that were opened during the 19th century and were not to survive into the 20th.

Some 1,200 stations are covered. Each has a small map and provides information that includes the Ordnance Survey 10-digit National Grid Reference, where known, and the site's current status, whilst an extensive appendix lists some of those that had only the briefest of existence.

With its comprehensive information about closed stations, this book is an excellent companion to the many railway atlases and station chronologies - and will be of assistance to all those who like to visit disused railway sites or enjoy walking or cycling the many converted trackbeds that exist in Britain. **150mm x 219mm 160 pages £17.99**

Settle & Carlisle - The Postwar Years

There are few more spectacular railway lines in England than the route from Skipton to Carlisle through Settle and Appleby -

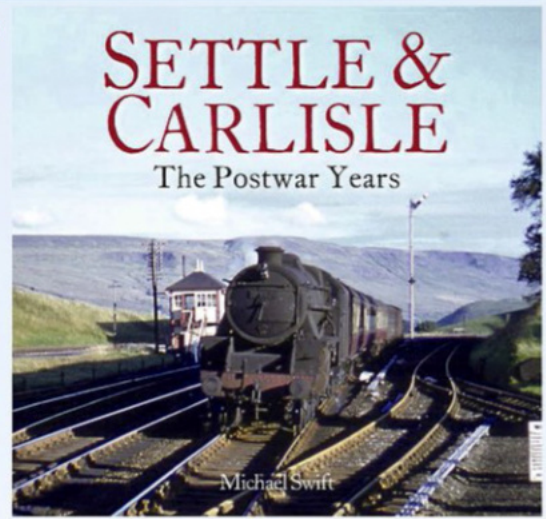
but in fact it was a route that was nearly never built.

Had the London & North Western and Midland railways been able to agree the use of the existing line through Sedbergh, the glorious Settle & Carlisle would never have been constructed.

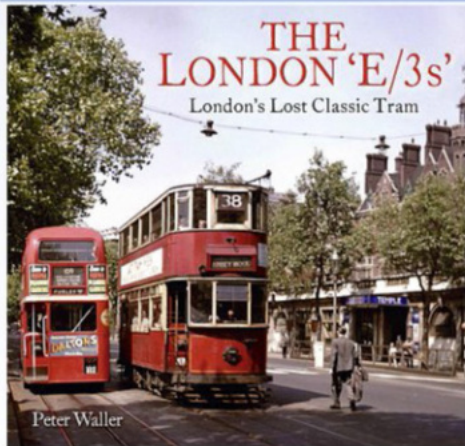
Happily the line opened to passengers in 1876, but following Nationalisation the Settle & Carlisle line became increasingly threatened - particularly after the associated ex-North British route to Edinburgh via Hawick closed in 1969.

Threatened with closure on several occasions over the years, the Settle & Carlisle survived ... and this much loved line is now justly regarded as one of the most scenic railways in the country.

Featuring historic images, many previously unpublished, this volume is a mainly pictorial tribute to the men and machines that operated over this classic main line.



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The London 'E3s' - London's Lost Classic Tram

Whilst the fate of the London tramway networks was probably sealed as a result of the creation of the London Passenger Transport Board in 1933 and the new board's decision to favour investment in a trolleybus network, prior to that date the London County Council had been keen on the development of its tramway system.

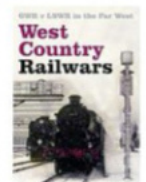
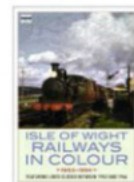
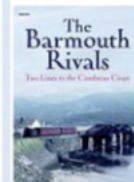
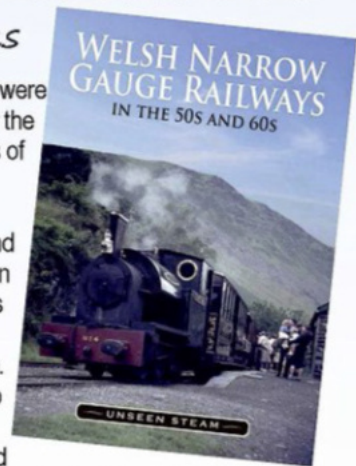
In its later days, the LCC opened a number of extensions and also acquired a significant number of new tramcars. Although prototype car No 1 was, sadly, destined to be a one-off, a total of 150 new bogie cars - designated Class E/3 - were acquired in the early 1930s.

Following the LPTB's decision to replace trams by trolleybuses, the Leyton-based trams were transferred south of the river in the 1930s. Whilst a number of the types were lost as a result of enemy action in World War 2, the majority saw operation through until the final conversion of the London system between 1950 and 1952. Sadly, none of this classic design survived into preservation and so was lost to future generations.

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First c2c Class 720/6s phased into service

Summer 2024 target for introduction of all 12 units to augment existing train fleet.

TRENITALIA-OWNED c2c marked the introduction of the first of its dozen new Class 720/6s at Fenchurch Street station in London on September 27.

Staff from the company (which operates services to Tilbury, Southend and Shoeburyness and serves 26 stations in East London and South Essex) and former managing director Julian Drury gathered for the event involving No. 720601, which arrived bearing his name. Mr Drury, who retired in 2020, signed the deal for the trains with manufacturer Bombardier, since bought out by Alstom.



On September 27, the first day in passenger use, c2c Class 720/6s Nos. 720609 and 720610 pass through West Horndon with the 17.16 London Fenchurch Street-Shoeburyness service. IAIN SCOTCHMAN

Introduction

As of the second week in October, four of the five-car electric multiple units were in passenger service. Leased from Porterbrook, a gradual introduction of the rest is expected to be completed by June next year. Unlike the Greater Anglia Class 720s, ordered as part of a total fleet replacement plan, the Class 720/6s will augment c2c's 74 Class 357s, which were themselves built at the Derby Litchurch Lane works between 1999 and 2002.

Busiest services

The new units will be used on all routes operated by c2c, but the company says that, where possible, the aim is to diagram them for its busiest services. Working in pairs (the expected usual formation), the Class 720/6s form the same length of train as three Class 357s, but with tip-up areas included, have seats for more than 900 passengers, as opposed to 846 on a Class 357 consist. Seating configurations are 2+2 and 3+2. C2c says better air conditioning,

Wi-Fi and lighting, as well as at-seat USB and three-pin charging sockets, also set them apart from the Class 357s. Each unit has two wheelchair spaces and four bicycle spaces.

Driver induction on the Class 720s has been aided by a full cab simulator based at Southend. More than 190 main line drivers and 40-plus depot-based shunter drivers will have received training on the new units by the time the programme, which began in the summer, draws to a close.



On the same day at Fenchurch Street, c2c managing director Rob Mullen and predecessor Julian Drury stand alongside No. 720601. Mr Drury signed the deal for the new trains and the unit has been named in his honour. c2c

DB Class 90s up for sale

FOLLOWING its decision to withdraw its last remaining operational Class 90, No. 90039, from service in July, DB Cargo put 12 members of the class up for sale.

Nos. 90017/018/022/023/025/027/030/031/032/033/038 and 90040, all in storage at Crewe, were offered on a 'sold as seen' basis in a bidding process that closed on September 29.

The locomotives make up half of the DB Cargo Class 90 fleet.

In July, DB Cargo UK chief executive Andrea Rossi said that the "continuing high cost of energy" meant there was no sense in incurring additional costs in running and maintaining Class 90s when the company had Class 66 diesel locomotives available.

Class 150 LNR comeback fast approaches



Class 150/1 No. 150137 was the first of the LNR's three 'Sprinters' transferred from Northern for Marston Vale services to make a return trip along the line. It is pictured at Bedford during that test run on September 22. LNR

ELEVEN months after the temporary suspension of trains serving the Marston Vale route, London Northwestern Railway (LNR) is preparing to restart a peak-time service using former Northern Class 150/1 'Sprinters' Nos. 150137, 150139 and 150141.

On a test run under the control of a driver instructor, No. 150137 became the first of the units, all transferred from Newton Heath depot, to complete a journey along the line (from Bletchley to Bedford and return) on September 22.

Network Rail, which has been working in partnership with LNR to ensure the line is ready for the return of passenger services, began running Rail Head Treatment

Trains (RHTTs) in preparation for the more frequent traffic.

Crew training has been underway for the past month and began with a cohort of drivers with previous experience of operating Class 150/1s (which were used on the route until 2019 when services were taken over by Class 230s). However, three quarters of the drivers who will work trains on the route have no previous experience of the class.

The Class 230s were withdrawn and the service suspended when Vivarail, which supplied and maintained the trains, went into administration last December.

A full timetable is expected to be restored early next year.



MYSTERY OF THE GREEN TRAIN: The cast of *The Mousetrap*, staged at Torquay's Princess Theatre as part of its 70th anniversary nationwide tour, joined Dame Agatha Christie's grandson Mathew Prichard (to the left of name vinyl) and Joan Nott (centre), world-renowned for her knowledge of the author, at Paignton station on September 12. Why they were there proved less of a puzzle than the play. It was to mark the naming of Great Western Railway Class 802, No. 802110 after the celebrated crime writer. GWR

Another chance to buy a DRS 'Tractor'

UNSOLD after being advertised by Direct Rail Services in June, bids are again being invited for Class 37 Nos. 37069, 37402 and 37423.

Also included in the freight operator's latest list of disposals, published on October 9, are Nos. 37218 (repainted into 1990s DRS livery for last year's open day at the company's Crewe Gresty Bridge depot) and No. 37401, which, like its former Eastfield depot stablemate No. 37402, is in BR large logo livery.

As *Mary Queen of Scots*, a name it first carried in its Scottish Region days, No. 37401 has been a firm favourite with enthusiasts, proving to be a crowd-pleaser at

events including the Keighley & Worth Valley Railway's Summer Diesel Gala in June this year.

Nos. 37218 and 37401/402/423 were among 10 'Tractors' previously offered for sale in a 'buy and lease back' arrangement proposed by DRS in July last year. Within weeks, however, the process was halted and the company explained to *The RM* and potential buyers that it had decided to retain them in the short term.

Offers in connection with the latest sale must be made via the online tendering system used by DRS before 1pm on November 3. Parts are also available for purchase.

Grand Central extends hire of ex-East Midlands Railway Class 180s

GRAND Central has confirmed to *The RM* that it has extended its short-term lease of Nos. 180110 and 180111 from Angel Trains until the middle of November as it continues to work on fixing problems and improving reliability of its own fleet of 10 Class 180s.

The two units, which had been used by East Midlands Railway

until May, were initially drafted-in for a period of eight weeks, No. 180110 being the first to enter service with GC on August 7.

The Arriva-owned open access operator said unit availability had improved to a point where there had been spare capacity on a number of days. GC chief operating officer Sean English added that although it is in a

much stronger position than earlier this year, the supply of parts continues to be an issue.

Ex-Avanti West Coast Class 221 'Super Voyager' Nos. 221142 and 221143 remain in use on GC services between Bradford and London King's Cross. The length of their lease will be reviewed, taking into consideration the overall fleet recovery plan

and heavy maintenance requirements, but has not yet been extended beyond the originally envisaged 12-month period. GC is planning bogie and coupler overhauls on its Class 180s and the focus will also turn to preparations for fitting them with European Train Control System (ETCS) equipment as part of the programme to introduce

in-cab digital signalling on the East Coast Main Line between King's Cross and Stoke Tunnel.

The Class 221s are dedicated to West Yorkshire services, but GC has indicated that, heading into 2024, it could look at extending training on the units to drivers who operate its services connecting Sunderland with the capital.



DAYTIME OUTING:

On October 6, No. 805005, the first Class 805 so far to carry Avanti West Coast livery, is seen on its first daytime run on the West Coast Main Line. As part of familiarisation for driver managers (who will lead the wider programme of driver training), it ran from Oxley depot to London and then back northwards to Crewe, where it was captured arriving. The unit had been moved from the Hitachi factory at Newton Aycliffe to Oxley by GB Railfreight Class 56, No. 56081 on September 26. AVANTI WEST COAST

Pendolino honours Asquith Xavier

AVANTI West Coast Class 390 'Pendolino' No. 390103 was named *Asquith Xavier* on September 28 at London Euston.

Dominica-born Mr Xavier, who worked at Marylebone station after settling in the UK, made history in 1966 when he overturned a decision not to employ him as a guard at Euston because of his ethnicity.

His campaign also helped to bring about legislation changes which made it illegal to refuse someone employment on the grounds of their race.

The nameplate, which was designed in consultation with his family, includes an image of him in his guard's uniform.

The late Mr Xavier's daughter Maria Magdalena-Xavier, among the family members

attending the ceremony, described the naming as "truly amazing". She said she hoped it would help people learn about her father's fight for justice and would prove inspirational to railway staff.

RIGHT: Maria Magdalena-Xavier alongside No. 390103 *Asquith Xavier*, named after her father, at London Euston. AVANTI WEST COAST



Northern plans more 'leaf-busters'

Eleven more units are expected to be fitted with rail head treatment equipment by autumn 2024.

NORTHERN says the five multiple units in its fleet which are fitted with water jets designed to improve rail head conditions after leaf-fall are expected to be joined by 11 more in time for autumn next year.

When damp leaves fall onto tracks and are compressed by trains, they create a slippery surface which lowers adhesion between the train wheels and rail head, causing particular

problems during braking and acceleration. The principle of the Water-Trak system is that it sprays the rail head to make it wet, rather than damp, increasing adhesion.

Following tests involving a Class 117 diesel multiple unit and 'HydroFLEX' No. 799001, the equipment was fitted to Northern Class 319 electric multiple unit No. 319368 in 2020 and subsequently to two further Class 319s (working services between Liverpool, Wigan and Manchester) and two Class 170s (operating between Leeds, Harrogate and York).

Water-Trak has developed a relatively simple set-up comprising a water tank, air compressor and a bogie-mounted spraying nozzle to apply water at low pressure



Northern Class 319 No. 319368, one of the units fitted to test Water-Trak, is pictured at Allerton depot on November 24, 2021. PAUL BICKERDYKE



The on-board spraying equipment in action. PAUL BICKERDYKE

in front of the leading wheels, activated by the train's automatic wheelslip detection technology.

Funded through the Network Rail Performance Innovation

Fund, the trials have illustrated the potential for apparatus to be carried on trains in passenger service rather than relying on Rail Head Treatment Trains (RHTTs), which are costly to

operate and are unable to cover all routes. As a built-in system, it also has the advantage of being available for use at any time when there is low rail adhesion, not just in autumn.

Wagon Report Compiled by Steven Fredrick Lappage

CHINA clay shipments from Goonbarrow Junction to Fowey Dock (Carne Point) and Cliffe Vale (Stoke) are now carried in a fleet of 26 JIA covered hoppers (Nos. 33 70 0894 000-5 to 025-2), plus five JGAs previously stored at Long Marston (Nos. NACO 19177/188/192/194/196). Imerys Minerals is hiring the wagons from VTG Rail UK.

One future possibility to offset the general decline in china clay traffic is the movement of kaolinized granite waste to Longport. Production of a tonne of china clay results in eight tonnes of waste material. Trial runs using JNA-U box opens have already taken place.

■ Wagony Swidnica, the Polish arm of Greenbrier Europe,

has completed delivery of 200 FEA-G (Sgnss) twinset container flats, Nos. 81 70 4663 001-5 to 200-3, to GB Railfreight/Porterbrook Leasing. A further 240 wagons will now be supplied, Nos. 81 70 4663 201-1 to 440-9, for use by GB Railfreight/Wascosa.

There have been no further orders for 'Ecofret' 40-foot platforms recently and many of the wagons are now out of use, being stored in Cockshute sidings at Stoke.

■ Loram UK continues to transform redundant MRA side-tipper ballast opens into JNA-Y gondolas for Network Rail. Recent completions have been Nos. 81705831120-7 to 161-1.

More MRA donors received at Derby RTC have been Nos. 501010/015/025/047/067



FWA 'Ecofret' flat No. 83 70 4520 016-4 was one of many such wagons stored in Cockshute Sidings, Stoke, on August 11.

/075/085/107/145/148/149/163-165/193-195/259-261.

■ Now being disposed of are the remaining Cargowagon IVA four-wheel vans. Built from 1982 onward by West German firm Duewag, they had a long association with the transportation of automotive components for Audi and Volkswagen. They were latterly employed on workings from the Ford engine plant at Bridgend. When this traffic ended, the vans were placed into store at Ellesmere Port.

Wagons scrapped to date have been Nos. 23 80 2398 515-9/533-2/547-2/565-4/601-7/610-8/624-9/645-4/646-2.

Cargowagons still active are IWAs from the batch of vans built in 1988-90 by Waggon

Union of Siegen. Known as 'Hold-Alls', they are now owned by Touax, Nos. 83 80 4841 111-4 to 159-3, design code IWE 741. They are used for aluminium automotive components hauled by DB Cargo from Dollands Moor to Ditton, Cheshire.

■ Scrapyards continue to be busy. Recent disposals have been OBA 'Bass' opens Nos. 110226/459, OCA dropside opens Nos. 112002/024/043/075/087/090/092/093/111/128/224/293/325/331/363, VKA 'Speedlink' vans Nos. 210454/513/522, HHA bogie coal hoppers Nos. 370276/283/287/288/290-292/296/301/302/413-421/423-435/437-446, MHA/MPA* spoil and ballast opens

Nos. 394014/027/042*/066/088/097/138/168*/189*/197*/207/216/227*/255/272*/275/277*/294*/303*/307*/309*/317/318/333*/338*/352*/356*/362*/365*/376/377/504*/505/508/509/521/529/575/597/598*/602/615/616/617*/621/629/637/647/648/692*/693*/698/707*/743*/754*/761/764/788*/795*/798/807/816/820/834/896/897/910*/923/936/937/939/958/966*. MTA opens Nos. 395027/037/042/049/120/172/190/220/234/272/372, MHA/MPA* opens Nos. 396020/037/041*/044/044/087/088/090*/094/115/120/122/130*/132/133/145/146*/160/161/163, SEA/SPA^ steel carriers Nos. 460557^/587^/603^/697/783/865/896/904/966/989/992.



New Beacon Rail JNA box opens Nos. 81 70 5932 146-0/132-4 were at Warrington Bank Quay on September 9.

LOCOMOTIVES

Allocations

37240 COFS-MBDL
 43010 LA/EPFC-HQ/SCEL
 43025 SCEL-ICHP
 43170 LA/EPFC-HQ/SCEL
 43192 LA/EPFC-HQ/SCEL
 58001 EH/WQDA off registration
 58005 EH/WQDA off registration
 58006 EH/WQDA off registration
 58013 EH/WQDA off registration
 58026 EH/WQDA off registration
 58032 EH/WQDA off registration
 58034 EH/WQDA off registration
 58038 EH/WQDA off registration
 60001 TO/WCAT-WQ/WQAA
 60007 TO/WCBT-WQ/WQBA
 60010 TO/WCBT-WQ/WQAA
 60017 TO/WCBT-WQ/WQAA
 60044 TO/WCAT-WQ/WQAA
 60059 TO/WCBT-WQ/WQBA
 60066 TO/WCAT-WQ/WQAA
 60100 WQ/WQBA-TO/WCAT-WQ/WQBA
 66041 WBAR-WBRT
 66068 WBRT-WBAE
 66104 WBBT-WBRT
 66119 WBRT-WBAE
 66169 WBRT-WBAR
 67016 CE/WAWC-WQ/WQAA
 67023 PG/GBKP-HQ/COTS
 67028 CE/WAAC-WQ/WQAA
 68019 LG/TPEX-KM/XHTP
 69020 LG/TPEX-KM/XHTP
 68021 LG/TPEX-KM/XHTP
 68031 LG/TPEX-KM/XHTP
 92029 WFAC-WFBC

Liveries

DB Cargo red: 66144/54
 Midland Pullman blue/white:
 43049

Named

57009 G. J. Churchward

Names removed

43009 Nunney Castle
 43010 Lydford Castle
 43016 Powderham Castle
 43184 Laira Diesel Depot
 CrossCountry
 43192 Trematon Castle
 43366 HST 40 Celebrating 40
 years of High Speed Train services



Class 321 No. 321402 was involved in an emergency exercise at Millerhill Yard, Edinburgh, in February 2023, since when the vehicles have remained at the yard awaiting disposal. Two of them were photographed on September 25 awaiting their final journey, which commenced by road on October 2. ISLA TEVIOT

on the CrossCountry network
 66526 Driver Steve Dunn (George)
 73951 Malcolm Brinded
 73952 Janis Kong

Awaiting export to Poland

66526

Renumbered in Mexico

43022-FIT3008
 43170-FIT3007

Stored/stopped locations

Crewe ETD: 67016/28
 Crewe Heritage Centre: 90050
 Derby RTC: 43285
 Ely: 43007, 43378
 Great Yarmouth (for export): 43008/09/10/16/40,
 43172/84/92, 43239, 43304/66
 Old Dalby: 43301/03/21/57
 Toton:
 60001/07/10/17/44/59/66

MULTIPLE UNITS

Allocations

196105 HQ-TS
 197105/06 HQ-CH
 197115 newly delivered HQ/
 HLHQ
 221142/43 CZ/HFHQ-XW/ECHQ

321402 sent for disposal
 508111/17/24/25/28/30 sent for disposal
 701514-17/19 newly delivered HQ/HYHQ
 707015/16/17/22 WD/HYHQ-SG/HUHQ
 720134/35/36 HQ-IL
 720601/02/04-06/09/10 HQ-EM
 730206 newly delivered HQ/EJHQ
 777011/19 HQ-KD
 777024/28/30 newly delivered HQ/HEHQ
 777142/46/48 HQ-KD
 805005 newly delivered HQ/HFHQ

Liveries

SWR: 444033/35, 450121/25
 You Belong: 800106
 + Pride rainbow: 720506
 + Poppy emblems: 196003,
 196111

Named

55022 Flora
 390103 Asquith Xavier
 720601 Julian Drury c2c
 Managing Director 2008-2020

Names removed

153316 John "Longitude"

Harrison Inventor of the Marine Chronometer

Renumbered

458505-458405
 458523-458423
 458525-458425
 458528-458428

Formations

458405: 67605+74005+74105+67705
 458423: 67623+74023+74123+67723
 458425: 67625+74025+74125+67725
 458428: 67628+74028+74128+67728

Preserved

400 Series Preservation Group:
 313201

For sale

156478

Now in passenger traffic

196105
 197105/06
 720134/35/36
 720601/02/04-06/09/10
 777011/19
 777142/46/48

Stored/stopped locations

Brodies, Kilmarnock:
 769922/59
 Chester: 175110/13/15
 Crewe LNWR: 197103/15
 Crewe South Yard: 175102
 Doncaster Belmont:
 730025/26/34/35
 Eastleigh: 701514/15/16/17/19
 Ilford: 175007/10
 MoD Bicester: 701009/20/55
 MoD Marchwood: 701057
 Old Dalby: 730030/31
 Oxley: 730206
 Walton Old Junction:
 321306/14
 Willesden: 701056
 Workshop: 465915/21/34,
 466004/05/30

Disposals

Raxstar at Eastleigh Works:
 Arrival date: October 19: 317506.

Cut dates: September 20:
 62533 (313205); September 21:
 62608 (313216); September 25:
 62536; September 26: 71220;
 September 27: 62600 (313208);
 September 28: 62534; October
 2: 71218; October 3: 62598
 (313206); October 4: 62607;
 October 5: 71227; October 9:
 62543 (313215); October 10:
 62540; October 11: 71224;
 October 17: 62604 (313212)

Sims Metals, Newport: Arrival
 dates: October 2: 508117/30;
 October 5: 508111/28; October
 9: 508124/25

HAULED COACHING STOCK

Allocations

41195 sent for disposal
 42374 sent for disposal

Sold

Embsay & Bolton Abbey
 Railway: 94302/06/23/26,
 94527
 Hanson & Hall: 10406,
 11092/93/99, 11101, 12125/54
 West Coast Railway: 21269,
 80041

Stored/stopped locations

Barrow Hill: 41193, 42234/90,
 42366/68/69/71/72/73/76/78,
 44052/72, 45001-05
 Ely: 42036/38/52/53/97,
 42380, 44012/17,
 48127/28/29/43/44/45/46/47/48,
 49110/15/16
 Great Yarmouth (for export):
 41026/35, 42037/51, 42342/79,
 48140/41/42, 49114
 Long Marston: 41194,
 42370/77, 44021

Disposals

C.F.Booth, Rotherham: Cut
 date: October 5: 42173; October
 6: 42195
 Sims Metals, Hull: Arrival date:
 October 11: 41195, 42374

STOCK CHANGES CORRECT
 AS OF OCTOBER 21, 2023.



Harry Needle-owned Nos. 47714 (left) and 47703 are two of five Class 47s the firm has up for sale (along with Nos. 47715, 47769 and 47782), and are seen at Wabtec Doncaster on September 27, from the window of Freightliner's new training academy on the opposite side of the main line (see page 14). PAUL BICKERDYKE

The network's notable moves

Rail Head Treatment Trains

Reports are now coming in as the Rail Head Treatment Train (RHTT) season gets underway. Class 57 No. 57306 *Her Majesty's Railway Inspectorate 175* was noted at Harwich International on 0Z06 on September 11, working an RHTT route-learner diagram, returning to its Stowmarket base as 0Z07 after a short 10-minute break. The first complete 3S60 Stowmarket – Stowmarket RHTT running, working the GEML southern branch lines, occurred on Monday, September 25 with Class 66 No. 66776 *Joanne* heading into Harwich International at 09.45 with No. 66753 *EMD Roberts Road* at the rear.

The 3S84, from Effingham Junction Carriage Holding Sidings to Effingham Junction Carriage Holding Sidings, was seen passing Wimbledon West Junction on Monday, September 25, formed of Multi Purpose Vehicle Nos. DR98973+DR98923. The diagram ran via Hampton Court, Surbiton, Basingstoke, Woking Up Yard Reception, Aldershot, Wimbledon, and Guildford.

RHTT 3W90, from Tonbridge West Yard to Tonbridge West Yard via Redhill, Brighton, Haywards Heath, Lewes, Newhaven Marine, Kensington Olympia, Sutton, Tulse Hill, East Grinstead, Uckfield, Norwood Junction, Horsham and Redhill, was seen approaching Haydons Road station on

Monday, September 25. The train was formed of two FEA flat wagons with the appropriate modules attached and was headed by Class 73 No. 73201 *Broadlands* with No. 73128 *OVS Bulleid C.B.E* at the rear of the train.

Observed at Westbury on October 5 at about 17.30, Class 66 Nos. 66155 and 66044 ran into the down platform avoiding line and, after a crew change, ran out again top-and-tailing a RHTT.

Avanti West Coast

Observed at Crewe on Thursday, September 14 were new Class 805 units Nos. 805001+805003 working a 5Q31 from Oxley Carriage Maintenance Depot to Holyhead. Plastic covers were in place on the seats of No. 805001, but No. 805003 did not appear to have had seats fitted.

The first of the new Class 805 units to be delivered in full AWC livery, No. 805005 was moved by Class 56 No. 56081 from Newton Aycliffe to Oxley on September 26.

LNER

On Saturday, September 16, the first of this year's East Coast diversions were observed passing Thankerton with the following units reported: 800101-04/07/11-13, 800202/06/08/10, 801107/08/11.

Reported on Sunday, September 17, were Nos. 800102/04/05/07/10-13, 800201/02/06/08/10 and 801103/07/13.

Great Western Railway

Reading Traincare Depot was viewed from a passing train on Friday, September 8.

The three ex-Marston Vale two-car D-stock sets Nos. 230003/04/05 were stabled towards the western end of the sidings.

As will be evident to anyone travelling into Paddington station on a GWR train, progress is being made on the new HS2 station at Old Oak Common. The time is drawing near when the station works will have reached the point where the civil engineer requires a complete blockade on the Great Western Main Line into Paddington. The blockade will prevent GWR trains running east of Ealing Broadway, where passengers will be able to transfer to London Underground. Trains may also terminate at Reading, where passengers can transfer to South Western services to Waterloo.

On Friday, September 29, GWR chartered a train from West Coast Railways to explore the options for running services to Euston or Waterloo whilst Paddington is closed for HS2 works at Old Oak Common. The charter was first noted, from a passing London Overground service, stopped at Acton Wells Junction when working as train 2Z02 from London Euston to Acton Terminal Complex with Class 33 Nos. 33207 and 33029 top-and-tailing inspection saloon No. 999506. A little later the train was seen again, passing

Kensington Olympia running from Acton Terminal Complex to London Waterloo. The train was seen for a final time by platform 17 at Waterloo station. It had stopped at the country end of the platform to minimise the diesel fumes under the overall roof.

Greater Anglia

The normally reliable and dependable Stadler Class 745 and 755s suffered two consecutive days of unit failures that caused frustration with travelling passengers. On September 25, No.745104 failed at Colchester and on September 26 when Nos. 755336+755338+755424 failed at Bow Junction. Both were hauled back to Norwich Crown Point by ROG's Class 37/6 No. 37601 *Perseus* that was on hand at Orient Way.

The final two Class 321 units stored at Clacton, Nos. 321306+321314 left on September 29 to continue their storage at Walton Old Junction sidings, Warrington.

Abellio Scotrail

Ayr station was closed on the evening of September 25, when the nearby hotel was once again the victim of an arson attack. Services were suspended between Ayr and Irvine to the north and to Girvan in the south with a bus replacement being put in place. Two units were 'trapped' south of Ayr with Class 156 No. 156495 being observed in a siding at Girvan while No. 156503 provided a shuttle service between Girvan and Stranraer.

On Saturday, October 7, parts of Scotland saw a month's rain fall in less than a day. A weather warning had previously been issued and Network Rail took the decision to impose a blanket speed restriction of 40mph, including on the West Coast Main Line between Glasgow Central and Lamington.

Avanti West Coast advertised all its services were cancelled north of Preston, however a very limited service was provided with trains leaving Glasgow for Preston at 07.22, 09.07, 11.15, 14.10 and 15.11, with a 17.09 to Carlisle and from Preston to Glasgow at 10.40, 13.34, 14.54, 17.09, 18.49 and 20.41. The sight of these trains passing Thankerton at just 40mph enabled your correspondent to see that some were well loaded.

TPE withdrew all its trains within Scotland. The temporary timetable in place because of the fire at the former Station Hotel at Ayr was modified with ScotRail trains only operating between Glasgow Central and Irvine. The usual ScotRail routes which are known to be prone to flooding were closed, West Highland Lines, trains between Helensburgh Central and Dalmeir/Glasgow Queen Street Low Level, Balloch and Hyndland and the Highland Main Line between Perth and Inverness. Other routes saw a reduced service being provided.

In the event, the amount of rain which fell was greater than expected, with one weather station recording 107.5 mm in a 12-hour period. Unsurprisingly, water courses were unable to cope with widespread flooding occurring. Services were suspended between Wemyss Bay and Glasgow after water levels rose significantly at Branchton station. At Bowling station, as seen on television news reports, the flood water was almost to platform height. At Langbank, flooding closed the route between Gourrock and Glasgow Central. All services operating via Glasgow Central were suspended following flooding at a number of locations.

Services between East Kilbride and Glasgow Central were suspended due to flooding at Thornliebank. The Shotts route between Glasgow Central and Edinburgh was the next to be closed due to flooding in the Shotts area. The Glasgow Queen Street to Alloa services were unable to operate between Stirling and Alloa. Serious flooding was then confirmed at Achnasheen justifying the earlier route closure.

Springburn to Milngavie services were suspended, along with trains between Glasgow Central and Ardrossan Harbour/Largs. An alternative service was provided between Kilwinning and Largs.

By 16.30 the situation had deteriorated with the following report in place: "There will be no replacement transport provided. For the areas of suspension, the message is DO NOT TRAVEL. For the rest of Scotland, the message is travel only when necessary and expect delays. There are widespread timetable reductions as a result, and customers need to check



A GWR 'Castle' set with power cars Nos. 43186 *Taunton Castle*/43189 *Launceston Castle* passes a field of cabbages at Crugwallins, near Burngullow in Cornwall, on October 7, with the 2C67/08.00 Cardiff-Penzance. The December timetable change will see the remaining 'Castle' sets concentrated on services west of Plymouth. CRAIG MUNDAY



A bucolic scene at Whalley, Lancashire, on October 14, as Northern DMUs Nos. 156419+150113 cross the 48-arch viaduct over the River Calder with the 2J25/13.21 Clitheroe to Rochdale. The cows seem unimpressed. PAUL BIGGS

their journey before setting off. Transport Scotland are expecting disruption across the road network also."

Monday, October 9 saw the service between Dundee and Edinburgh reinstated from about 09.00 once the flooding issues at Craigo had been resolved. The West Highland Lines and the Highland Main Line remained blocked.

Reported by Network Rail Scotland on October 10, the line between Dunblane and Perth was to remain closed while work was carried out to repair the huge amount of flood damage.

Heavy rain continued over the following days across several areas of Scotland, and speed restrictions were put in place on the West Highland line and on the resumed Inverness/Kyle of Lochalsh line between 09.00 on October 10 and 08.30 on October 11.

Caledonian

A signal power failure on the WCML north of Preston in the early hours of Wednesday, September 20, brought delays to the two sleeper services out of London Euston. The Glasgow-bound service (1526/23.50) pulled by Class 92 No. 92043 arrived in Glasgow Central 212 minutes late at 10.50. The Inverness-bound service (1525/21.15) worked out of Euston on time, being pulled by No. 92033, finally

arrived in Inverness 256 minutes late at 13.31.

Other service operators to experience delays included the 1504/23.47 Birmingham International to Mossend Down Yard operated by Swift Express Class 321 No. 321334 being 263 minutes late; the 4583/17.45 London Gateway to Coatbridge FLT hauled by Class 90 Nos. 90003+90044 being 232 minutes late. The TPE 1530/04.58 Manchester Airport to Glasgow terminated at Carlisle and the 1534/05.20 Wolverhampton to Glasgow passed Thankerton about 60 minutes down.

Not everything was late as the 6599/05.21 Carlisle Kingmoor to Georgemas Junction worked by Class 68 Nos. 68006 and 68033 passed 25 minutes early.

CrossCountry

Observed at Bristol Parkway on August 28, the 14.44 departure to Glasgow Central headed by Power Cars Nos. 43007 and 43008, departed 17 minutes late at 15.01 due to delays west of Bristol. Additional delays were encountered in the Cam & Dursley area as the preceding GWR service to Worcester Foregate Street made its station call. Good running thereafter saw Birmingham New Street reached 24 minutes late at 16.19.

A correspondent made a journey on Friday, September 8,



Two generations of East Coast traction pass at York on October 16, as No. 801202 (left), heads away south with the 1E09/09.30 Edinburgh to King's Cross, while No. 91119 *Bounds Green Intercity Depot* arrives with the 1N11/09.06 from King's Cross. DAVID RICE

from Cheltenham Spa as far as Tamworth on the 1551/12.27 from Plymouth to Glasgow Central, which was headed by No. 43303, with No. 43304 at the rear of the train. Departure from Cheltenham Spa was seven minutes late, but a quick crew change resulted in an on-time departure from Birmingham New Street. Arrival at Tamworth was one minute late. The opportunity to ride on two of CrossCountry's HSTs was taken on Thursday, September 14, the first from Tamworth to Cheltenham Spa on the 1V50/06.06 from Edinburgh to Plymouth headed by No. 43304, with No. 43303 at the rear of the

train. The return journey from Cheltenham Spa to Tamworth was then made on the 1551/12.27 from Plymouth to Glasgow Central, with No. 43378 at the front and No. 43321 at the rear. Arrival at Birmingham New Street was three minutes late, but time spent awaiting a crew member meant departure was 16 minutes late.

The final westbound 1V44 Leeds-Plymouth on September 16 arrived at Bristol Parkway on time behind Nos. 43321+43378. The running onto Plymouth was sprightly with a just a brief interruption before Worle after catching up a late running GWR service to

Weston-super-Mare. Departing Taunton six minutes late, a fast run down the Exe Valley and along the coast to Newton Abbot followed by one last climb over the South Devon Banks brought the service to a stand in Platform 4 at Plymouth just one minute late at 11.49.

The very last regular service by a CrossCountry HST ran on Monday, September 18 and is reported to have been the 1E73/16.27 from Plymouth to Leeds headed by No. 43008 with 43007 at the rear.

With the cessation of the HST units with CrossCountry, the stock is

being dispersed away from Laira with Mk.3 coaches Nos. 41194+42370+42377+44021 leaving by road in early October for store at Long Marston. Power car No. 43285 ran light from Laira to Derby on October 10 for a new life with Colas on test trains. A rack of Angel stock formed 43239+41026+42051+42379+41035+42037+42342+43366 left Laira for store at Ely on October 11.

Northern Rail

It has been reported the lease on Northern's Class 319 units ends in November and will not be extended. Observed on Tuesday, September 12 No. 319361 was seen alongside platform 4 at Liverpool Lime Street forming the 2F58/13.15 departure to Wigan North Western.

Transpennine Express

Class 802 Azuma No. 802203 made a welcome sight

stopping at Brighouse station on September 9, with the 08.36 departure, next stop Manchester Victoria, due to arrive in Liverpool Lime Street 10.04. During September and October, Trans-Pennine Express trains were rerouted down the Calder Valley on weekends only, whilst electrification work is being undertaken in the Huddersfield area. Although such diversions are by no means new, it is the first time that Brighouse has been a stopping point even though only four miles from Huddersfield station.

With the Class 68 locomotives and Mk.5 carriages expected to be withdrawn from the December timetable change, now is the time to take every opportunity to see and ride with them. On Monday, September 11 the 1U60/14.48 from Scarborough to Manchester Piccadilly, was seen arriving by platform 1 at Manchester Piccadilly led by

driving trailer No. 12813, with Class 68 No. 68032 *Destroyer* propelling at the rear. The formation was then seen leaving as the 1U71/17.30 to Scarborough.

The following day, a journey was made as far as Huddersfield on the 1U63/15.35 from Manchester Piccadilly to Scarborough led by No. 12806 and 68027 *Splendid* on the rear.

Observations on October 2 found Class 68 No. 68024 + TP06 passing ECS through Heaton Chapel with 5Q32 Crewe South Yard to Longsight during a routine TPE set swap. In the opposite direction TP02 was moved from Longsight to Crewe South Yard by Class 68 No. 68020. On the same day ROG Class 37 No. 37510 + Class 68 No. 68026 with TP03 were seen passing through Heaton Chapel with 5Q37 Scarborough to Crewe South Yard being dragged back to Crewe due to problems with the Mk.5 set at Scarborough.

A highly unusual move on October 5, found Class 397 No. 397007 being top-and-tailed by Class 37 Nos. 37611+37510 from Longsight to Brodies, Kilmarnock at a maximum speed of 30mph.

Transport for Wales

Observations at Chester mid-afternoon on August 22 found Class 197 No. 197104 forming the 14.43 to Liverpool Lime St via Helsby and Runcorn. Unit Nos. 197047+197013 formed the 14.51 (from Manchester Airport) to Llandudno. No. 197017 worked the 14.52 (from Holyhead) to Manchester Airport and departed seven minutes late. The 15.25 (from Birmingham International) to Holyhead was formed of Class 158 Nos. 158820+158834, although they were split at Llandudno Junction with only one proceeding to Holyhead.

Two days later, Class 197 Nos. 197108+197109 passed through Bangor on test at 11.40 for Crewe. No. 197021 was noted on the train to Holyhead from Manchester Airport, while the 12.01 to Cardiff departed at 12.07 formed of Class 150 No.150258.

Later in the day, several delays occurred. The 16.02 to Manchester from Cardiff was delayed with a reported train problem. It eventually arrived at 16.37 formed of Class 197 Nos. 197016+197001 with passengers advised several stations would be omitted and those wanting those stations should catch the 16.35 to Chester that would be following shortly. The train to Cardiff from Manchester was delayed by 48 minutes and formed of Class 67 No. 67012 and Mk.4 coaches. Realtime Trains showed it had been cancelled between Manchester and Crewe and had left Crewe 31 minutes late.

Observed arriving on August 28 at Birmingham New Street, the 13.30 from Aberystwyth to Birmingham International was on time formed of Class 158 Nos. 158839+158835+158822.

A journey was made from Crewe to Shrewsbury on Saturday, September 9 on the 1V54/16.30 from Manchester Piccadilly to Cardiff Central hauled by Class 67 No. 67013, with driving trailer No. 82227 at the rear. Whilst the level of comfort in the Mk.4 stock is generally rather good, on this occasion the train's movement caused the seats to rattle and squeak to such an extent it was quite annoying.

It has been reported the Class 67s and loco hauled stock were not used during the period

from Tuesday, September 12 to Thursday, September 21 whilst engineering work was taking place between Shrewsbury and Hereford. The work related to re-laying in the Dinmore Tunnels (there are separate tunnels for each track. Apparently, the work overran and there are reports the line closures continued on Friday, September 22.

A visit was made by a correspondent to the Borderlands Line on the morning of Tuesday, September 12, to see and ride on the Class 230. Whilst walking to the Borderlands Line platforms at Shotton a Class 230 was noted heading north which according to Realtime Trains was No. 230007 running ECS to Bidston. At Shotton station No. 230009 was seen forming the 2J60/10.34 from Bidston to Wrexham Central. A journey was then made from Shotton to Bidston on the 2F62/10.34 from Wrexham Central to Bidston formed of Class 150 No.150258.

The depot at Birkenhead North was viewed from a passing train where No. 230010 was noted in the sidings.

MerseyRail

Deliveries of new Class 777 units included Nos. 777020+777026+777152 from Dollands Moor to Wembley on September 20 hauled by Class 66 No. 66099, then going forward to Walton Old Junction later in the day behind the Rail Adventure Class 43s. The next delivery was of Nos. 777024+777028+777030 to Walton Old Junction on October 11, being hauled north from Wembley by Rail Adventure Class 43 Nos. 43484+43465+43468+43480.

As increasing numbers of the new Class 777 units enter traffic, so the Class 507 and 508s depart for scrap at Newport with Nos. 508117+508130 being moved by Class 37 No. 37884 on October 2, followed by the Class 37 taking Nos. 508111+508128 to Newport from Crewe on October 5. Four days later, on October 9 the Class 37 took Nos. 508124+508125 from Birkenhead to Newport.

West Midlands Railway

One of West Midlands Trains new Class 196 units No. 196104 was observed leaving from platform 6 Birmingham New Street on August 28 on time for Shrewsbury at 16.26.

Observed leaving Liverpool Lime Street on September 4 was new No. 730202 on 5Q62 working to Wolverhampton.



The railhead treatment train (RHTT) season has been in full swing since the start of October, featuring traction from Classes 37, 56, 66, 69 and more. A sunny day in East Yorkshire on October 6, allowed this capture of Nos. 37407 *Blackpool Tower* and 37425 *Sir Robert McAlpine/Concrete Bob* at Gristhorpe (on the single line from Seamer to Filey) with the 3J51 York to York circular. ANDY MASON



Not all RHTT workings are allocated to older traction – this one arrived at Settle on October 6, powered by Nos. 88002 *Prometheus*/68033 *The Poppy*, although the '88' had failed and could not be restarted. The following 2H95/17.57 Carlisle to Leeds was stuck behind and left Settle 145 minutes late. KEN LARKINS



Unlike DB Cargo, which has stood down its Class 90 fleet, Freightliner/Genesee & Wyoming continues to use them – as illustrated on September 27, as Nos. 90007+90012 head north through Rugby with the 4M87/11.13 Felixstowe North to Trafford Park. JOHN VAUGHAN

c2c

The new Class 720 trains have had a low-key entry into service. The first day of operation in regular service is reported to have been Wednesday, September 27 when Nos. 720609+720610 worked the 1B21/07.29 from Thorpe Bay to Fenchurch Street. The next reported new entry to traffic was on October 9 when Nos. 720601+720605 were observed.

South Eastern Trains

Networker units are being moved away and placed in store at Workop as more Class 707 units arrive from SWR. On September 15 Class 37 No. 37884 moved Nos. 466001+465933 from Gillingham to Workop followed by the Class 37 moving Nos. 466017+465931 on September 18. The Class 37 was in use again on September 21 to move Nos. 466009+465920, and on September 28 Nos. 466005+465921. A further move reported occurred on October 10 when the Class 37 took Nos. 466030+465934 north from Gillingham.

Additional Class 707 units to transfer from SWR are Nos. 707015+707016 overnight on September 29-30 with Nos. 707017+707022 following on October 13-14.

Southern Railways

Littlehampton suffered its third day of disruption in a row on September 20, when all services leaving the station before 6am were cancelled due to no night shift signaller. All ECS moves to Southampton, Portsmouth and Bognor Regis

remained at Littlehampton and started as additional passenger services.

The morning of September 21 saw a reduction in available rolling stock at Littlehampton. The 07.10 service to London was formed of Class 377 Nos. 377212+377207, instead of the 12 carriages, as No. 377406 was pulled from traffic with a damaged coupler after hitting a trolley at Hilsea the previous evening, caused by high winds and heavy rain with trees falling onto the lines in many areas.

More disruption occurred on September 22, when trespassers were on the railway line in the Worthing area. The 06.10 Littlehampton to London formed Nos. 377472+377403 was diverted via the Arun Valley with Three Bridges being the first stop. The 06.05 service to London Bridge formed of Nos. 387207+387219+387223 was delayed at Littlehampton as the driver didn't sign for the Arun Valley, but eventually departed 16 minutes late.

The 06.40 service to London formed of 377205+377412+377463 departed 14 late from Littlehampton. Due to a shortage of train crew the 06.52 service to Portsmouth was cancelled. The 08.13 service to London Victoria was in trouble before leaving the siding with a fault with the door equipment, Nos. 377107+377459 being the culprits. The service eventually departed 16 minutes late and was diverted via the Arun Valley with Gatwick Airport being the first stop.

A landslip on the Cliftonville

Spur between Hove and Preston Park on September 28 caused numerous problems with some services being terminated at Preston Park, while others were diverted via the Arun Valley.

The evening peak was further disrupted when No. 377324, forming the 18.55 Littlehampton to Portsmouth, hit concrete in the Barnham area, luckily not causing a lot of damage to the unit but it didn't stop the 18.33 Portsmouth to Brighton with No. 377447 being diverted into Littlehampton and terminate due to late running. It then formed the 20.01 ex-Brighton to Portsmouth & Southsea starting at Littlehampton. The 18.31 Brighton to Southampton terminated at Fareham with the 20.28 return to Brighton starting at Fareham due to late running.

On September 29 the 06.51 Brighton Depot to Littlehampton ECS move was delayed by a unit failure in the depot. This would normally form the 08.13 Littlehampton to London. In the event, the 07.21 ex-Brighton formed of Nos. 377213+377404, normally the 08.43 service to London, was stepped up to cover for the 08.13. The 08.43 was eventually cancelled from Littlehampton and started from Hove formed of a single four-car Class 377 instead of the booked eight-car formation.

South Western Railway

Reconfigured Class 458 Juniper units returned to Bournemouth from Widnes included No. 458405 on September 5,

top-and-tailed by Class 57 No. 57305 and Class 47 No. 47749. No. 458423 was moved south by Class 50 Nos. 50007+50049 on September 25, followed by No. 458425 on October 10, also top-and-tailed by Nos. 50007+50049.

The lines between Waterloo and Windsor, Weybridge and Reading were brought to a halt on Tuesday, September 12 due to a major fault at Basingstoke PSB which meant that none of the level crossings in the Egham, Windsor or Chertsey area could be operated. This virtually shut the line for over three hours with trains stuck in both directions and unable to divert.

Three Class 701 units Nos. 701038, 701045 and 701019 were visible from the road outside Marchwood on September 20.

Deliveries of the new Class 701 units from Derby continued, with No. 701514 being brought south to Eastleigh by Class 47 No. 47739 on September 26, followed by 701515 on October 4, hauled by Class 47 No. 47749. Class 47 No. 47727 took No. 701516 to Eastleigh on October 11.

Charter Trains

On September 23, GWR 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe* worked Vintage Trains' 1Z29/08.33 'Melton Piman' from Birmingham New Street to Melton Mowbray with Class 47 No. 47773 on the rear. It was observed making a fine sight steaming along the South Leicestershire Line near Croft.

Making a return to the mainline on September 27, Class

142 No. 142003 worked a Locomotive Services special 1Z77 from Wilmslow to Llandudno through Newton-le-Willows. The service also ran via Liverpool Lime Street.

Pathfinder's 100th tour, the 'Pilgrim Centurion' hauled by Class 50 Nos. 50007 and 50049, ran on September 16 from Swindon to Edinburgh where it arrived three minutes late at 13.15. The formation then left Edinburgh ECS to Polmadie for servicing. Various delays followed resulting in a late return to Edinburgh causing a 39 minute late departure from Waverley, but included an unadvertised run round the suburban line to get back to Slaford. The train finally arrived back at Swindon 41 minutes late at 01.03 on Sunday morning. A long day for Swindon passengers as the train left at 05.30.

Noted passing East Croydon on September 23, working an East Midlands Parkway to Sheffield Park UK Railtour was Class 73 Nos. 73109 *Battle of Britain 80th Anniversary* + 73212 *Stephen Eaves* and Class 66 No. 66718.

DB Cargo

Class 60 No. 60015 has dominated the Boston steel trains since August 30, being noted on the 6E02 Toton to Boston on August 30, and September 1 and 11, and the 6E01 Wolverhampton to Boston on September 6, 12 and 13.

The Immingham to Kingsbury tanks were diverted via Scunthorpe from September 2-10, as Network Rail was renewing the River Devon viaduct at Newark. The 6M35 ▶

overnight Humber Refinery to Kingsbury loaded tanks were diverted from September 11-15, while the 6E54 Kingsbury to Humber Refinery, the return empty tanks, was hauled by two Class 66s on September 4, 6, 11, 13 and 14.

On Thursday, September 7, Class 66 No. 66054 was seen passing Barnes station at the head of a rake of JRA bogie open wagons forming the 6M95 from Cliffe Brett Marine to Neasden Engineers Sidings. The train was running almost exactly two hours late.

On Friday, September 8, the 6V92 from Corby B.S.C. to Margam Terminal Complex was seen passing Cheltenham Spa station hauled by Class 66 No. 66171 still in EWS livery. A little later, No. 66102 was seen hauling the 6V51 from Burton-on-Trent West Yard to Cardiff Tidal Terminal Complex. Returning to Cheltenham Spa station on Thursday, September 14, the 6V92 from Corby B.S.C. to Margam Terminal Complex was seen again with Class 66 No. 66197, and a train made up of BYA Bogie Steel Coil wagons.

The 4L56 from Trafford Park Euro Terminal to London Gateway was seen passing Manchester Oxford Road station on Wednesday, September 13, worked by Class 66 No. 66005.

Scrap metal trains reported between Cardiff Tidal and Sunderland, all hauled by Class 66s, included No. 66125 from Cardiff to Sunderland and back on September 14, followed by Nos. 66109+66175 from Cardiff to Sunderland and Tees Yard. From Tees Cardiff, No. 66175 worked solo. No. 66095 took the empties to Sunderland

then to Tees Yard from where No. 66192 took the loaded train back to Cardiff on September 26, then No. 66129 did a round trip to Sunderland and back on September 28.

Three days later, No. 66175 worked Cardiff-Sunderland-Tees Yard, with No. 66192 back to Cardiff.

Class 325 units Nos. 325013+325012 were observed working a Shieldmuir to Daventry diagram on September 29, to the new Royal Mail centre. A further report was of No. 325012 working the same diagram solo on October 5.

Freightliner

The 4L36 from Wentloog to Felixstowe North Freightliner Terminal hauled by Class 66 No. 66516 was seen being brought to a stand alongside platform 14 at Reading station for a crew change on Friday, September 8.

Class 66 No. 66523 was seen standing by platform 2 at Nuneaton station on Thursday, September 14, whilst working the 4O17 from Lawley Street Freightliner Terminal to Southampton Maritime Container Terminal. On the same day Class 90 Nos. 90005 and 90048, both in orange livery, were seen heading the 4M87 from Felixstowe North Freightliner Terminal to Trafford Park Freightliner Terminal through Nuneaton station.

Class 70 No. 70014 was seen stopped by platform 3 at Eastleigh for a crew change, on Saturday, September 23, whilst heading the 4O27 from Crewe Basford Hall S.S.M. to Southampton Maritime Container Terminal.

During the morning of

October 5, Class 66 Nos. 66538 and 66556 came through the down platform avoiding line at Westbury with empty ballast wagons. Nos. 66525 and 66725 were in the down yard.

In the evening No. 66415 brought box wagons into the down yard from the Salisbury line, ran round, and left towards Fairwood Junction. Later Class 59 Nos. 59201+59205 paused briefly in the up platform avoiding line before leaving for the Berks & Hants with 40 loaded wagons of stone.

DRS

The twice-yearly 6L70/01.00 Crewe Coal Sidings-Sizewell C.E.G.B. nuclear waste movement ran on September 12, with Class 68 No. 68007 *Valiant* and Class 88 No. 88002 *Prometheus* and returned as 6M69, passing through Manningtree on time at 17.45 on the return trip.

DRS Class 68 No. 68002 *Intrepid* + Class 88 No. 88009 *Diana* (with pantograph down) ran as a light engine duo on Thursday, September 14 as 0Z45/16.15 from Crewe to Carlisle. Earlier that day Class 88 No. 88005 *Minerva* ran light from Carlisle (0Z89) possibly on a footplate training exercise.

On Thursday, September 14, Class 66 No. 66421 *Gresty Bridge TMD* was seen passing Gloucester at the head of the 4V44 from Daventry to Wentloog.

On Saturday, September 23, DRS Class 68 Nos. 68018+68034 pulled three white FNA flask vehicles from Sellafeld (6K73/08.29) via Barrow-in-Furness to Crewe.

The afternoon loaded mineral train 6K06 from Shap Quarry to Crewe is usually a DRS Class 66 or Class 68 working. However, on Wednesday, September 27, this service was worked by TPE liveried Class 68 No. 68029 *Courageous*.

GBRF

Class 66 Nos. 66774 on 4L03 and 66772 *Maria* worked stopover intermodal (both originating from Doncaster i-Port) into Harwich Parkeston Quay yard on September 2, and worked out with 4R43 and 4Y66 on September 4. Come September 9, it was Nos. 66786 *Cambridge University Railway Club Founded by Junior Members 1911* and 66737 *Lesia*, while it was Nos. 66737 again and 66724 *Drax Power Station* on September 16.

The Harwich Branch was closed on the weekend of September 23/24 for sleeper re-laying at Manningtree and level-crossing work at Wrabness, completing the month on September 30 was Nos. 66737 and 66718 *Peter, Lord Hendy of Richmond Hill of Imber in the County of Wiltshire*.

Class 66 No. 66733 *Cambridge PSB* arrived at the Harwich Refinery on September 4, on a 0P41 from Ipswich to handle the empty condensate tanks on 6P41 to North Walsham, returning with loaded tanks the next day.

The following week on September 13 it was supposed to be No. 66752 *The Hoosier State*, but classmate No. 66760 *David Gordon Harris* failed on 4E53 to Tinsley at 07.02 by Haughley Junction (which caused massive delays and cancellations as it was blocking the down main to Norwich),

and it was temporarily rerouted to handle the recovery. Apparently and surprisingly, 'wheel slip' was the problem and No. 66752 came off at Bury St Edmunds, leaving No. 66760 to continue onwards to Tinsley, while the former headed towards Harwich Parkeston Quay some three hours late and the empty tank movement was postponed until the following day.

Not surprisingly, the consist was left at North Walsham while No. 66752 returned to Peterborough via the Norwich to Ely route. It wasn't until September 19, that No. 66784 *Keighley & Worth Valley Railway 50th Anniversary 1968-2018* made its way from Whittemoor to Ipswich before heading down to North Walsham and returned as 6A32 with the loaded set before setting out again on September 20, and returning next day before taking the normal evening exit to Peterborough MPD as 0E06.

The following week it was No. 66782 on 0P41 sent from March on September 27, returning with the normal 6A32 and back the following day.

Class 69 No. 69008 was seen passing Barnes station on Monday, September 4, at the head of the 4Y19 from Mountfield Sidings to Southampton Western Docks.

Returning to Barnes station on September 7, the service was seen again by No. 69001 *Mayflower*.

A visit to Tonbridge on September 20, found plenty of GBRf traction in Tonbridge West Yard. Class 73 Nos. 73202 *Graham Stenning* and 73212 *Stephen Eaves* were attached to RHTT units as was 73141



Late afternoon sunlight catches DB Cargo's Climate Hero-liveried No. 66004, as it heads south along the Settle & Carlisle Line at Greengate with 40 four-wheel MEA wagons forming the 6E97/15.56 Newbiggin to Milford West gypsum empties on October 12. STEVE SIENKIEWICZ

Spa Valley Railway 25th Anniversary and 73119 (Dutch Livery) recently named *Paul Taylor*, while Nos. 73965 *Des O'Brien* and 73136 *Mhairi* were either end of an engineers' train.

Also in the yard, about to exit under 0Y22 was a quartet of 73s headed by 73963 *Janice*, 73962 *Dick Mabbutt*, 73964 *Jeanette* with 73128 *O.V.S. Bulleid C.B.E* on the rear bound for St. Leonards Engineering Depot. Also noted in the yard that morning was Class 69 No. 69001 *Mayflower* with a consist of empty JNA box wagons, and Class 66 No. 66788 *Locomotion 15* on shunting duties, after coming over from Whitmoor to Hoo Junction the previous evening and onward to Tonbridge early morning.

Noted through Tonbridge later in the afternoon were Class 66 No. 66742 *ABP Port of Immingham Centenary 1912-2012* on the 4C65/12.06 Ferme Park to Tonbridge WY empty HYA hopper wagons and No. 66769 *LMA League Managers Association/Paul Taylor Our Inspiration* on 6G30/14.05 Sevington Loop to Hoo Junction (via Tonbridge West Yard to run round) with three FEA-W bogie wagons loaded with railtrack and concrete sleepers aboard. In addition, No. 66775 *HMS Argyll* hauling 6O17/12.20 Purfleet Deep Wharf to Tonbridge WY empty blue VTG-branded JNA wagons.

Class 57/3 No. 57310 *Pride of Cumbria* also worked light engine through the station into the West Yard under 0Z57 on RHTT route-learner around the Kent area before the first full RHTT operation of the autumn (3W74/05.36 Tonbridge WY-Tonbridge West Yard) passed through hauled by Class 73 Nos. 73109 *Battle of Britain 80th Anniversary* and 73213 *Rhodalyne* with RHTT unit No. 35 in between.

Class 66 No. 66774 was seen passing Kensington Olympia station on Friday, September 29 at the head of the 6L37 from Hoo Junction Up Yard to Whitmoor Yard Local Distribution Centre.

An unusual MoD train on October 10, saw Class 66 No. 66790 on a Bicester-Marchwood-Doncaster diagram. Two days later, the consist was taken forward by No. 66709 from Doncaster to Tees Docks, returning to Doncaster then through to Bicester. It is understood this may have been the second MoD train to Tees Docks in recent weeks.

Colas Rail

Class 70 No. 70808 was seen passing Tamworth station at some speed at the head of tanker train 6E59 from Kingsbury Oil Sidings to Lindsey Oil Refinery on Friday, September 8.

On Saturday, September 9, an unidentified Colas liveried Class 56 was noted in the sidings at Chirk. The 6J37 from Carlisle Yard to Chirk Kronospan was seen passing through Chester station on Wednesday, September 13, headed by Class 70 No. 70817.

Network Rail Class 97 No. 97303 *Dave Berry* and HNRC Class 37 No. 37405 worked the 6C55/09.50 Aberystwyth to Chirk log train on September 16.

Observed at Westbury on the morning of October 5 was Class 37 No. 37116 in Colas livery resting in the up yard at the head of a motley selection of Network Rail coaches and bogie vans including an Ultrasonic Test Unit with a DVT at the far end. At about 18.00 it ran out of the yard with its train and took the curve towards the Berks & Hants line. Not long afterwards the train reappeared with the DVT leading and paused in platform 1 before leaving towards Fairwood Junction. Another 10 minutes or so later it came back with the Class 37 again leading, ran into the up yard and on to the headshunt as if about to reverse back to where it had started.

West Coast Railway Co

On Friday, September 15, Class 37 Nos. 37676+37685 were observed passing Thankerton with the 5Z37/06.06 Carnforth Steamtown to Bo'ness Junction Exchange sidings. They were then seen passing Thankerton in the afternoon with the 5Z40/17.00 Hamilton E G Steele to Carnforth Steamtown. Each time they were hauling a different set of coaches.

WCR's green liveried Class 57 No. 57009 pulled two pristine maroon Mk.1 coaches from Carnforth (5Z28/08.21) on Wednesday, September 27, initially to Tyseley Steam Trust. From there the working continued to Butterley with No. 57009 later running light back to Carnforth (0Z30) to arrive at 21.56.

DC Rail

Observations of Class 60 No. 60046 *William Wilberforce* found it hauling No. 60028 and 18 box wagons on 6Z26 Chaddesden to Peak Forest Cemex and 6Z27 Peak Forest Cemex to Chaddesden on August 21. It was further observed again on August 29/30 when it powered 6Z43

Chaddesden to Acton Yard, 6Z45 Acton Yard to Burton on Trent Maurice Hill spoil train and 6Z48 Burton on Trent Maurice Hill to Chaddesden.

The following day, it hauled the 6Z27 Peak Forest Cemex to Brandon stone train. It was further reported on Monday, September 4 working the 6Z85 Ravenhead to Chaddesden empty sand train. On September 5/6 it had charge of the 6Z45 Acton Yard to Burton on Trent Maurice Hill spoil train and the 6Z48 Burton on Trent Maurice Hill to Chaddesden followed by the 6Z91 Chaddesden to King's Lynn empty sand train on September 8.

It was out again on September 11, hauling the 6Z27 Peak Forest Cemex to Chaddesden stone train, and the 6Z30 Brandon to Chaddesden empty stone train on September 13, and the 6Z91 Chaddesden to King's Lynn empty sand train on September 15.

On Monday, September 4, Class 60 No. 60029 was seen between West Brompton and Kensington Olympia at the head of the 6Z71 from Grain Foster Yeoman to Willesden DC Rail Sidings.

Class 56 No. 56091, in grey livery, was seen at line speed through Tamworth station on Thursday, September 14 running light engine 0Z56 from Leicester LIP to Hellfield Goods Loops.

Locomotive Services Ltd

Looking resplendent in its green livery, Class 37 No. D6851 *Flopsy* (aka 37667) was seen passing Thankerton on Monday, September 26 whilst running light engine as 0Z37/09.15 Carlisle High Wapping Sidings to Tom Na Faire Depot at Fort William. LSL's Class 47s Nos. 47712+D1924 top-and-tailed a rake of Pullman liveried coaches on Wednesday, September 27 from Hull (1Z17/08.35) on a 234-mile journey via Leeds and Shap to Appleby. Later it returned to Hull on a 172-mile journey via Hellfield, Blackburn and Hebden Bridge.

Hanson & Hall

Hanson & Hall has purchased the following coaches: 10406, 11092, 11093, 11099, 11101, 12125 and 12154 from Third Life Rail.

H&H has been responsible for the following unit moves in recent weeks: August 30: 165017 Banbury-Barton Hill and 165006 Barton Hill-Banbury. August 31: 168216 Banbury-Crewe and 168219



AV Dawson has three active Class 08s (Nos. 08410/08598/08774) plus two others in store (Nos. 08600/08912), No. 08410 seen on September 19, at Middlesbrough Goods Yard shunting steel wagons that later that day departed for Margam. See also the feature on 'Gronks' on pages 22-25 this month. ALEX AYRE

Crewe-Banbury. September 20: 165024 Banbury-Barton Hill and 165017 Barton Hill-Banbury. September 26: 168001 Wolverton-Wembley. September 28: 168112 Banbury-Crewe and 168216 Banbury-Crewe.

Loram

On-loan to Colas Rail, HNRC-owned Class 37 pairing of Nos. 37607 and 37610 worked the monthly engineers' train 1Q97 Ferme Park to Clacton-on-Sea through Harwich International on September 13.

Plasser & Theurer 08-4x4/4S tamper No. DR73910 *Jupiter* was seen stabled at Nuneaton station on September 15. The track machine carried a large label – 'This machine is powered by HVO Fuel'. Apparently, Colas Rail is trialling the use of hydrogenated vegetable oil as a more sustainable alternative to diesel for fuelling a Class 56 freight locomotive, four tampers and a Kirow crane.

Plasser & Theurer 09-3x Duomatic Tamper No. DR73121 was seen pausing by platform 7 at Reading station on Tuesday, September 19, whilst running as the 6Q54 from Reading Triangle Sidings to Woodborough Up Sidings.

Noted in Tonbridge West Yard on September 20, was Class 37/0 No. 37099 *Merl Evans 1947-2016* with an engineers' consist. GPV No. DR98220 was noted passing through Tonbridge station on the same day working 7J06 Hither Green RAD-Hither Green RAD.

Class 73 Nos. 73962 *Dick Mabbutt* and 73964 *Jeanette* were in Littlehampton on September 26, working the Eastleigh-Portsmouth-Littlehampton-Portsmouth-Southampton-Eastleigh Network Rail test train, the formation being: Nos. 977868+977983+5981+6262.

Sprinter No. 153376 visited various parts of the Southern area on September 27, including Bognor Regis and Littlehampton before heading off to Tonbridge via the Arun Valley and Redhill. On Friday, September 29, it was seen passing through Wimbledon station forming the 2Q25 from Woking Up Yard Reception to Eastleigh East Yard.

On Friday, October 6, NR's Stoneblower No. DR80208 moved from Nuneaton (6U28/10.50) to Carlisle. South of Lancaster No. DR80208 was held at signal PN226 and then directed across the south-bound line to be held at Platform 5. This was to allow a number of Freightliner, DRS, Northern and AWC services to pass before it continued north.

Our thanks

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'Enterprise' to get new fleet

Tender issued to replace rolling stock dedicated to high-profile cross-border service.

IARNRÓD Éireann (IÉ) and Northern Ireland Railways (NIR) have launched the tender process for a new fleet to replace the 28 carriages built by De Dietrich in 1997, currently made up into three train sets, which operate the cross-border Enterprise service between Dublin and Belfast.

The tender initially is for a fleet of eight train sets, up to a maximum length of 200m long and includes an eight-year framework agreement. The procurement process includes provision for train driving simulators; the supply of an Automatic Vehicle Inspection System (AVIS); capital spares supply and a maintenance support contract for the new trains over 15 years. The estimated total value of the tender is €650m.

IÉ and NIR plan to have the

entire fleet in service in 2028/29, to operate an hourly service between Dublin and Belfast, delivering an end-to-end journey time of under two hours or better.

The tender notice says that initial traction power will be a combination of internal combustion and battery electric, the latter drawing power at 1.5kV dc from overhead electrification that is being extended northwards from Dublin to Drogheda.

The new trains will be designed to transition to net-zero operation during their working life. This will involve removing the diesel power plant and power generation equipment and replacing it with traction equipment for dual-voltage overhead supply.

Requests to participate in the tender must be submitted by November 6.



The 1997-built De Dietrich fleet owned jointly by IÉ and NIR will be replaced by 2029. Belmond-liveried IÉ 201 Class No. 216 *River Dodder* is seen north of Gormanston approaching Mosney with the 16.50 Connolly to Belfast Enterprise on June 9. COLM O'CALLAGHAN

Tralee & Dingle coach restoration reaches halfway mark

THE restoration of Tralee & Dingle Railway carriage No. 7 has reached a milestone following the completion of its rolling chassis. Built in 1890 by the Bristol Wagon and Carriage Company, No. 7 is part of the Cavan & Leitrim Railway's collection at Dromod. Withdrawn from the West Clare section of CIÉ in the mid-1950s, it was rescued from a builder's yard in County Kilkenny in the 1980s.

Sent to contractor John Fowler & Co in Cumbria for restoration in November 2020, the project has seen the bogies restored and rebuilt. Phase

two completes the restoration of the original chassis, which saw some of the wooden headstocks and inner timbers replaced, along with fully restoring the steel solebars, and tie rods.

Project manager Darragh Connolly said: "The workmanship provided by Fowler & Co has been superb, we now have reached a huge milestone in the carriage's restoration. Thanks to funding from the Heritage Council Ireland 2023 Community Grant Scheme, the chassis has now been fully restored to a rolling chassis. This means



Carriage No. 7 is seen at the premises of John Fowler & Co on September 25. DARRAGH CONNOLLY/CLR

that the carriage project is approximately 50% complete, with the body being the next major project."

When complete it will be

the only original narrow gauge carriage operating on the Island of Ireland and will act as an immersive experience for visitors.

IÉ issues tender to build Navan rail link

IARNRÓD Éireann issued a €45 million tender for consultants to help deliver a rail link to Navan from Dublin via the reopened line from Consilla to M3 Parkway, which reopened in 2010. It is expected that consultants will be appointed in early 2024 for a period of 52 months, to assist a newly established project team within IÉ, to progress all elements of the project, including:

- Project scope and approvals
- Project concept
- Feasibility and option selection, including route feasibility and confirmation
- Preliminary design
- Planning and statutory process
- Detailed design and tender process and contract award
- Construction and implementation.

Precise timing of the project will be determined by funding and planning approvals. However, the NTA Greater Dublin Area Transport Strategy targets the opening of the rail line in the early 2030s.

A spokesperson for IÉ said this was "an important milestone at the start of the journey to bring passenger rail services back to Navan, and other key population centres en route."

Final independent peat system sees last trains: Bord na Móna (BnaM) continues to wind down and close its rail system as peat harvesting and extraction ends. No. LM270 and its train awaits loading on the isolated BnaM Coolnagun system in County Westmeath on October 4. This remote line, approximately 10km in length, is the last of the smaller unconnected railways operating trains. The line at one time was operated by a sod turf Co op in the 1990s, before reverting to BnaM to supply the then new Lough Ree Power Station in the early 2000s, and closed in 2020. The final stockpile of harvested peat is being cleared for onward delivery by road to the last peat burning power station at Edenderry, and Coolnagun was expected to be cleared of all stockpiles by mid-October. Just two locomotives, Nos. LM270 and LM226 remain active for the short run of just 1.5km from the stockpile to the tipper on the other side of the R395 regional road, West of Castlepollard. SEAN CAIN.



End of the line for classic French locos

Multiple units to phase out locomotive haulage on passenger train diagrams.

INTRODUCTION of new multiple units will lead to the withdrawal of almost all loco-hauled passenger trains in France within the next year or two.

The once widespread French Railways (SNCF) diesel Class BB67400 locos (built 1969-1975) are now restricted to two or three peak hour regional trains operating to and from Strasbourg, although this work may not survive into the New Year. The only other passenger work is occasional use working the overnight train from Rodez to Paris between Rodez and Brive-la-Gaillarde. These trains are booked for the more modern Alstom 'Prima' BB75000 diesel locos but BB67400 substitute when these are not available. Small numbers of BB67400 and earlier BB67200 versions remain in service, used for departmental and some freight trains.

Classic electrics too

Larger number of classic 'Nez Cassé' (or broken nose) Class

BB7200/15000 and 22200 electric locos remain in service, but their days are numbered as large numbers of new EMUs have been delivered and more are planned within the next two years.

Small numbers of Class BB15000 25kV AC electric locos (built 1971-1978) remain in use from both Paris St Lazare and Paris Nord stations, in both cases normally only on weekdays working double deck push-pull regional express (TER) trains on the line to Rouen and from Paris Nord to Creil/Amiens respectively.

The BB7200 1.5kV DC variant of the Nez Cassé type (built 1976-1985) has lost significant amounts of work on routes radiating south from Paris in the last year as new Alstom (ex-Bombardier)-built R2N EMUs have been introduced. BB7200-hauled trains, using the classic French Corail coaches, can still be found on some services from Paris Austerlitz to Orleans, some regional services between Paris



Still carrying a livery from its days working regional services in the south of France, Class BB22200 electric loco number 22243 seen at Paris Nord on January 17, 2023 having arrived with the 15.42 from Maubeuge.

KEITH FENDER

Gare Lyon and Dijon, plus peak hour trains Paris Montparnasse to Le Mans, although all of these services will be operated by new EMUs within a year or two.

The multi-voltage version of the 'Nez Cassé' the BB22200 (built 1976-1986) is also used for

both regional trains and longer-distance ones, and may survive in passenger traffic longest.

Suburban services around Lille and Strasbourg both use BB22200, mostly on weekdays, and the Class is also used for a range of regional services from

Lyon and Marseilles; in all cases, replacement with new EMUs is unlikely for at least two years.

The class is also used to haul longer-distance trains from Paris Nord to Maubeuge, Cambrai and Amiens; these trains previously branded 'Intercity' are now regarded as regional services and new R2N EMUs are on order to replace them from next year.

Class BB22200 is also used by SNCF's low-cost 'Ouigo' subsidiary to haul trains between Paris and Lyon / Nantes; some of the locos carry the distinctive pink Ouigo livery, although other locos may substitute.

This work is likely to continue for some years, although at some point, newer Class BB26000 'Sybic' locos may replace the BB22200.

The 'Sybic' locos currently work the remaining 'Intercity' branded trains on the Paris- Limoges-Toulouse and Marseilles-Toulouse-Bordeaux routes, although new CAF-built EMUs will begin replacing them within a year.



SNCF diesel No. 67576 at Rodez on June 8, 2023, with the overnight train (ICN3756) 22.38 to Paris Austerlitz. The diesel loco works the train to Brive-la-Gaillarde, where the Rodez portion is added to the rear of the 03.54 IC service to Paris. ANDY DAVIS

BART 'train of the future' in service

SAN FRANCISCO area metro operator BART (Bay Area Rapid Transit) has completed introduction of its 'Fleet of the Future' train fleet, allowing withdrawal of all the remaining original trains; the A (driving) and B (trailer) series trains built by aircraft equipment maker Rohr Industries in 1965-75. The last of these ran in service on September 11; some are being

kept as a reserve fleet until late 2024, but with no scheduled use. Later additions to the original fleet, the C series trains built by Alstom and Morrison Knudsen between 1987 and 1996, have all also been withdrawn.

The new trains, designated the D (driving) and E (trailer) series by BART, were ordered in a contract awarded to

Bombardier, which built them in factories in Mexico and the USA. In total, 775 cars have been bought, with options for up to 425 more agreed but not yet ordered. The first train entered service late, in 2018, but software problems led to deliveries being delayed and the last train was not delivered until 2023 by Alstom after it bought Bombardier in 2021.



New BART type D and E EMU at San Francisco Airport on August 23.

KEITH FENDER



Ex-Amtrak Class AEM7 electric locos Nos. 929 and 938 (in 'Caltrain' livery) in the yard at San Francisco 4th Street station on August 23. The locos will be used for test trains on the newly electrified line. KEITH FENDER

Californian electrification progress

THE first electrified main line in California is nearly ready for electric operation. The 52-mile-long 'Caltrain' line between San Francisco and San Jose is being electrified at 25kV AC to allow new EMUs to replace the current intensive diesel-hauled push-pull service. Eventually, the route is planned as the access route into San Francisco for the Californian high speed rail project that is slowly building a new line connecting

San Francisco and Los Angeles. British company Balfour Beatty won the contract to electrify the route and via its American subsidiary has installed more than 2500 overhead support masts and overhead line; the last section of which has been installed in late 2023, allowing electric train testing to begin on the entire route. To do this, both the new Stadler-built seven-car double-deck 'Kiss' EMUs, and two ex-Amtrak electric locos moved

across the USA from their former base on the Washington-Boston route will be used. Caltrain has announced it plans to introduce electric trains from September 2024. Caltrain has now ordered 23x7 car 'Kiss' EMUs using options in the original contract; Stadler is building these in Salt Lake City.

BEMU ordered

Caltrain operates a small number of services south of San Jose Tamien to Gilroy using tracks

owned by Union Pacific and plans to retain some diesel locos and push-pull trains for these services, which may be extended further south in the future.

However, the operator has now ordered a battery-equipped version of its new Stadler 'Kiss' EMU, which, if successful, will be followed by further trains. The test train ordered is four cars long, with three passenger cars and a powercar equipped with the batteries.

SIDELINES

New coaches ordered for Italian night trains

ITALIAN national operator Trenitalia has ordered 70 new overnight train coaches and agreed options for 300. Worth up to €732.5 million if all options are used, the contract has been awarded to Czech manufacturer Škoda, working with Indian-Italian firm Titagarh Firema.

The initial order is for three types of vehicles: 22 'deluxe' coaches, which will have eight sleeping compartments, six with single beds and two with double beds; 44 will be 'comfort' seven-compartment, four-bed couchette-style coaches; and the other four vehicles are 'economy' seated coaches with 2+1 seats divided up as individual seats.

GoAhead to sell its German rail companies

UK-BASED GoAhead Group has announced it will sell its two German rail operating businesses to Austrian Railways (ÖBB). The companies, in Baden Württemberg and Bavaria, operate regional passenger services under contracts awarded by the state governments. The sale is expected to be complete in early 2024.

Canada to Mexico by steam in 2024

A FORMER CP steam locomotive is due to work a special train all the way from Canada to Mexico City in 2024.

The operation of the train will help mark the first anniversary of the successful merger of major Class 1 freight railroads Canadian Pacific (CP) and US/Mexican-based Kansas City Southern (KCS) to form Canadian Pacific Kansas City (CPKC).

Made up of 'business cars' used by railroad executives, the train will be hauled by 4-6-4 'Hudson' No. 2816.

The loco was built by the Montreal Locomotive Works in 1930 (works No. 68535) and after a period in preservation in the USA returned to CP in 1998 and was used for excursion trains until 2012. Since then, it has been stored in Calgary, but is now being prepared for its trip to Mexico next year.

The outline itinerary for the train has been announced. It will leave Calgary on April 14, 2024, and make stops in all three countries where the public will be able to see the train.

The planned stops are Moose Jaw (Canada), Minot, (North Dakota), St Paul (Minnesota), Bensenville (Illinois), Davenport



While Canadian Pacific locos were already widely seen in the USA, the merger now means KCS-liveried locos can be seen in more places, and often the two liveries can be seen together. A CPKC freight led by two KCS-liveried locos (led by EMD SD70Ace No. 4041 and GE ES44AC No. 4795), with two CP-liveried locos following, is seen heading through Wauwatosa in Wisconsin on August 8. KEITH FENDER

(Iowa), Kansas City (Missouri), Shreveport (Louisiana), Laredo (Texas) and finally Monterrey and Mexico City in Mexico. More information is due to be published on the CPKC website in 2024.

The CPKC merger was designed to enable better connections between the three North American countries. This seems to be working as growth in containers by rail from Mexico to the USA and Canada this year

is reported to be 30% higher than 2022.

CPKC has launched new services aimed at intermodal shippers branded 'Mexico Midwest Express', and Canadian National, which is CP's only major domestic rival, has announced the introduction of better services linking Canada and Mexico, branded as 'Falcon Premium' and operated jointly with Union Pacific in the USA and Ferromex in Mexico.

New ORION units for Matterhorn Gotthard Bahn

SWISS metre gauge railway Matterhorn Gotthard Bahn (MGB) has introduced the first of 37 new 'ORION' EMUs. The name 'ORION' is an abbreviation of the German Optimaler Regionalzug Im Öffentlichen Nahverkehr, which translates as 'optimal regional train for public local transport'.

Stadler has built the three-car, 120km/h trains at its Bussnang factory in Switzerland, and they will be delivered over the next six years, eventually replacing all the older loco-hauled coaches and EMUs currently used by MGB. Initially, 12 trains are being introduced to enable replacement of the oldest

Class Deh4/4 powercars and some hauled coaches. When deliveries are complete in 2029, all MGB regional trains will be EMU-operated, although some locos will be retained to work the 'Glacier Express' service between Zermatt and Disentis.

Most of the trains are designated type ABeh 8/12 and are fitted with Abt rack equipment, enabling use on all parts of the MGB network; maximum speed on rack sections is 35. Four units will be built as part of the second tranche without rack equipment for use on shuttle services between Zermatt and Täsch.



New in service: MGB 'ORION' EMU No. 308 leaves Göschenen with train 641, the 11.14 to Andermatt on August 22. SHAUN WALLACE



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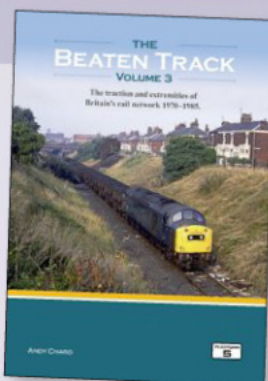
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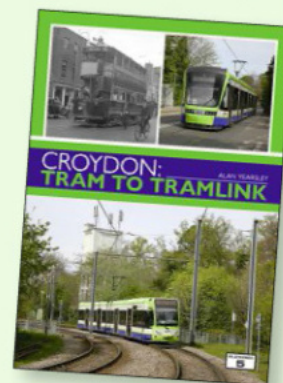


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Hoovering around Taunton and Exeter

By Joseph Burr

WHAT is not like about a volume of original photographs taken during the time the charismatic Class 50s were being used in Devon and Somerset?

The book takes each section of line from Somerton (on the Berks & Hants) and Chard Junction (on the Waterloo line) to Totnes, the branches to the likes of Paignton, Barnstaple and Exmouth, the freight only Meldon, Heathfield and Torrington

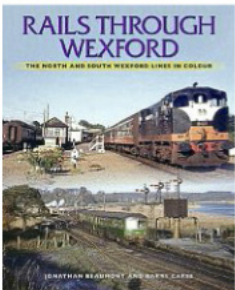
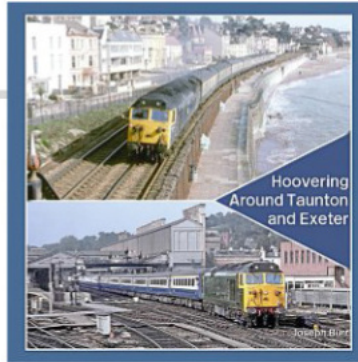
lines, plus heritage lines.

The square format gives scope to vary the page layout and still allows sufficient space for trains in the landscape. The author has garnered the illustrations from a wide variety of sources and a large number of unusual situations, as well as their sea wall favourite shots of course.

A sparing, yet informative, text places the locomotives' operation in a geographical context, which is then amplified by detailed captions.

The Railway Magazine's Practice and Performance contributor John Heaton has written the foreword and added some personal recollections of working with Class 50s on a daily basis while he was area manager at Exeter during the 1980s.

The book covers duties from the Royal Train to rakes of humble coal wagons, vividly recalling days when these English Electric locomotives held sway on main line



Rails through Wexford

By Jonathan Beaumont and Barry Carse

THIS is the fifth book the authors have collaborated on, using principally the photographs of Barry Carse, and looks at the lines that served County Wexford. It covers the era from the end of steam in the early 1960s through to the present day through more than 180 images.

The book chronicles the rich variety of trains that operated through the county, from Gaelic Football and Knock specials, to long boat trains heading for Rosslare.

The evolution of freight from loose coupled goods to bagged and fertiliser block trains and, of

course, the sugar beet that was the mainstay of traffic on the South Wexford until its sudden demise in 2005. In the era of A, B and C classes, we see long passenger trains with Laminates, Park Royals, Cravens and Mk.2 carriages.

The book tells the story, with well-sourced images, of the North Wexford line, which closed from Macmine Junction (on the Dublin and South Eastern route to Rosslare Harbour) in February 1963, and how the remaining freight-only section from New Ross to Waterford survived on a diet of mainly cement and fertiliser trains until 1995. It also chronicles the still-open route to Rosslare Harbour, showing its transition from a busy route with long locomotive-hauled trains connecting direct to boats on the pier at Rosslare Harbour to the remote railcar-served halt that exists today at Rosslare.

A comprehensive chapter looks at how the sugar beet traffic on the South Wexford evolved over the years from loose coupled goods loaded at individual stations to the

busy central loading point at Wellington Bridge, where all sugar beet traffic was concentrated from 1984, with photographs taking advantage of the autumnal and winter light.

Fortunately, the South Wexford route is still intact and is likely to reopen. While it slumbers, this book shows the variety of trains that have used it since closure. It is highly recommended. HS
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Enginemen elite

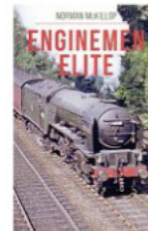
By Norman McKillop

THIS is a terrific autobiographical account of life on the steam railway and on the footplate.

Here is a very vivid record of a 46-year footplate career on the railways, which commenced before the First World War, in 1910, through to the mid-1950s on British Railways.

Norman McKillop began as a cleaner on the North British Railway and rose to be one of the East Coast Top Link drivers based at Edinburgh Haymarket Shed. There are fascinating

insights into the various locomotive types he worked with. He was also an active trade unionist who wrote a history of ASLEF, and social concerns feature in this autobiography. He also wrote under the pseudonym 'Toram Beg' (which means 'wee Norman' in Gaelic) 'Enginemen Elite' was originally completed in 1957 and published in 1958; this reasonably priced reissue of such a wide-ranging and well-written account should not be missed by anyone with an interest in life on the footplate during the hey-day of steam operations. RJSS
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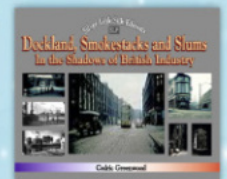
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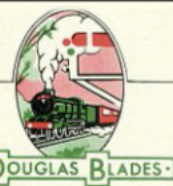
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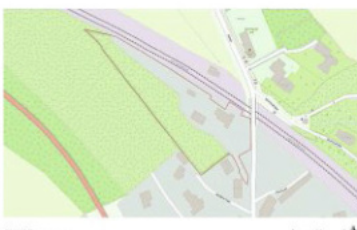
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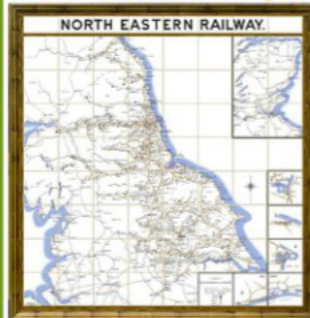
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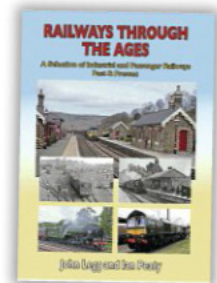
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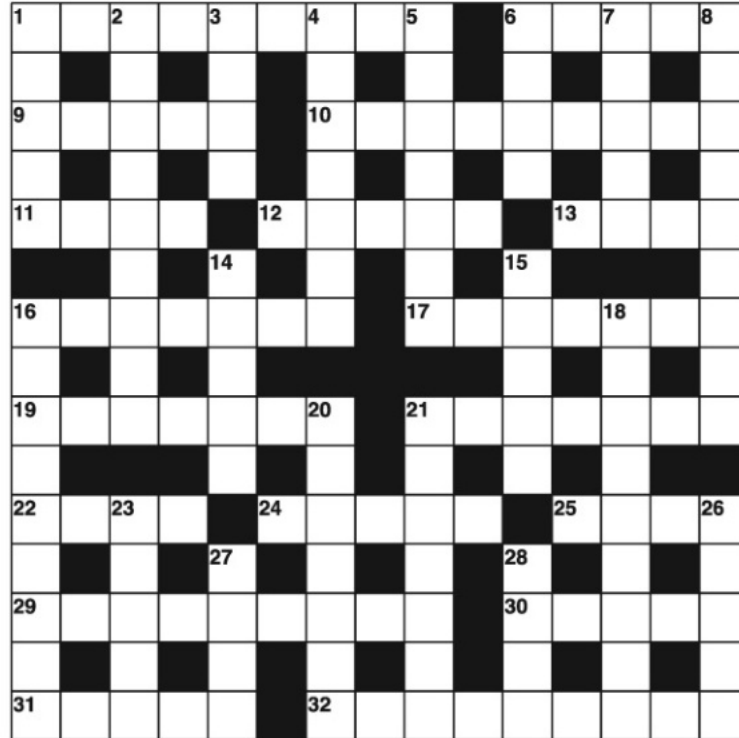
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Across

- 1 and 6 'Merchant Navy' No. 35015 (9,5)
- 9 Word that could follow 7 down to describe each of Nos. D210-35 (5)
- 10 James ____, early LNWRLocomotive Superintendent and first chairman of the Institution of Mechanical Engineers (9)
- 11 Western ____, No. D1020 (4)
- 12 'Britannia' No. 70023 (5)
- 13 Station between Wigan Wallgate and Manchester (4)
- 16 Engineer who oversaw the design of the BR 'Standard' classes (7)
- 17 Word preceding 9 across in the name of a modern rail logistics company (7)
- 19 The ____, Class 60 No. 60023
- 21 ____, 'Marine', 'Merchant Navy' No. 35017 (7)
- 22 and 18 down Northern terminus of the Bluebell Railway (4,9)
- 24 '____ Record', regular *Railway Magazine* section (5)
- 25 Largest constituent of the Southern Railway (initials)
- 29 Of a train, to reach its destination (9)
- 30 East and West stations north-east of Epsom (5)
- 31 ____ Bridge, station on the Conwy Valley line (5)
- 32 'A2/3' No. 60520 (4,5)



Down

- 1 'A4' No. 60006's Mr Wedgwood, or 'B1' No. 61036's Mr Assheton (5)
- 2, 15 and 28 Headquarters station of the Spa Valley Railway (9,5,4)
- 3 'Jubilee' No. 45572 (4)
- 4 Moveable metal plates regulating the draught to a loco firebox (7)
- 5 Terminus of a GNoSR branch from Inveramsay (7)
- 6 ____ and 15 down, Malvern's two stations (4)
- 7 ____ Swell, 'A2/3' No. 60517 (5)
- 8 Station on the former Taunton-Barnstaple line (9)
- 14 C. Hamilton ____, late railway author and artist (5)
- 15 See 2 down
- 16 Kent town where Aveling & Porter were based (9)
- 18 See 22 across
- 20 New-build No. 60163 (7)
- 21 Type of knuckle coupling invented in the USA (7)
- 23 ____ Castle, GWR No. 5097 (5)
- 26 Western ____, No. D1050 (5)
- 27 Liverpool & Manchester loco that took the title role in 'The Titfield Thunderbolt' (4)
- 28 See 2 down

November crossword entry form

Name _____

Address _____

Postcode _____

Tel _____ Email _____

Send completed form (photocopies are accepted) to: November 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 January 2024 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 September issue.

- Across:** 1 Devil's 4 Bridge 9 Elms 10 Neots 11 Volk 12 Aurora 13 Oxenhope 14 Presteign 16 Blue 17 Shed 18 Empress of 22 Kingmoor 23 Bedwyn 25 Line 26 Clear 27 Alps 28 Gantry 29 Canada
- Down:** 1 Dalmuir 2 Visto 3 Lenwade 5 Rushey 6 Dove Holes 7 Eclipse 8 Borough Market 15 Seer Green 17 Shining 19 Roberta 20 Olympia 21 Box car 24 Diana
- September winner:** Mervyn Pritchard, Shrewsbury.
- Runners-up:** Michael Higgins, Loughton; J Schofield, Stanmore.
- The closing date for this month's crossword is Friday, December 8, 2023.**

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Coming up next month...

FOLLOWING on from the photography by Jack Boskett on page 55, our December issue will have more stunning photographs from his flight with the Network

Rail Air operations team, as it flew a mission over London in early October. Jack managed to capture some unusual and must-see views of the capital's famous railway locations.

The December issue will be on sale on Wednesday, December 6, 2023.

■ Our 'Where is it?' puzzle has moved to letters on page 55.



To pre-order the December issue, scan this code on your phone or visit classicmagazines.co.uk/issue/rm



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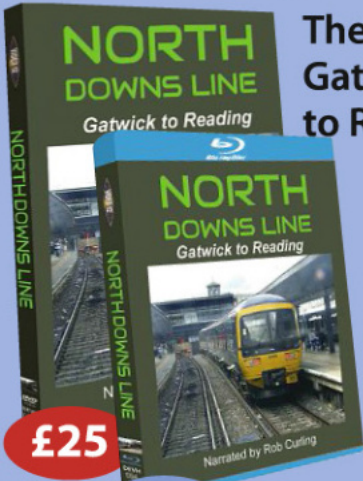
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Boarding a 3-car class 165 turbo DMU at Gatwick, we begin our journey along the four track main line to Redhill, under the signalling of Three Bridges signalling centre. At Redhill our train has to reverse to access the North Downs line, which runs via Reigate, the end of the line for electric services from Victoria. Here a traditional signal box controls the level crossing and the next leg of our journey running below the Surrey Hills escarpment as far as Guildford. Here we see inside the panel signal box that controls our train from Gomshall to North Camp.

Strangely, the North Downs line was built by the *South Eastern Railway* all the way to Reading, running miles beyond its normal sphere of operation into GWR territory. It's an interesting line, full of variety, traversing a number of major junctions and stations managed by five different companies. Our train is a fast service that runs through all but 7 of the 22 intermediate stations en route.

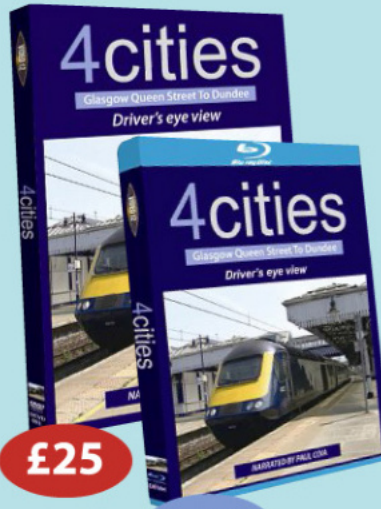
More than most, the gradients on this line are particularly apparent from the driver's cab.

Please place your order on line for the DVD version (£25) Blu-ray (£30) or download (£20).

The download is available now. DVDs and Blu-rays anticipated delivery is mid-November (well in time for Christmas).

4cities from a classic Inter7City HST.

Driver's eye view



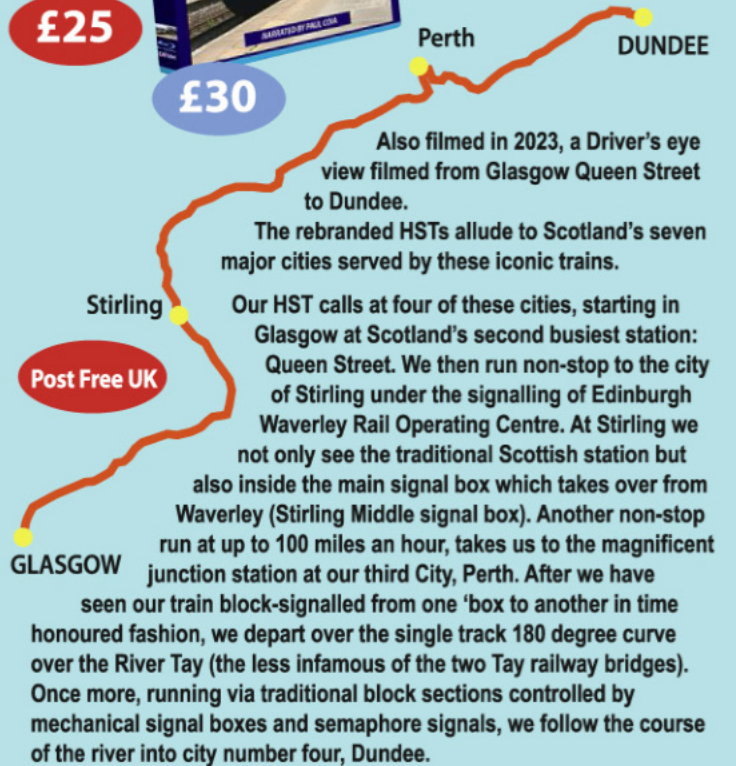
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DUNDEE



Also filmed in 2023, a Driver's eye view filmed from Glasgow Queen Street to Dundee.

The rebranded HSTs allude to Scotland's seven major cities served by these iconic trains.

Our HST calls at four of these cities, starting in Glasgow at Scotland's second busiest station: Queen Street. We then run non-stop to the city of Stirling under the signalling of Edinburgh Waverley Rail Operating Centre. At Stirling we not only see the traditional Scottish station but also inside the main signal box which takes over from Waverley (Stirling Middle signal box). Another non-stop run at up to 100 miles an hour, takes us to the magnificent junction station at our third City, Perth. After we have seen our train block-signalled from one 'box to another in time honoured fashion, we depart over the single track 180 degree curve over the River Tay (the less infamous of the two Tay railway bridges). Once more, running via traditional block sections controlled by mechanical signal boxes and semaphore signals, we follow the course of the river into city number four, Dundee.

In addition to cab cameras seeing the driver and controls, we filmed numerous trackside runbys amidst the Scottish scenery, at stations, inside signal boxes (9 in total) and even from a drone for some great aerial views.

This mid-19th century railway was pioneering in its day and full of interesting history related by Paul Coia's narration. As usual, there's a commentary off button on the discs to allow you to view again with just the stereo soundtrack.

Filed in the summer of 2023 in sunshine and shower in virtual real time, there is so much to see. RT 85 mins also available to download.



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