

WARNING!

How to safeguard your precious photographic collection for the benefit of future generations

The RAILWAY Magazine

BRITAIN'S BEST-SELLING RAIL TITLE
June 2024

And the winners are...

Stunning images scoop top competition awards



BEHIND THE SCENES AT DIDCOT

WHAT'S IN STORE FOR THE GWS FLEET?

NEW RAILWAY MUSEUMS OPEN IN SHILDON AND LEEDS

The Railway Touring Company

Summer Steam Rail Day Trips 2024



The Cumbrian Mountain Express

Saturday 13th July

This is a wonderful opportunity for passengers from Merseyside and Lancashire to travel by steam train over two of England's most scenic railway routes. Join us from Crewe, Runcorn, Liverpool, Broad Green, St Helens, Wigan or Preston to visit Carlisle.



The North Wales Coast Express

Sunday 14th July

The North Wales Coast Express is a special steam hauled summer train that runs along the very scenic North Wales coast line. Join us from Liverpool, Broad Green, Warrington and Chester to visit Llandudno, Bangor or Holyhead.



The West Somerset Steam Express

Saturday 20th July

This train from London Paddington to Minehead features haulage by two steam locomotives in one day. Join us from London Paddington, Slough, Reading and Newbury to visit Minehead.



The Dorset Coast Express

Wednesday 24th July

We are offering a number of attractive summer day trips from London to Weymouth by steam train. These trains provide plenty of opportunity to visit the beautiful Dorset coast. Join us from London Victoria, Staines, Woking and Basingstoke to visit Bournemouth or Weymouth.

GREAT JOURNEYS • FASCINATING PLACES
THE RAILWAY TOURING COMPANY

27 EST. 1997

TRAVELLER READER Awards 2017 FINALIST

silvertraveladvisor AWARDS ★ HIGHLY COMMENDED 2019 ★

WINNER SMALL BRITISH TRAVEL AWARDS 2020 BEST SPECIAL INTEREST HOLIDAY COMPANY

SILVER SMALL BRITISH TRAVEL AWARDS 2020 BEST RAIL HOLIDAY COMPANY

BRONZE SMALL BRITISH TRAVEL AWARDS 2020 BEST ESCORTED TOURS HOLIDAY COMPANY

WINNER SMALL BRITISH TRAVEL AWARDS 2023 BEST TRAVEL COMPANY FOR RAIL HOLIDAYS

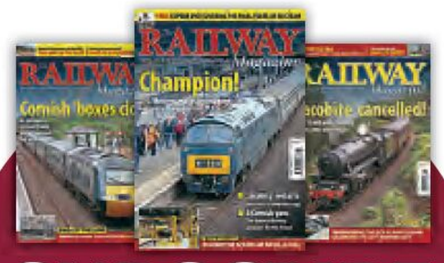
Travel Trust Association T726X

T7149 ATOL PROTECTED

For more information please visit railwaytouring.net or phone 01553 661 500

The Railway Touring Company
The Old Stables, Estuary Road, King's Lynn, Norfolk, PE30 2HL

Refreshments available to purchase on board. Tables for two can be guaranteed in First/Premier for a £30pp supplement subject to availability. Junior and family fares available. Organised by The Railway Touring Company. The Railway Touring Company's standard conditions of booking and travel apply – see website for details. Photographs used are for illustration purposes only.



SUBSCRIBE TODAY!

SAVE 26% OFF THE COVER PRICE

TURN TO PAGE 48 FOR DETAILS

Contents

June 2024. No. 1,479. Vol 170. A journal of record since 1897.

8 Headline News
General election could have an immediate impact on rail policy; Virgin Trains proposes West Coast comeback; Locomotion doubles in size.

Track Record

66 Steam News & Heritage Wagons
Swanage spells out turnaround plan; 'Terriers' could be back this year; Cheddleton '4F' set to be restored.

73 Industrial
Doxford crane tank takes shape.

74 Narrow Gauge
Vale of Rheidol officially opens new museum.

77 Miniature
Lakeshore's *Mountaineer* returns to service.

81 Heritage Trams
'Rallying call' from Tramcar Sponsorship Organisation.

82 Classic Traction
'Shoebox' makes Shepherdswell passenger debut.

86 Railtours
Boiler issues delay *Tornado's* overhaul completion.

88 Network
Designs agreed for Leicester station revamp.

91 Freight
New owner develops plans for Coatbridge terminal.

92 Metro
Date set for Blackpool extension opening.

94 Traction & Stock
'Choppers' turned white and blue for Balfour Beatty.

97 Stock Update
Scrapped, repainted, named or sold? Full details here.

98 Operations News
Round-up from the trains and freight operators.

105 Irish
Contractors commence Foynes line tracklaying.

106 World
Eastern Bloc electrics fading away.

Regulars

48 Subscriptions Offer
A great deal... and have your magazine delivered, too.

56 Readers' Platform?
Your views on rail matters.

58 Meetings & Where is it
Details of railway society meetings that are near you.

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

60 Panorama
A selection of the best in railway photography.

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

20 And the winners are…
After sifting through hundreds of images, leading to some tough debate amongst the judging panel, the winners have been chosen for the RCTS/Mortons Media Photographic Competition.

28 Preserving the past
The digital age makes it simpler to take train photos than in the days of film. A major consideration for both analogue and digital images is how to preserve photo collections for the future. Chris Milner visits photo library The Transport Treasury to find out more.

36 Maintaining interest
Gareth Evans visits Didcot Railway Centre and learns about the latest motive power developments at the Oxfordshire home of the Great Western Society.

42 A Baker's dozen – The Weymouth Tramway
Marking 25 years since the last train ran to Weymouth Quay, John Baker presents a selection of shots taken on the town's much-missed tramway.

50 Practice & Performance
John Heaton FCILT heads to Mid-Wales for a cab ride on the Welshpool & Llanfair Light Railway.











■ **COVER:** The overall winner of the RCTS/Mortons Media Photographic Competition – 'Tug' No. 60019 passes Ratcliffe Power Station in February 2022. EDDIE HOLDEN

The RAILWAY Magazine

PUBLISHING
Production editor: Sarah Wilkinson
Designer: Tim Pipes
Editorial assistant: Jane Skayman
Publisher: Tim Hartley
Sales and distribution manager: Carl Smith
Marketing manager: Charlotte Park
Commercial director: Nigel Hole
Publishing director: Dan Savage
Published by: Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR
Tel: 01507 529529 **Fax:** 01507 371066
Email: railway@mortons.co.uk

ADVERTISING
Group advertising manager: Sue Keily
Advertising: Craig Amess
camess@mortons.co.uk Tel: 01507 529537
By post: The Railway Magazine advertising, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

SUBSCRIPTIONS
Full subscription rates (but see page 48 for offer): (12 months, 12 issues, including post and packing) £63 for the UK. Export rates are also available, see page 48 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.
Enquiries: subscriptions@mortons.co.uk

CUSTOMER SERVICES
General Queries & Back Issues
01507 529529
Monday-Friday: 8.30am-5pm
Answerphone 24hr
help@classicmagazines.co.uk
www.classicmagazines.co.uk

Archive enquiries
Jane Skayman 01507 529423
jskayman@mortons.co.uk

PRINT AND DISTRIBUTION
Printed by: William Gibbons & Sons Ltd.
Magazine & Catalogue Printer, 26 Planetary Road, Willenhall, West Midlands, WV13 3XB
Distribution by: Seymour Distribution Ltd, 2 Poultry Avenue, London, EC1A 9PU
Enquiries Line: 0207 429 4000

EDITORIAL CONTRIBUTIONS
Accepted photographs and articles will be paid for upon publication. Items we cannot use will be returned if accompanied by a stamped addressed envelope, and recorded delivery must clearly state so and enclose sufficient postage. In common with practice on other rail periodicals, all material is sent or returned at the contributor's own risk and neither The Railway Magazine, the editor, the staff nor Mortons Media Ltd can be held responsible for loss or damage, howsoever caused. The opinions expressed in The RM are not necessarily those of the editor or staff. This periodical must not, without the written consent of the publishers first being given, be lent, sold, hired out or otherwise disposed of in a mutilated condition or, in any unauthorised cover by way of trade or annexed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

HOW TO SUBMIT PHOTOGRAPHS
Please email high-resolution digital images in jpg/jpeg or tiff format to rmpix@mortons.co.uk.
Send only unprocessed and 'straight from the camera' images, and include basic details of 'what, where and when' plus the photographer's name in the image's file name. If possible, embed a full description in the image's 'File Info' section.

CDs or memory sticks can also be accepted by post.

This issue was published on June 5, 2024.

The next issue will be on sale on July 3, 2024.

© 2024 Mortons Media ISSN 0033-8923

MORTONS MEDIA GROUP LTD

recycle
When you have finished with this magazine please recycle it.

Time for change?

A WEEK before this issue went to press, Prime Minister Rishi Sunak called a General Election for July 4, which is the day after our next issue is due to be published. But ahead of the PM's announcement, at the end of April the Labour Party had already issued its plan for rail in a document entitled 'Getting Britain Moving'.

Political pundits widely predict that the Labour Party will win the next election, so its plans are of vital interest to railway operators and users. *The Railway Magazine* takes a neutral stance on political matters – not least because, even amongst consecutive Governments of the same colour, there can be widely differing views about rail. Over the 14 years since the Conservative Party has been in power, initially as a coalition with the Liberal Democrats, there have been prime ministers, transport secretaries and rail ministers both more pro-rail and less pro-rail than the current incumbents.

But the Labour Party's document does appear to be broadly positive about rail (see page 8). It says an incoming Labour Government would set about establishing the much-talked about Great British Railways within the first session, taking over the infrastructure responsibilities of Network Rail and adding in the currently state-run passenger operations plus those of other operators as their National Rail Contracts run out.

This will be no British Rail 2.0, however. For one thing, passenger operations in Scotland and Wales are now the responsibility of their respective devolved administrations, so the plans to run services only apply to England.

Rolling stock will also continue to be leased, so GBR will not own the passenger fleets, while freight operations will also remain independent – renationalisation of both these things being too expensive in the current economic climate. However, the Government's financial liability could still grow, because the operators' commitment to leasing firms to supply trains counts as a debt, and this will transfer to the national books.

There are also more intangible matters too, such as will GBR have the same ability to innovate that the private operators had? Whatever your view on Privatisation, it cannot be ignored that passenger numbers have boomed since the mid-1990s, even taking the recent pandemic into account. Much of this can be attributed to private sector involvement, something that a future Government-owned GBR might struggle to replicate.



We await the July 4 result with keen interest.

Paul Bickerdyke,
Editor

OUR WRITING TEAM



GARETH EVANS
Deputy editor



CHRIS MILNER
Contributing editor



GRAEME PICKERING
Senior correspondent



NICK PIGOTT
Consultant editor



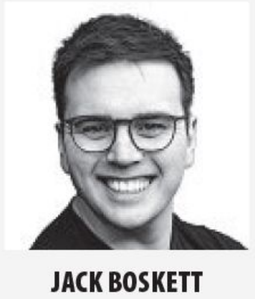
JOHN HEATON
Practice & Performance



CLIFF THOMAS
Narrow gauge



IAN SMITH
Industrial steam



JACK BOSKETT
Classic Traction



ASHLEY BUTLIN
Operations & Stock



HASSARD STACPOOLE
Irish news



KEITH FENDER
World news

Rail Holidays of the World



Stunning Rail Journeys on Holidays of a Lifetime!

South American Rail Adventure ~ Departs 19 October 2024 - 25 days from £10,560pp

Retrace an exceptional rail route from Buenos Aires to Machu Picchu. We have created an incredible rail holiday that showcases the best of Argentina, Bolivia and Peru. Spectacular train journeys combine with culturally rich sightseeing excursions.

- Experience three stunning South American countries
- Guided tours of Buenos Aires, Rosario, Cordoba, Uyuni, La Paz and Cusco
- Visit to Ferroclub Argentina
- Tren a las Nubes and Tren de las Sierras
- Expreso del Sur train deep into Bolivia.
- Humahuaca Gorge
- Saler de Uyuni Salt Flats.
- Lake Titicaca & Cruise to Sun Island
- Titicaca Train from Puno to Cusco
- Machu Picchu

Magical Morocco ~ Departs 24 October 2024 -14 Days from £2,450pp

A chance to delve into colourful and cultural experiences and indulge your senses as you explore the alleyways and souks of Morocco's cities, discover the historic centres on guided medina tours and let the slow train journey showcase the country's scenic diverse landscapes.

- Enjoy the scenery on Morocco's slow trains as we venture north
- Return to Marrakesh via the new high-speed railway line
- Half-day guided city/medina tour in all main destinations
- Day trips to Essaouira and Taza
- Free time in Marrakesh, Fes, Rabat and Tangier
- Stay in a traditional Riad (and Spa) in Fes medina





The Very Best of New Zealand ~ Departs 22 February 2025 - 24 days from £8,400pp

Our last tour to New Zealand in early 2024 was such a success we are returning in 2025! This 24-day tour covers the highlights of both North and South Islands and includes stopovers in Singapore to break up the travel. Truly a holiday of a lifetime!

- Visit Singapore's Botanic Gardens - a UNESCO World Heritage Site
- Charter a Kitson Steam Tram
- Journey on 5 steam trains
- Marlborough Flyer steam train (subject to schedule)
- Cruise Lake Wakatipu and Milford Sound
- Experience the TranzAlpine, Coastal Pacific and Northern Explorer trains
- Waitomo Glow Worm Caves
- Unique 'RailCruising' experience on the Rotorua Railway
- Time to explore in Christchurch, Wellington, Auckland and Bay of Islands

Canada in the Snow ~ Departs 16 February 2025 - 11 days from £4,150pp

Canada in winter is every bit as beautiful as summer but very, very different. Memories of a frozen Niagara Falls, an early morning sunrise reflecting off the snow covered Prairies at 20 degrees below and the Rockies with their winter mantle will stay with you forever. Travel in style on VIA Rail's famous Canadian train and stay at top quality hotels.

- Visit Niagara Falls in a winter setting
- Full journey on The Canadian train from Toronto to Vancouver in Sleeper Plus accommodation
- Cross the Rockies during daylight hours
- Free time to explore Toronto and Vancouver
- Comfortable first class hotels

Indian Hill Railways ~ Departs 16 February 2025 - 19 days from £6,850pp

This successful annual tour to India that rides the three magnificent railways that served the former British Hill Stations remains a firm favourite since we introduced it over 20 years ago. Unforgettable rail journeys combine with cultural excursions that stimulate all your travel senses.

- Private heritage carriage on Kalka Shimla Railway
- Private steam charter – Shimla to Shoghi
- 2 Private steam charters on the Darjeeling Himalayan Railway (DHR)
- Journey on the 'Joy Train'
- Taj Mahal and Red Fort
- Delhi Railway Museum & DHR Museum
- Workshop visits on Kalka Shimla & DHR
- Time to explore Amritsar, Shimla, Delhi, Darjeeling & Ooty
- Atari-Wagah Frontier, Golden Temple & India Gate



*** 50 Years of Incredible Rail Journeys * See our tours in full and book online on our website ***
*** Tel: 01766 512400 * Email: info@ffestiniogtravel.co.uk * www.ffestiniogtravel.com**

Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways every booking helps preserve the railways.

SVR LOCO FEST IS A HIT

The Severn Valley Railway's May 16-19 Spring Diesel Festival welcomed an incredible 5000 visitors over the four days, no doubt attracted by the mouth-watering collection of heritage and main line locos in passenger use. Joining the SVR's home fleet were representatives of Classes 37, 46, 59, 69, 70 and 73, plus two HSTs and five Class 20s.

Managing director Jonathan 'Gus' Dunster said: "I would like to thank everyone involved across the entire SVR for their hard work and dedication.

"We are also indebted to our industry partners for their wholehearted and much-welcome support: GB Railfreight, Colas, Freightliner, Locomotive Services Group, 20189 Ltd and Eastern Rail Services."

The SVR's next big diesel event, the Autumn Diesel Bash on October 3-6, promises to be "an almighty celebration of heritage locomotives, but with the possibility of one or two surprises!"

One of the stars of the show was Freightliner's No. 59206 *John F. Yeoman Rail Pioneer,* which is seen below shunting on Bewdley's Wribbenhall Viaduct after arriving with the 15.00 shuttle from Kidderminster on May 19. TOM MCATEE



Another popular gala visitor was GBRf's maroon-liveried No. 69006 *Western Consort*, seen on May 19 at Tenbury Wall, north of Bewdley, at the rear of the 17.45 Highley to Kidderminster. Class 37/4 No. 37409 led the formation. RUSSELL AYRE



Former CrossCountry HST power cars Nos. 43303 and 43301, now with Colas Rail, shunt in the sidings at Highley after working the 11.05 from Bewdley on May 18. STEVE WIDDOWSON



Freightliner's No. 70005 exits Bewdley Tunnel with the 15.00 Kidderminster to Bewdley shuttle on May 18. JOSH BRINSFORD



Also exiting Bewdley Tunnel, but this time on May 19, are 'Dutch'-liveried Nos. 73119 *Paul Taylor* and 33108 working the 13.00 Kidderminster to Bridgnorth. DES HARRIS

General election could have immediate impact on rail policy

The Labour Party is widely predicted to be in power after the July 4 election, so what are its plans for our rail network?



The Labour Party is in favour of open access operations such as Lumo, whose No. 803002 is seen approaching St Neots on September 25, 2023 as 1E84, the 11.23 Edinburgh to King's Cross. PAUL BIGGS

By 'Industry Update'

MUCH of the debate about future rail policy concerns the former franchised passenger services, which are currently operated by a mixture of contracted private companies and public sector entities such as the Department for Transport in England and the devolved Scottish and Welsh governments.

The current Conservative Government policy is to retain the private sector operators and ultimately transfer those that are presently sponsored by the DfT back to the private sector when the conditions are right using concession-based contracts.

Labour disagrees and does not see a role for the private sector operating these services. Its policy document 'Getting Britain Moving' states that the passenger services will become the responsibility of the proposed state-owned entity Great British Railways as current contracts expire. Its justification is that bidding costs and the bureaucracy from overseeing the contracts, as well as private sector profit margins, will be avoided and thus save considerable sums.

Changes to independent oversight are also proposed by Labour with the creation of a Passenger Standards Authority to absorb the activities of Passenger Focus, the Rail Ombudsman, and the Office of Rail and Road's responsibility for consumer law enforcement. The ORR will retain its regulatory and safety functions, and no changes are proposed to the Rail Accident Investigation Branch or British Transport Police, but there will a review of activities undertaken by the Rail Safety and Standards Board.

Baroness Kramer, former Liberal Democrat Transport Minister from 2013-2015 in the Coalition Government, has responded that alternative structures (such as employed in London for the Overground network) have demonstrated the benefit of a contractual relationship with independent operators, as was the intention of the Williams Plan to reform franchises published in 2021.

Innovation loss

The concern is that what is proposed by the Labour Party ignores the revitalisation of the railway since Privatisation in the mid-1990s, and the doubling of passenger numbers as a result of private sector innovation and their access to funding to provide additional rolling stock.

Many operators will also remain outside the proposed new structure because they are already run by devolved entities such as Transport Scotland, Transport for Wales, the Liverpool City Region, and Transport for London.

Labour does, however, recognise the value of retaining open access operators to promote local economies and providing competition to reduce fares. It plans to continue supporting these operations, with new applications assessed as now by the Office of Rail and Road.

Open access services are run without any subsidy from public funds and have proved adept at growing the rail presence in places such as Hull and Sunderland that were not considered to be worthwhile markets for formerly franchised operations. An expansion in the scope of such services is already in the pipeline, with approval given for operating between stations on the South Wales Main Line to Paddington plus applications from Euston to Wrexham, Stirling, Rochdale and Bolton (see separate story), as well as Sheffield via the East Coast Main Line.

GBR promised early

If Labour secures a majority in the July 4 election, its policy statement states that a Railways Act will be introduced in the first session of Parliament to begin the process of creating GBR which, despite having a headquarters in Derby, will be based on the existing Network Rail regional structure.

> "Once all operations are brought into the public sector, issues such as rolling stock contractual guarantees are likely to be judged as part of the national debt"

There is some experience of the type of merged management responsibility proposed, as NR in Scotland and ScotRail train operations were once headed by a single executive for a period. But this has now reverted to separate responsibilities for infrastructure management and train operations.

A similar structure was also implemented as an alliance between NR and South West Trains in 2012. The objective was to focus on the joint delivery of enhancement projects, and emphasise priorities based on passenger benefit. But the alliance was abandoned after three years, and separate NR management and train operating company roles were reintroduced – although some integrated activities continued, such as a joint control centre and one station team at Waterloo.

Looking at Labour's GBR delivery plan, the TOCs that are operating under the control of the Government as part of the Operator of Last Resort process are obvious candidates for early absorption by GBR. But these entities, such as LNER, are currently still individual corporate entities which have their own specific track access agreements and liabilities for leased rolling stock.

Meanwhile, those TOCs operated by private sector operators under Passenger Service Contracts – such as the West Coast Alliance – will become part of GBR as the contracts expire. But this will be a lengthy process, as the WCML contract is not due to expire until October 2026.

Then, once all operations are brought into the public sector, issues such as rolling stock contractual guarantees extending over lengthy periods are likely to be judged as part of the national debt – similar to what happened when Network Rail borrowing was reclassified

Three operators announce train procurement intentions

Five manufacturers are shortlisted by Southeastern, while Eurostar and Northern plan sizeable orders.

ALSTOM, Construcciones y Auxiliar de Ferrocarriles (CAF), Hitachi, Siemens and Stadler have been shortlisted to be the supplier of new units, or modernise the existing trains, for Southeastern's suburban services, *writes Graeme Pickering.*

The operator's present active commuter fleet includes 122 four-car Class 465 and 29 two-car Class 466 units (546 vehicles across these two fleets), which were built by British Rail Engineering Ltd/ABB and Metro-Cammell between 1991 and 1994.

"Despite the sterling work of our people to keep our current Metro fleets in service, our customers will know only too well that many of the trains are tired and, in terms of accessibility and customer facilities, have fallen behind what is available elsewhere on the Southeastern network and across the country," said Southeastern managing director Steve White.

A total of 350-640 vehicles are being sought. Options include new trains, transferring existing vehicles from other operators, or improving the existing fleet.

Details of the envisaged timescale for delivery and specifications have yet to be confirmed, but priorities include working with manufacturers, Network Rail, and the Rail Safety & Standards Board to make the trains easier to access without assistance; and to provide brighter, more spacious interiors with air conditioning and better customer information systems.

Improvements to reliability, acceleration and braking are also expected, as well as on board batteries so that they can still move if there are issues with the third-rail power supply.

THE LIBERAL DEMOCRATS' VIEW

IN England, the Liberal Democrats are the third largest party, and believe that railways should be a green and environmentally friendly option for passengers and freight. The party also says that the rail ticketing system is outdated and does not reflect the needs of passengers in the 21st century.

At its 2023 party conference, the Lib Dems said they would give new powers and funding to local authorities and communities to improve transport in their areas, improve the experience of people who rely on the railways for work by investing in commuter routes, and be more proactive in sanctioning and ultimately sacking train operators if they fail to provide a high-quality public service to their customers.

The party would establish Great British Railways as a 'guiding mind' for the railway, ensuring that the needs of passengers and freight are put first, while abolishing the rail regulator. There would be an emphasis on connectivity across different modes of public transport, along with a 10-year plan for rail electrification – including ensuring all new railway lines such as East West Rail are electrified as standard.

as Government borrowing in 2014. The other elephant in the room is the substantial pension fund deficits that exist for the train operating companies, which will again become a Government liability.

Protecting income

Another concern is the suggested 'best price guarantee'. There is always the temptation to offer a crowd pleaser like cheap fares, but much has been learnt in the rail industry about market pricing. Since the end of the pandemic there has been a switch from essential journeys using high-cost season tickets to discretionary travel at lower fares, leading to an annual income deficit of some £2 billion annually.

There have been significant measures to cut operating costs but, as demand has recovered, the result has led to insufficient capacity on a number of routes. The justification for providing additional rolling stock can only come if either fare levels provide the extra revenue necessary to meet the additional costs, or revenue support payments are increased.

The price of season tickets reflected the provision of an enhanced timetable at peak times and new fare mechanisms will have to be developed to meet the cost of this additional capacity. A trial is currently being undertaken by LNER to restrict the use of traditional saver tickets at times of high demand and charge much higher fares for alternative advanced booking.

The return of closures?

An issue an incoming Government is likely to face is concern that devolved administrations, such as the Welsh Government, have about the comparable cost of train and bus services. This is a long-playing argument that has prompted various attempts at bus substitution.

As long ago as the Beeching closures in the 1960s, alternative bus services had to be identified to replace withdrawn rail services – although it did not take long for these too to disappear, as they were as uneconomic as the former rail operations they replaced. There was a similar push to replace rail by road when first generation DMUs became life expired in the 1970s and 80s, but a deft engineering solution to provide cheap 'Pacer' units resulted in a push back on proposals.

In Wales, a 2023 report by the North Wales Transport Commission came down firmly against enhancing rail services in favour of a better bus network. This is despite the fact that the bus market is diminishing outside the major conurbations. An improved timetable could transform the demand for rail services in North Wales, allowing people to access jobs and essential services in North West England, as was shown in the now largely forgotten Union Connectivity Review.

There is a sentiment that heavy loss-making rail services represent a poor use of resources that would be better allocated to the bus sector. The potential withdrawal of rail services has been off the agenda for a long time now, but it could be revived by the trend towards devolved transport budgets.

Freight matters

Freight operators are to remain independent in Labour's plans, but GBR will have a freight growth objective.

Much has changed in the freight market since the mid-1990s Privatisation, and to sustain growth in rail haulage, investment in infrastructure is necessary to maximise the competitiveness. Coal traffic has all but disappeared, but intermodal traffic is growing every year – so gauge clearance work to allow maximum height containers to be conveyed, the capability to handle longer trains, and fill-in electrification to connect ports and distribution terminals are required. For shorter distance intermodal traffic, terminal costs require grants to compensate for rival movements by road.

As yet, future GBR freight policy has not been defined, but this is likely to require an increased budget for the existing Mode Shift Revenue Support grants, which are insufficient to provide funding to meet current demand.



No. 6880 passes Hayles Abbey Halt hauling its first revenue-earning duty, the 09.45 Toddington to Cheltenham Racecourse on May 25, during the GWSR Festival of Steam gala. ANDREW DOW

Betton Grange pulls the crowds at Cotswold gala

HISTORY was made at the Gloucestershire Warwickshire Steam Railway (GWSR) on May 25, when No. 6880 *Betton Grange* hauled its inaugural timetabled public passenger train.

The 4-6-0 starred in the line's May 24-27 Cotswold Festival of Steam – the theme of which was Western Workhorses.

In a further historical milestone, the event featured three new-build standard gauge steam locos together for the first time – the others being No. 2999 *Lady of Legend* from Didcot and unique West Somerset Railway Mogul No. 9351.

They joined four resident locos working passenger and goods trains – including No. 7820 *Dinmore Manor*, No. 7903 *Foremarke Hall*, No. 35006 *Peninsular & Oriental S. N. Co.* and No. 2807 back following its repair at Rileys.

In the weeks prior to the gala, a private official launch was held for No. 6880 at Tyseley Locomotive Works on April 27, before it was moved to Toddington on May 17.

A gauging run was completed at the GWSR on the evening of May 22. The following day, No. 6880 hauled its first train, an empty stock working comprising five BR Mk.1s and three wagons from Winchcombe to Toddington. On May 24, *Betton Grange* ran full line loaded test runs, before entering traffic.

PRE-ORDER TODAY!

➜ VISIT MRTNS.UK/PRE-ORDER-RM

Save on a trip to the shops!



Eurostar fleet

Meanwhile, Eurostar says it is preparing to invest in up to 50 new trains, aiming for the first of them to enter service in the early 2030s.

A spokesperson told *The RM* that it intends to explore options for a new fleet that is able to run across its entire network – including services in mainland Europe formerly operated under the Thalys brand, as well as those to and from St Pancras International via the Channel Tunnel. This could provide an opportunity to replace its PBA (Paris-Brussels-Amsterdam) and PBKA (Paris-Brussels-Köln-Amsterdam) sets and remaining original Eurostar e300 (Class 373) trains with a single new train type.

The 17 Siemens Velaro e320 (Class 374) 16-car trains, introduced in 2015 and now used on the majority of services to and from St Pancras International, would be retained to give it a combined fleet 30% bigger than the present 51 trains.

Eurostar says customers and staff will be involved in the design process for the new trains, which will "set the standards for customer experience and comfort" and consume less energy than the present ones.

Northern rethink

Northern has relaunched its procurement process for new multiple units, for which a tender notice was originally published last summer. It says it has revised the specifications, which include an option for battery-electric multiple units (BEMUs), to bring them into line with Department for Transport aspirations for "accelerated decarbonisation".

Divided into three lots, the first consists of 11 three-car EMUs for introduction between 2029-31, with potential for a further 34 three-car and 16 four-car EMU sets to be delivered in a second phase.

Lot two consists of 44 three-car and 66 four-car multi-mode multiple units (MMUs) to enter service during the same period, with the possibility of a further 30 three-car and 20 four-car MMUs to follow. The third lot is for six four-car BEMUs (for introduction between 2032-4), which could lead to a further 26 being ordered.

Initial MMUs ordered could subsequently be converted to EMUs or BEMUs. Likewise, BEMUs could later be modified into EMUs. Units required for the second phases of the lots could also be changed.

TBF - Here to help and support YOU during times of need

£1.25 a week covers you, your live-in partner and dependent children.

TBF offers financial and medical benefits, a wide range of complementary and alternative therapies, bereavement grants and welfare advice. Supporting those in the public transport industry during times of need, hardship and distress for less than **20p per day**.



JOIN ONLINE TODAY

www.tbf.org.uk

tbf

1923 TO 2023:
MORE THAN ONE HUNDRED YEARS OF SUPPORT FOR PUBLIC TRANSPORT WORKERS DURING TIMES OF NEED.



Transport Benevolent Fund CIO, known as TBF, is a registered charity in England and Wales, 1160901, and Scotland, SC047016.

Virgin Trains propose West Coast comeback

As the former West Coast Main Line franchisee applies for paths as an open access operator, FirstGroup announces a plan to bring Lumo to the route.

By Graeme Pickering

FOUR and a half years after its West Coast Main Line franchise ended, Virgin Trains has made an application to the Office of Rail and Road to run services on the route as an open access operator.

Virgin Group confirmed to *The RM* that it has submitted a plan for trains between London Euston and Preston, Liverpool Lime Street, Birmingham New Street and Glasgow Central. Preston trains would also serve Nuneaton, Stoke-on-Trent, Stockport, Manchester Piccadilly, Manchester Victoria, Rochdale and Bolton. Liverpool Lime Street services would call at Tamworth, Lichfield Trent Valley, Runcorn and Liverpool South Parkway. Coventry and Birmingham International would be intermediate stops for Birmingham New Street workings, while the proposed new station at Golborne (five miles south of Wigan North Western on the WCML), Preston, Carlisle, Motherwell and Lockerbie would be calling points for its Glasgow Central trains.

The news coincides with FirstGroup's announcement that it is applying to run trains between Rochdale and Euston as an extension of its Lumo open access business, established on the East Coast Main Line in 2021. Six return journeys a day are proposed, calling at Manchester Victoria, Eccles, Newton-le-Willows and Warrington Bank Quay. It estimates that the service, anticipated for launch in 2027, would improve connections for about 1.6 million people in the North West.

New trains needed

First, which ordered five five-car Class 803 electric multiple units from Hitachi for Lumo services on the ECML, says its WCML fleet would use new UK-built trains capable of running on electric and battery power.

If approved, December 2025 will be the target for the start of Virgin's services. The company says potential rolling stock "will initially offer the equivalent or greater performance characteristics than a Class 22x DMU."

In its subsequently withdrawn 2019 application to run an hourly service between Euston and Liverpool Lime Street, Virgin stated its intention to use Class 221 'Super Voyager' sets. Although Class 221s may still be considered, 12 of the 20 units being released by Avanti West Coast (five of which have already gone off-lease as it prepares to replace them with new Hitachi-built Class 805 and 807 units) are moving to CrossCountry to augment its existing fleet.

Grand Union Trains, which has secured paths from June 2025 for four return services a day between London Euston and Stirling, has based its plans around operating Class 221s or Class 222s.

East Midlands Railway has a 27-strong fleet of the latter units but will begin returning them to owner Eversholt Rail once its Class 810 'Aurora' trains start to enter service next year.

Wrexham, Shropshire & Midlands Railway, a partnership between train manufacturer Alstom and SLC Rail, is also seeking permission from the Office of Rail and Road to operate services between Wrexham General and Euston from 2025.





GAS TANK LEAK SHUTS DOWN INVERNESS: A gas tanker on May 14's 4H47/04.43 Mossend to Inverness was found to be leaking gas into the surroundings on arrival at its destination in Millburn Yard. This led to numerous train cancellations on the Highland Mainline, as well as adjacent parts of the city being closed off while emergency services dealt with the situation. The tank was carrying gas for Scottish Gas Network, and the leak was stopped by about 14.30 so services could resume. 4H47 is pictured earlier that day at Perth behind No. 68008, with the tanker on the sixth wagon, while the escaping gas is pictured in the second photo at Inverness.
JOHN CUMMING / GORDON KIRKBY

Grand Central seeks more train paths and station stops

ARRIVA-OWNED open access operator Grand Central has applied to the Office of Rail and Road for permission to run two additional daily return services between Bradford and London King's Cross, bringing the total number to six.

In addition, the operator proposes an early-morning departure from York to the capital, with a return late-evening working.

GC also wants to introduce four daily stops for its services between Sunderland and King's Cross at Seaham, giving the County Durham coastal town a direct link to London. Although its trains already pass through the station, only Northern currently calls there.

The new services, which if approved could begin in May 2025, would also lead to an increase in trains stopping at Peterborough.

SIDELINES

Darjeeling loco boiler

FOLLOWING the decision to have a new boiler made for 1889-built Darjeeling Himalayan Railway Sharp, Stewart B-Class 0-4-0ST (3518/1888) No. 19B (*RM*, May) the Darjeeling Tank Locomotive Trust has announced the Ffestiniog and Welsh Highland Railways' Boston Lodge Works will design the new boiler and take that design through to certification.

The design for the new all-steel, flanged and welded boiler is due to be completed by July and certified by Christmas, enabling a contract to be placed for manufacture.

Provided the required funds can be raised, No. 19B should return to steam in early 2026. See www.darjeelingtank.org.uk for more details about how to help.

NVR launches SOS

THE Nene Valley Railway has launched a campaign aimed at securing £300,000 to keep the railway running in the face of stark financial challenges.

The railway said the fundraising target will enable it to maintain operations, conduct essential repairs, and embark on vital infrastructure upgrades and restoration projects to ensure its long-term viability.

Donations to can be made securely online through the NVR's website at https://nvr.org.uk.

Society collaboration is key for future

TWO long-established railway enthusiast groups are exploring how working together more closely will benefit members of both societies.

Preliminary discussions between the Stephenson Locomotive Society (SLS) and the Railway Correspondence & Travel Society (RCTS) have resulted in the signing of a formal heads of terms agreement. In the coming months, working parties will investigate areas such as membership services, integration of both societies' magazines, review of Library collections and more.

These are the first steps towards ensuring that the many items about railways which both societies hold – archival and photographic material, nameplates, books and so on – are secured for the benefit of future generations of railway researchers and enthusiasts, and for others to enjoy.

SIDELINES

Former LNER vessel is national flagship

PS WAVERLEY, the world's last seagoing paddle steamer, has been awarded the prestigious status of National Flagship of the Year by National Historic Ships UK.

As a result of the award from the government-funded independent organisation, *Waverley* will fly a special Flagship Pennant to denote its national status, and receive an engraved brass plaque.

Waverley entered service with the LNER in 1947. It is now owned and operated by Waverley Steam Navigation Co, a registered charity. The award recognises the breadth and geographic coverage of Waverley's sailings, with a claimed record-beating 70 ports and piers included within this year's itinerary.

Lineside habitat boosted

THE Kent & East Sussex Railway (K&ESR) is helping to reintroduce an environmentally important native tree to the Weald – the elm – which virtually disappeared from the English landscape in the 1970s following an outbreak of Dutch Elm Disease (DED).

Earlier this year, K&ESR volunteers planted 10 DED-resistant species of standard elm tree. Kent County Council (KCC) donated the five Rebona and five New Horizon elms to the railway as part of its Tree Establishment Strategy. Both tree varieties can also happily tolerate both drought and waterlogging, making them ideally suited to the K&ESR's lineside habitats.

New Horizon elms can provide food and a breeding habitat for the White Letter Hairstreak butterfly, currently only found in a few locations in the region.

Second station for Okehampton

THE name of a new a railway station near Okehampton has been revealed in a ceremony organised by Great Western Railway, Network Rail, and local councils.

To be known as Okehampton Interchange, the station will be on the edge of town close to the A30, which should improve rail access for North Cornwall and West Devon.

Railway holidays

OUR guide to railway holidays is now available online using the following link to our website: www.railwaymagazine.co.uk/category/advertisement-feature.

Belfast Great Victoria Street closes after 185 years

Historic GNR station closed ahead of its replacement opening later this year.

By Hassard Stacpoole

AFTER the departure of the 23.32 to Bangor on May 10, Belfast's Great Victoria Street station was closed in advance of the replacement £340 million Grand Central station opening later in the summer.

The first railway terminus in the area was called Glengall Place, which was opened in August 1839 by the Ulster Railway for services to Lisburn. It was renamed Victoria Street in 1852 and then, in 1856, Great Victoria Street as the terminus for Great Northern Railway services to Dublin.

Closure of large parts of the GNR system in the 1950s and 60s saw the station go into decline, culminating in part of the original station being demolished to make way for the Europa Hotel in 1971. The remaining parts of the station were then damaged by two separate bombings in 1972.

In 1976, Northern Ireland Railways diverted all rail services to the newly-built Belfast Central station, now renamed Lanyon Place following reopening of the Belfast Central Railway linking the Bangor line to the Belfast-Dublin main line.

Great Victoria Street station reopened in September 1995, with a direct curve allowing services to run to Bangor and Larne.

From May 11, services to Derry/Londonderry, Bangor and Larne have been diverted to Lanyon Place. From July 6 to August 12, the line from Lanyon Place to Lisburn will be closed for commissioning trackwork and signalling into the new station, with Dublin services terminating at Portadown.



HEMERDON STALL: An attempt on May 11 to re-create No. 7029 *Clun Castle's* famous 1964 nonstop run from Plymouth to Bristol (in a then-record time of just over 133 minutes) was thwarted when the train came to a halt soon after departure on the climb to Hemerdon. The run 60 years ago on May 9, 1964 was part of Ian Allan's 'Great Western High Speed Railtour' – a swansong to Western Region steam from Paddington. This year's tour by Vintage Trains was a two-day affair, running from Snow Hill to Plymouth via Oxford on May 10, then Plymouth to Snow Hill via Bristol and Paddington the following day. There has been much speculation about why the train stalled, but no official confirmation by the time this issue went to press, and we will have a full account from on board the tour in next month's issue. The stalled train is pictured near the summit of Hemerdon, awaiting rescue by following diesel No. 47773. RUSSELL AYRE

Community rail projects celebrated

'MORE Than a Railway' was the theme for this year's Community Rail Week, promoted by Community Rail Network, a national not-for-profit organisation supporting community involvement with rail and sponsored by the Rail Delivery Group.

Nearly 100 community events and activities nationwide were held between May 20 and 26. The aim was to celebrate empowering communities to get more from their railways. The grassroots movement of 75 locally-led community rail partnerships and 1,300 volunteer groups now involves half of Britain's 2,580 stations.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Landslip watch

THE line between Knottingley and Pontefract Monkhill reopened on April 29, following seven weeks of work by Network Rail to rebuild an embankment after it slipped in early March.

More than 2000 tonnes of stone was installed along with a 30 metre retaining wall to strengthen the land. Sixty metres of track was also removed and replaced, along with associated signalling and telecommunications work.

The landslip is believed to have been caused by a prolonged period of wet weather – but minor voids were also discovered beneath the railway embankment, which are believed to relate to historic mineral mining in the area. This made the repair work more complicated.

Scunthorpe slip

THE following week, the line between Doncaster and Cleethorpes was closed on May 2/3 for repairs to a landslip near Scunthorpe. Network Rail engineers removed more than 300 tonnes of earth from the cutting slope next to the railway line in Frodingham, and installed ballast bags to help secure the land.

The line closed on the evening of May 2 after reports of a suspected landslip caused trees to fall onto the railway. Investigations into what caused the landslip continue, but it is thought that prolonged heavy rain had been a factor. The slope is being monitored, and a temporary speed restriction was put in place through the area.



Repair work near Scunthorpe on May 2/3. NR

RAILTRAIL®

2024 HERITAGE TOURS

ESCORTED RAIL HOLIDAYS IN THE UK

North Norfolk Coast, The Broads & Steam

Fares From £845

DEPARTS: Thursday 12 September 2024

5 DAYS



TOUR HIGHLIGHTS

- ★ Relax in our North Norfolk hotel with leisure facilities
- ★ Steam along the North Norfolk Railway – the Poppy Line
- ★ Visit impressive Holkham Hall & Estate
- ★ Experience the Bittern Line through rural Norfolk
- ★ Enjoy a second steam experience on the picturesque Bure Valley Railway
- ★ Scenic boat cruise on the Norfolk Broads

Steam & Sail in the Elegant English Riviera

Fares From £595

DEPARTS: Tuesday 17 September 2024

5 DAYS



TOUR HIGHLIGHTS

- ★ Arrive in Torquay along one of Britain's truly great coastal rail journeys
- ★ Enjoy the South Devon Steam Railway to Buckfastleigh
- ★ Travel by steam train along the beautiful English Riviera coastline
- ★ Glorious sightseeing around Torquay
- ★ Visit Dartmouth, an historic naval town
- ★ Take in a circular cruise viewing sights from the majestic River Dart
- ★ Hotel on the stunning seafront

Heart of Wales Steam & The Brecon Beacons

Fares From £690

DEPARTS: Thursday 15 August & 12 September 2024

5 DAYS



TOUR HIGHLIGHTS

- ★ Travel along the picturesque Heart of Wales Line
- ★ Enjoy magnificent Aberglasney House and Gardens
- ★ Experience the Talyllyn Railway, the original preserved railway
- ★ Visit Aberystwyth & Devil's Bridge
- ★ Steam on the Vale of Rheidol Railway – one of the Great Little Trains of Wales
- ★ Explore the unique industrial landscape of the Blaenavon UNESCO World Heritage site and visit the Iron Works and Big Pit Museums
- ★ Marvel at reservoirs and mountains on the Brecon Mountain Railway

Scottish Steam, Malt & Ale Trail

Fares From £759

DEPARTS: Thursday 19 September 2024

5 DAYS



TOUR HIGHLIGHTS

- ★ Enjoy a guided tour of the world's largest equine sculptures 'The Kelpies'
- ★ Experience the Bo'ness & Kinneil Steam Railway
- ★ Soar 35 metres into the air by boat at the engineering masterpiece Falkirk Wheel
- ★ Delight in a Glenturret whisky distillery tour and tasting
- ★ Steam on the former Highland Railway with the Strathspey Steam Railway
- ★ Marvel at the vistas as we travel by train to Aviemore
- ★ Take a cruise on Loch Katrine aboard the 'Lady of the Lake'
- ★ Indulge in a tasting at the Bridge of Allan Brewery

Scan the QR code to view all our upcoming steam tours

Detailed fares and itineraries are available at **www.railtrail.co.uk**

Contact our friendly Customer Care team on **01538 382323**
or use our simple 24/7 online booking facility to book your next tour **NOW!**

Platinum Trusted Service Award 2024 feefo

Save £25 per person on any tour booked!
Quote code RM025

www.railtrail.co.uk • 01538 382323

Silver Small British Travel Awards 2023 – Best Travel Company for Rail Holidays

Locomotion doubles in size

'New Hall' building opens as home to 47 rail vehicles.

By Paul Bickerdyke



Darlington-built NER 'T3' (LNER 'Q7') No. 901 is prepared to take its place at the New Hall building on April 22, one of almost 1000 vehicle movements needed across the sites in York and Shildon to assemble the required collection. OWEN HUMPHREYS/PA

LOCOMOTION'S £8 million New Hall building was officially opened on May 23, part of the Shildon museum's most significant regeneration project since it opened in 2004.

The 47 vehicles in New Hall mean there are now more than 100 vehicles on display across the site, which the museum claims is the largest undercover collection of historic rail vehicles anywhere in Europe.

The development is part of a larger £95 million project to improve both Locomotion and its sister site the National Railway Museum in York. The expansion at Shildon means Locomotion is now aiming to attract 250,000 visitors a year.

Head of Locomotion Sarah Price said: "New Hall is the place to be to celebrate the North East's railway story for generations to come, ahead of the nationally significant bicentenary celebration of the railways in 2025."

Highlights of New Hall's collection include historically significant vehicles built at the now closed Shildon works, two snowploughs, a tracked Bren Gun Carrier, two cranes, and Hetton Colliery's *Lyon*, which was built in 1851. The museum's existing Main Hall has also been refreshed and redisplayed.

Complex planning

Construction of the new building began in January 2023, but planning began in 2018 – not least for the almost 1000 movements needed to shuffle the collections at York and Shildon to transfer vehicles to the new site.

The six-road building is designed to be like an engine shed, with each road telling a themed story about railways, namely: 'Origins in Coal', 'Anything Anywhere', 'Servicing the System', 'Industrial Railways', 'Freight Future' and, perhaps most importantly, 'Built in Shildon' – recognising the role played by the town's former works that closed in 1984.



A view inside New Hall on May 23, showing a HTA bogie coal hopper (left), and first-built Class 31 No. 31018 (originally Brush Type 2/Class 30 No. D5500). PAUL BICKERDYKE



The new building has a focus on freight and non-passenger vehicles. This view includes an oil tank and clay hood wagon (left), plus the last-built MGR wagon and a stone hopper (right).



Some vehicles have been left in their 'as withdrawn' condition, while others – such as NER snowplough No. 12 (No. DE900566) have been superbly restored.



The 1823-built Gaunless Bridge, newly restored and installed in a prominent position between Locomotion's Main Hall and New Hall buildings.

The Gaunless Bridge

OTHER changes at Shildon to accompany the new building include the restoration and resiting from York of the Gaunless Bridge, one of the first railway bridges to be constructed of iron and the very first to use an iron truss.

Designed by George Stephenson, the bridge was built in 1823 for the horse-drawn Witton Park Colliery branch of the Stockton and Darlington Railway, spanning the River Gaunless (a few miles west of Shildon at West Auckland) from 1823 to its removal in 1901.

The bridge has been restored and repainted into its original green colour scheme in early 2024 and is now installed on the approach to New Hall.

UK RAILTOURS

Britain's favourite Rail Tour Operator

THE WESTBURY WIZZO

Saturday 6th July 2024

Join us on this unforgettable railtour to Wiltshire for options to either the charming East Somerset Railway or the magnificent Longleat House. The iconic locomotive D1015 'Western Champion' will provide traction throughout – only the second known visit of a 'Thousand' to Cranmore and the first visit for over 50 years.

Our train picks up from stations along the Midland Main Line to Bedford and then Bletchley and Watford Junction before we navigate our way through the suburbs of West London to reach the Great Western main line where 'Western Champion' should have ample opportunity to perform as we head towards Westbury.

In Westbury explore the quaint market town offering excellent walking options. Alternatively you may wish to catch a service train to Frome, a delightfully thriving community where the annual Arts festival is taking place. Or stay on the train to Cranmore – the first railtour to reach the East Somerset Railway since 2018. Visit engine sheds, try your hand at driving a shunting locomotive (additional fee) and enjoy refreshments at the station café. You can also ride a special steam train service to Mendip Vale.

Another option is to discover the stunning Elizabethan Longleat House set in 1000 acres of parkland. This option includes a coach transfer from Westbury.

The return journey takes an interesting route home. Enjoy dinner as we journey via Swindon and Oxford to meet the Chiltern line at Bicester. We then head back towards London passing through the beautiful Buckinghamshire countryside before returning to our starting stations.

First Class Dining includes The Great British Breakfast and a four course dinner. A buffet car is available for those in Standard Class and First Class Non Dining. First Class Dining is not available from Reading. Supplementary options must be booked in advance.



Image credit: Neil Whittaker

Station	Depart	Arrive
East Midlands Parkway	06.30	22.55
Leicester	06.55	22.35
Kettering	07.30	22.00
Bedford	08.00	21.30
Bletchley	08.30	21.00
Watford Junction	09.10	20.30
Reading	11.00	N/A
Oxford	N/A	17.30

All timings are provisional and are intended only as a guide

Fares	
Standard Class Adult	£129
Standard Junior	£109
First Class Non Dining	£189
First Class Dining	£289
First Class Dining Party of Four	£1136
Longleat House	£38
East Somerset Railway with Steam Train Ride	£20
East Somerset Railway with Steam Train Ride	£15

THE NORTH WEST FREIGHTER

Sunday 14th July 2024

Join us for this intriguing 'Off the Beaten Track' railtour to North West England, featuring high-speed running, interesting secondary lines and rare freight track traversals.

Starting at Watford Junction with a GBRf class 57/3 locomotive, we head north via the West Coast Main Line to Crewe. Here, you'll have the chance to photograph our freshly attached GBRf class 60 locomotive before we continue north at a more leisurely pace.

Our first freight line is the one-mile Folly Lane branch behind Runcorn station which has been active since 1868. We then proceed via the Frodsham single line to Helsby where we reverse towards Warrington and the goods only Preston Docks line that leads to the Ribble Steam Railway.

At Ribble Steam Railway enjoy exclusive access to the museum and engine sheds, short train rides on an unusual section of line or perhaps refreshments in the café.

Our class 60 locomotive should easily negotiate the steep gradient out of Preston Docks as we head to Chester, avoiding the station via the goods line. We then head south via Wrexham, Shrewsbury and the West Midlands.

Fares include a short break at the Ribble Railway with a train ride as described above and access to the museum and engine sheds. First Class Dining includes The Great British Breakfast, a light lunch and four course dinner. A buffet car serving hot meals will be available for those in Standard and First Class Non Dining.

First Class Dining is not available from Crewe or back to Wolverhampton due to timing constraints.



Station	Depart	Arrive
Watford Junction	08.20	22.00
Milton Keynes Central	08.50	21.35
Northampton	09.12	21.10
Rugby	09.40	20.45
Crewe	11.20	N/A
Wolverhampton	N/A	19.30

All timings are provisional and are intended only as a guide

Fares	
Standard Class Adult	£129
Standard Junior	£109
First Class Non Dining	£194
First Class Dining	£299
First Class Dining Party of Four	£1176

Departing from a station near you!

www.ukrailtours.com
01438 715050









GB RAILFREIGHT WEEKEND

SATURDAY 7 – SUNDAY 8 SEPTEMBER 2024

A WEEKEND OF FREIGHT LOCO HAULAGE ON THE NENE VALLEY RAILWAY PLUS AN OPPORTUNITY TO VISIT GBRF'S PETERBOROUGH DEPOT!

- Different loco classes operating each day
- Shunter Brake Van Rides on the Fletton Branch*
- Mainline shuttle service between Peterborough and Orton Mere stations on the Saturday*
- Shuttlebus to GBRF's Operations Centre and Depot
- Model Railway Exhibition courtesy of *Hornby Magazine*
- Ale on the Rails Beer Festival 6th - 8th September
- Drive a GBRF Loco – Friday Driver Experience Day

**Subject to final confirmation*

VISIT GB RAILFREIGHT'S PETERBOROUGH FACILITIES



ADVANCE BOOKING DISCOUNT BOOK ONLINE: WWW.MODERNRAILWAYS.COM

TICKETS AVAILABLE ON THE DAY AT THE NENE VALLEY RAILWAY

GB Railfreight · NVR · Modern Railways · Hornby Magazine · rhythm and booze

MS Society

ALL PROFITS FROM THE GALA WILL GO TO THE MS SOCIETY AND GREAT ORMOND STREET HOSPITAL

Great Ormond Street Hospital Charity

Leeds Central remembered

The former station's wagon hoist has been converted into a compact museum.

By Paul Bickerdyke

A MINI-museum has opened in Leeds on the site of the city's former Central station.

Located in a Grade II-listed wagon hoist building, the museum contains artifacts, photographs, stories and ephemera relating to the terminus station that closed in May 1967, when all services were concentrated on the nearby through-station Leeds City.

Leeds Central was a joint station for the London and North Western Railway, the Lancashire and Yorkshire Railway, the Great Northern Railway and the North Eastern Railway. It was built on a viaduct but surrounded by extensive goods yards at ground level, and two steam powered hoists were built on the north and south sides of the station to transfer wagons between the two levels.

When the station was demolished soon after closure, all that remained were a section of the approach viaduct and the northern wagon hoist. As part of recent redevelopment of the area with homes, retail outlets and office buildings, the viaduct section opened as an urban garden in 2023, while the new museum opened on May 15 following a £1.5 million restoration.

Two rooms

The museum is split across two rooms on the ground floor level of the hoist building, and visitors can see a selection of exhibits spanning the former station's 113-year history. It is open Monday to Friday from 9am-5pm and from 10am-4pm at weekends, the stone-built structure contrasting with the modern glass and steel buildings that now surround it.

The developer Wellington Place says it welcome further stories, experiences, artefacts, and memories to be included in the museum, and readers can get in touch by emailing info@wellingtonplace.co.uk



The wagon hoist can just be seen to the left of the loco in this shot of 'V2' No. 60802 leaving Leeds Central with the up 'Queen of Scots' in the late-1950s. ERIC TREACY



Leeds Central's Grade II-listed wagon hoist is a focal point among the surrounding modern developments.



Inside one of the mini-museum's two rooms containing objects, photographs and sound recordings commemorating the former station.

Railways in Parliament Compiled by **Jon Longman**

Strikes hit economy

LIFE Peer Lord Bourne of Aberystwyth asked the Government what assessment it has made of the effect on the economy of industrial action on Network Rail.

Transport Minister Lord Davies of Gower said: "Strikes by RMT among their members at Network Rail in 2022/23 typically resulted in average industry-wide service levels of around 20%.

"These strikes have resulted in direct impacts on rail industry revenue and on the wider economy, for example due to people being unable to attend work. Given the move to flexible working post-pandemic, the impact of strikes on the economy is far lower, albeit the hospitality sector experiences particular impacts as set out by HospitalityUK."

Covid hits timetables

LIFE Peer Lord Bradshaw asked whether the Government plans to develop a recovery strategy for rail routes on which reduced services following the Covid-19 pandemic but have now recouped revenue and passenger numbers.

Lord Davies replied: "As the pandemic has changed travel habits, train operators are using this opportunity to reassess their services to provide rail timetables that respond to new passenger travel patterns, and carefully balance cost, capacity and performance.

"Timetables should be demand-led and built with flexibility in mind, so if passenger numbers increase as we continue to recover from the pandemic, we can look to accommodate additional services.

"Where operators have modified their timetables, the changes are kept under review and, where appropriate, adjusted to reflect fluctuations in demand."

Powerhouse airport

SOUTH Staffordshire MP Sir Gavin Williamson asked whether the Network North budget allocated to connect Manchester to Liverpool applies to the entire section of Northern Powerhouse Rail.

Transport Minister Huw Merriman replied: "Funding for Northern Powerhouse Rail (NPR) has been set out in the Integrated Rail Plan and Network North. Network North confirmed £12 billion (2023 prices) of investment to enable Northern Powerhouse Rail to proceed in line with previous plans to better connect Liverpool and Manchester.

"On March 25, following extensive engagement with local leaders and local MPs, Government announced that it had heard clear support for Northern Powerhouse Rail to serve Warrington Bank Quay and Manchester Airport. This will be the primary options for the next stage of development for the NPR route between Liverpool and Manchester."

Euston false alarm

STOCKPORT MP Navendu Mishra wanted to know whether the Department for Transport (DfT) has had discussions with Avanti West Coast on the closure of the ticket office at Euston.

Mr Merriman said: "The Department is aware of the current temporary closure of the ticket office at Euston station arising from a bird infestation.

"Network Rail is responsible for managing Euston and is working on a remedy for staff and passengers. The Government has been clear to the industry that no ticket offices should close."

Parking guidance

ST ALBANS MP Daisy Cooper asked if the DfT will take steps to encourage train operating companies and station car park contractors to conduct and publish equality impact assessments detailing the steps they plan to take to support people that are digitally excluded.

Mr Merriman replied: "Charging and payment methods for car parking at stations is a commercial decision for train operators and Network Rail. Train operators are responsible for considering the equalities impacts of operational changes on issues such as this, as set out in the 2018 [publication] Station Car Parking Good Practice Guide for Train Operators."

Ticket accessibility

SLOUGH MP Tanmanjeet Singh Deshi asked what steps the DfT is taking to support rail passengers who do not have access to digital ticketing in the context of proposals to close ticket offices.

Mr Merriman added: "In October 2023, the Government communicated to the industry that no ticket offices should close following consultation when it became clear that industry-led proposals did not meet the high thresholds for service set by Ministers.

"The consultation raised several important issues which we are working with the industry on, including the modernisation of fares and ticketing and improving accessibility."

Compiled by **Graeme Pickering**

More than half of all HS2 tunnelling completed

To date, 53% of the underground sections of route have been excavated, with Bromford Tunnel's western portal being the latest development.

EXCAVATION of the 22-metre (72ft) deep western portal of the 3.5-mile Bromford Tunnel at Washwood Heath in Birmingham was completed in May.

The tunnel will run from Water Orton in Warwickshire and the portal has been finished in readiness for the two 1600-tonne tunnel boring machines (TBMs) breaking through. *Mary Ann*, launched from Water Orton last year, is expected to arrive by the end of this year and *Elizabeth* should complete its drive of the adjacent bore in autumn 2025.

A team of 130 people working for HS2 construction partner Balfour Beatty VINCI has been involved in the earthworks operation over the last nine months, supported by Coventry-based specialist Duo Group.

The Washwood Heath portal is said to be the deepest on the Midlands section of the route. Its excavation was preceded by a two-year programme of ground reinforcement work by the SB3 joint venture, which is creating the 750-metre (820 yard) long cutting into which trains will emerge before climbing to reach the series of five viaducts on the approach to Curzon Street station.



The western portal of the 3.5-mile long Bromford Tunnel at Washwood Heath in Birmingham, where tunnel boring machine *Mary Ann* should break through, completing the first of the twin bores later this year. Trains will emerge and run through a 750-metre (820 yard) cutting before crossing five viaducts on the approach to Curzon Street station. HS2

Route progress

Twenty-nine miles (53%) of tunnelling work for the whole of the HS2 route between London and Birmingham has now been completed, overtaking the total length of tunnelling required for the Elizabeth Line (26 miles).

The one-mile Long Itchington Wood Tunnel was the first of the project to be completed last year. Earlier this year, TBMs *Florence* and *Cecilia* completed the drives of both bores of the 10-mile long Chiltern Tunnel, the longest on the HS2 route.

Four TBMs are working on the Northolt Tunnel in London, two in its eastern and two in its western section. Preparatory work is taking place for 4.5-mile long Euston Tunnel, which will run between HS2's Old Oak Common and Euston stations. A pair of TBMs, which are still being built and tested, will undertake its excavation.

Curzon viaduct sections completed

THREE thousand seven hundred cubic metres of concrete has been poured to create the first four parallel lengths of HS2's 300-metre (328 yards) long Curzon 3 viaduct in Birmingham.

Since the first pour last November, deck work and the parapets have been completed and scaffolding has been removed to reveal the finished sections.

Curzon 3 will provide the link to Curzon Street station as the final one of five viaducts forming the approach. The others are Duddeston, Curzon 1, Curzon 2 and Lawley Middleway. The latter structure is directly linked to Curzon 3, which also forms the point where the high speed route widens from one to four decks.

Second Wendover 'deck slide'

THE second of the 'slides' required to gradually move the deck of the 492-yard Wendover Dene Viaduct into position was completed on May 11.

The deck is being assembled in three stages, ranging from 90-180 metres (98-197 yards) in length, with each pushed from the north abutment before the next is attached behind it.

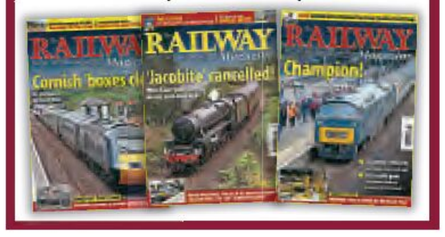
A year-long effort to shift the deck into place began in January with the first 'slide'. The second took place over a period of 20 hours on May 8 and May 11, moving the deck 270 metres (295 yards). Its weight will increase with each push that is made, from an initial 590 tonnes to 3700 tonnes by the end of the operation.

All nine piers (created by placing a series of hollow precast concrete shells on top of each other before being filled with concrete and steel reinforcement) which will support the deck have now been completed.

PRE-ORDER TODAY!

➜ **VISIT MRTNS.UK/PRE-ORDER-RM**

Save on a trip to the shops!



Building bridges to take roads under and over HS2

OVER the weekend of April 20-21, the 518ft section of steel girders and precast concrete slabs, forming the initial deck structure for HS2's East Viaduct over the M42/M6 link roads at Water Orton (pictured below left), was moved into its final position.

A push-pull jacking technique was used to complete the 13-hour operation, which followed a previous move to the halfway position in February. A two-stage process will also be used for the parallel West Viaduct. Both are part of a series of 13 bridges that will form HS2's Delta Junction.

Work is under way (pictured below right) on the 52-metre (170ft) deep-piled foundations for a bridge, north east of Brackley in Northamptonshire, which will take the A43 over the HS2 route.

Both pairs of lanes have been temporarily diverted to either side of the road's normal alignment to provide space for the bridge, which will be nearly 217ft long.

To minimise disruption to traffic, the road will be moved back to its previous position, crossing over the bridge, once the deck is complete. The alignment for the railway will then be excavated underneath.





52nd Auction

C. R. A.

CREWE RAILWAYANA AUCTIONS

19th Online Auction

AUCTION DATES FOR 2024
25th, 26th & 27th October

Free probate & insurance valuations on single items or whole collections

Next Online Auction
5th-7th July 2024

QUALITY - RARITY - DIVERSITY

NOW CONSIGNING ITEMS - FOR IMMEDIATE RESPONSE
CALL NEIL TODAY 01242 620020 or 07836 225711

Over 50 years of railwayana knowledge ~ Ring for free guidance

WHAT IS YOUR RAILWAYANA WORTH?

We offer a collection service from all corners of the UK



Enquiries please contact Neil on 01242 620020 or 07836 225711
Email: office@railwayana.com or office@gwr1.com. View our website: www.ukrailwayana.com

Railwayana Auctions UK Ltd, Toddington Grange, Burberry Hill, Toddington, Glos GL54 5DN


60019

And the winners are...

After sifting through hundreds of images, leading to some tough debate amongst the judging panel, the winners have been chosen for the RCTS/Mortons Media Photographic Competition.

THE RCTS/Mortons Media Photographic Competition opened for entries last autumn and closed at the end of March, seeking the best images taken since the start of 2022 across four categories: 'People and Railways', 'Railways and the Environment', 'Modern Traction', and 'Heritage'.

First, Second and Third place prizes were awarded in each category, with an Overall Winner also chosen, plus a Wildcard Winner for a shot that did not neatly fit into any of the main categories but deserved special merit.

The overall winner, and recipient of a 'money-can't-buy' cab ride courtesy of DB Cargo, was Eddie Holden for his dramatic shot of 'Tug' No. 60019 passing Ratcliffe Power Station, which the judges felt captured an everyday scene in a creative manner that illustrates the way that railways serve industry.

The 'People and Railways' category, and ▶

WILDCARD WINNER

Philip Coombe

'Warships' Nos. D821 *Greyhound* and 832 *Onslaught* pose under the signal gantry at Kidderminster on the Severn Valley Railway, on October 6, 2023.

The Wildcard category covered images entered into multiple categories or ones where the judges felt the photo could have had more chance in a different category to the one the photographer had entered. The winner was this image of two 'Warships' for its careful composition, and excellent clarity and exposure.



OVERALL WINNER

Eddie Holden

No. 60019 passes Ratcliffe Power Station, the last coal-fired power station in the UK, with the 07.02 Lindsey Oil Refinery to Kingsbury Oil Sidings on February 24, 2022.

The judges considered the photographer had captured an everyday railway scene in a creative manner in both the composition of the image and the contrast achieved in the sky and steam, with the location chosen illustrating the role of the way in which railways serve industry. All of the components in the picture lead the eye to the focus point, that being the train.

1

PEOPLE AND RAILWAYS

FIRST PRIZE

C J Rich

A couple of track workers make their way to their work site at Overton near York on April 27, 2022 as LNER No. 800108 flashes past at high speed with 1E11, the 07.52 Aberdeen to King's Cross.

The judges thought the story being told by this image is superb, showing the potential danger these workers face every time they walk alongside the track, where the consequences of any mistakes could prove fatal.

SECOND PRIZE

Stuart Chapman

The age-old task of preparing a steam locomotive for duty is re-enacted at Barrow Hill Roundhouse on March 8, 2023.

THIRD PRIZE

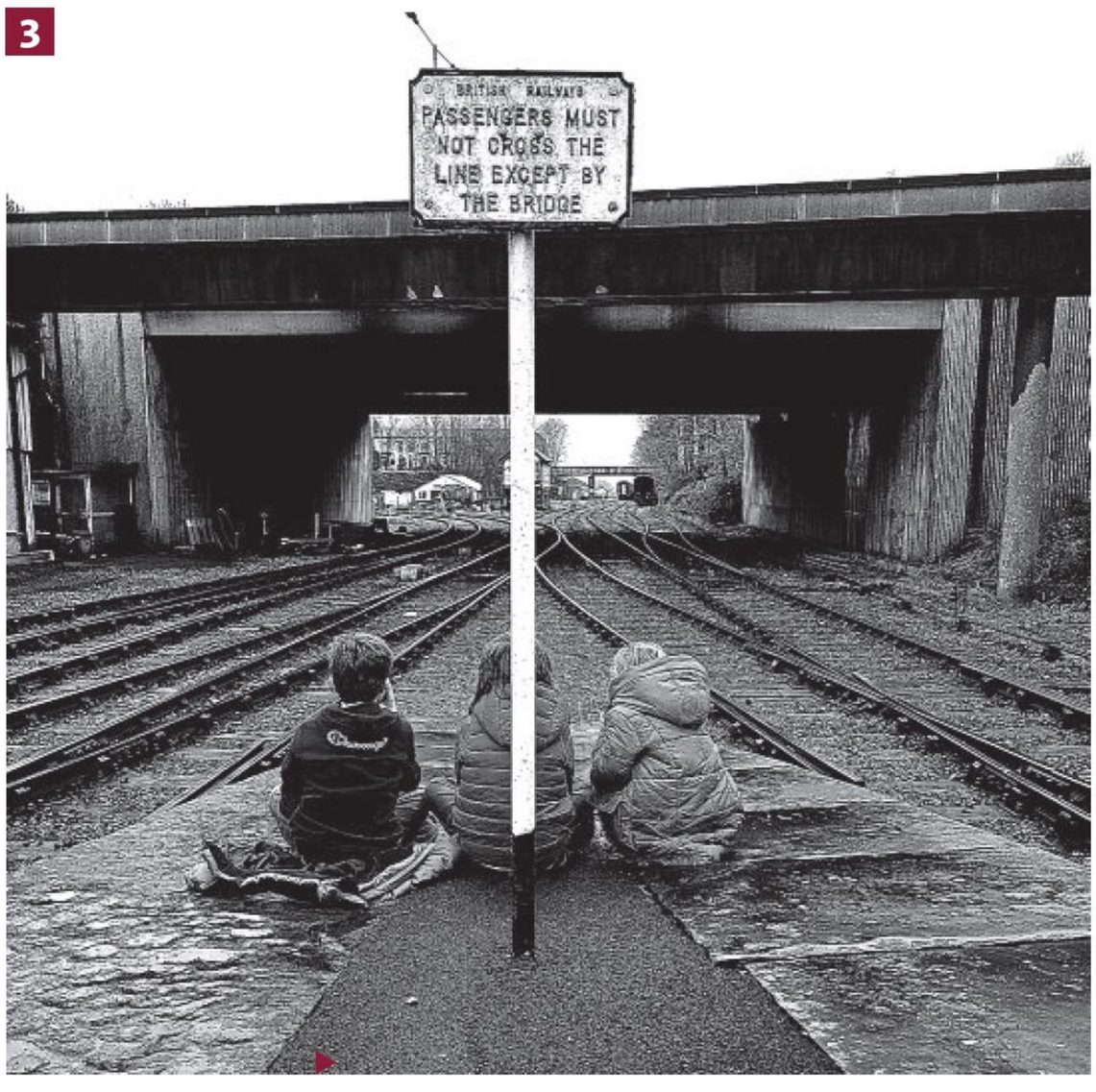
Alan McWilliam

Youngsters await the next arrival at the end of Bury Bolton Street station, East Lancashire Railway, on February 17, 2024.

2



3



a cab ride at the Severn Valley Railway, was won by C J Rich with an excellent image of track workers going about their tasks on the lineside as an LNER 'Azuma' flashes by, which the judges felt told a superb story.

Second place went to Stuart Chapman's re-enactment photo of a steam locomotive being prepped at Barrow Hill, with third place being awarded to Alan McWilliam's shot of youngsters waiting at the platform end at Bury Bolton Street station.

First prize in the 'Railways and the Environment' category, and a cab ride at the East Lancashire Railway, went to Oliver Morrill for the image of Grand Central's LNG-powered unit No. 180112 on the Durham Coast Line.

The judges felt this showed how the railway is contributing to a reduction in carbon emissions by converting a power car to a more environmentally-friendly fuel.

Second prize went to Nick Palmer's photo of GBRf's No. 66798 in the fog at March, with third place going to the atmospheric shot of Barnham station by Bob Foster.

1

RAILWAYS AND THE ENVIRONMENT

FIRST PRIZE

Oliver Morrill

As the world's first dual-fuel LNG-powered passenger train, Grand Central's No. 180112 *James Herriot* received a green stripe in place of the usual orange on one of its driving cars. It is seen passing Dawdon on the scenic Durham Coast Line on April 4, 2022.

The judges said the photographer has created an excellent framing in which to capture the railway contributing to a reduction in carbon emissions by converting a Class 180 power car to a more environmentally-friendly fuel. The whole is emphasised by the crystal-clear air alongside a blue sea.

SECOND PRIZE

Nick Palmer

GBRf's No. 66798 crawls into view in fog and freezing conditions on the approach to March station with 6T63 Saxmundham to Whitemoor Road on December 11, 2022.

THIRD PRIZE

Bob Foster

Amid a swirling cloud of steam and smoke following the passage of 'Black Five' No. 44871, re-creating an environment of times long gone in the below freezing conditions, a Class 377 'Electrostar' unit patiently awaits its next tour of duty at Barnham on December 2, 2023.

2

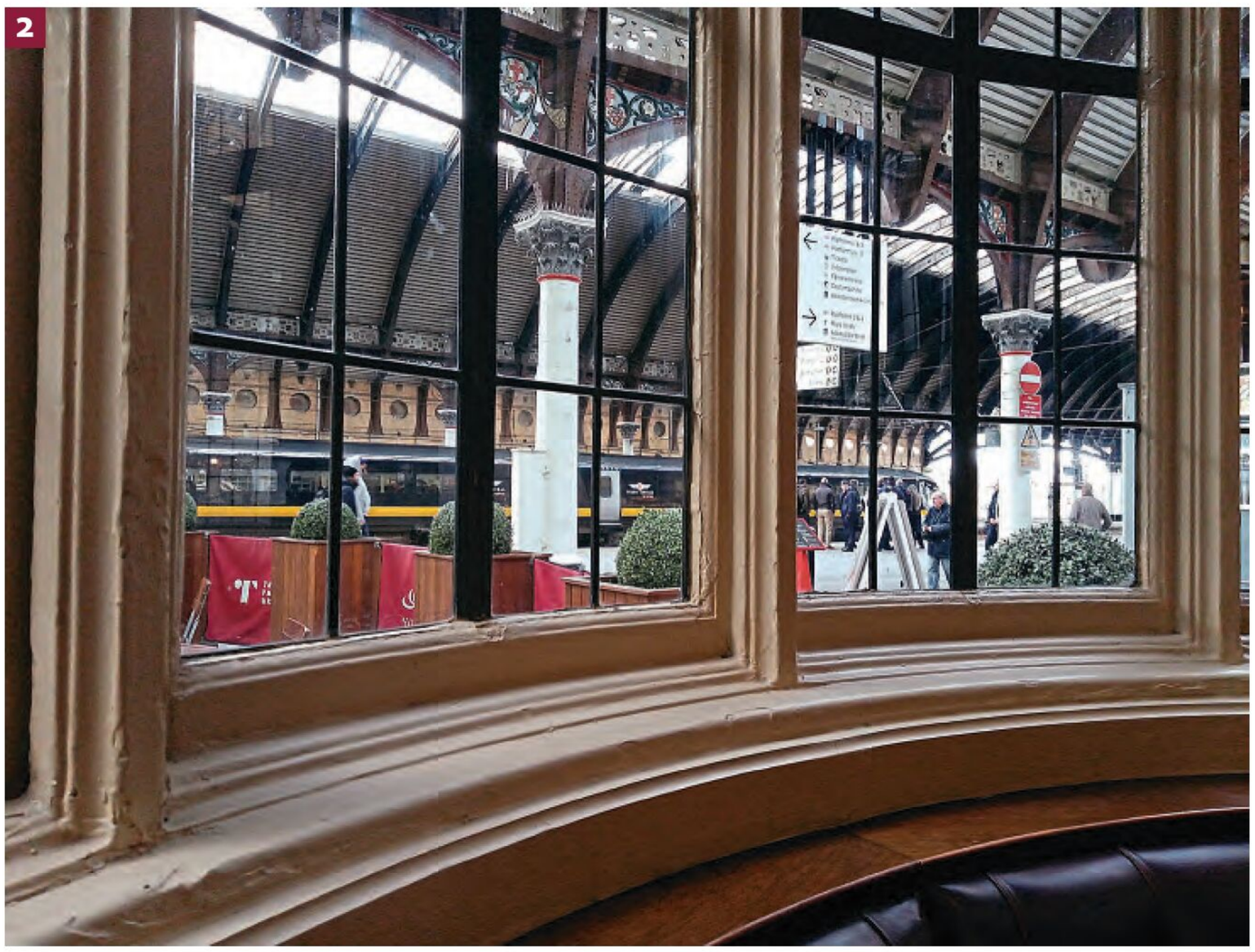
3

The winner of the 'Modern Traction' category was Alan Barnes, who gets a chance to try out GBRf's driving simulator.

Alan's image of a GWR Class 802 in the misty morning near Bath was deemed thought-out and well composed for an excellent result. Second place was awarded to Peter Halsall's shot of a Grand Central ▶



1



2

MODERN TRACTION

FIRST PRIZE

Alan Barnes

GWR's No. 802005 approaches Bath with the 06.30 Bristol Temple Meads to Paddington on August 26, 2022.

The judges said the photographer evidently set out specifically to capture this view, which would have been taken before 07.00, and recorded a scene of tranquillity still possible with a modern train. The eye is led to the train by the inclusion of foreground trees and the curvature of the track, which is highlighted by the glint on both it and the train.

SECOND PRIZE

Peter Halsall

A Grand Central Class 180 is seen from The Tap refreshment room at York station on February 21, 2023.

THIRD PRIZE

Simon Jones

A Highland morning as the Inverness portion of the overnight Caledonian Sleeper from London Euston passes Avielochan, near Aviemore, on August 8, 2023 on the final leg of its journey.



3

Class 180 from inside The Tap at York station, with third going to Simon Jones for his image of the Caledonian Sleeper near Aviemore.

The 'Heritage' category was closely contested, with the prize of a cab ride at the Nene Valley Railway eventually being awarded to Steve Sienkiewicz, who superbly captured No. 44932 as it headed away from Gisburn on a frosty January morning. Geoff Griffiths won second prize for his drone shot of 'A4' No. 60007 *Sir Nigel Gresley* on the Dartmouth Steam Railway, with John Stevenson coming third with his sunset shot of '9F' No. 92203 at the North Norfolk Railway.



1

HERITAGE RAILWAY

FIRST PRIZE

Steve Sienkiewicz

In sub-zero temperatures, 'Black Five' No. 44932 heads away from Gisburn in fine style with 1Z30, the 07.34 Manchester Victoria to Carlisle 'Winter Cumbrian Mountain Express' on January 21, 2023.

The judges said No. 44932 has been caught in a classic steam pose with the conditions being 'just right' to add to the composition. The tracks through the field emphasise the exhaust which trails off into the distance, while the depression in the ground helps to hold the attention on the train and the exhaust is not 'lost' in a milky sky.

SECOND PRIZE

Geoff Griffiths

Glorious Devon, as 'A4' No. 60007 *Sir Nigel Gresley* passes Saltern Cove, Dartmouth Steam Railway, on August 12, 2023.

THIRD PRIZE

John Stevenson

Decapod Sunset, with '9F' No. 92203 captured as the sun goes down at the North Norfolk Railway on July 8, 2023.



2

3

The 'Wildcard Winner' of two first class tickets and afternoon tea kindly supplied by the Talyllyn Railway was Philip Coombe for his shot of two 'Warship' diesels at the Severn Valley Railway. This was the most contested category, but the judges felt Philip's powerful photo was carefully composed with excellent clarity. ■

■ *For more information about the RCTS and how to join, please visit the website www.rcts.org.uk*

EAST LANCASHIRE RAILWAY

SUMMER DIESEL GALA

27 - 29 JUNE 2024



Image: Neil Dyson



Image: Chris Gallagher



Image: Shaun Wright



Join the ELR for the first Summer Diesel Spectacular! Featuring guest locomotives Class 20, 20066, Class 26, 26007, Class 57, 57003, Class 47, 47830 and members of the ELR's popular home fleet.

Find out more and book online:

WWW.EASTLANCSRAILWAY.ORG.UK • 0333 320 2830

WORTH VALLEY

THE DIESEL GALA

THU 20TH JUNE - SUN 23RD JUNE





69xxx CLASS 69

50021 CLASS 50 'RODNEY'





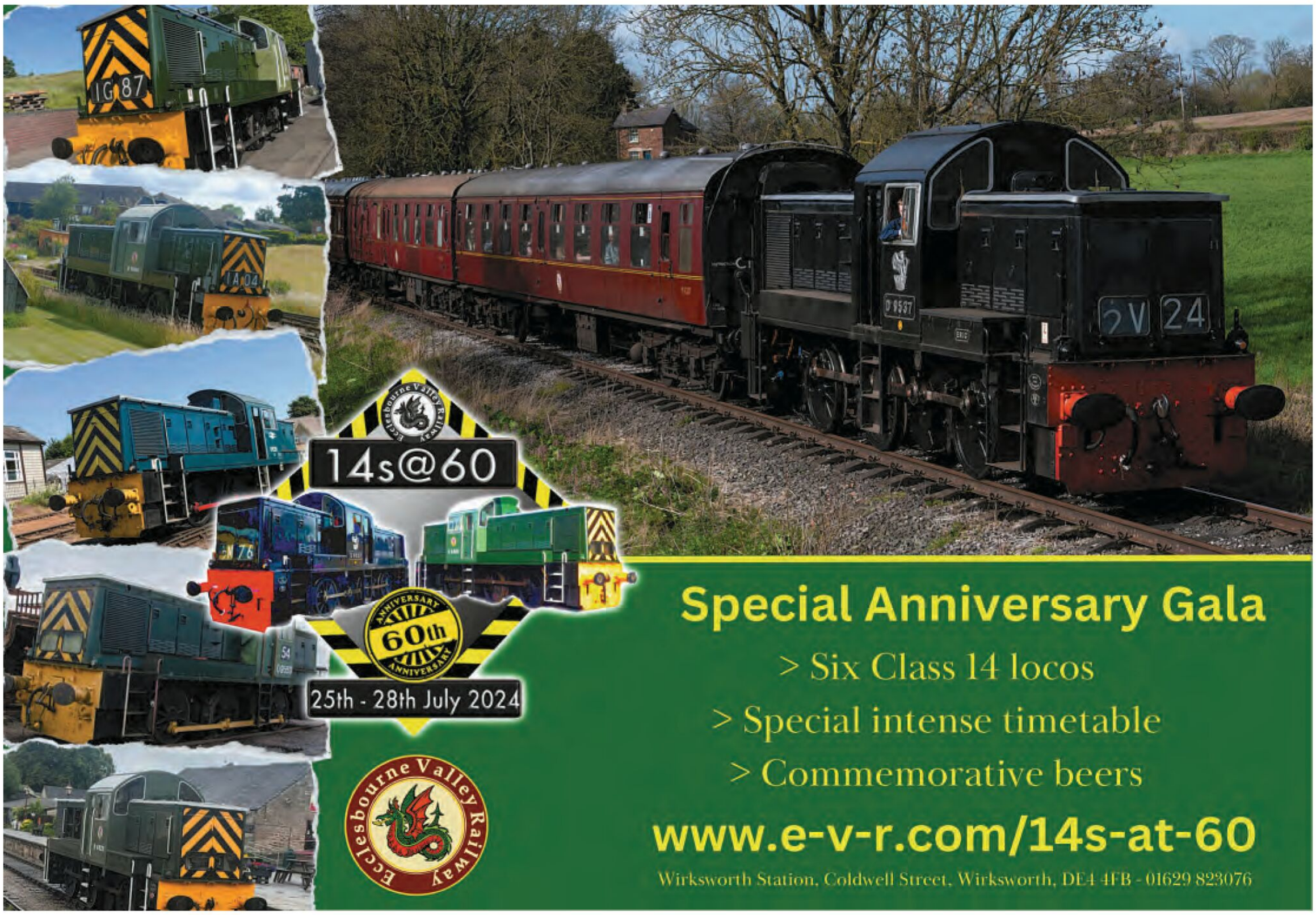
50008 CLASS 50 'THUNDERER'

D9520 CLASS 14

37075, D2511, D0226 & D32 from the home fleet.

TICKETS: www.kwvr.co.uk

Further Guest Expected



Special Anniversary Gala

> Six Class 14 locos

> Special intense timetable

> Commemorative beers

www.e-v-r.com/14s-at-60

Wirksworth Station, Coldwell Street, Wirksworth, DE4 4FB - 01629 823076



Darjeeling Tours

Fascinating Cultural & Heritage Train Journeys!

The Best of Colorado 31 August –15 September 2024
American Railroad at it's best combined with breath taking scenic tourist lines of Colorado!

Konkan Railways India 4 – 18 October 2024
Ride on a spectacular Indian railway from Mumbai To Trivandrum including exciting stays and visits!

The Darjeeling Mail 4 to 19 November 2024
1940's old route of the Darjeeling Mail between Darjeeling and Kolkata with in & out to Bangladesh by rail, like no other tour!!

Mindful Stitching 4 to 17 January 2025
Zen Stitching from East to West across Southern India. Learning quilting, weaving & relaxing with hands on.

Indian Magic! 15 to 30 January 2025
Our signature tour, covering the Darjeeling, Shimla & Ooty & Taj Mahal!

Himalayan Narrow Gauge 10 February – 1 March 2025
Breathtaking Himalayan range views by narrow gauge railways! Unexplored Kangra Valley Railway, popular Kalka Shimla Railway on a vintage Railbus, Darjeeling Himalayan Railways & steam on mainline.

Our tours are designed keeping in mind not just the rail enthusiast but their travelling companions (non-rail!) **as well. We are also running a textile interest tour. Accommodations in charming & lovely hotels with breakfasts & dinners. Transportation by deluxe vehicles with experienced drivers, dedicated guides for sightseeing including entrance fees and activities! We cover all aspects and ensure every guest is happy with authentic experience!**

Please visit our website for regular updates & for full details of above programmes!

www.darjeelingtours.co.uk • tours@darjeelingtours.co.uk

Lime Tree Lodge, Thorpe Road, Mattersey, Doncaster DN10 5ED

Call us : +44 (0)1777 817798

Feel free to call us and we will be pleased put a copy in the post.

WATERCRESS LINE

DIESEL GALA
12TH-14TH JULY



ENJOY THE SIGHTS AND SOUNDS OF A WEEKEND OF HERITAGE DIESEL TRACTION OVER OUR STEEPLY GRADED LINE

ALRESFORD - ROPLEY - MEDSTEAD - ALTON

BOOK TICKETS AT
WATERCRESSLINE.CO.UK
OR SCAN THE QR CODE FOR MORE INFORMATION AND TO BOOK TICKETS

watercressline · watercress_line · thewatercressline · The Watercress Line

london transport museum

DEPOT OPEN DAYS
5–7 July | Acton Town



BOOK ONLINE

Step behind the scenes and explore London Transport Museum's collection

MAYOR OF LONDON

Supported using public funding by ARTS COUNCIL ENGLAND

ltmuseum.co.uk
Registered charity number 1123122

Preserving the past

The digital age makes it far simpler to take train photos than in the days of film. However, one major consideration for both analogue and digital images is how to preserve and pass on photographic collections for enjoyment by future generations. Chris Milner visits specialist photo library, The Transport Treasury, to find out more.

NEARLY everyone carries a camera with them these days, most often in the form of a smartphone, so it has become second nature to snap pictures and videos of trains. In the future, some of these images will have historic value, as there will always be a demand for old images – be it for a personal website, social media use, local history purposes, a book, or even a magazine feature.

Just as today we enthuse over pictures taken in BR steam days or the early diesel years, pictures taken now will provide the future record and nostalgia, showing changes such as redevelopment, re-signalling, electrification and even vegetation growth.

But how do you best preserve those carefully crafted images? It is a problem faced by every photographer, whatever their area of interest.

The May 2005 issue of *The Railway Magazine* issued a strong warning to readers to ensure their priceless









photographic film collections did not end up in a bin or skip when they were no longer around.

Digital imaging was still relatively new back then, but the warning is as stark today to ensure that relatives and close friends know exactly what you want to happen to your photographic collection, both film and digital.

It would be all too easy for digital images and scans stored on hard drives to be wiped and lost forever, while physical images can still end up being binned by someone not aware of their potential value.

What may also be surprising is how many people have not made a will, so without specific instructions, the family – or those dealing with an estate – may be unsure of what to do with a photographic collection. First and foremost is to tell them nothing is to be thrown away. But have you considered then placing it with a specialist railway photographic library for the benefit of future generations?

To find out how such a large archive operates, I visited the Transport Treasury in High Wycombe, which is run by transport enthusiast Robin Fell.

Top left: Just a few of the many filing cabinets and drawers storing precious photos at Transport Treasury, saving them for future generations.

Top centre: The cover of our May 2005 issue, in which we warned against the dangers of photo collections being inadvertently thrown away – sound advice that is probably more pertinent in a digital era.

Top right: Robin and Sarah-Jane Fell, owners of Transport Treasury.

Main: One from the combined collection of Jim Flint and Jim Harbart: D15 class 4-4-0 30467 is shown getting away from Southampton Central in September 1953 with a stopping service.

A safe repository

Situated close to the railway station in an office block that once housed a radio station, the Transport Treasury holds a massive number of negatives and transparencies, both on-site and at a remote location.

Regular *RM* readers may be familiar with the Transport Treasury. It was founded in 1993 by Barry and Janet Hoper and based in North East Scotland as a safe repository for photographers' precious images. During the 14 years the Hopers ran the library, they developed a strong working relationship with photographers who were happy to let them look after their collections. On deciding to retire in 2017, the business was bought by Robin and Sarah-Jane Fell, and that strong and trusted relationship with photographers or their families continues today.

Comprising some 500,000 negatives and transparencies, the majority of the Transport Treasury collection comprises railway subjects but there are also buses, traction engines and ships. The backbone of the archive is formed of images from such legendary railway photographers including Dr Ian C Allen, R H N 'Dick' Hardy, Roy Vincent, Mike Mitchell, Eric Sawford and W A C Smith. Many of the older images are on glass plates, although the majority were traditional film stock. They have also just taken ownership of the R C Riley colour collection of transparencies.

Digitisation

One challenge facing Robin and Sarah-Jane was that very little was digitised, something which needed immediate attention in an internet age. The lack of digitised images meant a time-consuming manual search for a negative to be scanned and printed for a customer, while it ▶

"It would be all too easy for digital images and scans stored on hard drives to be wiped and lost forever"



also meant that the full extent of the library could not be shared online as a visible marketplace for the wider Transport Treasury (TT) collection.

Since acquiring the business in 2017, Robin and a small team of eight full- and part-time staff have set about the mammoth task of digitising the collection to make it more accessible and provide a quicker turnaround (usually 72 hours) for customers wanting prints. At the time of writing, more than 320,000 transport images (bus, rail, tram and maritime) have been digitised and are now online. New images are added on a weekly basis, and the website has galleries to browse, with search options if looking for a specific locomotive or location. There are also thousands of images in a remote store too, as TT has grown to become one of the largest private archives in the UK.

Changing tastes

Reflecting on the TT collection as a whole, Robin says that through the decades, the changes in photographic style are very noticeable, from lots of locomotive-only images in the early years of photography to more action and scenic shots as the years – and camera technology and film – have progressed. Pictures containing people have grown in popularity too, and these provide an ideal time capsule for fashions of that era.

Acquiring Transport Treasury has proved to be an ideal fit in the Fells' other interlinked businesses.

More than 30 years ago, Robin's collection of train and bus timetables went into store in his parents' loft for 15 years, until they were brought out, then listed and sold on eBay. What initially started as a hobby for Robin in terms of selling old timetables gradually developed into a business of buying and selling timetables and ephemera.

Then in 2008 he added slides, photos and negatives to the sales inventory. The decision was made to make this a full-time business, selling transport collectables online under the name Trotskee Travel, which now specialises in buying and selling transport slide and negative collections.

TT is part of the Fells' Kezlan Images business, which has another off-shoot called the Transport Library. This works with other archives and societies to offer a retail photographic sales function, providing them with additional income and exposure. Organisations such as Lens of Sutton, Rail Images, David P Williams, The Omnibus Society, Colin Garratt's Milepost 92½ library, and the Swiss Railway Society are represented, with the site containing around 330,000 railway, bus and maritime images.

Robin and his team also work with the charity Online Transport Archive, which administers a constantly growing collection of cine film, slides, negatives, prints and commercial post cards relating to all forms of transport from all over the world. Currently, its archive has more than two million still images and over 4000 hours of film footage.

Through the Transport Library, Kezlan Images also

Main: The signalman grins from the steps of his box at Crystal Palace on March 12, 1954, as an EMU emerges from the smoky tunnel portal. R C RILEY

Inset right: Roy Vincent illustrates a family enjoying their Camping Coach holiday at Hopton-on-Sea during the 1950s. Another view showed the children with the driver and fireman on the footplate of a locomotive there.





offers a service to photographers where a collection can be scanned and shared online for sale to a worldwide audience, with the owner being given the option of either having the physical collection stored by Robin, or returned to the owner. A disc or USB stick holding a copy of those images can be provided should space at home be at a premium. Often this service works with the original photographer by getting the items listed on a spreadsheet for searching. But Robin is always looking for interested volunteers to help with this work, particularly for modern and overseas collections.

Making plans

As we advance in years, making plans for our own collections becomes a necessity. Robin says it is imperative that there is an open discussion with the intended photographer or collection owner. This is to ensure that firstly they are prepared to accept the collection, then that there is a formal agreement on its future use and any royalties that might occur, and – ideally – that there is a list of the images or an arrangement that they will be catalogued post-scanning by the photographer.

Those who have undertaken their own scanning using a film or flatbed scanner will know how time consuming the process is. As technology has evolved, Robin and the team 'scan' using digital cameras. They have adapted a Kodak Carousel projector to work with a high-quality Canon digital SLR fitted with a 1:1 macro lens, which ▶

"More than 320,000 transport images have been digitised and are available online"

THE CLOUD AND DIGITAL ERA

THE advent of the digital era, along with 'the Cloud' (a collection of remote servers which operate as a single entity with access via the internet) has created a fresh set of problems for photographers to consider.

Because many external hard drives that plug into PCs have mechanical parts, there will always be a risk of them failing, so many photographers create second or third identical copies of their files, but never keep them in the same place in case of a fire or theft. Solid state (electronic-only) drives are now increasingly available, although these still cost more than twice the price of a mechanical drive.

Years ago, external drives were relatively expensive and so a cheaper option was to back up images to a DVD (typical capacity around 5GB, which is enough for several hundred digital images depending on file sizes). But some photographers bought budget versions and have since found the DVD's silver coating has flaked off, meaning the precious images have been lost. Today a 1TB (one-terabyte, or 1000 GB) hard drive costs around £40, with a 4TB drive costing about £100.

As technology changes, a mix of external drives and the Cloud may be a better option, which is more likely to bridge any future technology changes. The benefit of the cloud is that it is accessible from anywhere in the world through a suitable device and an internet connection.

Cloud storage costs will vary according to the provider and amount of storage used. But as a guide, Google charges £79.99 per year for 2TB, while Microsoft provides up to 6TB for Office 365 Family users for the same price. As always, shop around to find best value.

Access on the go

The advent of smartphones with biometric security (facial or thumbprint recognition) and Cloud storage has created a new and worrying development.

There have been an increasing number of situations where families of deceased loved ones have been unable to access images on a phone or in the Cloud – as well as someone's social media accounts – because they do not have the necessary login or biometrics to open the phone.

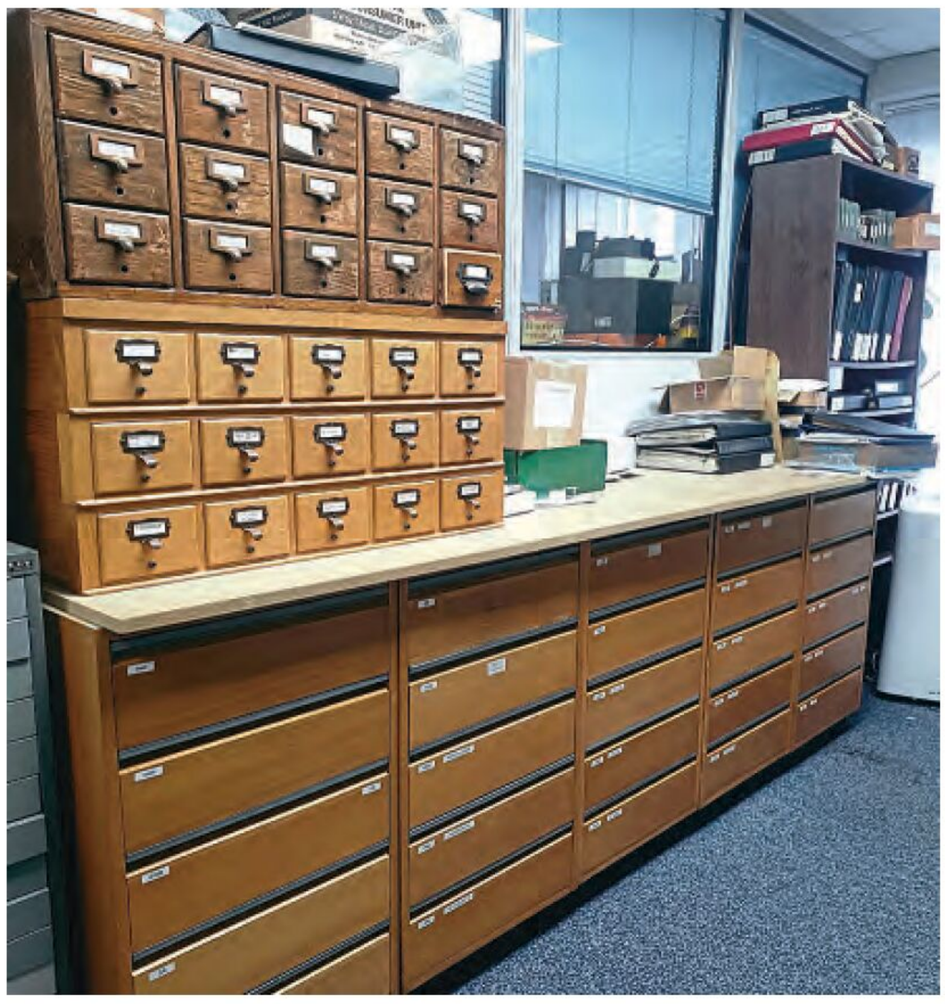
A recent survey by wealth management firm St James's Place showed that almost three-quarters of Britons with a will (71%) do not make any reference to their digital life. Neither is there a UK law specifically dealing with the right of beneficiaries to access digital assets of a loved one, so it is essential to make the right provision by ensuring material can be accessed, otherwise it may be lost forever.

There is some useful information on the internet about handling digital legacies and how to organise your online life for after you die. But as a starting point, the basic details, such as the name of the account, website and your username or account ID should be documented.

Another consideration is that payment for any Cloud storage, usually on a monthly or yearly basis, needs to continue until the data can be safely retrieved.

Social media platforms, such as Facebook, allow you to add a legacy contact who can manage your account when you die, while Apple allows one or more people as a legacy contact to access your account after your death.

Personal requirements will vary, so research this carefully.





Left: More of the extensive archive storage at the Transport Treasury building in High Wycombe.

Left: Folders containing negative collections of many well-known photographers.

"Collections will remain intact and not become fragmented, as sadly happened to the wonderful images by H C Casserley"

can capture three-dozen 35mm slides in less than five minutes.

For glass negatives and medium format slides and negatives, a Canon EOS 'M' series digital camera with a macro lens is mounted on a copy stand, with the negative or transparency illuminated via a slim LED panel. Like the carousel method, the copy stand workflow is quicker, and it is a daily activity to get images copied and online.

In both methods, software is used to tether the camera to a computer, so the image appears on the PC screen and is transferred. There are plenty of internet sites and YouTube videos which explain the equipment needed and the techniques involved, as well as how to invert the negatives into positives, although you can buy software to do that too.

Reaching a wider audience

With such a wealth of archive material available, there had been a feeling that the Transport Treasury collection deserved a wider audience, so in 2019 Transport Treasury Publishing was formed in order to provide good quality transport books using images from the TT archives.

The treasury's immense catalogue of negatives and transparencies provides an ideal basis to publish unique books with many never-before-seen photographs covering British and overseas steam, modern traction (both pre-and post TOPS), Irish Railways and road transport (buses and trams, in particular).

TT is also more than happy to enter discussions with photographers who have collections already scanned and catalogued. They would also be prepared to chat with a client who wanted to sell his or her collection.

If that is your aim, the next step would be to make contact as soon as possible with Robin (or one of the other specialist railway photographic libraries – see

OTHER SPECIALIST LIBRARIES

Colour Rail

Founded by Ron White some 40 years ago to offer duplicate transparencies to collectors and enthusiasts, it is now owned by Paul Chancellor and offers digital and print versions of transparencies, including early 1930s colour. Currently has a stock of 350,000 images in colour or mono, with 150,000 online. Content includes railways, buses, trams and infrastructure.
Website: **colourrail.co.uk**

Rail Photoprints

Set up by railway photographer John Chalcraft, Rail Photoprints has grown through John's own photography as well as that of his peers. The collections include railways (UK and worldwide), buses, trolleybuses, shipping and aircraft, with images from Norman Preedy, David Cobbe, Hugh Ballantyne, Brian Robbins and more. Website: **railphotoprints.uk**

Rail Online

Rail Online is a comprehensive library of over 100,000 high quality British railway photographs from the 1900s to the present day including the Rail Archive Stephenson collection featuring well-known photographers such as W J V Anderson, T G Hepburn and D M C Hepburne-Scott. New images are added to the website every week.
Website: **www.rail-online.co.uk**

Armstrong Railway Photographic Trust

An archive created in 1987 following the passing of North East photographer John William Armstrong, whose photos date back to the 1920s. Images in the collection include railways (BR and industrial) as well as buses, trams, ships, traction engines and aeroplanes, from renowned cameramen such as Ian S Carr, Ken Groundwater, Malcolm Dunnett and Ian Krause. Contact **David.ian.fraser@gmail.com**

SLS Collection

Both contemporary and historic railway photographs comprising 80,000 prints and 20,000 negatives. Archives include the 'Cam' Camwell railway archive and images from the Eric Lomax Photo Collection ('The Railway Man'). No online galleries, but PDF lists downloadable. Website: **www.stephensonloco.org.uk**

RCTS

A collection of more than 50,000 images available to view and purchase online. Subjects include steam and modern traction, overseas railways, industrial railways, trams and trolleybuses, and stations/ buidings. Website: **rcts.org.uk/ photographic-archive**

Online Transport Archive

The Online Transport Archive, a registered charity, was established some 25 years ago to provide a safe home for photographic collections and cine film on transport subjects worldwide. A significant range of material has been safeguarded, from late 19th century glass plate negatives through to digital images taken in recent years. Further information about the archive can be found at the website: **www.onlinetransportarchive.org**

Mortons Media

Mortons is the publisher of *The Railway Magazine* and many other titles, with an extensive archive of images covering railways, motorbikes and other forms of transport. Website: **www.mortonsarchive.com**.

Dawlish Trains

Run by well-known railway photographer Colin J Marsden, this consists of a comprehensive collection of images from around the world covering a wide range of subjects, including steam, diesel, electric, industrial, light rail, infrastructure and accidents.
Website: **www.dawlishtrains.com**

Photo Transport

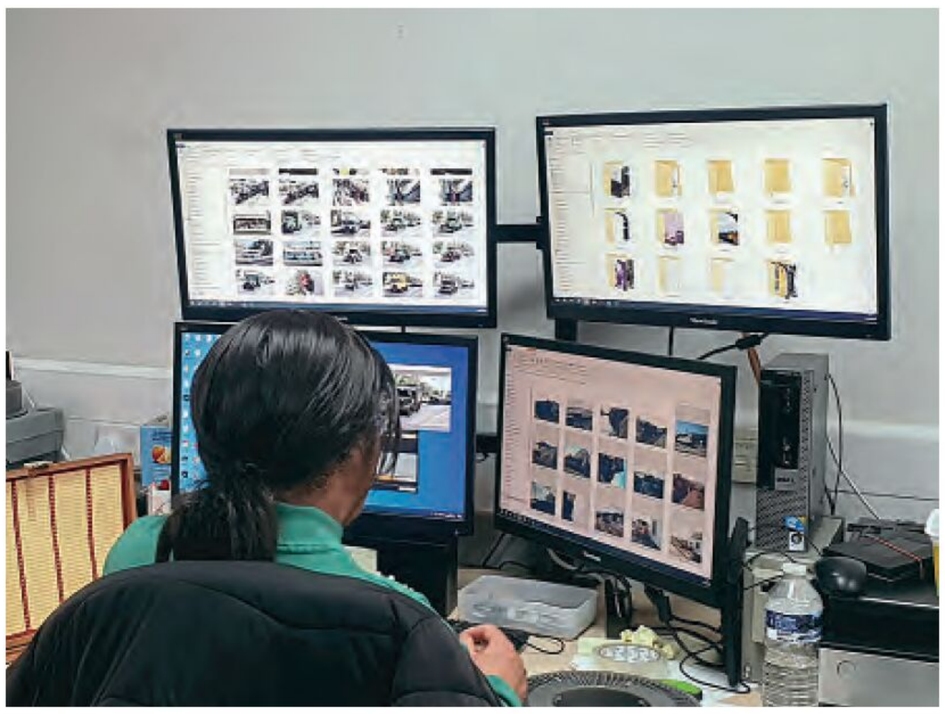
Founded in 2005, it supplies prints to enthusiasts and publications, including thousands of railway, aircraft and shipping images. Website: **www.photo-transport.com**



Left: Saved for the future, this photographic record of a Class 116 DMU at Telford Coalbrookdale on June 24, 1979. This temporary station was opened as part of the Ironbridge bicentenary celebrations, with shuttle trains operating from Wolverhampton on Sundays.

Top right: Working on the scanned images at Transport Treasury and making them available for viewing on the website.

Right: Speeding up the scanning process using a digital camera fixed to a copy stand with light source underneath. A macro lens is fitted to the camera.





panel), and then discuss your options to avoid potential misunderstandings or disputes with relatives. However, do not assume a particular library will take your images just because your will says that is where you want them to go.

Another point to consider is what the accessibility would be for the collection, as some collections previously have passed through a number of hands and effectively into a 'black hole'.

Robin told *The RM* he always advises potential clients that a collection lodged with him will remain intact and not become fragmented, as sadly happened to the wonderful images by H C Casserley (which was sold off in pieces by public auction).

For some photographers, the decision to lodge a collection with a library such as Transport Treasury may be as a result of personal circumstances, such as moving somewhere smaller or even to a care home, so you will also need to consider whether it is a permanent or temporary loan.

Hopefully all the above is some food for thought. But what is most important is that your relatives do not throw any slides, negatives and digital files away. Preservation is key. ■

Overseas images are included in the collection too, such as this one of SNCF X2800 class railcars Nos. 2899 and 2914 at Rennes on August 28, 1965. Units like this ran in France between 1957 and 2009.

Colour-Rail

Saving images for over Fifty Years

Thousands of pictures like this end up at the tip every year....

Save the images and keep the photographer's name alive for posterity by contacting us at colourrail@aol.com or call 0121 453 6518.



All transport subjects. Black & White and Colour. Negatives, Slides and Digital.

Rail-Online

Rail-Online has over 100,000 high quality steam, diesel and electric photographs which you can browse through and purchase in either digital or print format from the comfort of your armchair. Our images cover all periods, although we concentrate on the 1950s, 1960s and 1970s.

We hold all of the superb pictures from Rail Archive Stephenson which include those from renowned photographers W.J.V. Anderson, T.G. Hepburn, D. Hepburne-Scott, O.J. Morris, F. Hebron, P. Gray, K.L. Cook, M.J. Fox, Colling Turner and Brian Stephenson

Visit our site at www.rail-online.co.uk



WE WANT TO BUY YOUR COLLECTION OF SLIDES AND NEGATIVES.

UK AND OVERSEAS - 1990s AND EARLIER

WANTED

If your collection, **big or small**, is gathering dust we'd like to hear from you. We will scan the original images and return a copy to you for personal use free of charge.

Call: 01494 490544
Email: info@bbfimages.com



www.phototransport.com

Quality Photographs of Railways, Ships and Aircraft

(Fresh images regularly added)

Please send £3.95 for our list/sample print.
Please state which list you require.
(cheques payable) to:- MR D SMITH,
2 Briain Way, St. John's Road, Clacton on Sea, Essex CO16 8LR

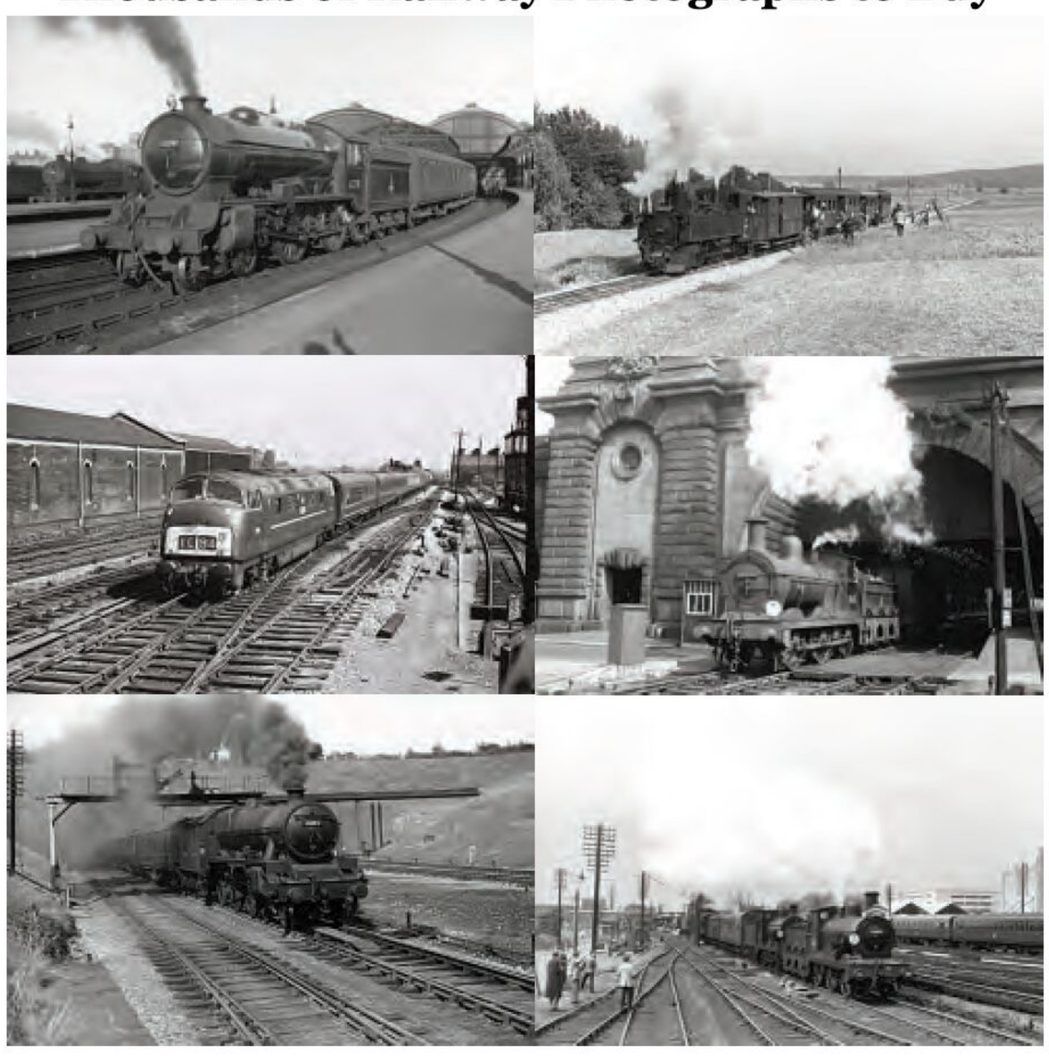
10% off orders over £50 (exc P&P)

DIGITAL DOWNLOADS NOW AVAILABLE

If you're looking for a good home for your treasured pictures then please email us mail@phototransport.com or write to us at the above address.

The Transport Library

Thousands of Railway Photographs to Buy



Order at www.thetransportlibrary.co.uk
01494 708939



justaclickago

www.justaclickago.com

justaclickago is an on-line auction house. We:

- specialise in the sale of UK and international railway and transport related negatives and slides, prints, cine film and paper railwayana
- use the Easy Live Auction platform, enabling your items to realise their value on the global market
- produce a quality on-line catalogue
- buy collections
- give free valuations

2024 (quarterly) auction dates:

August 19th - 25th

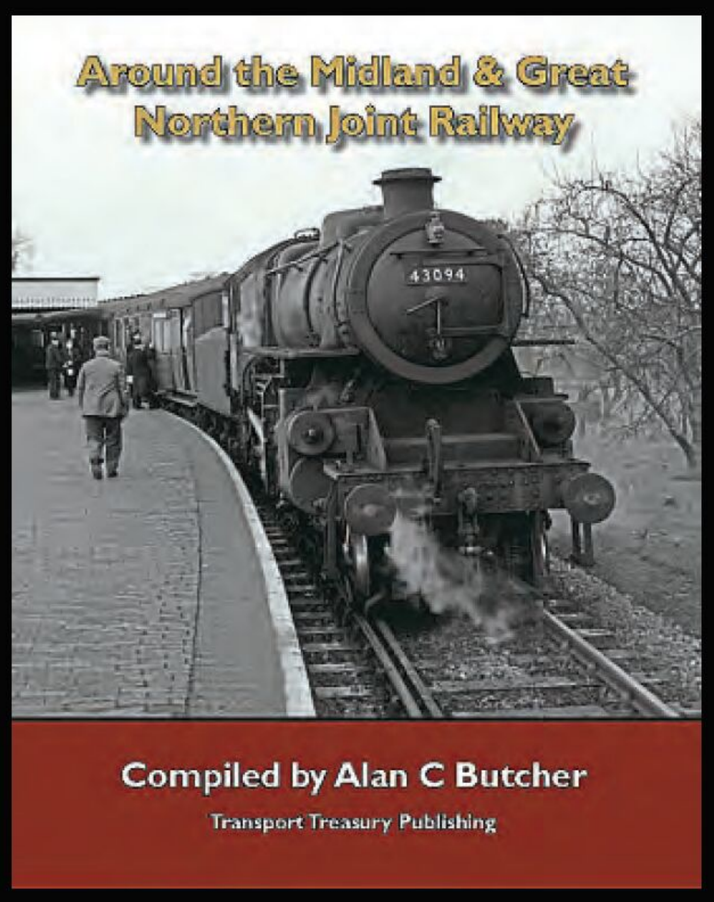
Contact: admin@justaclickago.com tel: 01509 890785

The Transport Treasury

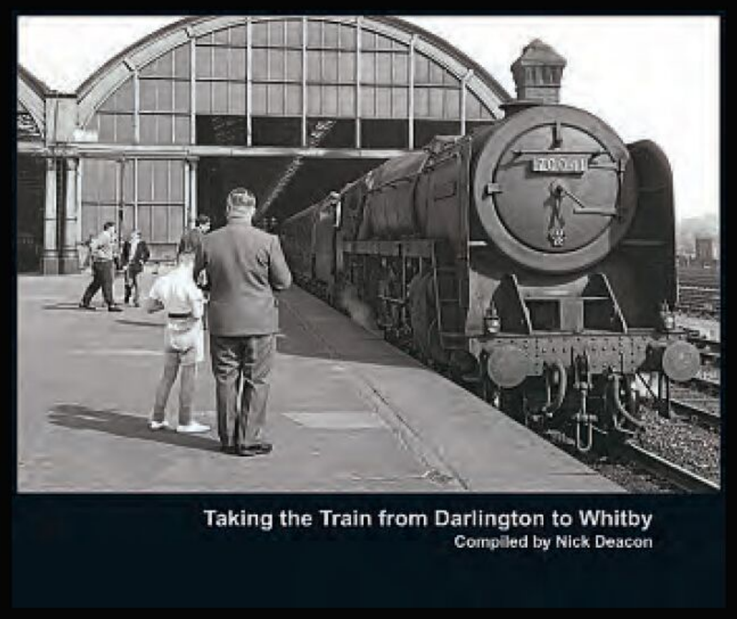
Transport Treasury Publishing



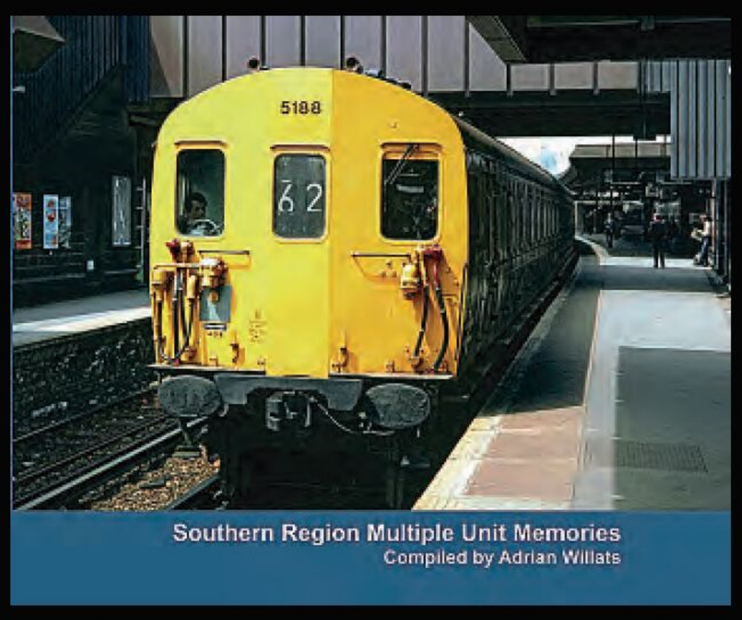
£17.50



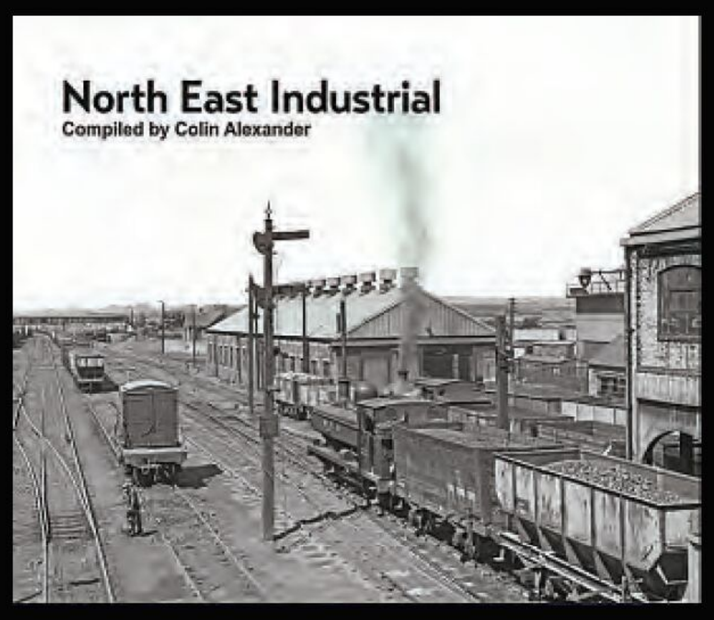
£14.95



£13.50



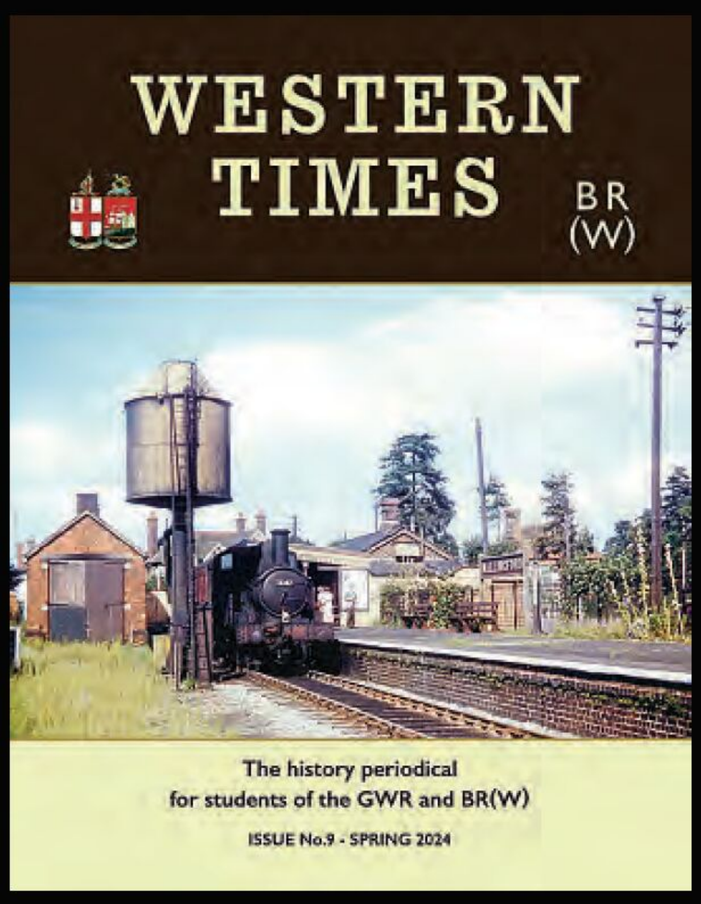
£17.50



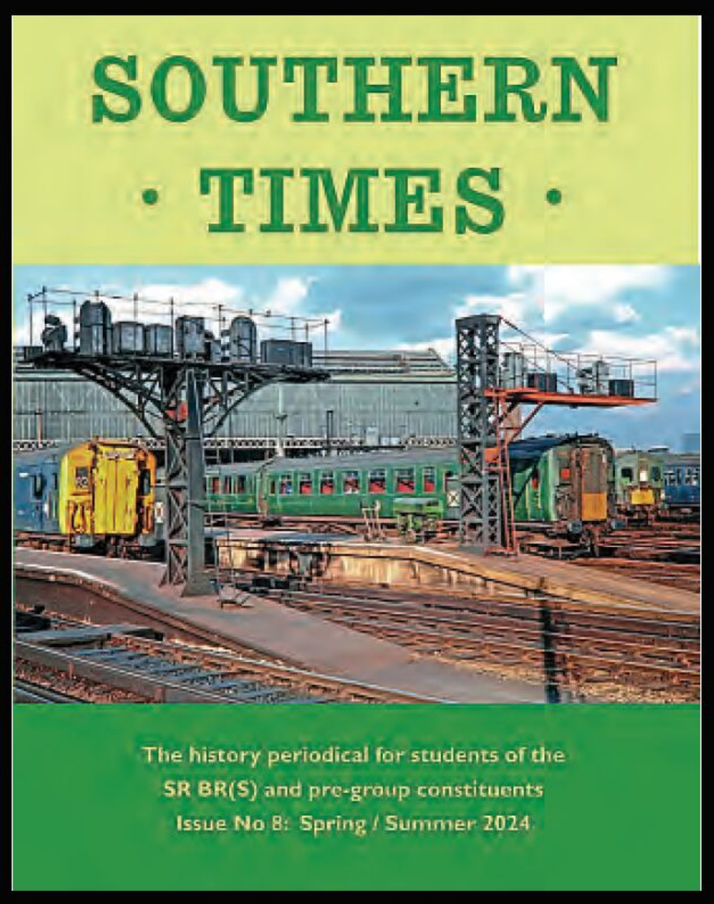
£13.50



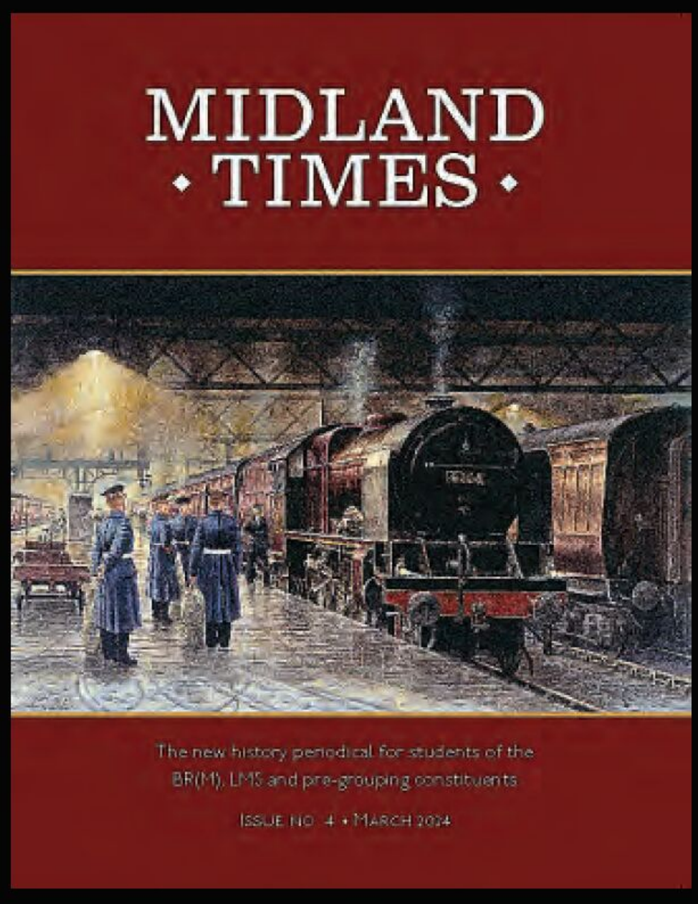
£13.50



£12.95



£12.95



£12.95

01494 708939 orders@ttpublishing.co.uk www.ttpublishing.co.uk

Find us on Facebook @TransportTreasuryPublishing

Maintaining interest

Gareth Evans visits Didcot Railway Centre and learns about the latest motive power developments at the Oxfordshire home of the Great Western Society.

ENTERING Didcot Railway Centre is a step back in time – an oasis of Western Region heritage surrounded by a busy triangle of main line passenger and freight traffic to Paddington, Oxford, the West of England and South Wales.

The former steam shed serves as the headquarters of the Great Western Society (GWS) and is home to an invaluable collection of buildings, rolling stock, infrastructure and artefacts.

Preserving the past can also mean keeping up with the present. A new, fully accessible pedestrian entrance is under construction (*RM* May) and following the restoration of the coal stage, the engine shed is due be sensitively restored.

There is an awareness that the operation has to be commercially sustainable while maintaining interest and not dumbing down the offering.

On the day of my visit – Saturday, April 13 – it was an 'off-peak' diesel day, with both the Class 14 and 31 in operation. The centre was bustling with families. It's easy to forget the vastness of the site and quite how much there is to see and experience.

While some enthusiasts may be more selective about visiting when their favourite loco is in operation, a regular member of the public may appreciate a train ride in one of the finely restored vintage carriages. As a result, there is a role for smaller steam locos (which are more economical to use) as well as diesels; both of which help to keep the costs of operation in check while still providing interest and value for money for visitors. Larger locos continue to operate on key days.

The engine shed and part of the loco workshop are open to the public, but for safety reasons, a lot goes on out of the public gaze – so it was time for *The RM* to find out the latest developments.

Steam loco strategy

In terms of deciding which locos will return to steam, locomotive manager Leigh Drew outlined some of the considerations: "I never say never for any of them, but it's all money and workshop capacity. I know a 'Hall' is different to a 'Saint', but while we've got the 'Saint' running, do we need a 'Hall' in traffic?

"The 'Hall', 'Saint' and '38XX' have the same boiler size – they all take about the same amount of coal and water to run. The enthusiastic part of me would love to see as many as possible of them in action – but clearly, we have to be realistic.



The restoration of GWR 2-8-2T No. 7202 from Barry scrapyard condition continues to progress inside the workshop. Just visible on the left are the retyred wheels for 0-6-0PT No. 3650.
ALL PHOTOS TAKEN ON APRIL 13 BY GARETH EVANS



“The last two large components for No. 1363 are the boiler and tank. I’m not going to put a date on it, but hopefully it won’t be too much longer”



Above left: GWR 0-6-0ST No. 1363, the sole survivor of the 1361 Class, is being returned to traffic.

Left: Class 08 No. 08604 *Phantom* is seen stabled between shunting duties on April 13. The ‘Gronk’ sometimes works demonstration goods trains and very occasionally passenger trains at open days and special events.

“You could say the same about Large Prairies Nos. 4144 and 6106. With No. 4144 in ticket and in good condition, do we need two of them at the same time? That’s not to say No. 6106 will never steam.

“Everything here has run at some point – No. 5900 *Hinderton Hall* and No. 6697 not that much, for example, but all have steamed. No. 6697 is in the same category as Nos. 4144 and 6106 in terms of boiler size.”

Richard Jermyn, general manager said the vast majority of locos on site are either owned in their entirety by the GWS or the society holds a 50% share in them.

He added: “We are exhibiting them in an authentic setting. The list and order they’re overhauled in is more about what may work commercially – be it operating them here or hiring them out.

“We need a certain number of locos to run the site – and if we can hire some out, it helps us financially. It also means we’re not just repeating the same show. Rotating the locos and hiring them out helps continue to attract people here.”

Maintenance programme

Hunslet 0-6-0T *King George* is in traffic. “It’s a nice, economical engine for us,” enthused Leigh. “It had the side tanks fitted with the idea of it being a ‘famous blue locomotive’, but due to Covid-19 we stopped doing those events. It’s not a permanent conversion – the saddle tank can be refitted in future if desired. However, after we decided to stop doing those particular events, we assessed the condition of the saddle tank to put it back and it was not as good as the two new side tanks we had, plus we needed a small loco in traffic, so we continued with the conversion.

“It runs nicely, it’s popular with the crews and being blue, the livery is different to other steam locos here. Families love it – a little engine with a name on it. It’s proving to be quite a hit!”

In mid-April, GWR Large Prairie No. 4144 was undergoing routine maintenance.

“It’s proved popular wherever it goes,” said Leigh. “It’s due to go on hire to another heritage line for a few weeks this summer. It’s been out regularly – it’s probably our best earning engine at present. We chose to mainly keep it here this year.”

A new brick arch is to be fitted and the motion is due to receive attention prior to it going out on hire. With the 2-6-2T having received its last BR overhaul in early 1964, only to be withdrawn in May of that year, many of the bearings are Swindon Works products. Since then, No. 4144 has operated 18 years in service on BR bearings.

Leigh added: “It’s a good economical loco and commercially, it would be helpful if it had a name on it to help the interaction with families. Named engines always seem to strike a chord with the public.”

Restoration and overhaul work

The restoration of GWR 2-8-2T No. 7202 from Barry scrapyard condition continues to progress. The boiler is the last big piece of the jigsaw – plus the plumbing.

“No. 4144 comes out of ticket at the end of 2026, so we hope that by the end of 2025 we would like to see the ‘72XX’ replacing it in our fleet,” said Leigh.

“Although No. 7202’s boiler is a bit bigger than that on No. 4144, ideally, we would like to have a year with them both running. This would enable No. 7202 to have its first season here to remove snags etc before it starts to go out on hire.”

No. 7202 is one of three class members in preservation, none of which have been returned to steam – so performance is something of an unknown in the heritage railway era.

“I expect it will be able to pull anything,” said Leigh. “Hopefully for that reason it will be a hit in the heritage railway scene. We believe it will happily haul nine-coach trains at 25mph.” ▶

Richard agreed: "While it will be a headline act to start with, after that it will be great for someone who wants a solid engine to haul peak season heavy trains.

"It's not going to be glamorous, but it will do the job you need it to do in an efficient manner. It's similar to a '52XX' or '38XX' – powerful locos which have been found to be economical to run."

Work on returning 0-6-0ST No. 1363, the oldest GWR-built loco at Didcot is progressing well. It has been out of action for more than 40 years.

"We are cracking on with it," said Leigh. "No. 1363 has had a new bunker and new rear section of frames – plus all the motion has been checked, and new bearings and pins fitted as required.

"The last two large components for No. 1363 are the boiler and tank. The boiler is receiving reasonably extensive work. Repairs to the tank are well under way, with the replacement of rotten sections. I'm not going to put a date on it, but hopefully it won't be too much longer."

As is the norm for the GWS, it is planned for the loco to spend a year at Didcot following restoration, before being made available for hire.

Leigh said: "South Devon's No. 1369 is essentially the Pannier version of No. 1363, so our loco has the potential to do the same duties as No. 1369. It's an ideal loco for us here – much like *King George* – and for us it will fill that slot. An added attraction is that No. 1363 has got main line heritage – plus it's unique.

Having last operated in 2016, GWR '57XX' 0-6-0PT No. 3650 is undergoing overhaul. It is one of the few locos on site not owned entirely by the GWS. It is being returned to steam by its owner, a GWS member, and the society.

"It ran for approximately nine years on its last ticket – it was the condition of the tyres which finished it off, so new tyres are a key part of this overhaul," explained Leigh.

"The re-tyred wheels recently returned to Didcot after fitting and machining at South Devon Railway Engineering."

New tanks were delivered in mid-April and placed temporarily on the loco, along with the cab roof. The boiler is having similar repairs to Nos. 1363 and 7202 – except that where possible the work is being done by a volunteer team. The boilers for Nos. 7202 and 1363 are being overhauled by contractors, which are based at Didcot on a self-employed basis and work for other groups.

The work on all three boilers includes the replacement of sections of the throat plate, door plate, back plate and the two side sheets. The Pannier's plates have been fitted up but not yet prepared for welds – whereas those for Nos. 7202 and 1363 have had the first welds completed.

"The order for the tubes for Nos. 7202 and 1363 was placed at the end of 2023 – delivery is expected by late May – that's the lead time. While we don't need the boiler tubes just yet, if we've got them here ready to go, we can progress that stage once we reach it.

"Both locos require new front tubeplates – which are also to hand – fitted first. Saying the tubes will be on site sounds like it's almost home straight time, but it isn't. All the required components are coming together nicely but it's then about completing each stage."

Right: The boiler for GWR 0-6-0PT No. 3650 is receiving attention as part of its 10-year overhaul.



Below: Robert Stephenson & Hawthorns 0-4-0ST *Bonnie Prince Charlie* has been moved into the workshop for assessment – the work being carried out by GWS young volunteers under guidance from experienced eyes. No. 1363's tank is in the background, while the corner of No. D1023 *Western Fusilier* is just visible.



Others in the pipeline

Robert Stephenson & Hawthorns 0-4-0ST *Bonnie Prince Charlie* (BPC) has been moved into the workshop for assessment.

Under the guidance of some of the workshop team, younger volunteers are currently undertaking work to assess the feasibility of the loco going further into a full overhaul. It will include things like lifting the tank and cladding to assess the condition of the boiler.

If it is deemed feasible, those aged 16-18 will be able to get some hands-on experience before they assist with other projects.

"The work currently being done to the loco will help it either way," said Leigh. "If it can go ahead, it potentially can take the place of *Trojan* when it comes out of traffic. *BPC* has a name and it's an 0-4-0, so it ticks several key boxes for operation at Didcot."

Based on information to hand from when the loco was last overhauled, it is expected that not too much work will be required – but it will remain an unknown until the assessment is complete. However, if it is deemed too expensive, the loco will remain a static exhibit for the foreseeable future.

Construction of new-build Hawksworth 4-6-0 No. 1014 *County of Glamorgan* is ongoing inside the workshop at Didcot.

Components required for the chassis and boiler are being sourced with a view to the boiler returning to contractor HBSS in Merseyside by end of the year. Outstanding items include a regulator and a header – plus boiler tubes.

Profiling of copper piping and fitting cladding for the backhead are underway. Completion of the valves and cylinder lubrication system is progressing.

Outside motion is to hand and awaits fitting, while a lot of the inside motion has been machined at Tyseley Locomotive Works. Final fitting of the con rods has started.

The tender is close to finishing – it awaits the completion of cosmetic work, plus a water test. It is estimated that approximately £150,000 is required to finish the loco.

Also in the works is the Fawley Hill Railway's Hudswell Clarke 0-6-0ST No. 31



GWR 2-8-0T No. 5227 and gas turbine loco No. 18000 'Kerosene Castle' are displayed by the turntable and are receiving cosmetic attention.

(1026/1913), which arrived in January for its 10-year overhaul. With its home line being a mere 30-minute drive from Didcot, it is the closest railway workshop that the line's volunteers can work on their loco's overhaul. The boiler is also receiving attention at Didcot, including the fitting of new tubes.

Meanwhile, '14XX' 0-4-2T No. 1466, the Society's first engine, bought from BR in April 1964, is undergoing contract overhaul at the West Somerset Railway's Williton works.

"The chassis is complete and the boiler is now back to being one complete article, having received a multitude of work, including a new inside copper tubeplate and doorplate within the firebox," explained Phil Morrel, project manager for No. 1466.

"By the end April, all of the crown stays had been fitted – and fitting all of the steel and copper side stays was underway. Next will be the fitting of the boiler tubes, which have already been delivered – and we will then be on to hydraulic and steam testing.

"We are running a bit behind on schedule, but this is mainly down to external factors beyond our control."

Steam railmotor No. 93 is likely to remain a static exhibit for the foreseeable future. The boiler certificate expired in spring 2021 and the vehicle awaits a boiler overhaul and considerable remedial work to the exterior wood cladding, which has not lasted well.

While the framework and internals are fine, the plywood panelling has separated and will have to be reskinned. The problem is, Didcot's carriage and wagon department volunteers are committed to restoring Churchward third class, nine compartment 'Dreadnought' coach No. 3299, and does not enough team members to work on both projects.

No. 93's boiler is believed to not require much work, but finding a contractor to repair No. 93's bodywork will not be straightforward, as the work is specialist in nature.

Leigh said: "Another problem is that we can't remove the boiler without the coach body being disassembled, as we haven't currently got a crane operational which can lift sufficiently high. That brings us to the question of what happens first. There are a couple of people working on our 50T crane – it's happening – but it's a slow, big task."

Cosmetic attention

In mid-April, 'Manor' 4-6-0 No. 7808 *Cookham Manor* was stabled inside the works.

"It's not in here for any major work," explained Richard. "During the winter we have too many display locos for the main shed, so some of them come into the workshop as we've reduced the number of locos we're working on at any one time. At one point, we had up to 10 locos on the go."

Leigh said: "Since *King George* and *Pendennis Castle* returned to steam, we've not dismantled any other locos, which has freed up some space. I suspect *Cookham Manor* will get some cosmetic attention in due course.

"Being dry stored means they don't deteriorate as quickly as they would if they were stabled outside, but locos have got to be looked after. There are a couple of locos, which even though they may not be returned to steam for the foreseeable future, require a level of restoration to keep them as museum pieces. It's not to say the 'Manor' will never run again – but it's important to look after it."

Another loco which is receiving cosmetic attention is gas turbine loco No. 18000 ▶

MEET A TEAM MEMBER

Name: Laura Donaldson
Age: 32
Started volunteering: 2008

Why did you start volunteering at Didcot?
I went on holiday with my parents and we had a day out at a heritage railway. I thought this looked like it could be fun. I came here – I dragged my dad along – and started making friends. I met my boyfriend here. I worked on a few different projects.

It became part of my life – I can't get away from it!

What roles do you undertake?
I started out assisting with maintenance in the works, then I trained as a guard. I was elected to the GWS board of directors in 2019. I'm also a fireman.

Our board does not have defined roles akin to a cabinet-like system – instead we provide oversight and direction. It's more about being there because we have to, and trying to listen. I try to keep my ear to the ground. You can learn a lot through talking and listening to people – there are things people prefer to say in conversation rather than write in an email.

What's been the highlight of your time at Didcot?
Learning to be a fireman – it's such a steep learning curve. It teaches you a new level of respect for the locos – how they work, how you have to interact with them and how wrong it can go if you're not careful. That's had quite an impact on me.

Being here has allowed me to represent the GWS as an owner's rep at other places while our locos have been away. I particularly enjoyed being with *Pendennis Castle* at the Severn Valley Railway – the crews were really welcoming and they got the best out of the loco.

What advice would you give to a would-be volunteer?
It's perfectly all right coming here knowing nothing as you can, and will, be taught. You have to respect the people who do know what they're talking about and you have to learn from them. If you come here with the attitude of 'I want to learn and I want to do something helpful', you should be okay.

In an age where lots of people sit at desks at home and then lounge on the sofa browsing social media or the TV, to come and do something with your hands while spending time with friends is quite therapeutic.

What's your occupation?
I work as a scientist in an analytic lab. We mostly analyse crop samples for residues of pesticides.



Laura Donaldson has been a GWS volunteer for 16 years.

Therefore, getting inside a firebox to fit a brick arch, for example, is quite different to my day job!

which is displayed by the turntable, affectionately known as 'Kerosene Castle', which is on loan from the Waterman Heritage Trust (WHT).

"Part of the agreement is that the GWS has a limited obligation to keep it presentable," said Richard. "Clearly, if the costs begin to get larger, WHT will then help. Some of our volunteers are working on it. They're trying to deal with the valance, which has rotted away. Once that's in place. I suspect it's appearance will be transformed.

"Since it returned to Britain from Switzerland, no metalwork was replaced – the attention it received was more along the lines of another coat of paint. Eventually, you reach a point where you can no longer apply a coat of paint if there's nothing for you to apply it to. That's the point where we got to. We're at the end of the chain – where it was gradually rotting away because we did not control it before that."

Leigh stressed: "It's not sat there rotting – it's got a team with a plan. It may take some time to get there but there is a commitment."

Former 'Barry Ten' GWR 2-8-0T No. 5227, which donated key components for several new-build loco projects is no longer going to be broken up. It has been bought by Andrew Cole as a long-term restoration project. It has received cosmetic attention.

The diesel fleet

A small but varied diesel fleet is on site – including BR Class 08 No. 08604 *Phantom* and Hunslet 0-6-0DM No. DL26, loosely based on a BR Class 05, both of which are operational.

Class 14 No. D9516 was acquired to enable trains to be run in a cost-effective manner on what had historically been regarded as quieter days.

"When the coal price shot up 200%, we had to have a Plan B, so I looked around for another diesel," explained Richard.

"I was offered privately-owned Class 31 No. 31270. Mechanically, the loco is in fine fettle. During the two years it took to arrive here, the bodywork deteriorated – it carries Regional Railways livery. The owner has limited free time available, which has delayed plans to improve the bodywork."

Richard highlighted some of the commercial advantages of diesel traction: "It does mean that on this weekend (April 13/14) for example, in the past we would either have not run or we would have had to operate a steam loco, which by default costs more."

GWR railcar No. 22 is normally available for traffic – but the 1940-built vehicle can be temperamental. It is hoped No. 22 will see public service this summer.

Not to be forgotten, 'Western' No. D1023 *Western Fusilier* is on loan from the National Collection and is displayed in the workshop. At Didcot, it tells the next step of the Western Region motive power story. ■

■ See https://didcotrailwaycentre.org.uk for more details.

Above: Fawley Hill Railway's Hudswell Clarke 0-6-0ST No. 31 is undergoing its 10-year overhaul at Didcot.

AT A GLANCE: OPERATIONAL FLEET

Steam:

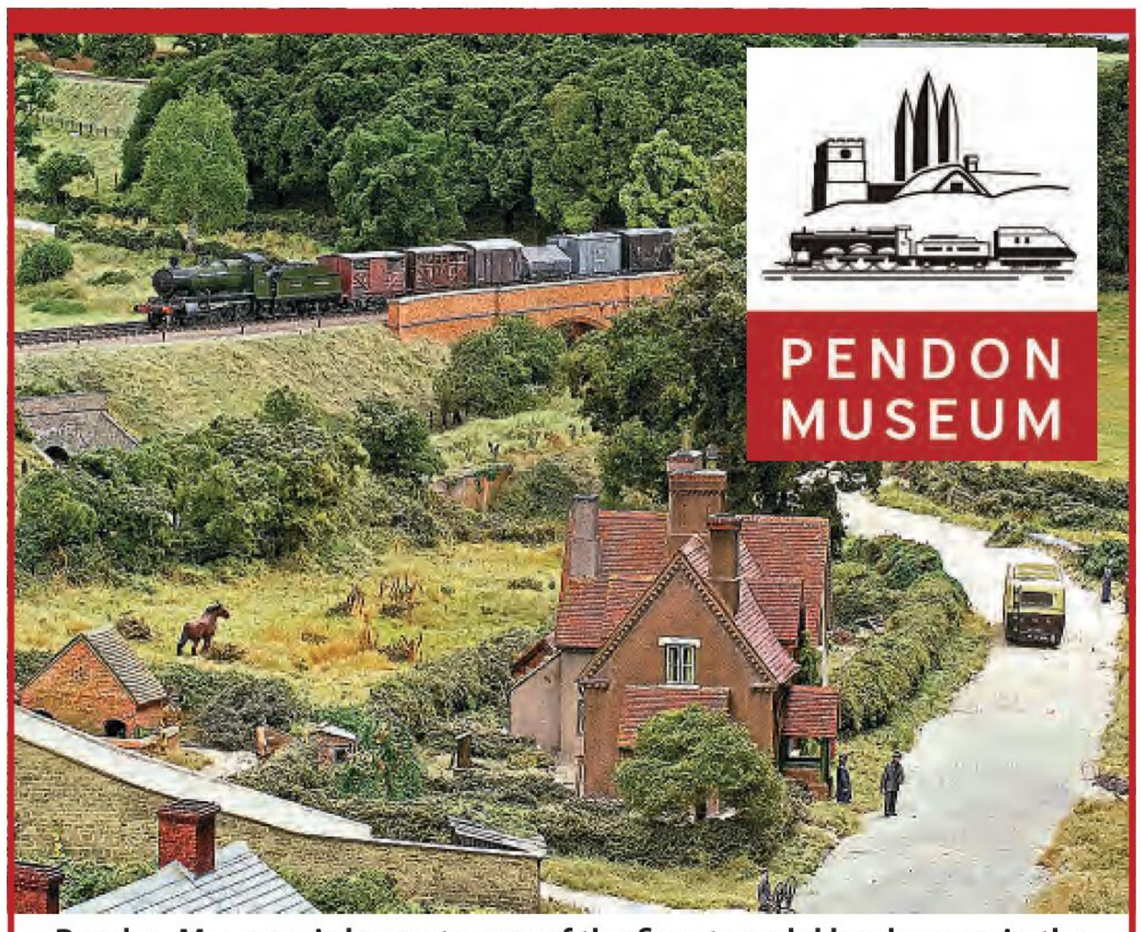
- GWR Large Prairie No. 4144
- GWR 'Saint' No. 2999 *Lady of Legend*
- GWR 'Castle' No. 4079 *Pendennis Castle*
- Hunslet 0-6-0T *King George*
- GWR (Avonside) 0-4-0ST No. 1340 *Trojan*

Diesel:

- GWR railcar No. 22
- Class 08 No. 08604 *Phantom*
- Class 14 No. D9516
- Class 31 No. 31270 *Athena*

■ *Members of the steam fleet are hired to other heritage lines, so may not all be at Didcot at any one time.*

"We need a certain number of locos to run the site – and if we can hire some out, it helps us financially. It also means we're not just repeating the same show. Rotating the locos and hiring them out helps continue to attract people here"



Pendon Museum is home to one of the finest model landscapes in the country, the culmination of one man's dream to preserve the idyllic rural 1930s landscape of the Vale of White Horse in exquisite miniature.

Visitors can explore thousands of delightful details in three extensive dioramas and see our model trains in action. Through our exhibitions, audio guides and family trails, and from our expert volunteer guides, learn about everyday life nearly 100 years ago, before the Second World War and new technologies changed it forever.

This July marks our 70 year anniversary celebrated with special exhibitions and events charting the progression of transport from 1930 to present day. As part of the celebrations during the weekend of 13/14 July, we will run a number of special trains on the Sea Wall scene under the banner of "GWR Then and Now" – an event not to be missed!

For details of this and other events at the museum, opening times and admission prices please visit
www.pendonmuseum.com

DIDCOT
RAILWAY CENTRE
Living Museum of the Great Western Railway



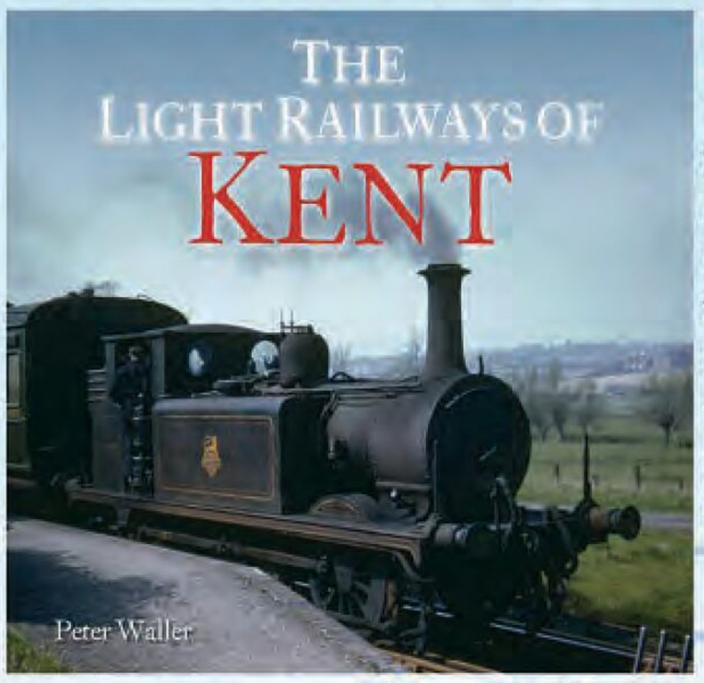
Open Father's Day
Visit us and have a fantastic day out

Travel back in time to the golden age of the Great Western Railway. Savour the sights, sounds, and smells of steam as you explore this 21-acre living museum with trains dating from Victorian times to the 1960s. Take unlimited rides behind an engine built for the famous Great Western Railway, explore the original 1932 engine shed, and see magnificently preserved locomotives – you can even climb onto the footplates of some! See surviving track from Brunel's broad gauge, discover painstakingly restored buildings, carriages, and wagons and learn more about the development of railways and how they changed everyday lives.

Membership makes a great Father's Day gift visit the website for more details.

www.didcotrailwaycentre.org.uk
01235 817 200 • info@didcotrailwaycentre.org.uk

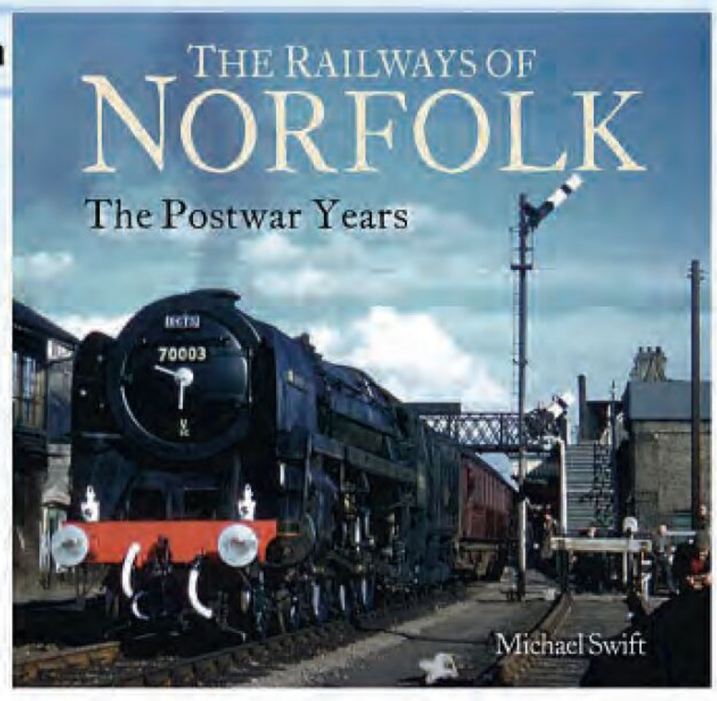
UNIQUE BOOKS
PUBLISHING FOR THE ENTHUSIAST ... NEW TITLES for June - July publication .....



The Light Railways of Kent

The county of Kent saw four lines under the Light Railways Act of 1896 of which three were to survive into the post-World War 2 era – the East Kent Railway, the Kent & East Sussex and the Isle of Sheppey Light Railway. Sections of two of the lines – the Kent & East Sussex from Tenterden to Bodiam (with work in progress to extend the line over the missing link to Robertsbridge) and the East Kent (from Shepherd's Well to Eythorne) – have been preserved, allowing passengers to enjoy the atmosphere of Britain's light railways in the 21st century. With photographs taken over the years after 1948, this book explores the history and operation of all three lines through to closure.

200 x 208m 64 mono pages p/b £11.99 each



The Railways of Norfolk - The Postwar Years

Norfolk's rural economy allied to the burgeoning holiday traffic from the late 19th century onwards was to see the development of a significant network of lines, serving towns and cities like King's Lynn, Great Yarmouth and Norwich and was host not only to the Great Eastern Railway but also to one of the largest joint railways in the country – the Midland & Great Northern. A period of decline after 1945 was exacerbated by the closure, at a stroke, of the latter in 1959 whilst the Beeching Report in 1963 foreshadowed the elimination of many of the surviving ex-Great Eastern lines. This book portrays the variety of services and operations that were a feature of the county's railways.

TO ORDER post free (UK only - overseas + £3.00 p&p) please visit our website at www.uniquebooks.pub to make payment by credit or debit card, or by Paypal - or send a cheque to Unique Books to 3 Merton Court, Brighton Marina, Brighton, BN2 5XY

A Baker's dozen

THE WEYMOUTH TRAMWAY

Marking 25 years since the last train ran to Weymouth Quay, John Baker presents a selection of shots taken on the town's much-missed tramway.

IT is 25 years since the last train ran on the Weymouth Harbour Tramway and sadly more than three since its rails were finally ripped up, but the 1.25-mile line still holds a special place in the memory of many rail enthusiasts.

The tramway was opened by the Great Western Railway in October 1865, initially for freight to and from the harbour (and worked by horses until 1880), but then also for passengers from 1889 when the company took over shipping services to the Channel Islands – the GWR aiming to take traffic from its LSWR rival's port at Southampton.

The branch started from a junction just north of the main line terminus, running through the goods yard and past the junction with the line to Portland before crossing ▶





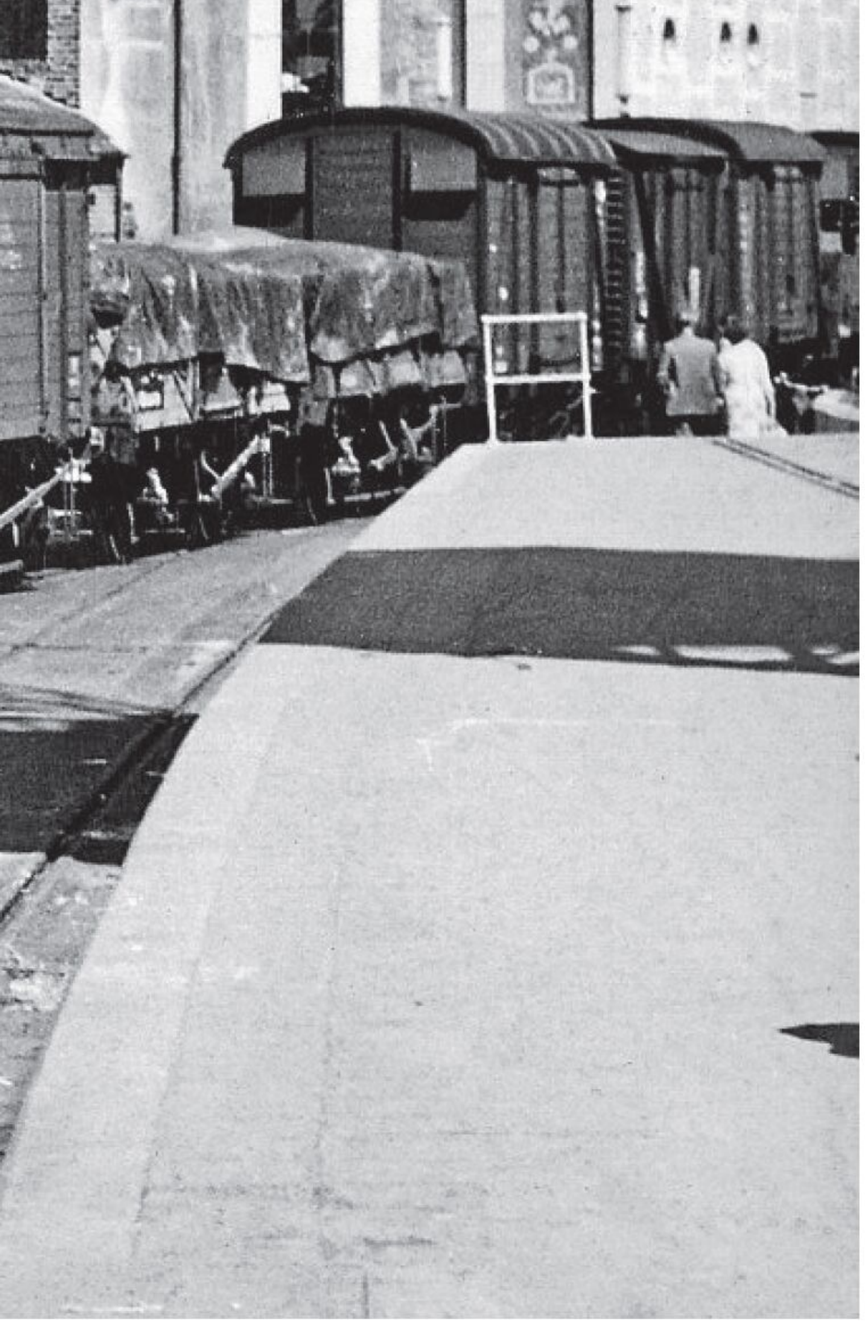
Below: GWR 1366 Class 0-6-0PT No. 1368 shunts freight wagons on the quayside at Weymouth on July 30, 1961. R S GREENWOOD



BR '2MT' 2-6-2T No. 41298 runs light along Commercial Road from Weymouth Quay after working the LCGB 'Green Arrow' railtour on July 3,1966 – thought to be the last occasion that steam hauled a passenger working on the tramway. This loco is now preserved at the Isle of Wight Steam Railway. ROBERT W HAWLINS



One of the few Class 04 diesels allocated to Weymouth, No. D2295, works north along Commercial Road on June 20, 1964. Note the absence of 'wasp stripes' on the cab end. HAWTHORNE COLLECTION





One of the Weymouth-based Class 03s No. D2397 (later No. 03397) is pictured from the Town Bridge with an up service on an unknown date in the 1960s.



Above: No. 33107 at the far end of Weymouth Quay station on July 22, 1985 before the run-round loop was blocked off and all trains had to be push-pull or top-and-tailed.



Right: Quay station and the ferry terminal in June 1984 as No. 33112 waits to leave with the up boat train and Class 117 DMU set No. B439 forms a service to Bristol. The Bristol DMU only ran in the summers of 1984 and 1985. Note also the police escort car on this occasion.

King Street, where the on-street section began. The tramway then ran along the middle of Commercial Road, parallel to the River Wey, before turning under the Town Bridge and continuing along Custom House Quay (where goods traffic was handled) to a passenger station at the ferry terminal.

The single-track branch featured a number of sidings and loops along the way for harbour businesses, while the passenger terminus grew from an initial single platform to having three at its peak in the 1960s, when Weymouth became the sole port for passenger ferries to the Channel Islands.

On-street running meant special operating procedures were in place: all trains had to be preceded by an escort – usually personnel walking with flags, sometimes backed up in later years by a police car. Their role was not only to protect the train and pedestrians, but also to 'bounce' parked vehicles and other blockages out of the way if they had been left fouling the railway. Doors to toilets on the trains were locked so that passengers did not flush them onto the track along the tramway. The locos were also fitted with a bell, and latterly an orange flashing light, stored in a cabinet at the town end of the branch.

In the British Railways era, the tramway was mainly worked by GWR 1366 Class pannier tanks (which were notable for having outside cylinders), supplemented in the early 1960s by Ivatt 2MT 2-6-2 tanks. But the early 1960s ▶



Custom House Quay in July 1984 as an unidentified Class 33 heads towards the ferry terminal with the down boat train. Town Bridge can be seen in the background, and the loop for the goods terminal is on the left.

A view from the train as No. 33108 has just crossed over King Street to enter the Weymouth Tramway with the BLS's 'Intrinsic Treacle Eater' railtour on November 29, 1986. JOHN LUCAS (CC BY-SA 2.0 DEED)



"On-street running meant special operating procedures were in place: all trains had to be preceded by an escort – usually personnel walking with flags"



Above: A rare visitor to the tramway in March 1999 was Sandite/de-icing DEMU No. 930301, which is seen returning along Custom House Quay after visiting the ferry terminal.

Left: A view from the front coach window as an unidentified Class 33 leads the boat train towards the Quay in August 1984, at the point where the track turned the corner from Commercial Road towards the Town Bridge.

A shot of the last date the tramway was used – May 2, 1999 – when No. 73106 brings up the rear of one of the two Pathfinder Tours 'Wey-Farer' trips as it passed along Custom House Quay. No. 73138 was at the front end.

also saw steam give way to Class 03 and 04 diesel shunters until regular freight ended in 1972, after which main line Class 33 diesels handled the remaining passenger workings and occasional fuel oil trains for the ferries. A through DMU service from Bristol Temple Meads was introduced in summer 1984, but this was withdrawn again at the end of the 1985 season.

Goods and passengers

Goods and passenger traffic were suspended during the Second World War, not least because the Channel Islands were under German occupation. They resumed again after the war, but goods traffic became a victim of the trend to containerisation.

Passenger traffic also declined through the 1970s and 1980s, but the end of scheduled workings came in 1987 ahead of the third-rail electrification being extended from Bournemouth to Weymouth in 1988.

"The 1.25-mile line still holds a special place in the memory of many rail enthusiasts"

After 1987, the only trains to use the branch were railtour specials, which had to be worked push-pull or 'top and tail' due to the run-round loop at Quay station being blocked off by the ferry company. The final trains were Pathfinder's two 'Wey-Farer' railtours from Yeovil Junction on May 2, 1999, which featured electro-diesels Nos. 73106 and 73138 'top and tailing' on the branch.

There were several attempts to reopen the line, such as in 1996 when a flywheel-powered People Parry Mover was trialled but sadly came to nothing. Then there was a proposal in the late 2000s to use the line to carry passengers when Weymouth hosted the sailing events for the London 2012 Summer Olympics. But this too came to nothing in 2009 after the proposing firm went into liquidation.

The ferry terminal building closed in 2011 after being deemed unsafe, with ferry services moving to Poole. But the building was repaired and ferry services from Weymouth to France and the Channel Islands resumed in July 2013.

After many years of debate about its future, Network Rail listed the tramway as permanently out of use in 2017, then the local council set about pulling up the tracks in 2020. The work was completed in February 2021, leaving just the stub of the access line north of King Street as a reminder of this remarkable operation. ■



The sad sight looking towards Quay station from Town Bridge on February 16, 2021 as the last few rails of the tramway are removed. ANDREW BONE (CC BY 2.0 DEED)

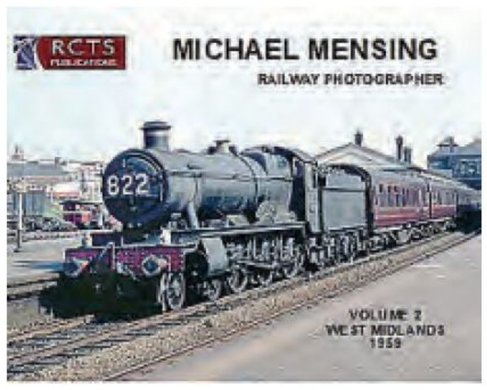


How the former tramway looks now at the point where it passed under Town Bridge. This view was taken on February 28, 2021 with the rails removed and new tarmac laid. ANDREW BONE (CC BY 2.0 DEED)

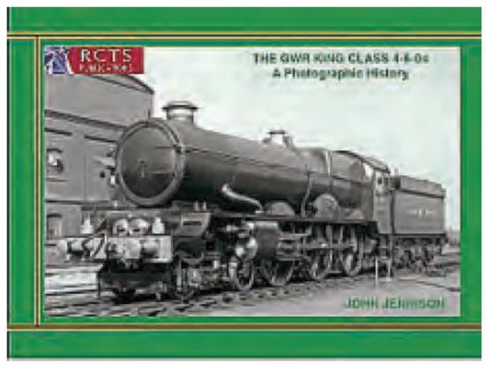
RCTS PUBLICATIONS

Our Latest Titles Are Now Available

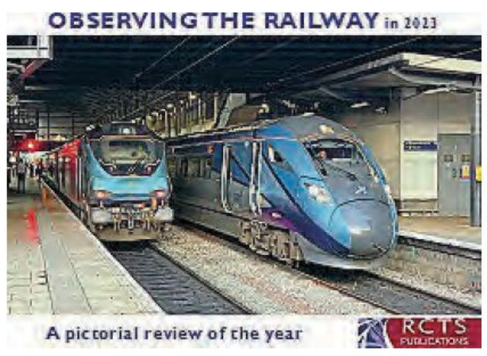
This title is our second album from the colour pictures held in the Michael Mensing collection. It depicts the home area of Michael for the year of 1959. Each colour image is accompanied by an informative and comprehensive caption.
All the photographs are presented one per page in a landscape format.
The book is hardback with 144 pages and 138 photographs.
Size 210mm x 297mm.
Price £25.00 plus £4.00 P/P



This title is our first in the pictorial histories of notable classes of steam locomotives that worked into BR days. Written by John Jennison and using extensive photo archives available to us, this title covers the Great Western Railway King class and details their life and development. Extended captions accompany each full-page black and white picture.
Landscape 210mm x 297mm, hardback,
160 pages, 152 images.
Price is £25.00 plus £4.00 P/P



This title is the second in the annual book of images taken by RCTS members for a calendar year and depicting developments and events on Britain's network. It covers the year of 2023. Extended captions accompany each full-page colour photograph.
Landscape 210mm x 297mm, hardback,
160 pages, 152 images.
Price is £25.00 plus £4.00 P/P

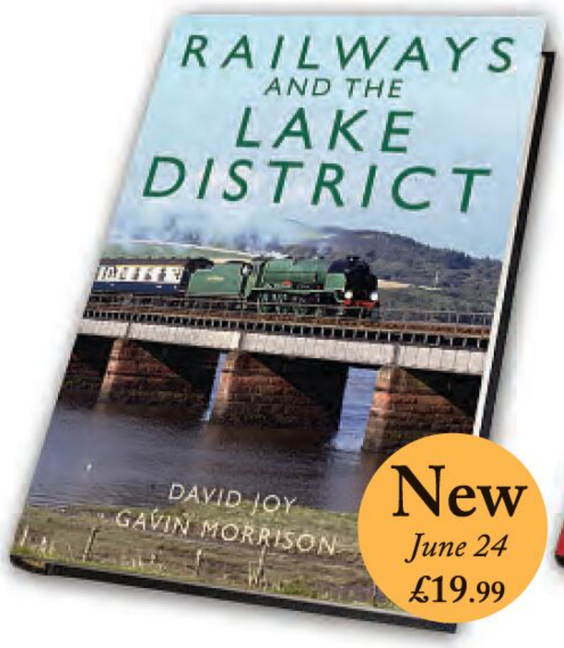


Please visit our website as there are further offers available concerning these titles.
Purchase via our website rcts.org.uk
or alternatively by post from
RCTS Sales, 16 Welby Close, Maidenhead SL6 3PY
Cheques to RAILWAY CORRESPONDENCE & TRAVEL SOCIETY
A Charitable Incorporated Organisation.
Registered with the Charity Commission for England and Wales - registered number 1169995

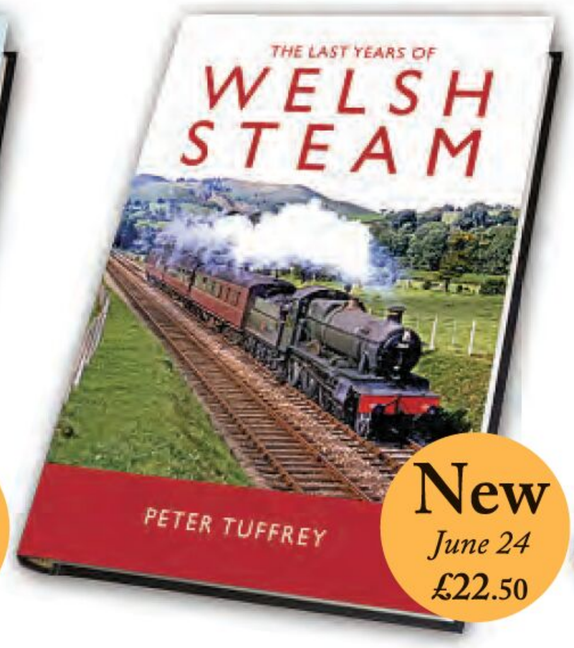


Beautifully produced hardback books with excellent photography throughout.

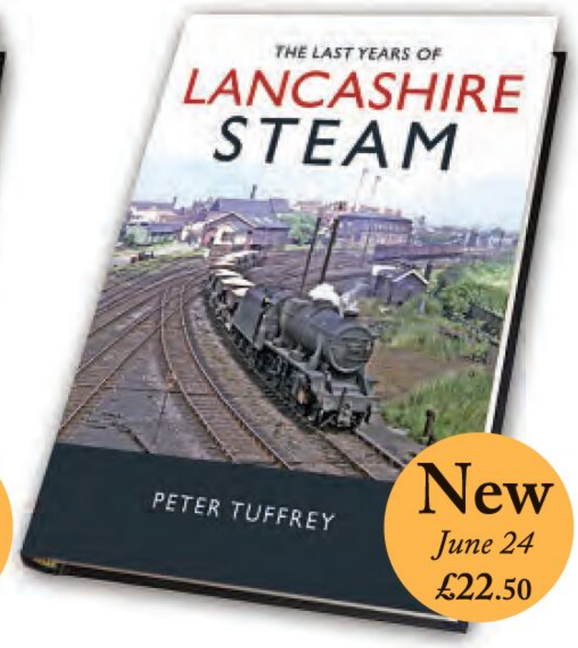
Free UK delivery. PLUS:
Save £2.50 per book
when you spend over £21.
(coupon code PDX5)



RAILWAYS AND THE LAKE DISTRICT
by David Joy & Gavin Morrison
A nostalgic and evocative depiction of railways from the late 1950s to the present day. West Coast mainline linking Lancaster with Carlisle as well as the very different railway round the coast between the sea and the mountains to serve Barrow and Whitehaven. Branch lines to Windermere, Coniston and Keswick.



THE LAST YEARS OF WELSH STEAM
by Peter Tuffrey
Including: Aberystwyth; Afon Wen; Bala; Bangor; Barmouth; Barry; Bedwas; Blaenau Ffestiniog; Brecon; Builth Wells; Cardiff; Carmarthen; Colwyn Bay; Devil's Bridge; Fishguard; Holyhead; Llandudno; Llanidloes; Machynlleth; Magor; Merthyr Tydfil; Mountain Ash; Neath; Newport; Portmadoc; Pwllheli; Rhyl; Severn Tunnel Junction; Swansea; Talyllyn; Towyn; Welshpool; Whitland; Wrexham.



THE LAST YEARS OF LANCASHIRE STEAM
by Peter Tuffrey
Features routes around Liverpool and Manchester, as well as places such as: Accrington; Aintree; Bacup; Blackburn, Blackpool; Bolton; Burnley; Bury; Carnforth; Fleetwood; Gorton; Horwich; Lancaster; Lostock Hall; Morecambe; Oldham; Patricroft; Preston; Rochdale; Salford; Southport; Warrington; Widnes; Wigan.

178x246mm page size – £19.99
ON THE TRACKS OF THE THAMES-CLYDE EXPRESS
RAILWAYS AND THE DALES
SCOTTISH STEAM 1948–1967
EAST MIDLANDS STEAM 1950-1966
PIERCING THE PENNINES
SOUTHERN STEAM 1948-1967
THE LAST YEARS OF NORTH WEST STEAM
THE LAST YEARS OF WEST MIDLANDS STEAM
THE LAST YEARS OF LONDON STEAM
NORTH EAST STEAM 1948–1968
178x246mm page size – £22.50
EAST OF ENGLAND STEAM 1948-1963
SOUTH WEST STEAM 1948-1963
SPECIAL OFFERS
LONDON MIDLAND STEAM 1948-1966 £14.99
THE GOLDEN AGE OF YORKSHIRE RAILWAYS £10
WESTERN STEAM1948-1966 £14.99
215x273mm page size
THE GLORIOUS YEARS OF THE LMS £27.50
THE GLORIOUS YEARS OF THE GNR £27.50
THE GLORIOUS YEARS OF THE LNER £27.50
STANIER'S JUBILEES £27.50
GRESLEY'S A4s £27.50
GRESLEY'S B17s £22.50
JOHN RYAN's EXPRESS £25
THOMPSON'S B1s £25
SPECIAL OFFERS
GRESLEY'S D49S ~~£25~~ £15
BR STANDARD PACIFICS ~~£25~~ £15
GRESLEY'S A3s ~~£25~~ £15
GRESLEY'S V2s ~~£25~~ £15
PEPPERCORN'S PACIFICS ~~£25~~ £15

Call **01274 735056** or visit **www.gnbooks.co.uk** GREAT NORTHERN
Great Northern Books, PO Box 1380, Bradford BD5 5FB
Join us on Facebook @glorioussteam

WELCOME ABOARD THE BIGGEST RAILWAY COMMUNITY

The RAILWAY Magazine

Avanti's Climate Change-liveried 'Pendolino' No. 390121 calls at Crewe on April 15. PAUL BICKERDYKE



The Railway Magazine is the only publication to cover the entire railway scene with breadth and real depth – from steam to diesel and electric, standard and narrow gauges, ancient and modern, at home and abroad. Our team of experienced writers are all experts, providing the best possible insight and the most up-to-date news. With letters, reviews, the best photography and competitions – it all adds up to *TRM* being an essential read for every rail enthusiast, so we'd love you to join our community and enjoy the journey.

PAUL BICKERDYKE, EDITOR

Call 01507 529529 and quote TRMDPS

Online: www.classicmagazines.co.uk/TRMDPS

or scan the QR code to go straight to our secure online store

SUBSCRIBE TODAY

WHICH *RAILWAY MAGAZINE* SUBSCRIPTION SUITS YOU BEST?

1: 12 MONTH SUBSCRIPTION — BEST VALUE

12 print issues for **£47** direct Debit

12 print issues for **£52** credit/debit card

SAVE £16.60

2: SIX MONTH SUBSCRIPTION

6 print issues for **£25** direct Debit

6 print issues for **£27** credit/debit card

SAVE £6.80



WHAT OUR READERS SAY ABOUT *THE RAILWAY MAGAZINE*

★★★★★

Good enough to keep me loyal for over 60 years.

TREVOR WARNER

★★★★★

Excellent all-round magazine that strikes a wonderful balance between past, present and future.

MICHAEL GILL

★★★★★

The best and really only proper all-round railway magazine.

RICHARD HODDER

WHY YOU SHOULD SUBSCRIBE TO AND READ *THE RAILWAY MAGAZINE*

» The best coverage of the whole railways sector » Delivered direct and save on shop prices
» Subscriber exclusive offers and competitions » Get the latest news about lines and venues
» Be part of the UK's biggest rail community » We take you trackside with our expert writers

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk/trm-overseas. Subscriptions will start with the next available issue. Offer closes 03/07/24. Direct Debit payments will continue at the price you paid, on this offer, at these intervals thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms. Quoted savings are based on a direct debit subscription when compared to the same number of issues at full printed price

The Earls of Powis

John Heaton FCILT heads to Mid-Wales for a cab ride on the narrow gauge Welshpool & Llanfair Railway.







Above: The coal bunker of No. 822 with the mixture of coal available.

Left: The cab controls and firebox of No. 822.

Right: No. 822 waits at Llanfair Caereinion to depart bunker-first with the 13.45 back to Welshpool.





2ft 6in 0-6-0T No. 822 *The Earl,* in GWR livery, is pictured at Welshpool Raven Square ready to work the 11.45 to Llanfair Caereinion formed of an eclectic rake of carriages. ALL PHOTOS TAKEN ON SEPTEMBER 12, 2023 BY JOHN HEATON

THE 1961 Ian Allan ABC contains references to two locomotives named after Earls of Powis, both formerly owned by the Great Western Railway. There are full details of Castle 4-6-0 No. 5056 *Earl of Powis*, but they are sparse for 0-6-0T No. 822 *The Earl* (named after the same branch of the nobility), viz: 'Unclass, W&L, Line Closed. Locos stored.' Yet here is that very loco today on its native Welshpool & Llanfair Light Railway (W&L), standing at the water column outside Welshpool Raven Square station for every passing motorist on the adjacent A458 to admire.

The W&L is a remarkable story of the preservation movement in general, but of Welsh and narrow gauge aspects in particular. Different attempts to build a railway via various routes between the two towns (now in the county of Powys 'with a y') had failed in every decade from 1860 to the turn of the century. But opening was finally achieved in 1903 after benefiting from easement of construction requirements, plus subsidy and loans totalling £13,200, both of which had resulted from the 1896 Light Railways Act. Operations were to be performed by Cambrian Railways in return for 60% of revenue.

Perhaps the adage 'if at first you don't succeed, give up' should have been applied, because year-round passenger services only lasted until 1931, the GWR (which absorbed the Cambrian at the 1923 Grouping) opting to safeguard its holdings by operating a parallel bus route. Arguably the heritage railway has now reversed the position, as the bus is reduced to a couple of return journeys, which is mirrored by the preserved railway's shoulder-peak timetable and exceeded during its main tourist season.

Freight soldiered on against road competition for a while after the Second World War, but the cost of trans-shipping anything bound for beyond Welshpool was eventually insuperable, and inevitable closure took place on November 3, 1956. Efforts were then made to develop the line as a tourist attraction, with the Llanfair end reopening on April 6, 1963 – exactly 60 years after the first train. However, as the spark of preservation was being kindled, the local authority was applying an extinguisher at the Welshpool end by building a road and car park on the trackbed from the site of Raven Square to the town's mainline station.

'White heat'

The early 1960s had seen Harold Wilson's 'white heat of technology' reach Montgomeryshire, as it had most places. There was no looking back, nor were any planning decisions going to be made based on the potential leisure market of the next century. And so an invaluable mile of trackbed, including some street running and the mainline connection, were forfeited – features that would have been so prized in 2024. The rest of the formation was leased from British Rail, before being purchased in 1974, but it was to be 1981 before the preservationists began operations at the new Raven Square terminus.

This amounts to my excuse for never having previously arranged a visit to the W&L, but plans to rectify the omission resulted in a suggestion from *The RM's* deputy editor that Practice and Performance coverage would complement his article in the November 2023 issue. An invitation from general manager James Brett to ride the line aboard *The Earl* sealed the arrangement, and I could not pack my safety boots and overalls quickly enough.

Although the walk from the main line station to Raven Square is mainly uphill, it scarcely takes the 24 minutes suggested by Traveline, even carrying a bag. In any case, the preserved railway proves ample reward for the exertion. ▶

"Freight soldiered on against road competition for a while after the Second World War, but inevitable closure took place on November 3, 1956"



Firemen Owen Jones tends to No. 822 at the Raven Square water tower. The original W&L line continued on behind the locomotive for approximately a mile to end alongside the town's main line station, but this trackbed has now been built over.

Right: The First Class interior of refurbished former Sierra Leone Railway coach No. 1207.



Below: The wheelchair lift in operation at Welshpool (taken with permission of guard and passengers).



The preserved W&L started with what amounted to a blank sheet of paper, but not from choice. The star attractions of No. 822 *The Earl* and No. 823 *The Countess* were the original Nos. 1 and 2, but there was little much else. For a start, the Raven Square site needed a station, which was brought in from Eardisley on the Hay to Hereford line. A water tower was needed – imported from Pwlhelli, but what about coaching stock? The GWR had scrapped all the passenger carriages, and 2ft 6in (762mm) was scarcely a common gauge for finding replacements. But the Admiralty Lodge Hill & Upnor Railway in Kent sourced the first replacements, delivered by rail to Welshpool.

Everard Calthrop, brother of London & North Western Railway general manager Sir Guy Calthrop, is credited as pioneering construction of lines to this gauge in the British Empire, notably in India. His calculations suggested that 2ft 6in was the gauge that struck the best compromise between carrying capacity and cost of construction, to an extent that four miles of 2ft 6in railway could be built for the price of one mile of standard gauge. Accordingly, he had supported the W&L's construction at the hearings in 1897.

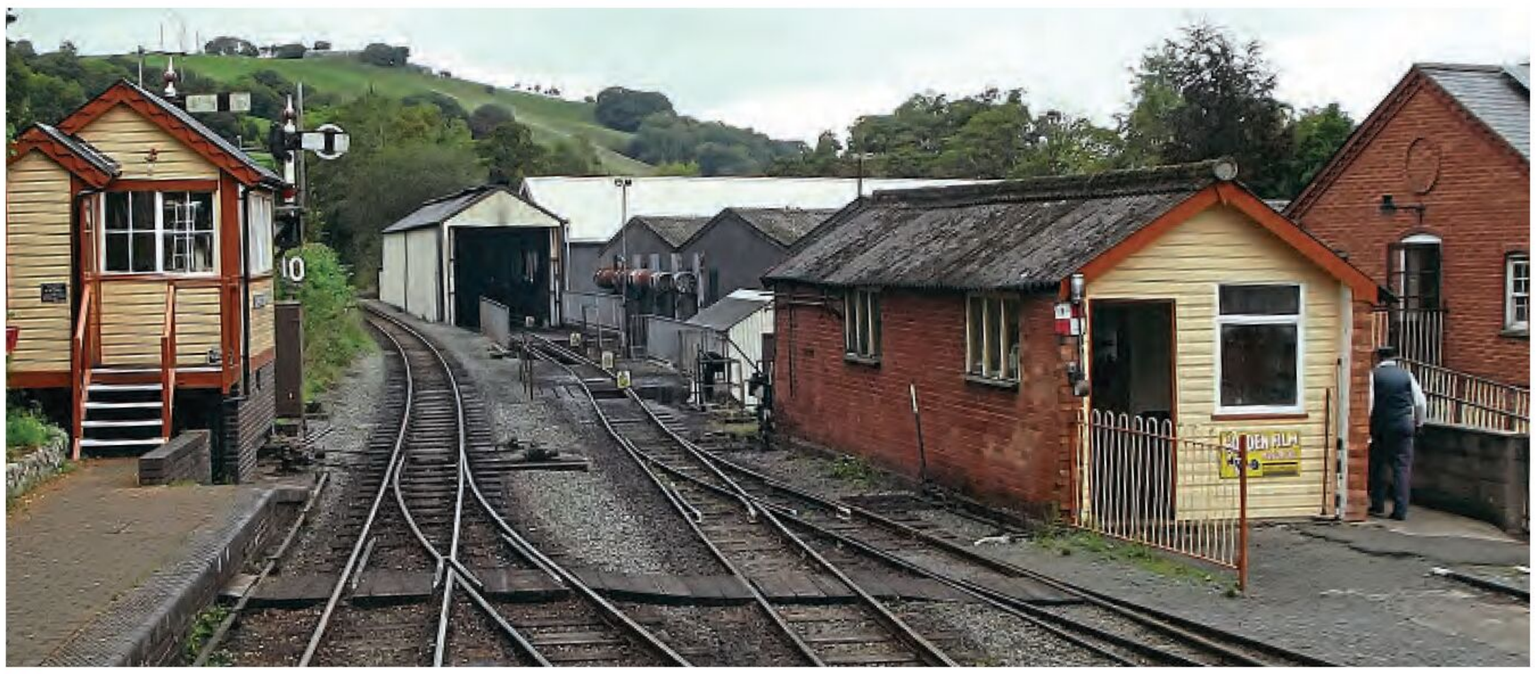
European Railway systems using the same gauge, rounded to 760mm, were also to be found in Hungary (including the Budapest Children's Railway) and the Austrian Zillertalbahn that runs from Jenbach to Mayrhofen. If there were any cast-offs or redundant vehicles, the W&L preservationists were in the market.

All of which goes to explain the eclectic four-coach train forming the 11.45 from Raven Square to Llanfair Caereinion on the date of my visit – September 12, 2023.

The first vehicle I encountered was No. C569, originally belonging to the Salzkammergut-Lokalbahn, next to a four-wheel original Zillertalbahn coach kindly donated by that company.

Pride of place fell to the next vehicle, a Gloucester Railway Carriage and Wagon Company 1961-built bogie vehicle formerly belonging to the Sierra Leone Government Railway. This was one of 45 that formed an independence gift from the UK, enjoying but a short life before the system was pared and finally closed in 1974 following an earlier adverse United Nations report on the country's transport requirements. Four vehicles were repatriated, with two being sumptuously refurbished with 1+1 armchair seating. This is a special treat and suitable for various promotional initiatives to counter the low, 16-seat capacity. The decision to proceed with this conversion met with opposition based on their lack of open balconies.

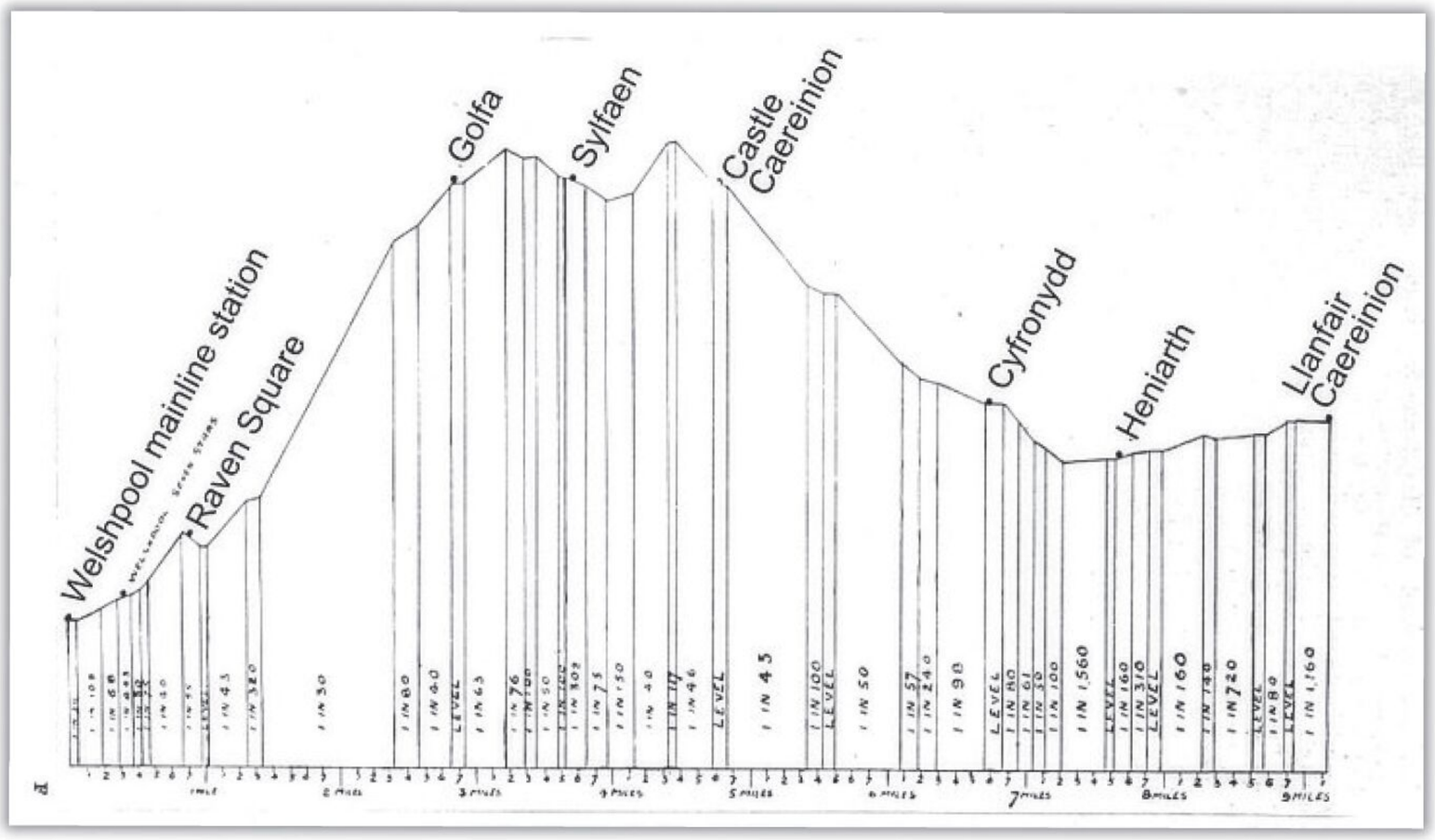
Compensating for this, my train's front vehicle was Hungarian State Railways' (MAV)





Above: The view looking east at Llanfair station, signal box and engine shed from the cab of No. 822 prior to leaving for Welshpool.

Right: Inside the signal box at Llanfair Caereinion, which came from Llanbrynmair on the Cambrian main line.





Above: Gradient profile as published in the July 1903 issue of *The Railway Magazine*.

Left: A view of Raven Square terminus looking east from the cab of No. 822 as it approaches with the 13.45 from Llanfair.

Table 1
Welshpool to Llanfair Caereinion

Loco		0-6-0T 822				
Load*		4/50/55/75				
Train		11.45 Welshpool-Llanfair Caereinion				
Date		September 12, 2023				
Recorder/Position		J Heaton 1st of 5				
Miles	**Timing Point**	**WTT**	**M**	**S**	**M P H**	**Ave.**
0.00	Welshpool d	0	0	0	9L -/9	
0.13	Sub-station LC		0	57	8/7	7.9
0.21	MP		1	37	8/16	7.9
0.46	MP		2	46	13	13.0
0.54	New Drive LC		3	11	10	10.8
0.71	MP		4	12	12	10.3
0.96	MP		5	34	8/10	11.0
1.21	MP		7	10	9	9.4
1.46	MP		8	17	15	13.4
1.71	MP		9	25	12	13.2
1.81	Cwm Lane LC		10	0	8	10.3
2.21	MP3¼		11	43	15	14.0
2.69	Sylfaen	15	13	51	10	13.4
2.96	Four Mile Oak		15	6	15/16	13.2
3.39	Coppice Lane LC		16	54	10/15	14.2
3.74	Castle Caereinion a		18	45		11.4
3.74	d	21	19	16		
4.21	MP		21	42	16	11.7
			stop 22.39-22.53			
4.40	Dolarddyn LC		23	10	3/20	7.7
4.74	User Worked Crossing		24	31	17	15.0
4.96	MP 6		25	19	17	16.9
5.21	MP		26	11	17	17.3
5.46	MP		27	3	17/9	17.3
5.65	Cyfronydd	30	27	56	11/5	12.7
5.71	MP		28	24	12/18/10	8.0
6.46	MP		31	27	13	14.8
6.64	Heniarth	36	32	45	5/17	8.1
7.21	MP		35	31	5	12.5
7.71	MP		37	44	16	13.5
7.99	Llanfair Caereinion a	45	39	46		8.1

* Vehicles approx tare/gross tonnes /incl loco

"The morning had started with a fine drizzle, universally detested by enginemen everywhere, but especially so on mountain railways"

No. 418 of 1958, specially adapted by the W&L with a widened verandah entrance to accommodate wheelchairs and disability scooters. The railway makes a special point of its 'reduced mobility' care, and has a manual lift arrangement at each terminus to help with transfers between the low platforms and continental coaches in a smooth 'roll-on, roll-off' operation, conducted today by train guard Hugh Pearce. Grant assistance from a Department for Transport accessibility fund was the key to the lifts' acquisition.

Right away

By now *The Earl* had replenished its water supply and I was able to join driver Steve Clews and fireman Owen Jones in the small cab of the locomotive. Steve happens also to be chairman of the W&L but, as he points out, that day he was purely the driver. The names of *The Earl* and *The Countess* are derived from the Earl of Powis, descended from Clive of India, and his wife Violet (née Lane-Fox) who were supporters of the original railway's opening. In fact, the eighth earl is currently the company's president.

Owen had the pressure gauge needle nestling against the 160lb per square inch (PSI) red marker ready for the 'off'. The signal was clear and the driver in possession of 'staff and ticket' authority for the throughout journey, the today's timetable was a single train operation.

There were many reduced mobility passengers to board, so Hugh had his work cut out and Steve waited for the 'right away', which was given some 9 min late. Passenger safety and comfort come first, especially when there are no repercussions elsewhere.

The morning had started with a fine drizzle, universally detested by enginemen everywhere but especially so on mountain railways. It had been followed by a drying breeze, which should mean we could make a determined run at the substantial bank ahea. Our climb began at 1-in-58/39 straight off the end of the station yard, which *The Earl* tackled disdainfully at a steady 8mph, increasing to 13mph on a brief 1-in-142 respite, before tackling the climb to the summit at 3 miles 17 chains (mileage from the main line), an overall rise of 290ft in the 2.19 miles from Raven Square, including the fearsome ¾-mile Golfa bank stretch at 1-in-29. The gradient profile is shown in Figure 1.

This main throw of the ascent twists and turns in a series of reverse curves under a sylvan canopy. A more testing script could hardly have been devised, yet our locomotive settled to the task as if it had some mechanical form of muscle memory.

The authenticity of this 1902 machine on its home line, without so much as a falter on a gradient much steeper than Lickey (especially with 'compensating gradient' for the tight, check-railed curves) has to be experienced to be fully appreciated.

We had 65 passengers on board, and even those at the rear must have been thoroughly entertained by our loco's earnest bark. Permission to follow the adjacent river had been declined by the fourth earl, despite his being a supporter of the construction. Steve remarked he was "a landowner first and railway promoter second," but modern observers of such a stirring ascent probably thank him.

Limiting factor

The bank is the single largest factor in determining the short maximum train length, so it is necessary to maximise loadings when possible, especially outside school holidays. On the return journey, the train was packed with a coach party, doubling the numbers of passengers. All-in-all, a worthwhile day for the preserved railway's coffers.

On a gradient, the boiler water level will obviously vary within the boiler. The concern is that it falls too much at one end and causes problems such as exposing a fusible plug. Railway Performance Society steam specialist Michael Rowe explains this might not be obvious on the water gauge. In addition, the need to work the loco harder on the gradient can itself lead to low waterlevel, either because the cylinders are beating the boiler, or the ▶



Hired-in Zillertalbahn U-Class 0-6-2T loco No. 2 *Zillertal* out of sight, but not out of mind, with its hire under consideration at Llanfair Caereinion.



Above: Diema diesel loco No. 17, former Taiwan Sugar Corporation No. 175, stands in Llanfair Caereinion yard.

Below: Baguley (for Drewry) No. 7 *Chattenden* shunts a Zillertalbahn coach at Llanfair Caereinion.

fireman is struggling, or a combination of both.

When a steep gradient finishes, there is a tendency for the water to surge immediately after the summit. The fireman needs to ensure a good water level at this stage – but not right at the top of the glass, or there might be the opposite problem of priming (when water is carried with the steam supply). If in doubt, a precautionary stop is advisable, a measure that is not unusual at Golfa. For my trip though, Owen had no doubts and, as driver Clews remarked: "More attention to the feed and sort out the fire later usually pays dividends."

The July 1903 edition of *The Railway Magazine* contained an account of the newly-opened railway, together with a gradient profile that differed from the W&L Volunteers and Supporters' current version. The *RM* author was fulsome in his description of the landscape at Golfa "with its lung-filling expanse of common – its garden of fern, gorse and broom – where, at 1,000ft above the sea level, is presented a glorious panorama of typical Welsh pastoral scenery – the ideal of the pedestrian, artist and rambler." Quite.

As the gradient eases and the curvature lessens, we were able to run at the line's maximum permissible speed of 15mph with just a few slowings for temporary restrictions. There are also 5mph restrictions over open crossings that require a constant awareness of car drivers, who have obviously never met a train before and had not expected to do so.

Crossing operations

The original intermediate stations at Sylfaen, Castle Caereinion, Cyfronydd and Heniarth (formerly suffixed 'Gate') are still open, although I did not notice the closed halt at Golfa. After passing Sylfaen, we reached 'Four Mile Oak' in 15min 6sec, three miles from Raven Square. We paused at Castle Caereinion, only momentarily, the restart being marked by a shrill blast from *The Earl's* whistle. The level crossing barriers are activated by a plunger, whereas Dolarddyn is operated by the fireman wielding a red flag at approaching road users. I am grateful to Sean Emmett and Ian Umpleby of the Railway Performance Society for the detailed line-chart they have compiled.

A long straight stretch allowed our venerable loco to show its paces before the steepest part of line was reached, a brief but precipitous 1-in-24 downhill for westbound trains, but requiring a speed reduction nonetheless. See Table 1.

Passing Milepost 8 there is a modern bungalow which holds its place in history as having had construction materials brought in by rail from Llanfair Caereinion and demolition rubble taken away around 15 years ago, the last instance of W&L commercial freight operation.

Running into Llanfair Caereinion station we passed the signal box formerly guarding Llanbrynmair, 30 miles west of Welshpool on the Cambrian main line, and drew to a stand 39min 46sec after leaving Welshpool at an average speed of 12mph, including the time spent stationary. We had recovered 5 min of our delay, but there will be little time to spare when a two-train service is operating.

Shed visit

General manager James Brett was waiting to escort me around the workshop areas. Unfortunately for me, *The Countess* was under wraps at Welshpool. The plan is to run *The Earl* until its five-year overhaul is due in 2025 and have *The Countess* ready to take over, staggered maintenance ensuring there is always one authentic original loco available.

In a separate shed sits No. 2 *Zillertal*, an Austrian U-Class loco on hire from its eponymous 'bahn'. Its home line is an easily-graded riverside run, entirely different from, say, the Achensee line at the other side of Jenbach station. While No. 2 looks the part, a three-coach load at quiet times, or with the 'second' train of a two-train timetable, is about its limit. It is on a two-year hire at present, and discussions are being held on whether to indulge in a third year. Sitting in the adjacent workshop is another Austrian loco, this time 0-8-0T No. 10 (699.01) *Sir Drefaldwyn*, Welsh for County of Montgomery.

Almost by accident, the W&L's assembly of diesel locomotives has become an important collection in its own right, with 1949-built 150hp Baguley (for Drewry) *Chattenden* (now vacuum brake-fitted); the diminutive 1940-built 50hp munitions Hunslet *Ferret*; and 230hp German-built Diema formerly used by the Taiwan Sugar Corporation. The diesels are mainly low-powered, designed for engineering trains





No. 10 *Sir Drefaldwyn*, an 0-8-0T built for the German Military Railways was imported from Austria in 1969 (right) inside Llanfair Caereinion workshop next to Hunslet 0-4-0DM No. 11 *Ferret*.

rather than passenger duties on 1-in-29 uphill gradients, although they can be pressed into service at times of shortage or hot/dry weather precautions.

However, the railway has no aspirations to become other than steam-hauled on its passenger workings, despite the price of coal having more than doubled.

Together with the steam fleet, there are examples from all the major British locomotive building firms of the last century. In addition, sitting at the end of the shed is the petrol-driven engineers' trolley, designed to be lifted from the tracks by four occupants after reaching work locations with limited road access, but also popular with visitors for special occasion runs.

The railway has six all-year full-time employees, two of whom are the workshop management, plus part-time and seasonal staff. There has been investment in workshop machinery to reduce dependency on the sometimes capricious external supply chain. Fusible plugs are typical of components the railway uses continuously and can make on the premises.

Returning bunker first

Back at the station, No. 822 had attached its train to run cab-first back to Welshpool. Time was running out again as departure time approached and then passed, with the wheelchair lift once again earning its living.

We left 8min late with a fire that Owen had pulled round after the 75min layover. A spirited start reached 15mph in the first quarter mile, uphill at 1-in-196, causing Steve to remark that the loco seemed even stronger than when 'boiler-leading'.

The last vestiges of Welsh coal are now sadly being burnt as we enter a phase that results in the commodity being transported from Poland because it is impolitic to mine fossil fuels here – surely an own goal? It is believed the foreign coal can clinker, and Owen suggests it powders quickly – meaning the loco cannot extract as high a calorific value as otherwise. At over a third of a tonne per round trip, the bill will be pushing towards £200, yet the price is still proportionately lower per mile than a standard gauge concern.

With the coal supply in a slim open oblong container at the back of the cab, there is plenty of scope to examine and handle the different types being used.

Cab space seems more at a premium in this direction, although my view through the open spectacles on the rear of the cab could not be clearer. I could sense the crew gritting their teeth as they patiently suggested I sit here or stand there, as Owen moved around the cab and alighted for the crossings.

The reverser lever is my biggest obstacle, an issue to which the original Beyer Peacock designers seem to have been oblivious. The regulator had been fixed to point towards the W&L's right-hand driving position, but the reverser is on the left, where it would have been for similar locos the Manchester firm had designed earlier for the Glyn Valley left-hand drive locos. Steve suggested the handle was easy to adapt, but the reverser would have been a re-design.

Lever position changes were requested of the fireman: "Give me No. 2 please Owen," or "Make that 3 please" – decisions and actions that would have passed imperceptibly had the driver been able to reach the control. Meanwhile, Steve had set himself the goal of making the run with as few regulator position changes as possible, in this case one.

In the eastbound direction, the mile of undulating track after Heniarth is deceptive, as it contains the short 1-in-24 stretch, topped at 9mph. The chief challenge is from MP6 to Castle Caereinion, with 1¼ miles mainly at 1-in-51 to 1-in-62, mastered at 13mph, followed by a punishing final 1-in-32. See Table 2.

As Owen alighted at Dolarddyn open level crossing, a car sped past before the red flag could be waved – and then at the Powis estate crossing he shouted across to Steve: "Car approaching from the right," so that the brakes were applied in case the vehicle stopped on the crossing. At the speed it was travelling, there was not much danger of that.

Gravity took us down Golfa bank at a steady 11mph. I was surprised the overall journey time of 42min 44sec had been slightly longer than the morning run, but a lost couple of minutes were regained.

After thanking the staff involved for extending to me the privilege of this visit, I nostalgically walked along the road towards town, trying to imagine the railway activity in the first half of the 20th century.

In its original (and then Great Western) ownership, the line's existence was short and unremunerative – but its current contribution to the local economy is probably greater now than it has ever been, despite being exiled to the margins of the town. ■

Table 2
Llanfair Caereinion to Welshpool

Loco		0-6-0T 822				
Load*		4/50/60/80				
Train		13.45 Welshpool-Llanfair Caereinion				
Date		September 12, 2023				
Recorder/Position		J Heaton 1st of 5				
Miles	**Timing Point**	**WTT**	**M**	**S**	**M P H**	**Ave.**
0.00	Llanfair Caereinion d	0	0	0	8L	
0.28	MP		2	10	15/17	7.6
0.53	MP		3	11	14	14.8
0.78	MP		4	28	7	11.7
1.03	MP		6	5	13/18	9.3
1.28	MP		7	1	15	16.1
1.35	Heniarth	9	7	22	11/13/5	12.9
1.53	MP		8	30	10/20	9.3
1.78	MP		9	33	19	14.3
2.03	MP		10	27	9/17	16.7
2.28	MP		11	37	10	12.9
2.34	Cyfronydd	15	12	3	8/17	8.7
2.78	MP		14	4	14	13.0
3.03	MP		15	0	18	16.1
3.28	MP		15	50	18	18.0
			stop 17.30-17.53			
3.59	Dolarddyn LC		18	21	Jun-17	7.5
3.78	MP		19	15	16	12.5
4.03	MP		20	18	13	14.3
4.25	Castle Caereinion a		21	50		8.8
4.25	d	20	22	42		
4.53	MP		24	54	10	7.5
4.60	Coppice Lane LC		25	28	7	7.9
4.78	MP		26	24	13	11.3
5.30	Sylfaen	30	29	50	5	9.2
5.53	MP		31	10	13/11/16	10.1
5.78	MP 3¼		32	17	14/17	13.4
6.03	MP		33	14	16	15.8
6.18	Cwm Lane LC		33	57	8	12.6
6.28	MP		34	23	15	13.8
7.03	MP		37	59	13/15	12.5
7.28	MP		39	5	13/3	13.6
7.45	New Drive LC		40	6	5/18	10.3
7.99	Welshpool a	45	42	44		12.2

* Vehicles approx tare/gross tonnes /incl loco

"The railway has no aspirations to become other than steam-hauled on its passenger workings, despite the price of coal having more than doubled"

The all-line timetable



MY first job after leaving art college in 1973 was as a draughtsman with Hunting Surveys in Borehamwood, Herts. My interest in railways was known to my manager, so when Hunting won the contract to produce the rail map accompanying the 1974 BR timetable (see *TRM* May issue), the job fell to me.

Although there were all-system maps previously, this version was a total redraw. I liaised with Bernard Slatter of British Rail and together we produced exactly what was required.

The map was made by scribing the lines on a waxed sheet and then dyeing them with an etching ink; the 'sea' was cut from a laminated plastic sheet and all the lettering was applied by hand on another sheet, one word at a time. I remember being annoyed at having to put timetable numbers by the lines, as I thought it spoilt the artistic purity of the map, but timetable references were after all one of the main reasons for producing it.

It all took weeks to do and was a real labour of love. When it was all finally finished, I took the plates to the process room for them to be scanned by a huge camera, which ran on its own short railway. Imagine my feelings when the scanner operator came to me shortly afterwards explaining that there had been an accident and he had run the heavy scanning camera over the artwork by mistake; the heat had buckled and distorted the plastic plates so they didn't register with each other anymore. You could say I was upset!

After sitting staring at the mess for some time, I patched up the plates and flattened them as best I could. The map did of course eventually get printed, but I was never happy with the register of the plates.

After the basic A1-size timetable map was done, various spin-offs were produced – for example, simplified maps were drawn at different sizes, Eastern Region required a map showing its network, and BR wanted a map showing international connections.

Although it was very enjoyable and satisfying for me to be so involved, the processes were extremely labour intensive and I'm sure a far cry from how maps are produced nowadays.

Brian Malaws, by email

DR Brennan's fascinating article on all-system timetables (May issue) prompted memories of planning complex railway trips in the 1970s and 80s. It was easy in those days: check times, buy ticket, get on train. There was no need to fiddle with recalcitrant apps, book weeks in advance, or risk finding that your 'bargain' ticket's validity applied to just one operator's Thursdays-only service.

Apps and internet have their place, but nothing compares with the convenience of a paper timetable – it's much easier to work out alternative routes. But Covid gave our customer-unfocused train operators an excuse to abandon printed timetables, doubtless because that necessitates committing in advance to running trains at specific times. For medical reasons I cannot use a mobile phone, so am unable to access information and booking systems away from home.

Note also that Agatha Christie was not the only writer to use a railway timetable in a story. Conan Doyle's celebrated detective Sherlock Holmes had frequent recourse to his Bradshaw, and so too did late-Victorian vampires. In Bram Stoker's 'Dracula', set around 1895, lawyer Jonathan Harker finds "the Count lying on the sofa, reading, of all things in the world, an English Bradshaw's Guide", presumably to plan blood-sucking excursions across the country from his Purfleet lair. Stoker does not reveal which timetable Harker used for his journey to Transylvania.

Bradshaw's Continental Railway Guide expired in 1939, but its rival, Cook's Continental Timetable, is undead and still printed as the European Rail Timetable. Modern vampire-hunters can use it to retrace Harker's itinerary via Munich, Vienna, Budapest, Cluj-Napoca and Bistrita in pursuit of their fanged quarry.

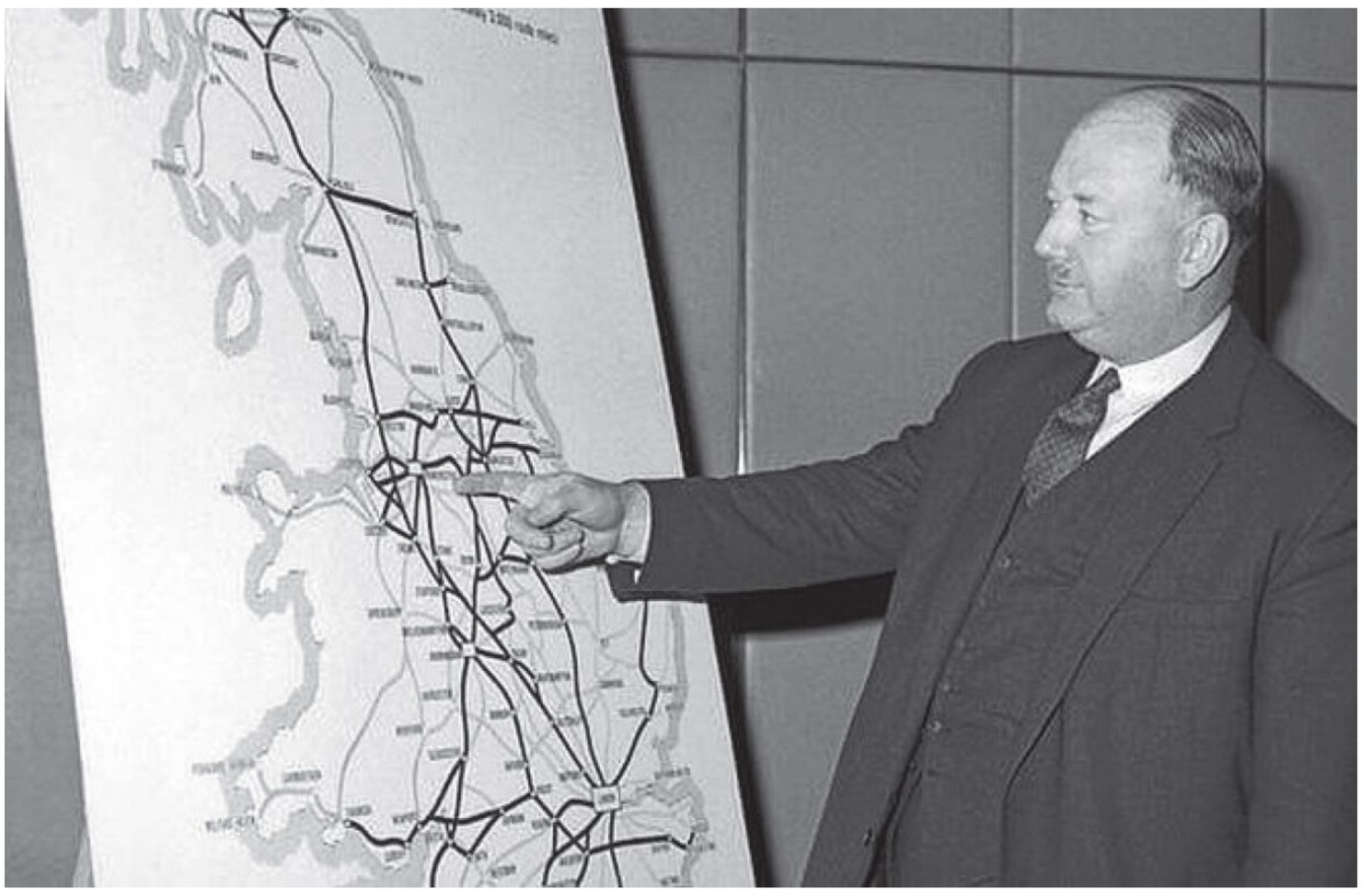
Stephen Spark, Balham

I WAS a spotter in the early Sixties and had the advantage of dad being a Passed Fireman at Southport MPD, then 27C. This meant four free passes a year (and footplate rides), and unlimited privilege travel at around one third fare.

My local reference library had a full set of regional timetables and I would spend many a happy hour during the summer holidays poring over these planning my next adventure. These would range from Barry scrapyard, Bristol Temple Meads, Doncaster, York, Carlisle and others. I still have my spotting books and ABCs, much dog-eared and held together with tape.

As an aside, there is an excellent publication entitled 'Three Men and a Bradshaw', of which I have a copy. It describes the holiday adventures of three Victorian gentlemen as they toured various parts of Britain in the late 19th Century, with the help of their trusty Bradshaw.

Paul Smith, Southport

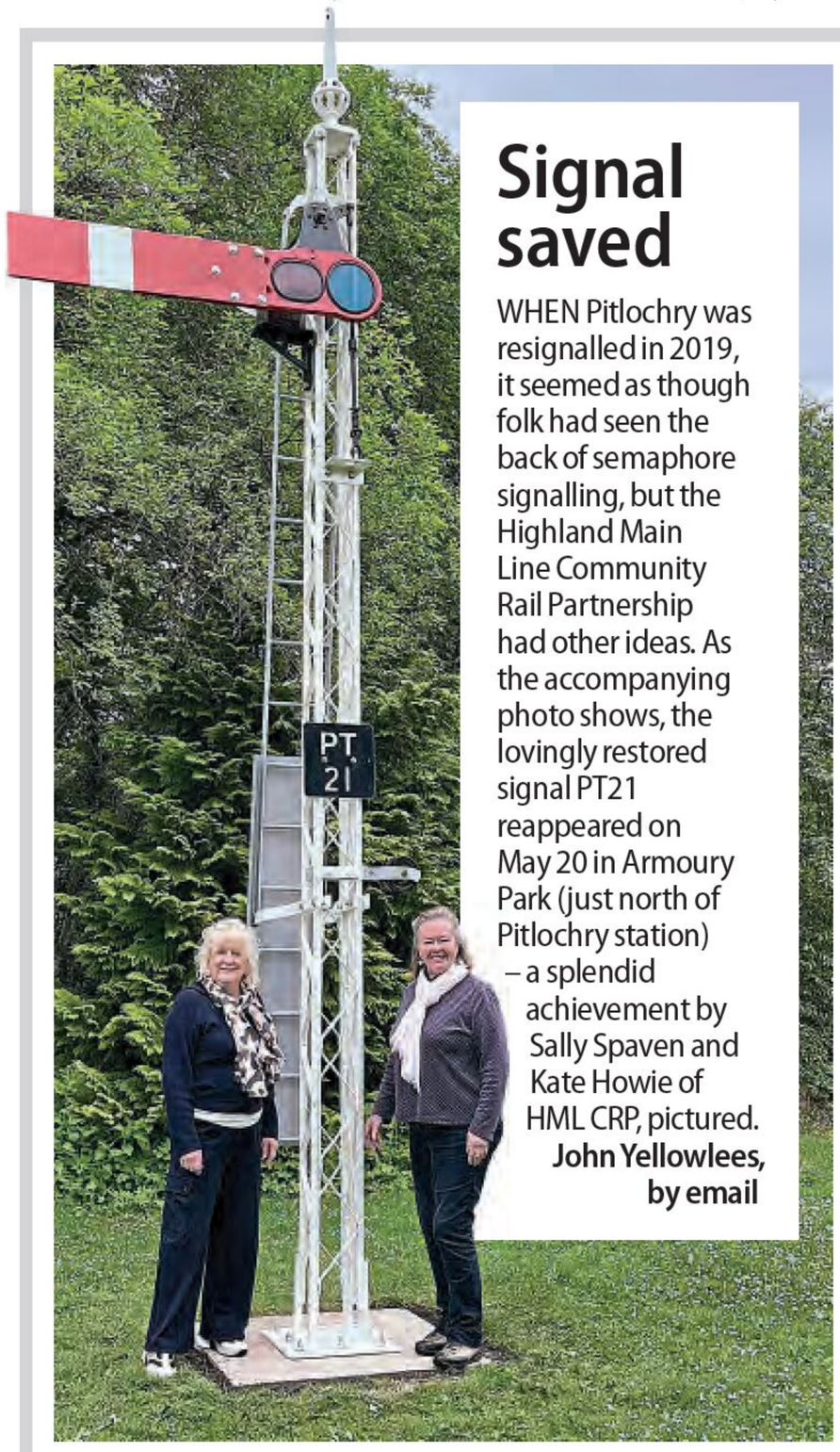


The map with our All-Line Timetable article was not from the 1850s but Dr Beeching's from the 1960s. Interestingly, however, it does closely resemble the growing rail network of early Victorian Britain.

THANK you for your article on the all-line timetable which I, as a collector of BR regional timetables (pre-Beeching!), found informative and interesting. But I was struck by the map on page 25 which purports to show the British railway system in the 1850s. In fact it shows the second part of the Beeching Report *The Development of the Major Railway Trunk Routes*, which proposed the elimination of most of the system in favour of major passenger and freight lines that might make a profit.

Similar, but not so drastic, to the dreadful Serpell Report of 1982, it would have left the Highlands of Scotland, practically all of Wales (save the main line to Swansea) and Cornwall with no railway connections at all. Even the express line from Reading to Taunton would be eliminated along with the East Coast route above Newcastle and, it appears, the direct lines from London to Dover.

Fr Julian G Shurgold, South Croydon



Signal saved

WHEN Pitlochry was resignalled in 2019, it seemed as though folk had seen the back of semaphore signalling, but the Highland Main Line Community Rail Partnership had other ideas. As the accompanying photo shows, the lovingly restored signal PT21 reappeared on May 20 in Armoury Park (just north of Pitlochry station) – a splendid achievement by Sally Spaven and Kate Howie of HML CRP, pictured.

John Yellowlees, by email

More Ropley musings

THERE is nothing wrong with the cast iron warning signs at Ropley Station (Readers' Platform, May issue). These signs are actually headed 'L&SWR', but when the London & South Western Railway was absorbed into the Southern Railway in 1923, the old signage was not replaced. Instead, the letters 'L &' and 'W' were merely painted-over in red so that the signs read 'S R' (but rather awkwardly spaced!).

In similar vein, when British Railways was formed in 1948, the signs were left alone; the 'S R' now meaning "Southern Region".

The oddly spaced S R signs could still be found at many ex-L & SWR stations well into the 1960s, but the red paint was rather faded by then.

Peter G. Scott, Higher Denham

CONTRARY to what your readers say, the two cast-iron warning notices, embossed 'L&SWR', but with only 'S R' highlighted, are exactly as I remember things, back in the late 1950s and early 60s on what was then the SW division.

The Watercress Line was certainly used as a diversionary route for Bournemouth expresses, from time to time, so a Bulleid Pacific's presence is authentic. Calling at Ropley? No way: signal check, perhaps.

Paul Jordan, Sheffield (ex-Southampton)

I AM sorry to disappoint Messrs Hamilton and Anslow, but the warning notices they suggest are fake are absolutely genuine.

The Southern Railway and Southern Region saw no reason to replace perfectly good metal signs when they could just paint out the relevant letters in order to have SR. Thus, 'LSWR' lost 'L and W', 'LBSCR' lost 'L, B and C', and 'SECR' lost 'E and C'. Many such signs were still around until Privatisation.

Michael Donovan, by email



I RECENTLY attended the Mid-Hants Gala and stood in the exact same place admiring the weathered locomotive. I also happened to notice the partly painted-out sign and, rather than having a negative reaction, I thought how ingenious. After all, why would any company waste a perfectly good sign that can simply be repurposed.

The coincidences continued that day as I purchased a second-hand book from the Eastleigh stand. Returning home and browsing through that book, lo and behold there was a photograph taken in July 1967 of the 'real' railway and similar sign!

Well done Mid-Hants Railway and the Southern Locomotives Group.

Martin Green, by email

I LIVED close to an ex-LSWR railway line and I can assure your correspondents that the former LSWR sign with just the SR painted white is exactly right for the 1960s. Interestingly, I remember one level crossing near Wokingham that was converted to automatic barriers around 1962 where the LSWR sign was removed and replaced with one saying Southern Railway!

John Wilkins, Reading

West Coast electrification

I FOUND the article West Coast Wires (May issue) very readable, but have to take issue with the oft quoted old chestnut that 'a Class 40 was not the equivalent of the Pacific steam locomotives they replaced'.

The fact that a Pacific could generate a higher horsepower than a Class 40 for a short period (either by exceptional work by the fireman or by mortgaging the boiler) is not in dispute, but a Class 40 could put out full power for the whole run with no effort from the crew. Thus to equate the two types of motive power purely on the basis of theoretical peak power is a misleading argument.

An article in Milepost (the journal of the Railway Performance Society) for October 2019 sums up the position: "The performance of the prototype diesels bore no relationship to the power classification in which they were placed and No. 10203, the most powerful of the quintet [and more or less the equivalent of a Class 40], could hold its own with most Class 8 engines under most conditions."

Justin Smith, Sheffield

■ *RPS President John Heaton writes: Mr Smith is correct in emphasising that Class 40 diesels could out-perform most Class 8 steam locomotives in most situations. However, the article's opinion that a good Class 8 could beat a good diesel is not entirely mistaken. As Mr Smith readily concedes, in exceptional conditions, with a highly skilled and motivated crew, a Class 8 steam locomotive could produce more power than a Class 40, limited by its mathematically predictable maximum, but only for relatively short periods.*

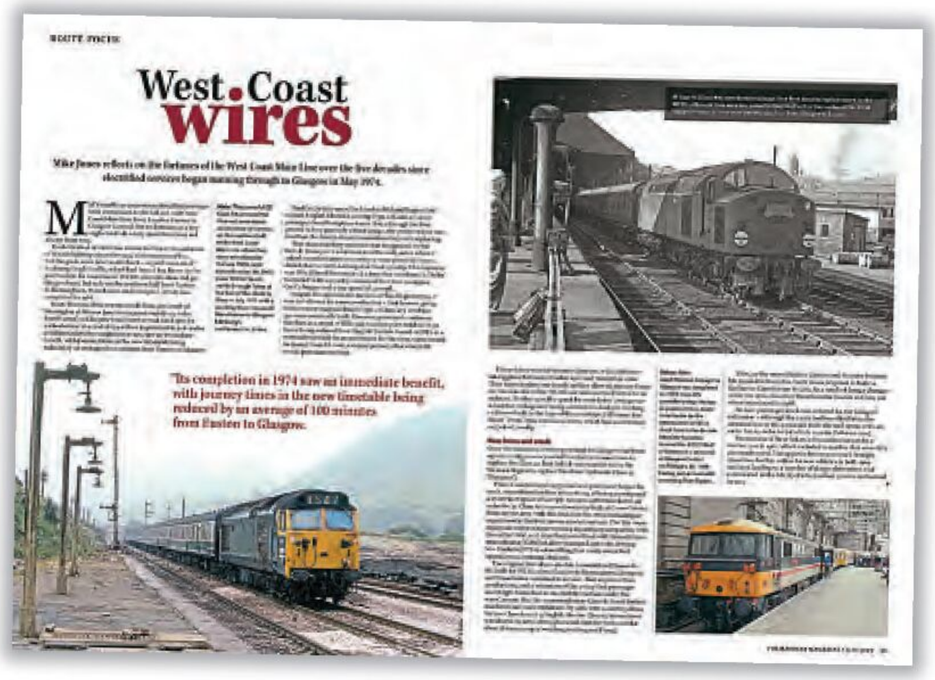
THE statement in the May issue that the May 1974 West Coast timetable introduced upon completion of the Weaver Junction to Motherwell electrification resulted in "journey times being reduced by an average of 100 minutes from Euston to Glasgow" is rather wide of the mark.

In the 1973-74 timetable, up trains averaged 6hr 6min and down trains 6hr 3min, with the 'Royal Scot' taking exactly six hours and the 16.05 from Euston the fastest at 5hr 53min. From May 1974, the 'Royal Scot' took five hours in each direction but with a lower timing load and omitting Carlisle. The average was 5¼hr (excepting the 07.40 up and 15.45 down, which went via Dumfries and changed power at Carlisle).

The previous sole Birmingham-Glasgow 'Midland Scot', which had taken 5hr, increased to four trains taking 4hr 18-25min (their Edinburgh portions detached/combined at Carstairs taking 5-10 minutes more). One of these was extended to run from and to Bristol, a facility now lost – a fate which sadly befell also the Euston-Birmingham-Inverness 'Clansman'.

In the years 1970-72, some timings had been longer than in the 1973-74 timetable when the Caledonian Line was closed and trains were diverted via Dumfries, while at some weekends trains went via Blackburn and Settle, but these are not a fair comparison.

Robert H Foster, Winterburn


West Coast wires

Mike Jones reflects on the fortunes of the West Coast Main Line over the five decades since electrified services began running through to Glasgow in May 1974.

"Its completion in 1974 saw no immediate benefit, with journey times in the new timetable being reduced by an average of 100 minutes from Euston to Glasgow.

MIKE Jones's article makes some interesting points, but fails to add that electrification must have been something of a disappointment for BR.

Back in the 1960s, BR market research established that three hours was about the maximum time passengers were prepared to spend on a train. For day trippers, this struck the right balance between the time spent travelling to, from, and at the destination – a fact borne out by the great success when the West Coast Main Line's southern half (Euston-Birmingham/Liverpool/Manchester) was electrified.

It seems this lesson was lost when the wires were extended north of Weaver Junction. Despite massive average journey time cuts of 100 minutes, the fact remains that the fastest Euston-Glasgow journey still took five hours, including one stop at Preston (for crew changing purposes). It was no wonder BR lamented that Anglo-Scottish traffic was the "biggest market it didn't have", the journey times were simply not competitive.

Yet there was another market on the same line that BR neglected: Liverpool/Manchester to Glasgow/Edinburgh. It seems amazing now, but no electrified spurs were put in to join up these places until years later, and so the full benefit of electrification was not realised.

I strongly suspect that had BR concentrated more on shorter northern half journeys (and less on Euston-Glasgow), then the results of the successful southern half could well have been replicated. The problem, as I see it, was that BR was a London-centric outfit with little interest in places that did not serve the capital. What a wasted opportunity.

John Helm, by email

MAY issue page 32 continues the canard that the East Coast Main Line's HST speed up commenced in 1977. Yes trialling commenced in 1977, but 'much reduced' journey times did not commence until March 20, 1978 with the 07.45 from King's Cross and 08.00 from Waverley. The afternoon services both departed 15.00. And note it was not until May 8 that 125mph was permitted. The 1970s – now those were the days.

Ted Patten, by email





Like us facebook.com/TheRailwayMagazine
Follow us @railwaymagazine
Follow us therailwaymagazine

MEETINGS

Compiled by **Jon Longman**

WEDNESDAY, JUNE 5

Pennine Railway Society. Doncaster Town Fields Sports Club DN2 6AA. 19.30. 'From dawn till dusk – a contemporary look at the railways of Yorkshire': Andrew Shenton.
RCTS. Library Leatherhead, Station Approach, Leatherhead. 11.00-16.00. Open day.
Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. Test track evening.

THURSDAY, JUNE 6

GCR Society. Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'The Making of a New Clan – 72010 *Hengist*': Chris Jones.
RCTS & Institution of Mechanical Engineers. Network Rail – The Quadrant: Elder Gate, Milton Keynes MK9 1EN. 19.30. 'An evening of 1960s colour photography': Peter Brabham.

FRIDAY, JUNE 7

Slough & Windsor Railway Society (SWRS). The Manor, Slough station. 19.30. 'The Great Train Robbery': Ian Boskett.

MONDAY, JUNE 10

Lincoln Railway Society. St Hugh's Church, North Hykeham, Lincoln LN6 8JG. 19.30. 'Railways from both sides of the fence': Jason Cross.
Oxfordshire Railway Society. Kidlington Baptist Church OX5 2DS.19.00. 'Diesels & Electrics in Mainland Europe (Part 2)': Howard Quayle.
Southern Electric Group. Deall Room, Southwick Community Centre BN42 4TE. 19.30. 'The Shropshire & Montgomery Railway': Michael Slamo.
Watercress Line Heritage Railway Trust. United Reformed Church, 83 Portsmouth Road, Guildford GU2 4BS. 19.45. 'Pictures of the Mid-Hants and Swanage Railways in the 1960s': Tony Storey.

TUESDAY, JUNE 11

LCGB. Parish Room, St Michael's Church, Wood Green, London N22 8HE. 14.00. 'Travels with my video camera': Jim Pentney.
Pewsey Vale Railway Society. Woodborough Social Club SN9 5PL. 19.30. An evening with railway photographer Jack Boskett.
RCTS. Library Leatherhead, Station Approach, Leatherhead. 11.00-16.00. Open day.
RCTS. Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.19.30. 'A Decade of Change – 2011 onwards': Peter Robins.



Where is it? Our pictorial quiz, for fun only

THE magnificent gates and fencing pictured last month (and again, right), complete with LM&S monogram, are at Llandudno station, North Wales – a certainly rare, if not unique, survivor of the kind from LMS days.

The station is much reduced from its glory days, served only by DMUs all year round, but what remains has been tastefully restored as befits the resort town.

This month's quiz photo (above) is an even older pre-Grouping survivor, but where can this building be found?



WEDNESDAY, JUNE 12

LCGB. Friends Meeting House, Butter Hill, Dorking RH4 2LE. 14.00. 'Steam around Leeds': Michael Smyth.
Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Films from my DVD collection': Jim Steptoe.

THURSDAY, JUNE 13

Continental Railway Circle. St Paul's Church Centre, Rossmore Road, Marylebone NW1 6NJ. 18.30. 'Indian Hill stations showing contemporary and archive pictures – digital format': Simon Colbeck.
Monmouthshire Railway Society. Lysaght Institute, Orb Drive, Newport NP19 0RA. 19.00. 'The South Wales Main Line Recalled': Ray Viney.
South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30. Track night.

FRIDAY, JUNE 14

SWRS. The Manor, Slough station. 19.30. 'By Super D to Barry Island – Part 1': Ken Mumford.

SATURDAY, JUNE 15

RCTS. 09.45. Visit to Arlington Works, Eastleigh. Bookings: John Godfrey – solent@rcts.org.uk.

MONDAY, JUNE 17

RCTS. Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8LP. 19.30. 'Who uses the railway?': Phil Smart.

TUESDAY, JUNE 18

Leicester Railway Society. Braunstone Civic Centre, Leicester LE3 2PP. 19.30. 'The Charnwood Forest Railway': Andy Lowe.

WEDNESDAY, JUNE 19

Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'East of Wakefield in Steam Days': Roger Hepworth.
Pennine Railway Society. Doncaster Town Fields Sports Club DN2 6AA. 19.30. 'Penistone to Notts and Derbyshire': Mike Eggenton.
RCTS. Old Church Rooms, Park Road, Radyr, Cardiff CF15 8DF. 19.00. Rowland Pittard Memorial Lecture: 'The Unkindest Cuts of All?': Nigel Wassell.
RCTS. Visit to Tamworth and Nuneaton. Contact: Alan Turton – merseysidefixtures@rcts.org.uk
The 8E Railway Association. The Gladstone Club, Station Road, Northwich CW9 5RB. Stalybridge Station visit. www.8erailwayassociation.org.uk

WEDNESDAY, JUNE 12

LCGB. Friends Meeting House, Butter Hill, Dorking RH4 2LE. 14.00. 'Steam around Leeds': Michael Smyth.
Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Films from my DVD collection': Jim Steptoe.

THURSDAY, JUNE 13

Continental Railway Circle. St Paul's Church Centre, Rossmore Road, Marylebone NW1 6NJ. 18.30. 'Indian Hill stations showing contemporary and archive pictures – digital format': Simon Colbeck.
Monmouthshire Railway Society. Lysaght Institute, Orb Drive, Newport NP19 0RA. 19.00. 'The South Wales Main Line Recalled': Ray Viney.
South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30. Track night.

FRIDAY, JUNE 14

SWRS. The Manor, Slough station. 19.30. 'By Super D to Barry Island – Part 1': Ken Mumford.

SATURDAY, JUNE 15

RCTS. 09.45. Visit to Arlington Works, Eastleigh. Bookings: John Godfrey – solent@rcts.org.uk.

MONDAY, JUNE 17

RCTS. Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8LP. 19.30. 'Who uses the railway?': Phil Smart.

TUESDAY, JUNE 18

Leicester Railway Society. Braunstone Civic Centre, Leicester LE3 2PP. 19.30. 'The Charnwood Forest Railway': Andy Lowe.

WEDNESDAY, JUNE 19

Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'East of Wakefield in Steam Days': Roger Hepworth.
Pennine Railway Society. Doncaster Town Fields Sports Club DN2 6AA. 19.30. 'Penistone to Notts and Derbyshire': Mike Eggenton.
RCTS. Old Church Rooms, Park Road, Radyr, Cardiff CF15 8DF. 19.00. Rowland Pittard Memorial Lecture: 'The Unkindest Cuts of All?': Nigel Wassell.
RCTS. Eastleigh Railway Institute, 2 Romsey Road SO50 9FE.18.30. Observation of railway activity at Eastleigh station.
Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Narrow Gauge World': Andrew Charman.

THURSDAY, JUNE 20

Barrow Hill Roundhouse. Campbell Drive, Chesterfield S43 2PR. 19.30. The Great Railway Time Machine: 'Steam Days in Scotland – the LMS Lines': Steve Armitage.
Marlow & District Railway Society & RCTS. Annual joint meeting. Bourne End Community Centre, Wakeman Road, SL8 5SX or on Zoom. 19.30. Members free, non-members £3. 'An Enthusiast's Journey through the last 60 Years', Tim Speechley. Visit www.mdrs.org.uk
RCTS. Saltaire Methodist Chapel, Shipley BD18 3HJ. 19.30. 'A Colour Rail Journey': Paul Chancellor.

FRIDAY, JUNE 21

Great Western Society. Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30. 'Wandering Around India': Peter Tickner.
LCGB. Keen House, 4 Calshot Street, London NW1 9DA. 18.30. 'More pictures from the Harold Clements collection': Bryan Cross.
SWRS. The Manor, Slough station. 19.30. 'Over 60 years of railway photography': David Canning.

SATURDAY, JUNE 22

RCTS. Library Leatherhead, Station Approach, Leatherhead. 11.00-16.00. Open day.

TUESDAY, JUNE 25

RCTS. Digswell Village Church Hall, Welwyn AL6 0DH. 14.00. 'The History of the 125 High Speed Train 1975-2023': Richard Morris.

WEDNESDAY, JUNE 26

Bradford Railway Circle. Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 14.00. 'A Mixed Bag of Trains': John Whiteley.
RCTS. 10.30. Visit to Volks Railway, Brighton. Bookings: chichester@rcts.org.uk
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Steam on the Preserved Railways': Tim Gray.

THURSDAY, JUNE 27

RCTS. Library Leatherhead, Station Approach, Leatherhead. 11.00-16.00. Archive and library open day.
Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'Memories of a Gorleston spotter': Chris Wright.

FRIDAY, JUNE 28

Railway Club of the New Forest. Village Hall, Highwood Road, Brockenhurst. 19.30. 'A Meander round the Isle of Man': Colin Brading. www.railwayclubofthenewforest.org.uk
SWRS. The Manor, Slough station. 19.30. TBA.

MONDAY, JULY 1

Peak Rail Association. Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'Scottish Railways in the 1960s': John Hunt.
Watercress Line. St Mary Magdalene Church, Canning Road, East Croydon CR0 6QD.19.30. 'Haslemere Signal Box': Phil Hunt.

TUESDAY, JULY 2

LCGB. St John's Church Hall, St John's Street, Bedford MK42 0DL. 19.30. 'British Rail: A New History': Christian Wolmar.

WEDNESDAY, JULY 3

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe DN2 6AA. 19.30. 'We've had A, B, C and now D': Keith Law.
RCTS. Library Leatherhead, Station Approach, Leatherhead. 11.00-16.00. Archive and library open day.
Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. Test track night.

THURSDAY, JULY 4

GCR Society. Meet at CTL Seal, Butterthwaite Lane, Ecclesfield, Sheffield S35 9WA for a short walk at 18.30 and a visit at 19.30. Donations towards 72010 *Hengist* welcome.

FRIDAY, JULY 5

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

MONDAY, JULY 8

Lincoln Railway Society. St Hugh's Church, North Hykeham, Lincoln LN6 8JG. 19.30. 'The Royal Train': Geoff Griffiths.
Southern Electric Group. Deall Room, Southwick Community Centre BN42 4TE. 19.30. 'Narrow gauge miscellany on film': Keith Carter.
Watercress Line Heritage Railway Trust. United Reformed Church, 83 Portsmouth Road, Guildford GU2 4BS. 19.45. 'Southern Electrics': David Brown.

From the archive

100 YEARS AGO JUNE 1924

Hertford Loop completed

THE Cuffley-Stevenage line (LNER) is to be opened for passenger traffic on June 2. A service of trains will be provided between Hertford and Hitchin via Stevenage, which will be worked by a rail motor, and four trips will be run each way on weekdays.

In addition to the new station at Hertford, there will be a station at Bayford and halts at Stapleford and Watton. A service of trains will be continued between Hertford and Hatfield, but the present Hertford North passenger station will be closed and all passenger traffic will be worked from and to the new Hertford North station.

50 YEARS AGO JUNE 1974

Class 87 afloat

ADVANCE publicity for Glasgow InterCity electrification included a full-size model of a Class 87 locomotive floating on a raft in the middle of the River Clyde between Victoria Bridge and the pedestrian suspension bridge.

The model – 53ft long, 15ft high and 8ft wide – was constructed at the Glasgow works of BRE. It had been on display at an electrification exhibition in the city and was to remain on the river for a fortnight.

Cambrian poorly used

A TRAVEL survey of Merioneth, prepared by Professor Graham Rees of the University College of Wales in Aberystwyth, shows that a mere 1.9% of the residents of Merioneth use the Cambrian Coast line from Dovey Junction to Pwllheli, which had been under threat of closure since January 1971.

A study of the demand for transport from 1000 tourists to the county shows that only 3% use the railway as against 85.9% using cars, and 7.2% buses and coaches. The survey maintains that the closure of rail links would probably not be a serious blow to the Welsh tourist industry, while the resulting increase in car numbers would also be small.

The Welsh Railway Action Group has expressed the fear that Professor Rees' report could lead to closure of the Cambrian Coast line.

20 YEARS AGO JUNE 2004

The People's Engine at last

ONE of the most extraordinary episodes in British railway history has ended with the most famous locomotive in the world being saved for the nation.

Flying Scotsman will now take a richly deserved place in the National Collection alongside the other great masterpieces of the railway world.

Forty-one years after being sold into private hands by the state for £3000, the loco has made the return journey as part of a campaign worth no less than a thousand times that amount!

A total of £3.1 million is the breathtaking sum raised by the public and institutions of Great Britain to ensure that this icon of British engineering remained in the country of its origin and among the people who have taken it to heart.

Of that huge amount, the actual sale price amounts to £2.2 million – a high price, but one that Andrew Scott, head of the National Railway Museum, was prepared to pay to ensure that the sole-surviving Gresley 'A3' Pacific was not lost abroad or sold into another period of uncertainty in the hands of a private individual.



Class 350/1 EMUs in various stages of construction for Silverlink and Central Trains at Siemens Krefeld manufacturing site on May 6, 2004. The units would enter service in the following year. CHRIS MILNER

CTRL opens for freight

EWS has run the first freight trains over the new Channel Tunnel Rail Link [now called HS1], paving the way for regular freight services on the route. A track access agreement between EWS and CTRL (UK) was signed on March 31 and three intermodal export trains, hauling a selection of household goods, were run south on the CTRL late on the evening of Saturday, April 3.

The historic first train was a Hams Hall-Milan service hauled by Class 66 No. 66125, which ran on the UK section in darkness.

RCTS

Britain's leading Railway Society

The RCTS: then and now

THE Newcastle to Carlisle Railway is one of Britain's earliest railways, crossing England's narrowest point in the extreme north of the country. At one point in the 1960s, along with many other lines featured in the *Railway Observer*, the N&CR was under threat and, although important lines not too far distant such as the Stainmore line and the Waverley route were axed, the N&CR survived.

On August 21, 1824 the High Sheriff of Northumberland convened and presided over a county meeting in Newcastle to consider the scheme of a communication by railways between Newcastle and Carlisle. The Stockton to Darlington Railway project at this period helped to implant the railway idea in the minds of many, and the canal engineer William Chapman – who now favoured a railway – was chosen to report on the costs and advantages of such a project.

The report stated that the estimated cost of a canal would be £888,000 and a railway at £252,488. On March 26, 1825 the committee transferred itself into the Newcastle-on-Tyne and Carlisle Railroad Company with 24 directors. Construction was soon authorised and work began in 1830, the mild winter of 1831/32 helping to produce good progress.

The railway began operating mineral trains in 1834 between Blaydon and Hexham, with passenger traffic starting in 1835. The rest of the line opened in stages, completing a through route between Carlisle and Gateshead, south of the River Tyne in 1837.

The directors repeatedly changed their intentions for the route at the eastern end of the line, but finally a line was opened from Scotswood through to a Newcastle terminal by 1839, finally reaching Newcastle Central in 1851. The N&CR was merged into the larger North Eastern Railway in 1862.

Early train services and the popularity of the route saw five trains a day in each direction by November 1840. This consisted of a selection of stopping and limited stop services. The slower services were described as mixed trains conveying passengers and goods, and took more than three hours. The limited stop 'Express' trains stopped at selected stations and took three hours. The frequency had increased to six trains in each direction by 1847.

Different service options for both passenger and freight occurred following the 1862 Act, which gave the North British Railway running rights between Hexham and Newcastle. This, along with the construction of various freight-only lines connecting into the N&CR, led towards quite an intensive frequency being operated.

The line developed away from the original formation due to serious difficulties with poor ground in the Scotswood area (at the eastern end of the route) along with the delayed bridge construction at Wylam (10 miles from Newcastle), which was necessary due to recently discovered coal reserves.

By 1875, the Scotswood subsidence had been solved and in 1876, the new bridge at Wylam opened.

Following the 1921 Railways Act, the NER became part of the London & North Eastern Railway and subsequently part of British Railways from January 1, 1948. Today, the line is double track with 14 intermediate stations although it is not yet electrified. Service frequency is two trains an hour between Carlisle and Newcastle, with three trains an hour between Hexham and Newcastle.

For information on the Railway Correspondence and Travel Society visit www.rcts.org.uk

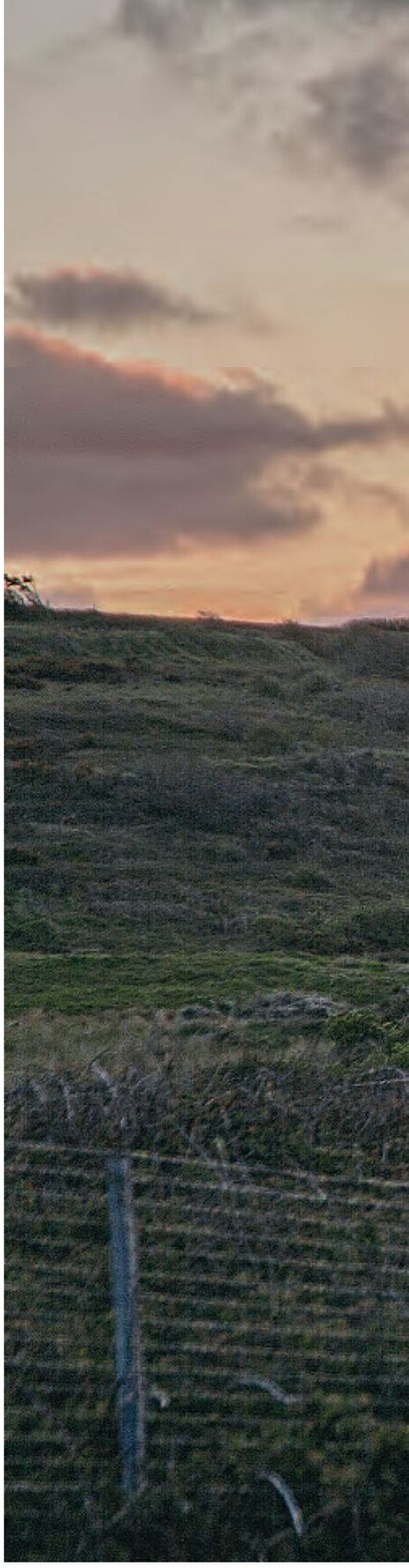


The old and the new in perfect harmony as Freightliner's Class 66 No. 66528 passes under the immaculate gantry-mounted Grade II-listed signal box at Wylam on May 12, 2022. NOEL MACHELL/RCTS

PANORAMA

A showcase for the best in railway photography







1 | 3
2 | 4

1
BIRTHDAYEX: Captured heading southbound over the impressive 82-arch Harringworth (or Welland) Viaduct, on the line from Oakham to Kettering via Corby, is specially prepared No. 66737 *Lesia* and a short rake of LSL coaches. The 'Happy Birthday' special was organised by GBRf boss John Smith for his wife, running from Wellingborough to Oakham and back on May 10. RICHARD GENNIS

2
NARROW GAUGE DELIGHT: The Isle of Man Steam Railway's 1874-built Beyer Peacock 2-4-0T No. 4 *Loch* seen passing through the delightful station at Port Soderick with a mixed train on April 24 during a David Williams charter event. STEVE SIENKIEWICZ

3
CORNISH SUNSET: A picture taken just after sundown on April 18 as GWR DMU No. 150221 catches the final rays of the day at Towan Crossing, Lelant, while working from St Ives to St Erth. CRAIG MUNDAY

4
YOU MISSED IT! Mogul No. 9351 pulls away from Doniford Halt on the West Somerset Railway on May 5 after picking up passengers for the 14.15 Minehead-Bishops Lydeard. BERNARD MILLS

porterbrook
Delivering a safe, efficient and sustainable railway

PANORAMA

A showcase for the best in railway photography



NORTH & SOUTH: 'Black Five' No. 44871 is turned at St Blazey depot, Cornwall, on May 5 before heading back to Bristol Temple Meads with the Railway Touring Company's 'Royal Duchy' special. Incredibly, just 18 days earlier on April 17, this same engine could be found at Kyle of Lochalsh (inset) having worked from Inverness on Day 5 of the mammoth nine-day 'Great Britain XVI' tour, which began and ended in London and featured No. 44871 at some point each day. JON HIRD (MAIN) / JIMMY JAMES (INSET)



porterbrook
Delivering a safe, efficient and sustainable railway

NEW Titles From Crécy Publishing

FREE post and packing to all UK postcodes

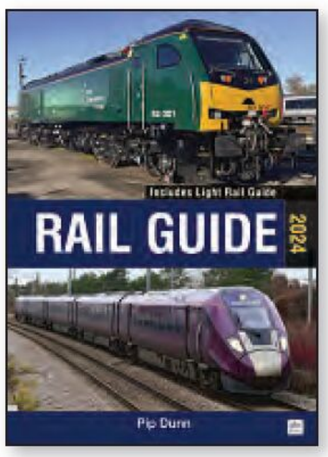
Order via our web site or enquiries@crecy.co.uk

Crécy

www.crecy.co.uk

Visit our web site to see our huge range of railway titles

telephone 0161 499 0024



abc Rail Guide

2024 Edition

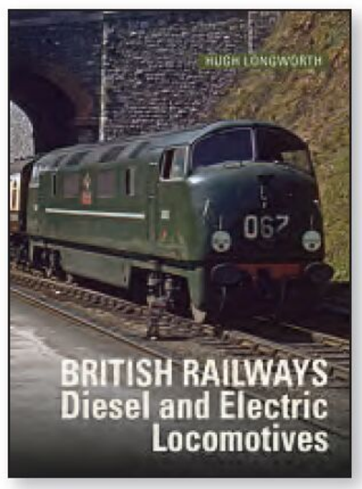
Just Published

Pip Dunn

The new 2024 edition of this best-selling annual publication has, as always, been thoroughly revised and updated. The book provides the full fleet lists of the Train Operating Companies, open access and freight operators as well as a round-up of new trains, charter operators, rolling stock providers, spot hire and maintenance contractors. Stock used by Network Rail and the channel tunnel operators is also listed. Main line preservation groups, depots and maintenance works, heritage lines, preserved locos, main line steam, charter promoters and scrapyards are also all included

Portable, up to date, concise and easy to use, with Train Operating Company route maps and a new selection of quality colour photographs throughout, this is the essential guide for all railway enthusiasts seeking to keep up to speed with the dynamic and rapidly changing railway landscape throughout Britain and Ireland.

ISBN 9781800353060, Hardback, 210mm x 150mm, 400 pages **£25.00**



British Railways Diesel and Electric Locomotives

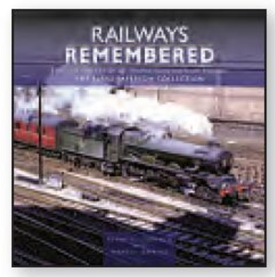
Just Published

Hugh Longworth

This completely new work covers in detail all the classes of diesel and electrics locomotives that were introduced by BR from the modernisation plan of 1955 up to privatisation. For each class, a concise history is provided giving construction details and full technical specifications. For every individual locomotive, a full listing is provided including all numbers applied throughout its career, names where they were allocated, details of entry into service and full allocation details over its operational life, as well as withdrawal and scrapping dates.

This book is illustrated throughout predominantly using colour photos and drawings and the data it contains is fully cross referenced. This is a superb and comprehensive reference book that will be referred to again and again by all those interested in the post steam diesel and electric era on Britain's railways

ISBN 9781800352988, Hardback, 297mm x 210mm, 384 pages **£35.00**



Railways Remembered

The Western Region: Thames Valley and South Midlands 1962-1972, The Blake Paterson Collection

Written and Compiled by Kevin Mc Cormack and Martin Jenkins

Just Published

Blake Paterson was a career railwayman, a railway enthusiast and a very accomplished photographer who worked for the Western Region based at Paddington and Reading. Aware of the great changes to the railway network which were underway, even before the publication of Dr Beeching's notorious report, he resolved to record as much of the changing railway scene as was possible.

During an intense period of photographic activity he took thousands of colour images seeking innovative settings and angles and, unlike many railway photographers of the era, he made a particular point of including people, particularly railway employees, in his photographs. It is believed that none of the images in this volume have been previously published. This latest title in our new colour series provides a superb record of WR operations in the Thames Valley and South Midlands in that fascinating era when both steam and first generation diesel traction were seen together on all sorts of workings.

ISBN 9781800352827, Hardback, 250mm x 250mm, 160 pages **£22.50**

GREAT CENTRAL AUCTIONS

website: www.gcrauctions.com email: enquiries@gcrauctions.co.uk



PROGRAMME OF EVENTS

Live online with easyliveAuction.com

NEXT MAIN AUCTION 7th SEPTEMBER, NEXT GENERAL AUCTION 13th/14th JUNE 2024

Live webcast auctions of top quality railwayana, held quarterly on or around the first Saturday of the month,7th September, 7th December.
Visit our Great Central Auctions website for further information.



Further events include our auctions of general railwayana on line with easyliveAuction.com also railway and bus and tram ticket auctions at regular intervals throughout the year and ephemera auctions.

ENTRIES NOW BEING ACCEPTED

We are now accepting items for the sales described above. Entries can often be accommodated shortly before the commencement of each sale with vendor accounts being settled by bank transfer within fourteen days of the auction closing.
Items can be delivered by appointment, an insured in-house collection service is also available.

DISTRICT INSPECTOR

GREAT CENTRAL RAILWAYANA LTD

14, SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS, NN11 3RL
TEL: 01327 263633 / 262193 (MONDAY TO FRIDAY 10.00 – 5.00)
PERSONAL CALLERS BY APPOINTMENT ONLY PLEASE.

DRINKING WATER

Valuations for insurance and probate, impartial advice on selling or buying railwayana.

TRACKRECORD

The Railway Magazine news digest

MAKING THE GRADE: SR 'West Country' No. 34046 *Braunton* works the first Saphos 'Fellsman' tour of 2024 on Wednesday, May 1 from Blackpool North to Carlisle. The train is seen approaching Blea Moor tunnel. MICHAEL ANDERSON

P66 STEAM P73 INDUSTRIAL P74 NARROW GAUGE P77 MINIATURE P81 HERITAGE TRAMS
P82 CLASSIC TRACTION P86 RAILTOURS P88 NETWORK P91 FREIGHT P92 METRO
P94 TRACTION & ROLLING STOCK P97 STOCK UPDATE P98 OPERATIONS P105 IRISH P106 WORLD

Compiled by **Gareth Evans**

DIARY

JUNE
Jun 7-9 North Norfolk Railway: Rails & Ales
Jun 8-9 Bo'ness & Kinneil: Teddy Bears' Picnic
Jun 14-15 Kent & East Sussex Railway: CAMRA Real Ale & Cider Festival
Jun 14-16 Ecclesbourne Valley: Back to the 1940s
Jun 14-16 Gloucestershire Warwickshire: Real Ale Fest
Jun 15 Great Central Railway: Will Hay Day
Jun 15-16 Epping Ongar: 1940s Weekend
Jun 15-16 Helston Railway: Back to the 1940s
Jun 15-16 Isle of Wight Steam Railway: Gin & Steam
Jun 15-16 Middleton Railway: Model Railway Exhibition
Jun 15-16 Severn Valley: Mixed Traffic & Real Ale Fest
Jun 15-16 Watercress Line: All Change
Jun 16 Bo'ness & Kinneil: Fathers' Day steam
Jun 16 Great Central: Railway Swapmeet at Quorn & Woodhouse
Jun 16 Lincolnshire Wolds Railway: Fathers' Day
Jun 16 Whitwell & Reepham Station: Fathers' Day Steam
Jun 20 South Devon: Murder Mystery Experience
Jun 21-23 Tanfield Railway: Legends of Industry Gala
Jun 23 Buckinghamshire Railway Centre: Day Out With Thomas
Jun 23 Middleton Railway: Classic Car Sunday
Jun 28-30 Embsay: A Taste of Faulty Towers
Jun 28-30 Swanage Railway: Roads to Rail Steam Rally
Jun 29 Llangollen Railway: Real Ale Train
Jun 29-30 Kent & East Sussex: Steam Punk
Jun 29-30 Plym Valley Railway: Transport Weekend
Jun 29-30 Severn Valley: Step Back to the 1940s

JULY
Jul 6-7 Great Central: Vintage Vehicle Weekend
Jul 6-7 Isle of Wight Steam Railway: The 1940s Experience
Jul 6-7 Llangollen Railway: Classic Transport Weekend
Jul 6-7 Middleton Railway: Leeds Steampunk Market
Jul 6-7 Severn Valley: Step Back to the 1940s
Jul 6-7 South Devon: Back to the 1940s
Jul 6-7 North Norfolk: Vintage Transport Festival
Jul 7 Buckinghamshire Railway Centre: Steaming Day
Jul 7 Mid-Suffolk Light Railway: Land Rover Day

Swanage Railway maps out turnaround strategy

Dorset-based heritage line outlines how it plans to cut costs and grow revenue.

THE Swanage Railway hit the headlines late last year when it launched a £450,000 'Save Your Railway' appeal – and it has now announced how it plans to get back on track.

The Swanage Railway Company (SRC), which runs the trains on behalf of the Swanage Railway Trust, has aimed to reduce operating costs and boost revenue to return the operation to profitability (*RM* December 2023).

"Last year the financial predicament facing the railway required urgent attention to both secure funds to support us over the quieter winter trading period and the production of a plan to stabilise and create a sustainable business base," explained Gavin Johns, SRC chairman in a memo to trust members.

"It was clear that for us to gain the confidence of those who were being asked to support the railway, a credible business plan was needed covering the next three years that establishes a sustainable trading activity."

He said the plan needs to be practical and achievable in order to provide confidence both to those responsible for delivering it and to those who are being asked to provide financial support.

He added: "Unchecked optimism can lead to overpromising and underdelivering and as this plan is of such significance, a cautious and prudent approach was required. We have to establish what our trading potential and the issues we need to address are – and to ensure we have the best chance of delivering it."

In 2023, the line carried 178,000 passengers and has seen good growth in numbers post-pandemic. However, income levels stood relatively still while costs increased due to inflation.

A different approach

With the need to change track to address this, the plan proposes: Starting to transform the railway to become an attraction in its own right and not just a transport service; Being commercially led, using data to inform decisions and with activities having validated positive business cases; and Using existing functional assets to best commercial advantage. The target is to break even in year one (2024/25) and profit in later years.

The plan forecasts income of £3.31m in 2024/25. While conventional ticket sales remain the most significant source (65%), other activities ranging from special events to engineering contracts make up the difference and will continue to rise. Ordinary fares have increased by 7% on average this year – they were frozen last year.

Special events aimed at families and enthusiasts are planned this year, which are predicted to produce £0.5m in income. Each event has a positive business case.

Other products have been reformulated and put on sale – such as driver experience courses and cream teas. On-train catering will focus on cream teas using Car 14 and the Maunsell carriages.

Work to build demand from coach tours has led to an encouraging level of bookings.

While no regular scheduled trains to Wareham will operate this year (*RM* May), DMU services are a feature of the summer timetable.

Critical to this year's plans are the engineering contract work at Herston and asset sales, an example being the sale of diesel shunter No. D3591 (see separate story on p82).

The cost base has been reviewed to include essential expenses to maintain a safe railway. Forecast expenditure in 2024/25 will be £3.264m.

The wages bill accounts for 28% of its total expenditure – it is recognised that only roles essential to support the line's activities will be employed. After a review of resources, the posts of diesel fitter and catering assistant have been made redundant. Following resignations, the posts of catering manager and loco fitter will not be replaced.

Notable other costs include fuel (11%), insurance (5%) and depreciation (4%).

"To make our future plans more resilient and to make a profit to reinvest in the repair of assets, we now have to tackle other significant items such as locomotive hire costs," said Mr Johns.

A £52,000 profit is forecast for 2024/25, but this is dependent on fundraising and some one-off asset sales. It is hoped to reduce dependency on these two income sources for years two and three of the plan.

Company structure

The trust-led governance review is key to this as it will not only establish a streamlined and better skilled governance structure, it will enable receipt of gift aid on some classes of ticket sales. In addition, other new products will be required and perhaps a lower level of general fundraising to provide additional support. Making further cost reductions will contribute to the overall positive outcome.

The trust has loaned the company £420,000 to cover the first quarter of 2024. Although it has been normal practice for many years, this year a formal loan agreement and debenture has been completed the codify the terms of the loan.

Mr Johns concluded: "Delivering this multi-faceted plan will require all our energies and attention. It is not a menu where we can choose what we want to do – we have to do our utmost to achieve it all.

"Some risks we face will be outside out control, e.g. weather and inflation, but those aspects which are within our control – quality of product, welcoming staff, presentation of trains and stations – are critical.

"If we focus on delivery of our plans and achieve our aims to create a sustainable business, the long term future of the Swanage Railway will be assured."

■ Donate to the SRT appeal at www.swanagerailwaytrust.org



GUEST APPEARANCE

Lancashire & Yorkshire Railway Trust-owned 0-6-0ST No. 51456 made a brief visit to Didcot Railway Centre in May. The East Lancashire Railway-based loco performed during the venue's May 4-6 Steam into the '40s event and the May 11/12 Mini May Gala. On May 12, No. 51456 is seen running on the Didcot branch line. The combination of a shiny black engine and equally shining carmine and cream Auto-trailer No. 231 was pleasing on the eye.
FRANK DUMBLETON/GWS

WESTERN POWER: The roster for the Bluebell Railway's May 10-12 Branch Line gala featured four Western Region steam locomotives. Erlstoke Manor Fund's No. 7812 *Erlstoke Manor* joined Severn Valley-based GWR 0-6-0PT No. 7714, South Devon Railway's 0-6-0PT No. 1369 and Quainton Road's No. 6989 *Wightwick Hall*. BR '4MT' 2-6-4T No. 80151 assumed the identity of as-yet-unrestored Bluebell-based classmate No. 80100 throughout the weekend. Five coaching sets were in operation, including Victorian, Edwardian, and Southern Railway carriages. No. 1369 is pictured passing Birchstone bridge with the 13.15 from Kingscote on May 11. NICK GILLIAM

Black Prince on show at Bressingham

THE North Norfolk Railway (NNR) has placed out-of-ticket BR '9F' 2-10-0 No. 92203 *Black Prince* on loan to the Bressingham Steam Museum for two years.

NNR interim general manager, Graham Hukins explained: "This is an excellent arrangement for both the NNR and Bressingham: We need to store *Black Prince* until workshop space and funding are available for its overhaul and the steam museum has room in its standard gauge exhibition hall. We anticipate this exciting initiative being the start of a mutually beneficial collaboration between the two organisations."

No. 92203 was officially withdrawn from traffic earlier this year after covering almost 35,000 miles in the decade since its last overhaul.

The loco was failed before Christmas due to uncontrolled steam being admitted into the steam chest to a degree where the loco was not considered safe to allow into traffic. An initial investigation confirmed that the leakage is not via the valve seats, which suggests is to be either through a joint between the 'J'-pipe and the regulator body casting – or a fracture somewhere along the internal steam pipe itself.

The locomotive's last public appearance (for now) at the NNR took place on April 25 and saw the Friends of Black Prince – the engine's very own supporters' club – and members of the public enjoy a behind the scenes tour of the line's locomotive sheds at Weybourne to see No. 92203. The friends group is now working with the NNR team to develop a fundraising strategy for the engine's overhaul.

No. 92203 *Black Prince* is pictured at Bressingham following its relocation on April 29. ALAN HARPER-BOURNE/FOBP



Working smarter, not harder, pays dividends

TWO English standard gauge heritage lines which operated public trains on fewer days in 2023 ended up carrying more passengers compared with the previous year.

The North Norfolk Railway said 2023 was a very successful year with passenger numbers virtually unchanged year-on-year at 148,801 compared with 152,322 in 2022. Although there is a tiny reduction in the headline figure, the fine-tuning of opening days last year saw trains run on 237 days against 265 in 2022. The results mean loadings have gone up, with the average number of passengers per operating day increasing by 9% from 575 to 627.

The reduction in days was primarily driven by the need to ease the pressure on volunteers and staff. On half of the days taken out, the railway was closed to the public – while on others the driver experience days were operated. Driver experience courses need around 10 personnel compared to the three dozen or so required to fully open all the railway's facilities and run a public service. The pattern has been repeated for 2024 – with most driver experience courses having sold out.

Regular train traffic on the Kent & East Sussex Railway (K&ESR) showed an overall increase of 2600 passengers over the corresponding number in 2022. It was achieved with an overall reduction of 35 operating days. This raised the average daily passenger number from 240 in 2022 to 315 in 2023.

Passenger numbers in April and May 2023 were boosted by the visit of SR Bulleid Pacific No. 34072 *257 Squadron* throughout the period, plus a Forties weekend in May.

Fewer passengers were carried on Santa specials – with 12,700 in 2023 compared to 13,760 in 2022.

In November the line operated a 'quiet Santa' day for children with special educational needs. While it only attracted 100 passengers, it received many compliments and was nominated for a Heritage Railway Association award.

The premium class fine dining Pullman trains generated 170 extra passengers in 2023 over 2022 – 3140 versus 2970.

The total visitor numbers to the K&ESR was 64410 in 2023 versus 61450 in 2022.

Visiting tank engines delight

Colourful combination provides variety at Severn Valley Railway Spring Steam Gala.

NINE locos were rostered during the Severn Valley Railway's April 18-21 Spring Steam Gala, which included a trio of visiting engines from three corners of England.

The Bluebell Railway's LBSCR 'Terrier' 0-6-0T No. 72 *Fenchurch* joined the South Devon Railway's GWR 0-6-0PT No. 1369 and North Yorkshire Moors Railway-based Lambton 0-6-2T No. 29 alongside resident performers No. 4930 *Hagley Hall*, No. 7812 *Erlestoke Manor*, No. 75069, No. 13268, No. 7714 and No. 21C127 *Taw Valley*.

Among the highlights was the operation of a Stanier Mogul in its as-built 1934 LMS livery, numbered 13268. However, the 2-6-0 failed in the early hours of Sunday morning and was unable to appear on the final gala day.

Bulleid Pacific *Taw Valley* bowed out a week after the gala for its intermediate overhaul. Originally intended to be withdrawn after the Winter Gala, it was decided to retain the 4-6-2 in case a spare was needed in the early season.

The loco was due to make its final appearance at the May 4-6 Bank Holiday weekend, but it was failed a week earlier on April 28 with a badly leaking regulator stuffing box.

Given that the locomotive was due to come out of traffic imminently, the amount of work required to get it back running would have been uneconomical, so it was withdrawn a week early.

This marks *Taw Valley's* last appearance in wartime black because the loco will return from overhaul in BR Green. Depending on the level of work required, *Taw Valley* is expected to return to service in late 2025 or early 2026.

"This was another excellent event, showing our railway at its very best once again," said Gus Dunster, SVR managing director.

"I received so many complimentary comments both online and face-to-face while I was around the railway during the four days of the gala. These have been from visitors, including a great many who are also volunteers at other railways, which is a wonderful compliment.



Visiting from the Bluebell Railway, LBSCR 'Terrier' 0-6-0T No. 72 *Fenchurch* passes Hay Bridge on April 19 hauling two GWR carriages. JOHN TITLOW

"My thanks to everyone involved in planning and delivery of the gala; despite the challenges presented in recent weeks, and in the few days leading up to our event, once again we've shown why the SVR is the finest UK heritage railway.

"With almost 4,700 people coming along for the event, passenger figures and secondary spend were very good, especially on the Saturday."

The SVR's next dedicated steam enthusiast event is the Autumn Steam Gala, scheduled to take place on September 19 -22.



END OF TICKET IN SIGHT

Approaching the end of its current boiler certificate (*RM* March) LMS 'Jubilee' 4-6-0 No. 45690 *Leander* starred in the Mid-Hants Railway's April 26-28 Spring Steam Gala. Ahead of the event an opportunity was taken to run a photo charter using the line's restored goods trains. *Leander* is seen at Ropley on April 22. STUART CHAPMAN

Maunsell 'Q' takes shape

THE overhaul of Maunsell 'Q' 0-6-0 No. 541 for service on the Bluebell Railway continues to progress on several fronts.

New boiler plate has arrived at the premises of Devon-based contractor Leaky Finders for the sections cut out of the sides of the outer wrapper. Both sheets have been shaped, weld prepped, trial fitted and are now waiting to be welded in place. Stay holes have been marked out on both sides.

A new throat plate pressing was due to arrive in mid-May. Remedial work on the inner firebox is being assessed and is about to start, particularly around the stay holes. New platework for the loco's rear drag box has been fabricated and is in the process of being riveted together.

Efforts have been underway at Sheffield Park to free up the rear drag box on the tender frames, which like the front drag box, needs to be replaced. The tender frames were due to be lifted in May and the wheelsets despatched to the South Devon Railway to enable the tyres to be turned.

Tender tank

Fabrication of a replacement tender tank by the 4253 Locomotive Group is proceeding well at the Kent & East Sussex Railway. All the new steel plate for the new tender tank is now on site. The well underneath the tank has been fabricated and the coal space is under construction and lockers are being rivetted together.

Well-wishers have responded generously to an appeal by the loco's owning group towards the cost of overhauling the tender and providing a new tender tank. At the time of writing, over £35000 has been raised towards this project – the target being £40,000 .

Donations can be made online at: www.bluebell-railway.com/trust/make-a-donation/

Cheddleton's '4F' set to be restored

HOPES of returning '4F' No. 44422 to steam at the Churnet Valley Railway (CVR) have received a boost following a change of the loco's ownership.

The 0-6-0 was legally transferred from the '44422 Locomotive Company Ltd' to the North Staffordshire Railway Company (1978) Ltd, CVR's supporting charitable body on January 23. Since then, efforts have been made to look at returning the locomotive to steam.

A joint project with the Churnet Valley Railway (1992) PLC is being launched to ensure No. 44422 is in steam for its centenary, having been constructed at Derby Works on October 7,1927.

The first priority will be to complete repairs identified in a mechanical survey. The speed at which this will be feasible solely depends upon finance – no work will be completed which cannot be afforded. The NSRC will be overseeing fundraising, which will be enhanced with the claiming of Gift Aid, while the CVR will oversee the physical engineering work.

Visit www.44422.co.uk for details or email info@nsrailway.co.uk

Meanwhile, an application to strike off and dissolve 44422 Locomotive Company Ltd at Companies House was published on April 4.



Subject to fundraising, LMS '4F' No. 44422 could return to steam at the Churnet Valley Railway. CVR



PRAIRIE MILESTONE: The project to return GWR '45XX' 2-6-2T No. 4561 to steam at the West Somerset Railway has reached a key point – after the loco was reunited with its wheels. The Small Prairie is seen outside Williton works on May 2 where it was displayed for the benefit of visitors to the line's May 3-6 Spring Steam Spectacular gala. RYAN POPE/WSR

Forest Pannier restoration progresses

REBUILDING the back end of WR '57XX' 0-6-0PT No. 9682 has been the focus for members of the Dean Forest Locomotive Group (DFLG) at Norchard.

Following dismantling of the steam brake cylinder, the trunnions were machined and new trunnion bushes manufactured. The gland assembly for the steam brake cylinder was also renewed. The overhauled cylinder was then fitted back on the locomotive and new fitted bolts were made.

The buffers were dismantled and checked. The team made new buffer backplates as the originals were heavily corroded. The rear draw hook has been fettled and case hardened and is now refitted to the loco. The new bunker floor and rear running plates have also been riveted down.

With all materials, profiles and bent sections to hand, work on building the new bunker and cab sides is underway. Good progress has been made with ordering more castings for the missing parts stolen when the loco was in the ownership of the former Great Western Railway Preservation Group at Southall. These will be machined up by the team in due course. Work on providing drawings for casting a new cylinder block for No. 9682 is ongoing.

Turning to DFLG's two other locos, it is hoped GWR 2-6-2T No. 5541 will continue in service till the end of the year prior to withdrawal for overhaul. WR 0-6-0PT No. 9681 continues to be a reliable performer – see picture on p79.

SIDELINES

Barry coach departs

A vintage carriage which has been a familiar sight at the Severn Valley Railway's Hampton Loade station for more than 30 years moved to its new home at the Gwili Railway on April 29. The body of Barry Railway No. 163 has resided on an isolated piece of track since 1992, later mounted on a suitable underframe. The Heritage and Museum Projects team from Allelys Heavy Haulage undertook the sideways movement of the coach onto the dock siding at Hampton Loade, using lifting jacks, trollies and beams. A rail movement to Kidderminster was then due to take place, prior to onward road transport to Carmarthenshire.

Wymondham reopening

MID-NORFOLK Railway services were restored over its full normal length from Dereham to Wymondham Abbey with effect from May 25 following the completion of repairs to Crownthorpe Bridge. Operations were limited to the section between Dereham and Thuxton for the whole of last year. A Summer Steam Event has been pencilled in for June 28-30 – further details were to be announced as this issue went to press.

Didcot entrance opened

ON April 26, the new access ramp to Didcot Railway Centre (*RM* May) was officially opened by Lord Peter Hendy, chairman of Network Rail and Great Western Society President, and Joe Graham (business assurance and strategy director at Great Western Railway). The ramp has cost about £800,000 to construct, funded by legacies and donations from members of the Great Western Society. Following the ceremony, officials discussed a number of areas in which Didcot Railway Centre, Great Western Railway and Network Rail could work together.

Haworth shed tours

GUIDED tours of the Keighley & Worth Valley Railway's workshops and loco depot at Haworth are operating every Saturday at 11.15am, 12.55pm and 2.50pm. All tours cost £5 person and begin from Haworth station after the service from Keighley arrives. Tickets can be bought at any booking office on the day. The tour involves walking on uneven surfaces and includes steps. Children under 16 must be accompanied by an adult. Open-toed shoes are not permitted.

SIDELINES

'Can Pac' progress

THE overhaul of the Mid-Hants Railway's SR 'Merchant Navy' 4-6-2 No. 35005 *Canadian Pacific* has progressed on the chassis and boiler fronts. The engine's chassis relocated from Eastleigh works to the MHR's Ropley works on April 25 for the final stages of the project to be completed. On May 14, the boiler passed its hydraulic exam at Ropley.

Furness overhauls

THE Furness Railway Trust continues to progress the overhaul of its GWR 0-6-2T No. 5643 at the Ribble Steam Railway, Preston. The radial wheelset was sent to the East Lancashire Railway on April 24 to be reprofiled. The chimney, manifold and safety valves were removed in early April. Further boiler stays have been drilled out. Meanwhile, replacement steelwork is being welded in the tender tank of GWR 4-6-0 No. 4979 *Wootton Hall* – including the floor and sides of the coal space.

Arrival & departure

BR Mk. 1 BFK (Brake First Corridor) coach No. 35405 has been purchased by the Derwent Valley Light Railway (DVLR) from the Scottish Railway Preservation Society. The carmine & cream-liveried carriage arrived at Muton on May 10. After some tidying up, it will be put into service. The brake area will be adapted to accommodate wheelchair users. Meanwhile, TSO (Tourist Second Open) No. 4990 has returned to the North Yorkshire Moors Railway from the DVLR, where it had been on loan since April 2021. While at the DVLR No. 4990 wore a Pullman-style livery and was named *Lavinia*. In mid-May, it was due to be repainted maroon by the NYMR.

Margate arrivals

THE Somerset & Dorset Railway Trust (S&DRT) has relocated its restored 1886-built S&D First Class coach No. 4 from Washford (West Somerset Railway) to the One:One in Margate. The second cylinder from the Trust's '7F' No. 53808 which was replaced in a major overhaul approximately 20 years ago is to restored and will show museum visitors how this part of the loco works. Two of S&DRT's unrestored S&D coaches are now at Shillingstone. It is hoped they will be renovated over the coming years to form a three-coach set of original S&D carriages.

Tenterden 'Terriers' could be back in action this year

Repairs progress at Rolvenden works.

BOTH LBSCR 'A1X' 0-6-0Ts owned by The Terrier Trust (TTT) CIO could be back action at the Kent & East Sussex Railway (K&ESR) sooner than expected following recent positive developments.

Under TTT's hire agreements with the K&ESR, the railway is responsible for maintaining both locomotives. As previously reported (*RM* April), in late February, No. 2678 (*Knowle*) entered the works at Rolvenden for attention to the motion which has kept the loco out of service for almost two years.

The aim was to return the locomotive to service relatively quickly to take advantage of the many years left on its 10-year boiler ticket. The project has progressed well and after lifting it off its wheels, repairs to the chassis and a driving wheel have been completed and the loco reassembled.

Some other repairs, replacements to components and below footplate repainting have been undertaken as part of this work.

The boiler inspector has completed his initial examination and is scheduled to return towards the end of May to do the in-steam inspection. Assuming all goes to plan, it is hoped to have *Knowle* in service for three years – after which a major overhaul is planned so that the loco can be back in traffic for its 150th anniversary in 2030.

Meanwhile, long-awaited repairs to rectify damage sustained to No. 70 *Poplar* (No. 3 *Bodiam*) while at the Bluebell Railway on July 29, 2022, have edged closer. The K&ESR's insurers gave approval to send *Poplar's* bent connecting rods to a specialist contractor for straightening. This will be the quickest way to get the locomotive running again but is dependent upon X-ray testing to check that the straightened rods are structurally sound.

It is now hoped that *Knowle* will be in steam at the K&ESR shortly – and all being well, it is possible that *Poplar* could be running again later this year or early in 2025.



No. 2678 was steam tested in Rolvenden yard on May 22. IAN SCARLETT

Gresley carriages grounded on the Moors for 2024

THE LNER Coach Association (LNERCA) fleet of historic carriages will not operate on the North Yorkshire Moors Railway (NYMR) in 2024 – but plans are afoot for them to return to action in due course.

In an update to members, the LNERCA explained that anything below the solebars (safety critical) is the NYMR's responsibility, while the association looks after all items above the solebar, including all varnishing requirements.

NYMR plc has been unable to allocate the budget funds to permit the renewal of worn tyres on two of LNERCA's fleet – Thompson TK No. 1623 and Gresley BT No. 43567.

After an amicable and positive meeting between NYMR officials and the LNERCA finance team, NYMR will honour its agreement for 2024 and the LNERCA will still receive the income expected – despite the railway's current financial hardships.

The association said it is working on a plan to help NYMR fulfil its maintenance obligations, both historical and future when they become due. LNERCA said both parties will be working hard to achieve a lasting and workable partnership.

As part of its restructuring policy, the NYMR does not want to run the LNER set in everyday service but now wants to treat the vehicles as a premium product which would run on special occasions. Furthermore, in news the LNERCA described as "welcome", the NYMR would like to enhance the set with additional catering options, which is where observation saloon No. 3087, NER open third No. 945 and eventually ECJS dining car No. 189 will play their part.

In the meantime, work continues on finishing TTO No. 56856 in the Atkins shed, Pickering and the GNR observation saloon No. 3087 in LNERCA's Kirby Misperton workshop.



A POWERFUL COMBINATION

The Churnet Valley's May 4-6 Steam Gala saw locomotives tackle the climb from Leekbrook Junction to Ipstones Loop, offering some impressive performances. Starting away from Leekbrook Junction, the line heads east on a gradient of 1 in 40, before easing to 1 in 45 for three miles. The gradient eases on the approach to Apesford to 1 in 59 for the remainder of the climb to Ipstones Loop. The event featured Didcot's No. 4079 *Pendennis Castle*, Dartmouth Steam Railway's BR '4MT' No. 75014 *Braveheart* and USATC 'S160' 2-8-0s Nos. 5197 and 6046 – the latter making a comeback since its last showing at Super Power Weekend in 2020. No. 5197 leads No. 6046 on the departure from Consall on Bank Holiday Monday, May 6. ROBERT FALCONER



WR 'Modified Hall' No. 6990 *Witherslack Hall* passes Nethercott with the 08.00 Bishops Lydeard to Minehead goods on May 4. DON BISHOP

West Somerset steam gala on the up!

THE West Somerset Railway (WSR) has described its May 3-6 Spring Steam Spectacular as a "success" after the gala saw an increase in sales of over 50% compared with the previous Spectacular in 2023.

A quintet of visiting engines supported three members of the resident fleet. They included Locomotive Services Limited's 'B1' 4-6-0 No. 61306 *Mayflower*, Bahamas Locomotive Society-owned LNWR 0-6-2T 'Coal Tank' No.1054, Swindon & Cricklade-based GWR 0-6-2T No.6695, Great Central Railway's 'WR 'Modified Hall' No. 6990 *Witherslack Hall* and Pontypool & Blaenavon-based Hunslet 0-6-0ST *Jessie*.

The guests locos were supported by members of the home fleet – including WR 'Manor' 4-6-0 No.7828 *Odney Manor*, WSR Mogul 2-6-0 No. 9351 and WR '94XX' 0-6-0PT No. 9466. Additional attractions included on-train dining, a photographic evening and the operation of trains to Norton Fitzwarren, which is not used by regular timetabled services.



LNWR Coal Tank No. 1054 approaches Doniford Halt with a mixed train on May 6. ROB BATTY

Kerry Noble, WSR general manager said: "We are very proud and grateful to our Gala Planning Team for their efforts in organising such a complex and diverse event for our visitors. The team is predominantly made up of volunteers, who co-ordinate the event alongside their other life commitments, which highlight the amount of dedication and time that volunteers commit to the WSR.

"The feedback from passengers has been extremely positive and the event really showcased what the WSR can achieve. The atmosphere across the railway from volunteers, staff and visitors was electric and a common comment from passengers was that this event reminded them of the galas of the past."

Plans are already underway for the Spring Steam Spectacular event for next year.

In a separate development, while it had been hoped for new-build 'Grange' No. 6880 *Betton Grange* to take part in the gala, the WSR has announced the 4-6-0 is to visit in July. Further details will be announced in due course.

ELR seeks workshop and viaduct support

THE East Lancashire Railway is appealing to well-wishers for both financial and written support as it bids for grant aid to renovate a key viaduct and the line's mechanical engineering workshop.

The Raise Our Roof fundraiser has been set up as with a target of £75,000 to renovate the roof on the line's Buckley Wells workshop.

As part of the restoration, the opportunity will be taken to install solar panels to reduce electricity usage.

Higher Woodhill viaduct, on the edge of Bury in Burrs Country Park, will require maintenance work in the next 12 months at an estimated cost of £1.28m.

Backing

However, to secure many of these grants from the government's Department for Levelling Up, Housing and Communities, the ELR is required to demonstrate that it has the support of the community which uses and loves it.

Mike Kelly, ELR chairman, said: "We need as many people as possible to show us their support. We have an online fundraiser where every single pound donated will make a difference. Added to that, every visitor's comment about the beauty, history and authenticity of the railway will also support the case for this restoration project."

Well-wishers can donate online at www.justgiving.com/campaign/supportourviaduct or www.justgiving.com/campaign/raiseourroof ... or to share comments of support, please email general.manager@eastlancsrailway.co.uk

National Collection 'Greyhound' to be assessed for a return to steam

PLANS to return LSWR 'T9' No. 30120 to steam at the Swanage Railway have moved a step closer after agreement was reached with the loco's National Collection owner for it to be dismantled for assessment.

The restoration project is being driven by the Swanage Railway Trust's 563 Locomotive Group, the team which managed the recent restoration of former National Collection LSWR 'T3' 4-4-0 No. 563.

No. 30120 arrived on the Swanage Railway from the Bodmin Railway during 2017 and last steamed in 2020 when it failed its boiler examination.

"We are initially trying to raise £50,000 to enable the locomotive to be dismantled and assessed at the Flour Mill," explained 563 Locomotive Group chairman Nathan Au.

"We will make a report on the work required to return No. 30120 to service, including an assessment of the cylinder block and whether this needs to be replaced. We very much hope that this report is favourable, and we can proceed to the next stage of the overhaul later in the year.

"Should we decide that the locomotive is not a suitable contender for restoration, the remainder of the £50,000 will enable us to re-assemble No. 30120 and return it to the NRM for further display."

The hoped-for overhaul of No. 30120 will be shared between the Flour Mill works in the Forest of Dean – which will renovate the boiler and tender – and the Swanage Railway's Herston works in Swanage, which will be responsible for the engine's chassis.

The 1899-built 'Greyhound' left the Isle of Purbeck for the Forest of Dean on April 19.

Bill Parker of the Flour Mill said: "Funded by the late and much-missed Swanage Railway Trust patron Alan Moore, we overhauled No. 30120 some 15 years ago for the Bodmin Railway, so it will be interesting to see what 10 years of hauling trains has done to the 'T9'. No. 30120 is ideal for the Swanage Railway."

Visit 563locomotivegroup.co.uk for details of how to donate.

Compiled by **Gareth Evans**

Meat & two opens

Historic GWR wagons to be fit for the future at Didcot.



GWR five-plank open No. 19818 is seen undergoing a refresh on April 13. BOTH: GARETH EVANS



Mica B No. 105860 takes shape at Didcot on April 13.

THE restoration of a 100-year-old GWR meat van to its former glory is a key project for members of Didcot Railway Centre's (DRC) Carriage & Wagon (C&W) Department. Mica B No. 105860, built in 1924, has been stripped back to a bare frame and reconstruction is now well underway.

'Mica' was the GWR telegraphic code for a refrigerated meat van with interior ice tanks – the 'B' indicating it could be used as an ordinary ventilated van, without refrigeration if required. These vans were later designated by BR as Vent-Insul-Meat.

No. 105860 was one of 150 similar wagons constructed between 1923 and 1926. Built in 1925, and preserved in 1976, it is owned by the GWR 813 Preservation Fund.

Among the beneficiaries of the current work is Ed Bull, who has gained invaluable experience as part of his apprenticeship.

"The wheels have been removed and overhauled," explained John Plant, a C&W volunteer and director of Great Western Society Ltd, which operates DRC.

"Brake rigging has received attention – including new pins and bushes. Using a lathe and metal work is part of Ed's apprenticeship, as is examining bearings and journals, plus dismantling, cleaning and inspecting the buffers."

The vacuum cylinder has been overhauled with the aid of the on-site vacuum test rig.

Four new metal corner posts have replaced the heavily corroded originals. Coach tin is being used to line the interior to replicate the original Zink wipe-down surface. Replacement hooks have been forged – the originals were cut off in pre-preservation days. A replica ice box has also been made out of plywood.

By late April, outstanding work included the manufacture of replacement doors, while the roof boards were awaiting installation. The first topcoat had been applied to the body.

"Being white, it will stand out," added John. "Plans are afoot for the creation of a 'moving the goods' display – the meat van is a prime contender."

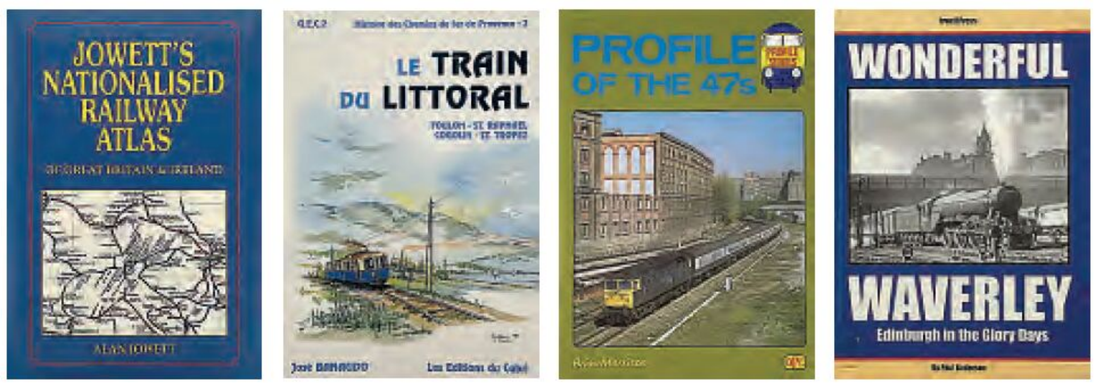
Meanwhile, two GWR five-plank open wagons, which are also owned by the GWR 813 Preservation Fund have been receiving attention.

No. 19818 has been repainted and a mechanical exam has also been carried out. Fresh paint has been applied to No. 117993. It was restored about 10 years ago, so the team wanted to keep it tidy.

Not to be forgotten is the fleet of 'main line wagons' which is used to transport goods in and out of DRC – the site being surrounded by the national rail network. Buffers have been overhauled by a contractor to main line standards. Other work has included repainting.

"The main line wagons are all in different colours to not only provide variety but also to make it easier for delivery drivers – you can say the 'x' liveried one," explained John.

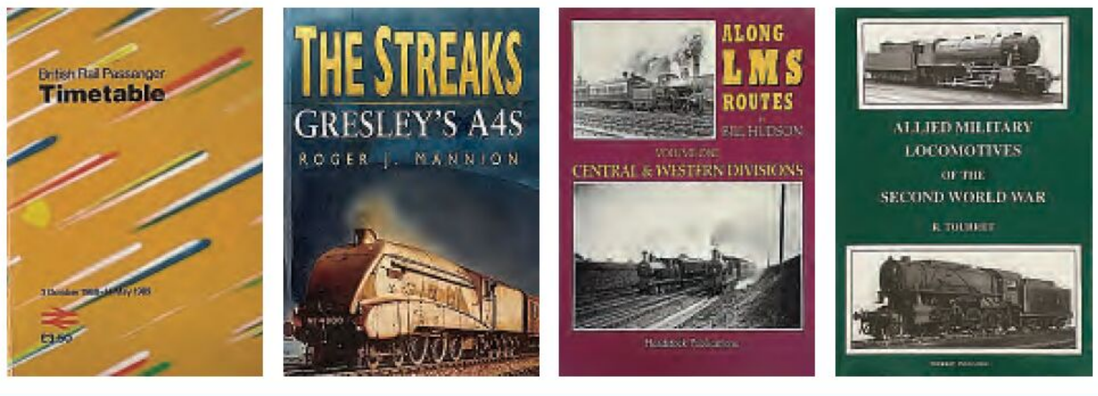
TRANSPORT STORE
12B Nasmyth Court,
Livingston, EH54 5EG, UK
Tel: +44 (0) 1506 441023
sales@transportstore.com



Railway books from the UK and world-wide

www.transportstore.com

The world's largest and most comprehensive online stock available for immediate purchase and despatch



Telephone enquiries and orders welcome
Collections purchased

ISLE OF MAN

SUMMER TRANSPORT FESTIVAL

30 JULY - 04 AUGUST 2024



From £450 per person

Holiday Includes

- 7 Nights Bed & Breakfast
- Return Sea Travel
- Go Explore Heritage Card

BOOK WITH CONFIDENCE

More Information contact:
The Isle of Man Events Reservations Team
ABTA No.Y6091
01624 664460 info@iomevents.com
www.iomevents.com

Doxford crane tank takes shape

Bahamas Locomotive Society volunteers progress overhaul of *Southwick* at Ingrow.

A FORMER Sunderland shipyard crane tank which has not steamed for more than half a century is being brought back to life in West Yorkshire.

Robert Stephenson & Hawthorn 0-4-0CT *Southwick* was built in 1942 as works number 7069 for Doxford & Son's Pallion shipyard. It was one of several locomotives of similar design dating back to 1918, the earlier ones being built by Hawthorn Leslie & Co. These unusual locos gained much fame among enthusiasts as the last working examples of the type in commercial use during the late 1960s.

The design of these locomotives is interesting in that the elevation of the jib is done using the pressure within the boiler and it could also be depressed downwards. Because of this, the hooks on the jib were fixed, being positioned for lifting various weights up to four tons according to their distance along the jib. The jib was raised and lowered using a piston at its rear, working within a cylinder atop the boiler.

Steam pressure from the boiler was constantly fed to the top of the piston, the lifting/lowering being achieved by admitting steam to the underside. If steam was admitted, then the piston would be in equilibrium and the weight of the jib would cause it to lower. By exhausting steam from the underside of the piston, the boiler pressure would act upon the top and so cause the jib to be raised – this enables any position to be positively locked and a very precise control to be exercised over the lift.

Operation

With the engine out of steam the jib would be inclined to settle downwards, so the chimney provides support for the jib at the front end. Slewing the jib was done by a separate steam engine. Another unusual feature was that they were fitted with outside Joy valve gear.

Southwick was acquired by the Bahamas Locomotive Society (BLS) and went to the Dinting Railway Centre in 1971 where it was test steamed and found to be in poor condition and thus cosmetically restored only. Since relocation to Ingrow on the Keighley & Worth Valley Railway, work has begun on restoring *Southwick* to full working order, which has proved a monumental task. The locomotive has recently been re-wheeled following much work to tyres and journals – plus new axlebox bearings and underkeeps which allow a rolling chassis to be completed.

A considerable amount of work has also been completed on the locomotive's superstructure, as well as inspection of the slewing mechanism for the crane. However, a great deal of work needs doing to the boiler, including a new firebox. When completed, *Southwick* will be able to demonstrate a working crane tank at Ingrow.

While the BLS is well-known for the ownership of its flagship, LMS 'Jubilee' No. 45596 *Bahamas* and LNWR Coal Tank No. 1054, it also owns a number of industrial locomotives.

The most familiar of BLS industrial locos is Cornist class 0-6-0T *Nunlow*, built by Hudswell Clarke as works number 1704 in 1938. This large, 18in cylinder locomotive spent its working life at Hope Cement Works before being preserved at Dinting in 1969 and now at Ingrow. It has visited several heritage lines and also Hope Cement Works itself on a number of occasions. Currently awaiting overhaul, *Nunlow* is scheduled to be overhauled once again in due course.



0-4-0CT *Southwick* on a rare move outside the Bahamas Locomotive Society workshop at Ingrow on April 13, showing progress made on its overhaul. IAN SMITH

Fleet

A third industrial at Ingrow is *Tiny*, Andrew Barclay 0-4-0ST works number 2258, built in 1949 for Bradford Road Gasworks, Manchester. It was presented to the BLS in 1970 and after some use was cosmetically restored and is now on display in the excellent Engine Shed at Ingrow.

BLS owns two further locomotives which are loaned out to other railways. Hudswell Clarke 0-6-0T *Vesta*, works number 1223, built in 1916 is at Bury on the East Lancashire Railway, while Hudswell Clarke 0-4-0ST *Hawarden*, works number 526, built in 1899 is displayed at Moor Road on the Middleton Railway. Both these latter locos were formerly at Penrhyn Castle (*RM* March 2024).

Hired 'Austerity' boosts Embsay steam fleet this season

TWO 'Austerity' 0-6-0STs are on the Embsay & Bolton Abbey Steam Railway roster this year – after the Yorkshire line hired Hudswell Clarke 'Austerity' 0-6-0ST No. 68067 for the 2024 season.

Built as works number 1752 in 1943, the loco was originally numbered WD75091. Following use at several War Department establishments, it was sold to the National Coal Board, going to Holly Bank Colliery in October 1950. After seeing service at a number of other colliery allocations, the locomotive went to Bold Colliery in 1978, where it was named *Robert*. It found fame at Bold, being selected to appear in the Rocket 150 celebrations at nearby Rainhill prior to entering preservation in 1982, originally at Crewe Heritage Centre, before being bought by present owner Roger Hibbert in 2007.

Background

It is numbered as BR 'J94' No. 68067 which was also built by Hudswell Clarke as works number 1792 in 1946. Although numbered WD 71474 and sent to Longmoor, it was almost immediately sold to the LNER in January of that year. It was withdrawn from Colwick in January 1962 and sold to the NCB, being finally scrapped in 1971.

Embsay's other working 'Austerity' is Hunslet works number 3794 *Cumbria*, built in 1953 as No. WD 194. This locomotive finished its working life at MOD Shoeburyness before being preserved in 1973 at the Lakeside & Haverthwaite Railway, where it received its name. Owned by the Furness Railway Trust, *Cumbria* is a relatively long-term hire as 'Austerities' are ideal for use on the line.

Meanwhile, the overhaul of Embsay's own 'Austerity' continues to progress. *Wheldale's* (3168/1944) chassis is now almost complete at Statfold's engineering works following a major overhaul, which has included much realigning of valve gear and work to axleboxes and other items. In the words of one of the restorers: "*Wheldale* was ex-NCB and had a hard life!"



'Austerity' 0-6-0ST No. 68067 is seen at Bolton Abbey on the Embsay & Bolton Abbey Steam Railway on April 21. The loco was previously on hire to the Llangollen Railway. MATTHEW BERRY

Progress

The chassis was due to return to Embsay in May with plans being drawn up to provide a dedicated and secure working area for the next stage of work to continue. The boiler is currently at Israel Newton's works in Derbyshire being overhauled, including the manufacture of a new inner firebox. Hunslet 16in 0-6-0ST *Beatrice*, works number 2705, built in 1945 and Hudswell Clarke 0-6-0ST *Nightingale/Secole*, works number 1208, built in 1916 are the other two regular working industrial locomotives – the latter often appearing on Embsay's Victorian Trains.

SIDELINES

Sir Berkeley stopped

MANNING Wardle 0-6-0ST *Sir Berkeley* (1210/1890) was failed while at Beamish on April 22, having completed four of the planned 10 steamings. The Vintage Carriages Trust-owned loco has returned to its Middleton Railway base for assessment. The loco's visit is said to have stirred up some thoughts regarding Beamish museum's own Manning Wardle, *Newcastle* (1532/1901) and where it sits in the restoration queue.

PRE-ORDER TODAY!

➜ **VISIT MRTNS.UK/PRE-ORDER-RM**

Save on a trip to the shops!



Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Compiled by **Cliff Thomas**

SIDELINES

Significant step forward in 'Tamar' restoration

THE renovated boiler for Hunslet-built (Kerr, Stuart design) 'Tamar' class 0-4-2T 3756/1952 has been lifted into the frames at Statfold Barn Railway and the smokebox is being assembled. The rear cab sheet is also now in position and in April a start was made on assembling the roof structure.

The 600mm gauge ex-Cameroon Development Corporation loco returned to Britain in March 2017 with restoration starting in mid-2019 when the frames and wheels went to 'Workshop X'. The volunteer team returned the restored chassis to Statfold in early 2021.

'New' passenger loco for Astley Green line

RESTORATION of one of the two ex-tunnelling diesel locos donated to Lancashire Mining Museum at Astley Green by Specialist Plant in Wellingborough (*RM*, March 2023) has been completed and it will shortly enter passenger service.

Having arrived in a 'tired' red livery, it has been refinished in blue with red frames and named *Bill*, after the late William Lloyd who was an ex-'Bevin Boy' miner and a volunteer at the museum.

Two other ex-Specialist Plant locos, Clayton-built Nos. CE 4020C and CE 3686A, have been acquired by the Amerton Railway.

SINGLE LINES

■ THE new bogie hopper ballast wagon constructed by the Vale of Rheidol Railway for the Talyllyn Railway was delivered to Wharf station on May 7.

■ THE tea room building at Groudle Glen Railway's Sea Lion Rocks terminus is now entirely powered by solar energy. The station has never had mains electricity – the new system replaces a diesel generator, which has been retained as a back-up.

■ THE Ffestiniog & Welsh Highland Railways have developed a mobile phone app providing details about points of interest as trains progress along the line, with progress marked on a map by a locomotive icon. Developed as part of the railway's Interpretation and Boston Lodge Project, the 'FfWHR Explore' bilingual Welsh and English app is available to download from the Apple or Google Play stores.

Vale of Rheidol officially opens new museum

Exhibits from 'Collection X' unveiled to the public for the first time in Aberystwyth.



The transformation of the one-time standard gauge loco shed at Aberystwyth into a museum space is stunning. On the left is the Hulleras de Sabero Railway Directors Coach behind Couillet 0-6-0T Hulleras de Sabero No. 1 *Sabero*, both of which were on public view for the first time in Britain. In the centre is 0-4-0VBT *Pendyffryn* while to the right is the Padarn Railway Directors Saloon. CLIFF THOMAS

THE Vale of Rheidol Railway's (VoR) new museum at Aberystwyth was officially opened on May 3 – showcasing a number of exhibits which have been out of the public eye for several years.

Following introductory speeches, Steffan Roberts, deputy director, culture, sport and tourism at the Welsh Government, cut the red tape which formally opened the building. The invited guests then travelled on a special train to Devil's Bridge for the traditional buffet lunch provided on such occasions.

In the weeks prior to this official opening, further changes were made to the exhibits. Two further small locomotives, previously at the Brecon Mountain Railway, have also been added to the displays at Aberystwyth. De Winton 0-4-0VBT *Pendyffryn*, built in 1894 for the Pen-yr-Orsedd slate quarry and saved for preservation in 1965, is now in the main display area while 2ft gauge 0-4-0VBT *Redstone* is in the glass entrance atrium.

Redstone dates from 1905 and was built by the foreman fitter, Mr Redstone, of the Penmaenmawr granite quarry as a 2ft gauge model of a 3ft gauge Penmaenmawr De Winton loco for use on the quarry owner's garden railway to entertain his children. Both *Pendyffryn* and *Redstone* secured boiler tickets in 2014 but saw little, if any, use in the following decade before the certificates expired.

'Collection X' items

The most significant additions since the building opened to the public at the beginning of the season were Couillet 0-6-0T Hulleras de Sabero No. 1 *Sabero* (1140/1895) and a four-wheel Hulleras de Sabero Railway Directors Coach, the first time these items had been seen in public since being saved and brought to Britain in 1969 by the late Peter Rampton.

Also present from Peter Rampton's 'Collection X' was the magnificently restored Isle of Man Railway 'Pairs' carriage No. F68 which he saved in 1985. The vehicle has been mounted on (nominal) 2ft gauge bogies.

Other exhibits included the four-wheel Ford Model T railcar based on the Sandy River and Rangley Lakes Railway (Maine, USA) Superintendent's Inspection Car which was constructed in 2008 for the late Adrian Shooter and which was purchased by the VoR at the Beeches Light Railway auction; 1918-built Dick, Kerr petrol electric locomotive No. 18; and 1908-built Arn Jung 0-6-2WTT *Graf Schwerin-Lowitz* which, as previously reported, was bought by the VoR from the Brecon Mountain Railway a couple of years ago.

Ex-Padarn Railway 1848-built 4ft gauge Horlock 0-4-0 *Fire Queen* and the 'Directors Coach' which arrived earlier this year from Penrhyn Castle (*RM*, February) remain in the building pending relocation to Gilfach Ddu and Bala Lake Railway respectively in due course.

Into the works

The Ffestiniog Railway's (FR) George England 0-4-0STT *Palmerston*, which arrived at VoR in February, was displayed in the museum at the beginning of the season and subsequently moved into the works.

When it was announced that *Palmerston* was going to the VoR, the plan was for it to be displayed in the museum until July, then be overhauled in time for it to return to steam for the VoR's August 24-26 Rheidol Steam Festival event. The loco was present in the museum on the morning of the official opening but was back in the works that afternoon. It is unclear whether overhauling *Palmerston* has been brought forward.

Welsh Highland Heritage Railway's ex-WDLR Baldwin 10-12-D No. 794 (BLW44699/1917), restored 'as' WHR No. 590, was not present having, as anticipated (*RM*, May), been moved into the works in late April following a brief appearance in the museum after its arrival from Gelert's Farm. Work to deal with the 'technical issues' which arose following its restoration is in progress.



The magnificently restored Isle of Man Railway 'Pairs' carriage No. F68 which had been part of 'Collection X'. These vehicles originally comprised two four-wheel carriage bodies which were mounted on a bogie chassis with appropriate modifications to create a new carriage. This example was built from four-wheelers Nos. A9 and C13 which were converted in 1909. CLIFF THOMAS



Couillet 0-6-0T Hulleras de Sabero No. 1 *Sabero*, on public view for the first time since being saved and brought to Britain in 1969 by the late Peter Rampton. CLIFF THOMAS



Bassett Lowke (note the headboard!) 4-4-2 'Little Giant' *Synolda* on the turntable at Dalegarth having hauled a two-coach train from Ravenglass on May 4. MATT DITCH



Perrygrove Railway's visiting 0-6-0ST *Mr Hallworth* pictured just before Gilbert's Cutting on its way back to Ravenglass on May 4. Sir Arthur Heywood's advice concerning 15in gauge drivers needing a stout Mackintosh was clearly to be heeded in this instance! MATT DITCH

Visiting locos perform at Ratty gala

RAVENGLASS & Eskdale Railway's May 4-6 gala featured two visiting locomotives, Perrygrove Railway's new-build 0-6-0ST *Mr Hallworth*, making its first operating trip away from its Dean Forest home, and privately-owned Exmoor Steam Railway-built 0-4-0TT No. 312 *St Egwin* from The Valley Railway Adventure (previously Evesham Vale Light Railway).

In addition, the Eskdale Railway Museum Trust's 1912-built Bassett Lowke 4-4-2 'Little Giant' *Synolda* made its first journey hauling passengers with its new tender, marking completion of an overhaul which has been progressed in stages over several years, the first stage being work on the boiler in 2019 followed by stripping down the loco for attention to the running gear and finally construction of the new tender.

A RARE COMBINATION: THE 15in gauge Bure Valley Railway celebrated the 30th anniversary of its Winson-built 'ZB' tender locomotives on April 27. The design of these locos was based on Indian Railways' 2ft 6in gauge ZB class 2-6-2s. Although they have been at the railway since 1994, they have very rarely been seen double-heading. This image shows BVR No. 6 *Blickling Hall* piloting No.7 *Spitfire* shortly after leaving Aylsham Tunnel. JAMES KINDRED



Alishan diesel launched into W&LLR passenger service

ALISHAN Forest Railway's Mitsubishi diesel locomotive No. DL-34 hauled its first Welshpool & Llanfair Light Railway (W&LLR) passenger train on May 4.

The formal launch was attended by a delegation from the Alishan Forest Railway and Taiwan Cultural Heritage Office.

The loco arrived at W&LLR in February 2023 to commence an initial three-year loan. Between September 2023 and April this year it was at Peter Briddon's Darley Dale workshop where its braking system was modified to work with W&LLR vacuum fitted stock. On its return to Llanfair, it received Grondana couplings as employed by the W&LLR.

No. DL-34 is due to operate more passenger trains during the summer. Its entry into service enables the release from traffic of 1949-built Baguley-Drewry No. 7 *Chattenden* and former Taiwan Sugar Corporation Diema No. 175 for major works.

The W&LLR and the Alishan Forestry Railway, the highest narrow-gauge line in Asia and famed for its distinctive Shay steam locomotives, have been affiliated since 2017.



Alishan Forest Railway's Mitsubishi diesel loco No. DL-34 is pictured from the train as it works its first W&LLR passenger duty between Llanfair Caereinion and Welshpool. WILLIAM BICKERS-JONES/W&LLR

SINGLE LINES

■ RICHMOND Light Railway's Decauville 'Type 3' 0-4-0T 648/1912 *Lily* will be visiting Amberley Museum's July 20-21 Rail Gala. The last time a visiting steam loco ran at Amberley was eight years ago. Resident Bagnall 0-4-0ST *Peter* (2067/1918) will also be in action along with the museum's collection of internal combustion locos. *Lily* is also due to feature in a July 22 photo charter organised by 30742 Charters, with which all bookings must be made.

■ THE Heatherslaw Light Railway (HLR) is set to entertain the first guest locomotive at the 15in gauge line in its 35-year history over August 2-4 when reconstructed Heywood 0-4-0T *Katie* will visit from the Ravenglass & Eskdale Railway.

Heatherslaw resident 2-6-0T+T *Bunty* will also be in steam. *Katie* is due to feature in a special evening photo charter on August 1 which includes stops along the line during a full round trip during which *Katie* will be joined by HLR steam locos *Bunty* and 0-4-2T+T *Lady Augusta* for line up pictures.

■ THE Welshpool & Llanfair Light Railway's Andrew Barclay 0-4-0T 2207/1946 *Dougal* left Wales on April 22 to commence its four-year loan to the Sittingbourne & Kemsley Light Railway (*RM*, February). The same transport also took the Fairbourne Railway's Milner 0-4-0STT *Sherpa* to the Ruislip Lido Railway to appear in that line's May 4-6 Steam Gala.

■ LINCOLNSHIRE Coast Light Railway anticipates showcasing nine heritage diesel locomotives during its June 15 Diesel Day 2024. The locos will operate a variety of rolling stock combinations representing periods from 1960, in most cases with trains working top and tail. The day will close with a cavalcade of all nine running together.

■ THE first small locos were moved into the Ffestiniog Railway's new Small Locomotive Shed at Boston Lodge on April 18 when Hunslet 0-4-0STs *Hugh Napier* and (unrestored aboard a wagon) *Nesta* entered the completed building.

■ CONSTRUCTION of the new station at the Lincolnshire Coast Light Railway's South Loop terminus (*RM*, August 2023) commenced during April with digging a pit for the septic tank and removal of trees where the building will be located.

DIARY

JUNE
7-8 Ffestiniog/Welsh Highland: Rail Ale
8 Apedale: Teddy Bears day
8-9 Crowle Peatland Railway: Open weekend
8-9 Statfold Barn: Sweet Indian Steam
8-9 Ravenglass & Eskdale: The Ratty Arms Beer Festival
13-14 Crowle: Open weekend
14 Ravenglass: Gin Train
15-16 Amerton Railway: Summer Steam Gala
15 Bressingham: Commercial Vehicles Rally
15 Corris Railway: Steam Gala
15-16 Hampton Kempton Waterworks: Gala Weekend
15-16 Lappa Valley at 50
16 Beamish: Brass at Beamish
16 Devon Railway Centre: Father's Day Special
16 Leighton Buzzard Railway: Father's Day
16 Perrygrove: Father's Day
16 Westonzoyland Pumping Station: Father's Day Steam Up
16 West Lancs Railway: Strawberries & Steam
21-23 Welshpool & Llanfair: Beer and Cider Festival
23 Leighton Buzzard Railway: Classic Car Show
27 Welsh Highland Heritage: An Evening of Steam & Song
29 Apedale: *Sir Tom* visit
29-30 Beamish: Fares Please! Public Transport Weekend
29-30 Ravenglass: Bluey & Bingo

JULY
5-6 Talyllyn: Beer Festival
6-7 Hampton Kempton: Pirates & Princesses Weekend
6-7 Hollycombe: Model Weekend
6-7 Talyllyn: Anything Goes Gala

SIDE LINES

Away days for *Sir Tom*

THRELKELD Railway & Mining Museum's Bagnall 0-4-0ST *Sir Tom* (2135/1926) will make rare appearances away from its Lake District home when it visits the Amerton Railway's June 15/16 Steam Gala, the Apedale Valley Light Railway over June 29/30, and then on to visit the West Lancashire Light Railway. More dates might be added to the Apedale visit.

Amerton's gala will also feature a visit by Avonside 0-4-0T *Ogwen* (2066/1933).

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine

French visitors from Kent operate in North Wales

Decauville duo boost varied roster at 'friends' event.



Richmond Light Railway visitors *Chuquitanta* (leading) and *Lily* pull away from Harbour station with their freight train, which included a Model T Ford on a well wagon, on the afternoon of May 5. CLIFF THOMAS

THE feature attractions of the Ffestiniog Railway's (FR) May 4/5 Friends of the Ffestiniog event, which coincided with the FR Society AGM, were Couillet 0-4-0T *Chuquitanta* (Decauville works No. 36 of 1885) and Decauville 'Type 3' 0-4-0T 648/1912 *Lily*.

The pair, the oldest and youngest surviving operational Decauville steam locos, were visiting from Jeremy Martin's Richmond Light Railway.

Chuquitanta previously visited the FR for the railway's 2017 Quirks & Curiosities event, but this was the first time *Lily* had travelled to North Wales. The pair worked 'freight' shuttles, primarily (but not exclusively) between Harbour station and Minffordd during the weekend.

The 'friends' event included FR Society special shuttles in addition to normal FR service trains with a significant display of FR motive power in action, including Double-Fairlies *James Spooner*, *Merddin Emrys* and *David Lloyd George*, together with Hunslet 2-4-0TT 'Ladies' *Linda* and *Blanche*. Hunslet 0-4-0ST *Lilla* appeared at Harbour station and while it did not run on the main line while *The RM* was present, James Evans' newly overhauled ex-Dinorwic Hunslet 0-4-0ST *Felinheli* (*Velinheli*) was spotted in steam shunting slate wagons in Minffordd yard.

Porthmadog also saw Welsh Highland Railway service train arrivals and departures behind Garratt NG/G16s Nos. 87 and 130 to add to the steam on view.

Following their arrival in late April, the visiting Decauvilles made private trips over the FR to Blaenau Ffestiniog and on April 20 had traversed WHR metals to Beddgelert where they could be seen by passengers passing on 'The Snowdonian' special.

New battery locomotive for Bure Valley takes shape

DELIVERY of the new CB12 battery Co-Co locomotive being built for the Bure Valley Railway (*RM*, March 2022 and July 2023) by Clayton Equipment, was imminent as *The RM* went to press. The loco is the first new design and build battery electric locomotive for passenger use of any gauge regulated by the Office of Rail and Road in the UK.

The loco will provide the 15in gauge line with a zero tailpipe emissions alternative to its ageing diesel locomotive, and is designed to have the same power as one of Bure Valley's steam locos, capable of hauling its heaviest trains.



The new CB12 battery Co-Co locomotive being built for the Bure Valley Railway is pictured in late April at Clayton Equipment's Burton-upon-Trent works. At this stage it was on jacks for weighing and setting the axle loadings. ANDREW BARNES/BVR

Apedale Field Railway circuit completion to boost events

THE Moseley Railway Trust joined the two ends of its Field Railway extensions at the Apedale Valley Light Railway in mid-April, thus enabling trains to fully circumnavigate the event field for the first time.

This will allow more interesting operations on event days and simplify access to the First World War Trench Tramway and the Aurora South shed.

The new circuit was in full use for the May 18/19 ListerFest event. When this issue of *RM* went to press, around 16 visiting Lister locomotives had been expected to join four Apedale-based Listers.

Also appearing during ListerFest was the re-created 'Panther Wagon' built to attend the Ffestiniog Railway's April 28-May 1, 2017 Quirks & Curiosities II event, which arrived at the Apedale Valley Light Railway at the end of April having been acquired by a Moseley Railway Trust member.

The vehicle replicated the original machine constructed in 1967 by teenagers working on the Ffestiniog Railway's Deviation project, utilising a Panther motorcycle mounted in an ex-brickworks flat wagon, which they used to avoid the walk from Tan-y-Bwlch to the Ddualt work site. The original ceased to exist long ago.

Battery loco testing at Ruislip Lido

A PROGRAMME of testing and crew training will be completed before Ruislip Lido Railway reintroduces former diesel-mechanical locomotive *Graham Alexander* into service following its conversion to battery-electric power.

HS2's Community & Environment Fund (which aims to support community projects in areas close to the high speed route) provided a £75,000 grant for the work on the loco, which was originally built in 1990 by Severn Lamb Ltd and powered by a 4.5 litre Perkins engine.

Ruislip Lido Railway Society believes the project could form an important test bed for replacing diesel traction with renewable energy and have an influence on fleet renewals for miniature and narrow gauge railways in the UK.

The diesel power unit from *Graham Alexander* has been installed in Wells & Walsingham Light Railway's loco *Norfolk Harvester* and is running well. Fitting was carried out by the Norfolk line's own in-house team.

Lakeshore's *Mountaineer* returns to public service

'Pacific' back in steam at South Marine Park in South Shields after a three-month overhaul.



Lakeshore Railroad No. 3440 *Mountaineer* is pictured on April 20, the day of its return to service. MATT NUNN

AFTER more than three months out of traffic for an extensive mechanical overhaul and repaint, the Lakeshore Railroad in South Shields welcomed No. 3440 *Mountaineer* back into service on April 20.

Testing had taken place earlier that week on the 9.5 inch-gauge line, which runs for just under a third of a mile around the boating lake in the town's South Marine Park.

No. 3440's absence from service was significantly longer than originally anticipated. At the time of its withdrawal in early January, the Pacific was expected to be back in action during February.

However, delays with contract work meant that the boiler was not returned to the line's workshop team until April 5, at which point reassembly of the loco began for a boiler inspection, other tasks including the machining of bearings, making a new ashpan and applying finishing touches to its paintwork.

With 2-6-2 *Adeila* also out of service and 0-4-0 *Brock* returning to the Downs Light Railway in February after almost 18 months on South Tyneside, Lister petrol-hydraulic locomotive *Rockclimber* took-on passenger duties in the meantime, joined by diesel *Bert* (borrowed from the Crewe & Weston Railway), to provide a two-train service over Easter.

Mountaineer has been associated with the Lakeshore Railway since its opening in 1972. Originally planned for completion in the 1930s, it was purchased in a partially-built state from WL Jennings in Templecombe in 1966 by the Lakeshore's original owners Jack Wakefield and John Proudlock who completed it, initially for operation on a portable miniature railway.

Having begun life as an Atlantic, it was converted in 1976/7 to a 4-6-2 configuration (matching the Atchison, Topeka & Santa Fe Class 3400 locomotive it is based upon).

The **Lancashire & Yorkshire Railway** *Society*

Partners in excellence with the National Railway Museum

Model the LYR

Each year almost 1000 members receive

2 LYR Focus

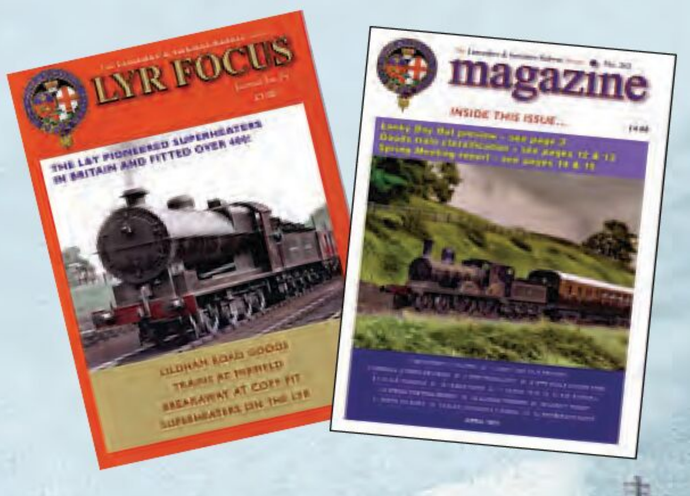
48 pages full of photo's & historical information

4 Magazines

24 pages in full colour with topical information and modelling articles

Plus Access to

Over 12000 photos
1200 Drawings
Information service



UK Membership £38 annually

International members £50

Join online lyrs.org.uk

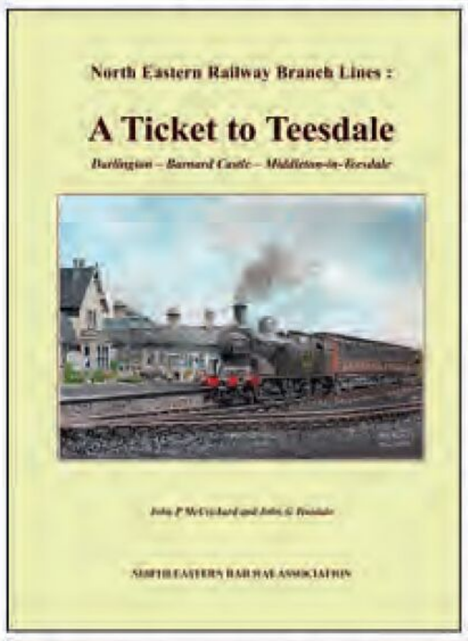
Andrew Wright, Membership Officer
10 Fairbairn Street, Horwich,
Bolton BL6 5NF
email: membership@lyrs.org.uk

North Eastern Railway Association

NEW PUBLICATION

A Ticket to Teesdale

by John P McCrickard and John G Teasdale



This book describes the railway between Darlington and Middleton-in-Teesdale. That railway comprised the lines of three separate concerns: the Darlington & Barnard Castle Railway; the South Durham & Lancashire Union Railway; the Tees Valley Railway. The book tells the story of the origin, promotion, and opposition to the railways, and the support given by the neighbouring Stockton and Darlington Railway. The development of the line, including the potential of an extension to Alston, the part they played in two world wars, and later years, is fully detailed. The layout and history of each of the stations is given and illustrated, along with staffing signalling and the operation of passenger and freight trains over the branch.

This 136 page A4 size publication is printed on gloss art paper with a gloss colour card cover. There are over 100 colour & monochrome photographs, with numerous line drawings, diagrams and tables.
ISBN 978-1-911360-41-1 Price: £14.95 including UK postage.

Ordering

Visit our website www.ner.org.uk where you will find full details (you can pay on-line using PayPal) or write to NERA Sales Officer, 31 Moreton Avenue, Stretford, Manchester, M32 8BP. Cheques should be made payable to the 'NERA'.

For further information on the North Eastern Railway Association, membership and further books & publications see our website.

North Eastern Railway Association
A charity registered with the Charity Commission of England and Wales as number 1164199

STEAM PORTFOLIO

1 | 2
3 | 4

1
SPRINGTIME IN THE WOODS: Caledonian Railway Class 439 No. 55189 was the subject of a David Williams photo charter at the Bo'ness & Kinneil Railway on May 2. With the wild garlic in flower, the 0-4-4T nears Birkhill hauling two BR Mk.1 carriages and a box van. JOHN TITLOW

2
PERMANENT WAY TRIP: WR '57XX' 0-6-0PT No. 9681 hauls a train of ballast wagons during a Don Bishop charter on the Dean Forest Railway on May 14. ROBERT FALCONER

3
VINTAGE COMBINATION: The Isle of Man Steam Railway's Dubs 0-6-0T No. 15 (Manx Northern Railway No. 4) *Caledonia* approaching Santon station with a vintage train on April 23, during a David Williams charter. Note the steam lorry on the right. The picture was taken from a drone, which *The RM* has been assured was being used with full legal compliance. STEVE SIENKIEWICZ.

4
THE PAST IN THE PRESENT: WR 4-6-0 No. 7828 *Odney Manor* re-creates a scene reminiscent of the days of BR steam during the West Somerset Railway's Spring Steam Gala. The 'Manor' is seen working the 'Cambrian Coast Express' – slightly off target as it runs along the English side of the Bristol Channel – as it heads home towards Minehead with the loco's last train of the day on Friday, May 3. ROB BATTY

SCAN FOR MORE INFO!

ESTD RAILS 1970
OF SHEFFIELD

FAMILY BUSINESS
FRIENDLY SERVICE

PRE-OWNED & SECOND HAND

WANTED CASH OR EXCHANGE

BUY • SELL • EXCHANGE • ANY GAUGE • ANY AGE

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

WE VALUE YOUR COLLECTION VERY HIGHLY!

1
CONTACT US
get in touch by email, phone or post with your list of items

2
OUR OFFER
our friendly staff will review your list and make an honest valuation offer

3
PACKAGE
either visit the shop, send us your items, or we can collect larger collections

4
PAYMENT!
fast, secure payment via your choice on confirming of the value offer – easy!

IMMEDIATE PAYMENT IN 4 EASY STEPS

GUARANTEED
TOP PRICES PAID

Ref: RAILWAYMAG23

DON'T DELAY - GET IN TOUCH TODAY!

+44 (0)114 255 1436 secondhand@railsofsheffield.com

OR VISIT OUR WEBSITE AND CLICK ON THE Stuff to Sell? LINK:

www.railsofsheffield.com

HORNBY magazine MODEL RAILWAY Awards 2023
RETAILER OF THE YEAR!

‘Rallying call’ from the Tramcar Sponsorship Organisation

Group appeals for new members to ensure it can continue to play a role in vehicle restoration.

THE Tramcar Sponsorship Organisation (TSO), which provides financial support for restoration projects at the National Tramway Museum at Crich Tramway Village in Derbyshire, is appealing for new members to join it in order to continue funding such work well into the future.

Founded in 1961, the TSO’s initial aim was to provide funding to acquire tramcars for the Tramway Museum Society (TMS), which owns and operates the Crich site. More recently, its role has been to finance full restorations of vehicles to operational condition and major work on cars which have previously run at the museum.

In partnership with the Blackpool Railcoach Fund, it is jointly supporting the restoration of Blackpool No. 298.

Over recent years, money raised from TSO subscriptions also facilitated the extensive work on Newcastle No. 102 – one of numerous vehicles it has been involved with in the course of its 63-year history. It has also provided financial assistance for workshop equipment.

Ageing membership

However, with the majority of its members now beyond state retirement age, the group fears that within the next 10 years it may not have sufficient people to continue an active role in tramcar preservation.

Although an ongoing programme aims to continue to keep sufficient trams from the fleet in a serviceable condition, TSO says there are still many more which would benefit from funding. It also points out that there will become a point when it is no longer viable to restore some of the collection due to deterioration of the vehicle body or truck.

Potential projects are selected in consultation with the TMS and voted on by TSO members. To ensure clarity for the funding of each project, contracts are created between the two organisations.

A registered charity, overseen by trustees who are elected by its members, it meets twice a year.

Further details can be found online via the group’s Facebook page, and membership forms can also be obtained in-person at Crich Tramway Village.



Restoration of 1937-built Blackpool Brush railcoach No. 298, which is being jointly-funded by the Blackpool Railcoach Fund and the Tramcar Sponsorship organisation is progressing well. This picture shows how recent progress has been made with the saloon side and roof frames, with the openings for the sunshine roof now visible. KATE WATTS



AWAITING TRANSFORMATION: **Although looking a little forlorn, Blackpool ‘Balloon’ car No. 708 is destined for a useful future. As reported in *The RM* in February, it arrived on December 28 last year at the Trolleybus Museum at Sandtoft in North Lincolnshire and will eventually form the centrepiece of a new children’s play area there. It is pictured on April 1, on a plinth which includes tram rail donated by East Anglia Transport Museum. Formerly owned by Manchester Transport Museum Society (MTMS), it had been in storage in the Rigby Road tram shed in Blackpool since 2008. The tram was exchanged by MTMS in return for a quantity of spares for fellow Blackpool cars, Nos. 619, 623 and 702, which are in its collection at Heaton Park Tramway. MTMS had originally acquired No. 708 with the intention of dismantling it for parts.** TREVOR HALL

SIDELINES

Mid-June start to Heaton Park operating season

AN extended running day is planned at Manchester’s Heaton Park Tramway on June 15, to mark the resumption of services. Its 2024 operating season was due to begin on Easter Sunday, but a main contactor failure in the substation, which supplies power to overhead lines on the tramway, meant that trams were unable to be moved until it was repaired.

Southampton tram event

SOLENT Sky Museum in Southampton will hold its annual tram event on June 8/9.

Visitors will be able to see domed-roof No. 11 and open-top double-decked No. 38 (both of which operated in the city from new and last year celebrated their 100th and 120th anniversaries respectively), along with Lisbon No. 715 (which was involved in filming for the Netflix thriller ‘Heart of Stone’).

Organisers say there will be at least a dozen model tramway and railway layouts of various gauges. The venue will be open from 10.00-17.00 on both days.

Brighton progress

PLENTY of progress has been made by members of the Brighton Tram 53 Society with the restoration of its namesake, despite some poor weather conditions.

Seat carcasses, finishing panels, light switch pattresses and fuses have been among the areas of focus for the team. Light switches are now mounted at both ends of the vehicle.

The group hopes to get an AC/DC rectifier, run the compressor and test the lights.

Significant steps with Chester No. 4

FOLLOWING the permanent assembly and fitting of the first staircase to Chester No. 4, which is being restored in a workshop at the former Hooton Park airfield, attention turned to work on the remaining stairs and upper deck handrails.

A pair of English Electric controllers have been prepared for fitting.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine

Compiled by **Graeme Pickering and Jack Boskett**

SIDELINES

Private group proposal for 'Gronk' D3591

A GROUP of Swanage Railway members and volunteers have expressed an interest in buying its Class 08 shunter, No. D3591 and securing its future there after it was identified as an asset for potential sale as part of the line's financial recovery plan.

Withdrawn by BR at Thornton Junction in Fife as No. 08476 during September 1985, it entered preservation at Swanage the following year, being returned to working order within months.

No. D3591 has played a key role at the railway ever since, being used during the reconstruction of the line, including the Harman's Cross to Norden extension.

Evening operation

A cavalcade of locomotives is to work the 22nd annual running evening at the Derwent Valley Light Railway on July 26 from 6pm.

BR shunters comprising Class 03 No. 03079, Class 08 No. 08528 and Class 04 No. D2245 will work in unison on an intensive timetable – along with Ruston & Hornsby 88DS Rowntree No. 3 (441934/1960). Admission is £15 to include unlimited travel and food.

Moors gala roster

THE roster has been announced for the North Yorkshire Moors Railway's June 14-16 diesel gala. Guest locos include 'Deltic' No. 55009 *Alycidon* (running as No. 55013 *The Black Watch*) and 'Choppers' Nos. 20189 and 20142 – plus 'Peak' No. 45108 and Class 14 No. D9537. These locos will feature alongside the home fleet, including Nos. D7628 (25278) *Sybilla*, 31128, 31466, 37264 and 47077 *North Star*.

Gala Worth attending

THE Keighley & Worth Valley Railway's June 20-23 diesel gala promises a varied roster, with no fewer than five visiting locos supporting the resident fleet. Guests locos are due to include Wensleydale-based Class 37 No. 37250, Severn Valley-based 'Western' No. D1015 *Western Champion*, 'Hoovers' No. 50021 *Rodney* and Hanson & Hall's No. 50008 *Thunderer* – plus a GB Railfreight Class 69. Class 14 D9520 is also due to be in action, alongside the homefleet that is due to include No. 37075 and D0226.

Former EPS 'Shoebox' makes EKR passenger debut

Having entered service on the East Kent Railway during April, No. 73130 was also turned out for duty for the 30th anniversary of the Channel Tunnel's official opening.

FIVE months after arriving on the East Kent Railway, ex-European Passenger Services (EPS) Class 73/1 No. 73130 made its passenger debut on the line on April 17.

The locomotive was purchased in working order from its Bicester-based previous owner Coulsdon Old Vehicle & Engineering Society (COVES) in November 2022 by 73130 Ltd (a group of Class 73 enthusiasts, including members of the Llanelli & Mynydd Mawr Railway) and temporarily relocated from its new home shed at Cynheidre to the EKR in November last year in a deal expected to last until at least March 2025.

73130 Ltd director Graeme Gleaves says the arrangement allowed the locomotive to be properly commissioned as well as "stretching its legs".

Work undertaken by the group has included the full reblocking of brake blocks on the No. 2 bogie, a cab clean-up, headlight replacement and fitting of a modification to allow the radiator fan to be switched-in manually.

Passenger service

No. 73130 completed a successful test and gauging trip in early April, including hauling 4-COR Driving Motor Brake Third vehicle No. 11187, with which it operated a private charter on April 12.

Its first run in normal passenger service (again with No. 11187) five days later consisted of one return trip and a full day of running followed on April 28.

May 6, the 30th anniversary of the official opening of the Channel Tunnel, provided an opportunity to remember No. 73130's career with EPS and it ran displaying a headcode of '30' to mark the occasion.

Along with No. 73118, the locomotive was reallocated from British Rail's Civil, Mechanical & Electrical Engineering Fleet to EPS in early 1994.

Both were modified at Crewe works to enable them to haul Class 373 Eurostar sets without the need for a translator vehicle. Changes made included the addition of Sharfenberg coupling equipment and the EPS two-tone grey colour scheme with circle emblems.

After Eurostar services began using St Pancras instead of Waterloo as their terminus in 2007, No. 73130 spent periods on loan at Barry Rail Centre and North Woolwich-based RailSchool.org before entering preservation with COVES.

The locomotive is expected to revisit another chapter of its past when it is paired with the EKR's Gatwick Express set.



No. 73130 at Eythorne on the East Kent Railway, waiting to work a passenger service back to Shepherdswell on May 6. A former European Passenger Services locomotive, the '30' headcode was a nod to the 30th anniversary of the official opening of the Channel Tunnel. GRAEME GLEAVES



GCR 'BRICKS': Although technically not preserved, being intended for use helping train main line drivers, the Great Central Railway's two Class 153 DMUs took part in the line's Spring Diesel Gala on April 26-28. 'Bricks' Nos. 153308+153371 are seen at Quorn & Woodhouse on the first day forming the 13.56 Rothley-Loughborough Central. CHRIS MILNER



Having shunted Lowmac wagon No. 42193, Great Western Society-owned Hunslet 0-6-0DM No. DL26 is seen returning with ODA pipe wagon No. 113026 on April 4. ADAM HISCOCK

Shunting well within the boundaries at Didcot

RAILWAY enthusiasts observing goings-on at Didcot Parkway station on April 4 could be forgiven for seeing what appeared to be something of an unusual, even unorthodox shunt – but it was not what it seemed.

The Great Western Society's (GWS) Hunslet 0-6-0DM No. DL26 (5238 of 1957) was noted shunting two wagons beyond what was wrongly assumed to be Didcot Railway Centre's boundary and onto Network Rail metals.

"The GWS boundary to Network Rail is part way along the inward access line and is fitted with a derailer and stop board," Sarah Jermyn, event coordinator told *The RM*.

"The society is allowed to shunt up to this point.

"Due to the limiting clearance of the London end of the site and the requirement for a path to a DB Cargo crew change point on the Didcot east curve, the boundary fence site gates are situated about 100 feet from this derailer. The picture shows the diesel in this unfenced area but still on the GWS track not the DB track."

With the former GWR steam shed being situated in the middle of a railway junction, all materials have to arrive and depart by rail – or via the pedestrian subway through the station.

An industrial version of a BR Class '05', No. DL26 has been a stalwart resident of the railway centre since 1978 after it was acquired from the National Coal Board.

New homes for former Southern Region units

ELECTRIC multiple unit No. 1497 has been moved to the Lavender Line, where it will be put into service with Class 09 No. 09025.

Driving Trailer Composite Standard Semi-Open Lavatory (DTCsoL) No. S76764 was the first vehicle to arrive on April 30, followed by the two other cars from the 3-CIG set the following day. No. 1497 carries the name *Freshwater* and was one of two three-car units (using cars from sets which were originally 4-CIGs) refurbished to work services on the Lymington branch from 2005-2010.

The Spa Valley Railway, where it had been since 2017, is the new home for the Driving Motor Brake Standard vehicle No. 60127 from Class 207 diesel electric multiple unit No. 1302, formerly at the Swindon & Cricklade Railway and now in the ownership of the Tunbridge Wells & Eridge Railway Preservation Society.

It will not carry passengers again, having been obtained as a source of spare parts to ensure an operating future for the Spa Valley's own Class 207 unit, No. 1317.

A modified Shark brake van was also delivered during the operation.



On April 30/May 1, the Spa Valley Railway utilised two road vehicles to deliver two railway vehicles to and remove three railway vehicles from the heritage line. At Tunbridge Wells on April 30, driving trailer No. S76764 from former Lymington celebrity 3-CIG unit No. 1497 has been loaded up and is waiting to leave for the nearby Lavender Line where it will be joined by its other two coaches. Above it the unit's other driving trailer, No. S76835 is being hauled over Broadwater Lane bridge to await its turn for loading. DAVID STAINES

ALL SET FOR COTWOLD GALA: BR Class 26 No. D5310 (26010) has been booked to visit the Gloucestershire Warwickshire Steam Railway for the line's July 12-14 diesel gala. The Type 2 will join the home fleet comprising of Nos. 47105, 47376, 37215, 37248, 45149, D8137 (20137), 20228 and 24081. At the time of writing, Class 20 No. 20228 was due to undergo testing and it was hoped to work passenger trains during the gala. Other attractions include the opening for public viewing of both the diesel shed at Toddington and the carriage and wagon workshops at Winchcombe – plus trade stands. No. D5310 stands at Glyndyfrdwy on the Llangollen Railway on April 14. AARON BROWNING





WENSLEYDALE SENTINEL: The ex-Hope Cement Works Sentinel shunter known for most of its life as *Derwent* has moved to the Wensleydale Railway on permanent loan and is expected to be showcased as part of an industrial diesel event being planned for August. Currently without its nameplates, the 1964-built 0-6-0DH arrived in Yorkshire in April after an agreement was reached with works owner Breedon Group. The Rolls Royce eight cylinder-engined loco was constructed to move cement wagons on the private branch line between the works and Earles Sidings, connected to the Hope Valley Line in Derbyshire. Seen at Leeming Bar on April 25, the intention is for it to be returned to its former glory. Fellow Wensleydale-based diesel shunter No. WL4 (built for the Tyne & Wear Metro) worked its first planned passenger service on the railway on May 4, 'top and tailing' with Class 14, No. D9523. ROB WILLIAMSON

DIARY

June
6-8 West Somerset Summer: Diesel Festival
7 Great Central : Sulzer running day
7-9 North Norfolk : Rails and Ales Mixed Traction Gala
7-9 Avon Valley: Bitton Beer Bash Diesel Gala
8 Keighley & Worth Valley: Diesel & Ale Day
9 Telford Steam Railway: Pacer Day
9 West Somerset : Mixed Traction Day
14-16 North Yorkshire Moors: Diesel Gala
15-16 Severn Valley: Mixed Traction and Real Ale Festival
20-23 Keighley & Worth Valley: Diesel Gala
27-29 East Lancashire Railway: Summer Diesel Gala
28 East Somerset: DMU Day
29-30 Whitwell & Reepham Station: Diesel Gala

July
6-7 Llangollen & Corwen: Classic Transport Weekend
6-7 Midsomer Norton Railway: Wickham Weekender
10 East Somerset: Heritage Diesel and Steam Day
12 Great Central: English Electric running day
12-14 Gloucestershire Warwickshire: Diesel Gala
12-14 Mid-Hants Railway: Diesel Gala
20-21 Midland Railway Centre: Rail Riders Diesel Gala
24 East Anglian Railway Museum: Diesel Day
24 East Somerset: Heritage Diesel and Steam Day
25-28 Ecclesbourne Valley: 14s @ 60 Diesel Gala
27-28 Severn Valley: Kidderminster Station 40th Anniversary weekend
28 Plym Valley: DMU Day
30 Yeovil Railway Centre: Diesel Train Day
31 East Anglian Railway Museum: Diesel Day

SIDELINES

Dales duties for D2084

CLASS 03 locomotive D2084 made its first movements on engineering workings at the Embsay & Bolton Abbey Steam Railway during early May. The 0-6-0 shunter arrived at the railway on April 23 from West Coast Railways at Carnforth.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Cambrian develops operation of diesel fleet

Stock changes at Shropshire heritage line.

CAMBRIAN Heritage Railways (CHR) has updated its allocation of diesel rolling stock at both its core operation centred on Oswestry and its separate, smaller line at Llynclys, four miles south of the Welsh border market town.

Having previously been based at the Foxfield Railway in Staffordshire, Class 142, No. 142055 arrived at the Llynclys site of Cambrian Heritage Railways on May 7.

CHR says bringing the 'Pacer' into service will not only allow a seated passenger service to run from Llynclys (as opposed to brake van rides) for the first time since 2019 but will also simplify the operation there. The Class 142 is owned by 142055 Group.

The same lorries used to bring the 'Pacer' to Llynclys relocated two of CHR's four Class 101 DMU cars – Nos. 51512 and 51205 – to Oswestry.

On arrival at Oswestry, the cars were started and inspected before test runs and movement to Weston. It was the first time in over two years that these vehicles have moved under their own power. A long list of issues has been prepared for a project involving these cars next year.

Renovation of a diesel shunter has commenced at Llynclys after its future on CHR metals was secured. English Electric 0-6-0DH 'Kimberley' (1230/1969), based at Llynclys, was previously owned by the late Malcolm Davidson. Before his death, the loco was sold to a group of CHR volunteers who come together regularly to maintain it.

Mechanically, the loco is in good shape. A few minor improvements are needed in the cab, and the exterior is well overdue for a repaint. It is hoped to put handrails on one end to improve safety. On the first working day, dirt was removed, the wheels, motion and frame were degreased and flaking paint removed. In due course, it is planned to change the livery to two-tone green and add a BR identity.



Renovation of the English Electric 0-6-0DH (1230/1969) shunter is now underway at Llynclys, while recently arrived Class 142 No. 142055 is seen behind stabled in the platform road on May 10. GARETH EVANS

May 4 was the first operating day at Llynclys this season.

Vulcan 0-4-0 *Telemon* (295/1955) offered journeys to Penygarreg Halt, on the edge of Pant, with passengers carried on board the resident Shark brakevan. The next operating dates at Llynclys are July 6 and September 7/8 11am to 3pm. This will be in addition to the normal CHR train service between Oswestry and Weston Wharf.

Meanwhile, Class 73 No. 73129 *City of Winchester* has rejoined the serviceable fleet at Oswestry on May 12 after winter maintenance. The work has seen the engine silencer replaced, the pocket roof section it fits in repaired, a deep clean of the engine room which included lifting the floor plates, two windows replaced, refurbishment of the TDR2 relay, general contactor cleaning and a range of smaller jobs.



GEARING UP FOR GALA: **The first two guest locomotives have been announced for the Bluebell Railway's September 6-8 diesel gala. Class 14 'Teddybear' No. D9551 from the Severn Valley Railway will work alongside the home fleet, along with Watercress Line-based BR Class 20 No. D8188 (20188). The 'Chopper' arrives at Alresford station on the Mid Hants Railway with the empty coaching stock for the evening dining train on May 11.** JACK BOSKETT

SILVER CREST
models

MARKET LEADER IN LARGE SCALE, READY-TO-RUN, LIVE STEAM

5” GAUGE CORONATION CLASS

NEW LIMITED RELEASE OF JUST 15 MODELS!



£14,995.00 + p&p

The Coronation Class

Designed by Sir William A. Stanier the first locomotives out of Crewe works were originally built as streamliners. Later some were built without streamlining.

All of the streamliners were finally re-built in un-streamlined form, and all eventually featured double chimneys. The model offered here is representative of the class as re-built. The locomotives were produced in a variety of liveries in BR days including maroon, blue and lined green.

“This model proved so popular when launched 3 years ago we have decided to commission a further batch of just 15 models to satisfy the ongoing demand from our customers. A majority of names and liveries are available.

Our 5” gauge Duchess has proven itself a fine performer on tracks across the country. This small run of models probably represents the final opportunity to acquire one of these much sought after live steam locomotives. It is a locomotive to be proud of.”

Mike Pavie



Request your free brochure today

Request your free brochure today by e-mail, telephone, or by returning the coupon opposite.

Telephone: **01327 705 259**

E-mail: **info@silvercrestmodels.co.uk**

Find more information at
www.silvercrestmodels.co.uk

Summary Specification



Approx length 80”

- Stainless steel motion
- Boiler feed by axle pump, injector, hand pump
- Etched brass body with rivet detail
- 4 Safety valves
- Choice of liveries
- Painted and ready-to-run
- Coal-fired live steam
- 5” gauge
- 4 Cylinder
- Piston Valves
- Walschaerts valve gear
- Drain cocks
- Mechanical Lubricator
- Silver soldered copper boiler
- Superheater
- Reverser

Approx Dimensions:

- (L) 80”x (W) 10”x (H) 14”
- Weight: 116 kg

The 5” Gauge Model

This magnificent model is built to a near exact scale of 1:11.3.

Although a 4 cylinder model of this size and quality can never be cheap it certainly offers tremendous value-for-money. You would be hard pushed to purchase a commercial boiler and raw castings for much less than the £12,495.00 + VAT we are asking for this model. Certainly a one-off build by a professional model maker would cost you many fold this with some medal winning examples changing hands at auction in excess of £100,000.

This model is sure to be a real head turner on the track pulling a substantial load, or when on display in your home, or office.

The model comes complete with a silver soldered copper boiler, hydraulically tested to twice working pressure. All our boilers are currently CE and UKCA marked, supplied with a manufacturer’s shell test certificate and Declaration of Conformity. **As testament to our confidence in the models we now provide a full 5 year warranty on every product**. The new batch is limited to just 15 models.

Order reservations will be accepted on a first come, first served basis. We are pleased to offer a choice of names and liveries.

Delivery and Payment

Save £195.00. Free p&p for any order received within 28 days.

The order book is now open and we are happy to accept your order reservation for a deposit of just £1,995.00.

We will request an interim payment of £5,000 at the end of July as the build of your model progresses, a further stage payment of £5,000 in September and a final payment in November 2024 in advance of shipping from our supplier.

FREE BROCHURE REQUEST FORM

Please send, without obligation, my free full colour brochure for the 5” gauge Coronation Class.

Name: _____

Address: _____

_____

_____ Post Code: _____

Please send to: Silver Crest Models Limited, 18 Cottesbrooke Park, Heartlands Business Park, Daventry, Northamptonshire NN11 8YL

RM

Company registered number 7425348

Compiled by **Chris Milner**

Further setback for *Tornado's* return

Boiler-related issues delay Pacific's overhaul completion.

PLANS for A1 No. 60163 *Tornado* to return to the main line this summer have suffered another setback.

The latest obstacle the A1 Steam Locomotive Trust (A1SLT) has to overcome is the unavailability of a coded welder.

On reassembly of the boiler and its fittings, there was a need to undertake some work to the gauge frame pads. However, due to the level of welding and supporting paperwork required, the trust found its regular welder was not available – a problem which affects many heritage railways. A search for a suitably qualified welder with availability led to the enforced delay, although other work has gone ahead unimpeded.

With the boiler back in the frames, the trust undertook another hydraulic test on May 1, and although passing the test, one of the boiler stays was weeping. This suggested a small crack, despite several previous tests which were all passed.

Testing

Further investigation revealed several other stays in the area needed replacing, as did some on the left side of the boiler. Finding the availability of welders limited, the outstanding work was finally completed in mid-May, and with the cab back on the frames, the engine left the non-rail connected site of Locomotive Maintenance Services in Loughborough on May 23 to be reunited with the tender at the nearby Great Central Railway to allow static testing to commence.

With plans to run the loco in at the Great Central, initial testing of the ETCS (European Train Control System) in-cab signalling equipment was expected to be carried out. The knock-on delay means the visit to the Nene Valley Railway for May was cancelled and might be rescheduled for August.

It is too early to say whether the multiple setbacks will impact *Tornado's* proposed mainline programme.

Plans to visit the RIDC Old Dalby test track for initial tests will take place as subsidence repairs have been completed, to be followed by a live test of the ETCS on the Cambrian main line in the summer.

As of mid-May, the website for the A1 project showed no changes to the main line programme.

'Western' hydraulic proving popular

NOW firmly back on the main line, 'Western' hydraulic No. D1015 *Western Champion* is proving popular with tour promoters.

UK Railtours has now booked the loco for its 'Western Wizzo' excursion from the East Midlands to Somerset on July 6.

Starting from East Midlands Parkway, the tour will pick up at Leicester, Kettering, Bedford, Bletchley, Watford Junction and Reading, before taking the Berks & Hants line to Westbury.

Here passengers will have a number of options, including visiting the town, taking a GWR train to Frome to visit the Arts Festival, or a visit to Longleat House for a supplementary fee.

From Westbury (and for a supplement), the tour continues over the freight-only line serving Merehead quarry and onto the East Somerset Railway (ESR) to Cranmore, the first railtour to visit the heritage line since 2018.

Passengers can try their hand a driving a diesel shunter, and although it's a non-operating day for the ESR, there will be the option of a steam charter over the line at extra cost.

The 'Wizzo' is booked to return via Swindon and Oxford, before taking the Chiltern route via Bicester Village, High Wycombe, the Greenford branch and Dudding Hill line to set down as outwards.

Standard class fares are £129 adult and £109 child; first class non-dining seats £189; and first class dining at £289 or £1136 for a table for four. Supplements are £38 for Longleat House, £20 for ESR visit with steam train ride, or £15 to just visit the ESR.



PACIFIC IS PUT THROUGH ITS PACES: **In BR blue but still to be lined out, 'A2' No. 60532 *Blue Peter* passes Searchlight Lane, north of Stafford, on May 2 on a test run from Coton Hill, Shrewsbury to Crewe. The 4-6-2 is expected to join the Locomotive Services Limited's main line fleet later in the year.** BRAD JOYCE



BULLEID POWER: **SR 'West Country' Pacific No. 34046 *Braunton* works out of Whiteball Tunnel and over the summit on May 4 with the Saphos 'English Riviera Express' working from Taunton to Kingswear.** STEPHEN GINN

Branch Line Society offers charity Glasgow track bash

A ONE-WAY tour on June 23 being promoted by the Branch Line Society will offer track enthusiasts and others an opportunity to ride over some rare track and curves in the Glasgow area, as well as a number of passing loops on the West Coast Main Line as the excursion heads south to Derby.

There is a pick-up and set-down point of Carlisle for those wanting to ride the Scottish section, with additional set-down points of Manchester Victoria and Chesterfield.

The all first class 'Glasgow GM' tour will raise money for GBRf's nominated good cause, the Great Ormond Street Hospital Charity. Starting from Glasgow Central (High Level), the route includes Up Clydesdale Goods, Rutherglen West Curve, Glasgow Central Low Level, Anniesland (P2), Maryhill, Cowlairs North and West Junctions, Gartcosh Jn, Gartsherrie South Jn, Mossend Up North Curve, Wishaw, Law Up Loop, Lockerbie UPL Quintinshill UPL, Carlisle, Upperby Up Through Goods, Tebay Up & Dn Goods, Oxenholme UGL, Carnforth Up & Dn Goods (reverse), Hellifield, Blackburn, Bolton, Manchester Victoria, Edale, Dore South Curve, Chesterfield and Derby. The tour will be hauled in top-and-tail mode by two GB Railfreight Class 57/3s.

A buffet car will provide hot and cold drinks and snacks, and there will be a real ale bar serving hand-pulled ales.

Fares for this tour are £80 non-dining or £105 at a guaranteed table for two, with no surcharge for non-BLS members. There is a £40 reduction on all fares for accompanied under-18s.

There will be an on-board raffle for the hospital charity.

Online booking is open at www.branchline.uk



FIVE LOCOS, FOUR CARRIAGES: Three different liveried Class 59s – Nos. 59202 *Alan Meadows Taylor*, 59101 *Village of Whatley* and 59104 *Village of Great Elm* –lead Class 33 No. 33012 *Lt Jenny Lewis RN* hauling a 4TC set with GBRf Class 73 No. 73136 *Perseverance* on the rear past Fairwater Yard, Taunton, on May 4 with the Branch Line Society's 'May The Fourth be With You' tour. KEITH FENDER

Sugar Loaf visit for LSL's Intercity push-pull set

LOCOMOTIVE Services Group's InterCity brand has announced two new railtours using its popular Mk. 2 push-pull set – with one of the tours featuring Class 37s in top-and-tail mode. The second tour sees the Mk. 2 set return to central Scotland.

The first of these charter trains – the 'Sugar Loaf and Stormy push-pull' – is on September 7 and will feature the Class 37s working over the Heart of Wales line, returning north along Severn estuary.

Starting at Crewe at (08.30), there is just one pick-up point at Shrewsbury before the tour traverses the beautiful single line that threads its way from Craven Arms through Llandrindod Wells. It then takes the Swansea District line east to Cardiff for a break of about two hours.

Leaving Cardiff, the train will run via the Maindee Triangle to reverse before taking the route via Chepstow and Lydney and alongside the Severn Estuary to Gloucester. Then it's via Birmingham New Street via the Lickey and Camp Hill Inclines to Shrewsbury and Crewe (20.50).

Fares are £80 for standard class and £120 for first class. There will be a buffet bar for the sale of hot and cold beverages, light refreshments, and alcoholic drinks.

InterCity's second charter is a weekend trip on October 5/6, starting from Crewe and using Class 47 No. 47712 *Lady Diana Spencer*, taking a loco-hauled train to places that are now EMU-dominated.

Picking up at Warrington, Wigan North Western, Preston and Carlisle, the special will travel over City Union line to visit Glasgow Queen Street (both High Level and Low Level), the Sunnyside branch and Lanark, followed by a routing around the Edinburgh Suburban Line to visit the North Berwick branch, before arriving in Edinburgh Waverley for an overnight stop.

The tour includes no overnight accommodation, allowing passengers the freedom to arrange their own.

The next day, October 6, the first destination from Waverley is Tweedbank, at the end of the Borders Railway, returning north and over the Forth Bridge to visit Scotland's newest line, the Levenmouth branch.

Returning south, Dunfermline is the next point of call before the train then takes the Alloa branch to Stirling returning to Crewe – setting down as outward – via Larbert, Cumbernauld, Mossend and Carstairs.

Fares are £165 for standard class and £225 for first class.

A buffet will be open for rinks, snacks and refreshments.

Booking for and more information about either of these tours is available online now at inter-city.co.uk.

STEAM TOURS: JUNE

Date	Name	Steam Section	Locos	Promoter
June 1-30	Jacobite	Fort William-Mallaig (mornings)	Black 5	WCRC
5	S&C Fellsman	Chester-Hellifield-Carlisle-Hellifield-Chester	LSL Pool	ST
6	Dalesman	Hellifield-Carlisle-Hellifield	WCRC Pool	WCRC
8	Lakelander	Preston-Shap-Carlisle-Workington-Preston	LSL Pool	ST
11	Dalesman	Hellifield-Carlisle-Shap-Carnforth	WCRC Pool	WCRC
15		Taunton-Paignton-Kingswear	LSL Pool	SD
15	Bath & Bristol	Swanage-Eastleigh-Salisbury-Bath-Bristol	45596	RTC
20	Dalesman	Hellifield-Carlisle-Hellifield	WCRC Pool	WCRC
20	Lunchtime Tour	Victoria-Canterbury W-Dover-Victoria	LSL Pool	SD
20	Sunset Steam Express	Victoria-Victoria circular via Surrey Hills	LSL Pool	SD
22	English Riviera Express	Taunton-Paignton-Kingswear	LSL Pool	ST
22	Cumbrian Mountain Exp	Carnforth-Shap-Carlisle-Hellifield-Preston	WCRC Pool	RTC
25	Welsh Marches Express	Bristol TM-Hereford-Shrewsbury-Bristol	LSL Pool	ST
26	Swanage Belle	Victoria-Winchester-Swanage, Southampton-Victoria	45596	RTC
27	Scarborough Spa Express	Carnforth-York-Scarborough	WCRC Pool	WCRC
29	Cheshireman	Euston-Rugby-Chester-Euston	45596	RTC

Notes: WCRC Pool: Locos from 44871/45596/45680/45699/46115/35018/34067
LSL Pool: Locos from 70000/60007/34046/61306/46100/60532

DIESEL AND ELECTRIC TOURS: JUNE

Date	Name	Section	Locos	Promoter
5	Bucket & Spade charter	Crewe-Huddersfield-York-Scarborough-Crewe	D213	BLS
6	Holt Hoover	Eastleigh-Reading-Banbury-Leicester-March-Sheringham	33012+50008	BLS
8	Blyth & Tyne	Finsbury Park-Doncaster-Newcastle-Newsham-Morpeth	RA Class 43s + Mk. 2s	UKR
9	Cromer Crompton	Sheringham-March-Leicester-Water Orton	33012+50008	BLS
12	S&C and Coastal Pullman	Gerrards Cross-Banbury-Hellifield-Carlisle-Maryport & return	LSL Blue Pullman	MP
15	Ancient Kingdom	King's Cross-_Newcastle-Alnmouth-Leith branch/Joppa Straight	TBA	UKR
18	Oban & West Highland Pullman	Preston-Carlisle-Dumbarton-Oban-Preston	LSL Blue Pullman	MP
22	S&C and Coastal Pullman	Holyhead-Chester-Hellifield-Carlisle-Maryport & return	LSL Blue Pullman	MP
22	Jolly Fisherman	St Pancras-Leicester-Sleaford-Skegness-St Pancras	RA Class 43 + HST cars	UKR
23	The Glasgow GM	Glasgow Central-Rutherglen-Mossend-Carlisle-Derby	GBRF Cl 57s (tnt)	BLS
27	Torbay Riviera Pullman	Crewe-Chester-Shrewsbury-Telford-Paignton-Crewe	LSL Blue Pullman	MP
29	Mazey Day Cornishman	Dorridge-B'ham NS-Bristol TM-Penzance & return	2 x Class 50s	PT

TnT – Top and Tailed formation

All tours listed above may be subject to cancellation due to industrial action – check with tour promoter.

Key: **BLS** Branch Line Society www.branchline.org.uk **IC** InterCity 0800 038 5364 **MP** Midland Pullman 0800 038 5360 **PT** Pathfinder Tours 01453 835414 **RET** Retro Railtours 0161 3309055 **RTC** Railway Touring Company 01553 661500 **SR** Statesman Rail 0345 3102458 **ST** Saphos Trains saphostrains.com **UKR** UK Railtours 01438 715050 **VT** Vintage Trains 0121 708 4960

Compiled by **Chris Milner**

SIDELINES

Glenfinnan Viaduct work underway

A £3.4 million project to repair the 123-year-old Glenfinnan Viaduct began in mid-May. Work over the next 12 months will include repairs to the concrete and to the pier that sits in the River Finnan, along with track improvements. The work will not interrupt passenger schedules.

CrossCountry donates to Cornish charities

TRAIN operator CrossCountry made a £20,000 donation from its Customer and Community Improvement Fund to the Cornwall Community Foundation. This donation has been matched with a similar amount by the foundation, with the money being distributed to nine charity organisations around Cornwall working in areas such as autism and Asperger's syndrome and supporting adults with learning and physical disabilities.

Time capsules buried at new stations

PUPILS at two schools in Fife have been involved in burying time capsules at the two new stations to open on the Levenmouth Line – Cameron Bridge and Leven. The contents included pictures, drawings, and Lego models. The capsules were buried 25 days before the line opens on June 2 and will be dug up during the line's silver jubilee in June 2049.

Lumo ditches plastic bottles use

EAST Coast Main Line open access operator Lumo has ceased offering passengers water in plastic bottles, switching to sustainable and recyclable cartons produced by North East company Everdurance as a furtherance of its green credentials.

New bridge deck installed at Garforth

DURING April, a new bridge deck was lowered into place at Garforth station, Leeds, as part of its step-free transition. New lift shafts for what will be the first 'Beacon' bridge at a UK station were completed some months ago. An additional link span connecting the station to Aberford Road was also installed. The £6 million project will be completed in about August, once the temporary footbridge has been removed. The name 'Beacon' bridge stems from the striking design of the lift shafts.

Designs are agreed for Leicester station revamp

Original façade of historic Grade II-listed building to be revealed as part of transformation plans.

THE final designs for a major project to transform access to Leicester station, alongside the creation of a new public plaza, have been revealed by Leicester City Council and submitted for approval.

Under the plan, the station's main entrance will be moved from London Road to Station Street, which will be closed to traffic and replaced with a pedestrianised public plaza.

This involves demolishing the building to the side of the station – No. 48a London Road – latterly used as the Parcel Yard bar and a taxi office. Demolition will reveal the original façade of the historic GradeII-listed building. This will be carefully restored to its Victorian glory and form the new entrance, facing directly towards Granby Street and into the city centre.

The redevelopment is being led by Leicester City Council in partnership with Network Rail and East Midlands Railway (EMR) in a project that is backed by £17.6 million from the Government's Levelling Up fund.

Pick-up and drop-off points will be relocated from inside the station's existing porte cochère to a new location off Fox Street.

As part of the project, the glass-roofed porte cochère will be completely overhauled to provide an attractive and welcoming place for cafes, bars or retail spaces.

The plan's illustrations show how the existing archways will be glazed to their full height, with doors at pavement level, in a similar style to that undertaken some years ago at Nottingham Midland. This will improve the ambience under the porte cochère.

A new curved ramp, along with steps and lift will provide easy access to the entrance and main concourse ticket hall, which will also be remodelled to include a wider ticket barrier, to provide more space for passengers.



An illustration looking in an easterly direction at the new entrance and ramp which will lead to Granby Street and the city centre. Adjacent to the steps is the entrance to a secure cycle facility. LEICESTER CITY COUNCIL

Leicester station is currently used by about five million passengers a year; however, this is forecast to increase by about 60% over the next 20 years.

The council plans to appoint a main development partner this summer, following a competitive tendering exercise. Construction work is expected to begin shortly after the appointment of the contractor.

Sinkhole disrupts Airdrie to Bathgate line train services

THE discovery of a sinkhole more than a metre deep under the line at Caldercruix between Airdrie and Bathgate on April 21 resulted in services being suspended for more than a week.

The line – one of four connecting Glasgow with Edinburgh – was closed until April 29 because of the complex nature of the repairs needed.

Working with Amco Giffen, engineers discovered the sinkhole had been caused by a significant underground spring.

Network Rail Scotland interim route director Ross Moran said a natural spring was directly under the track and flowing at more than 1500 gallons a minute. Some ditches and channels were dug to take the water away into a watercourse as part of a temporary repair and get the line reopened quickly. Plans for a more permanent repair are being progressed. During the closure, a replacement bus service was used to connect Airdrie and Bathgate.



The gaping hole in the trackbed at Caldercruix caused by a fast-flowing natural spring. NETWORK RAIL

Ayr hotel demolition goes ahead after court hearing

THE demolition of the Station Hotel, Ayr, was temporarily halted on May 1 after its owner, Malaysian businessman Sunny Ung, lodged a petition at the Court of Session.

Demolition work on the Category B-listed building was invoked by South Ayrshire Council using statutory powers after it had been unable to contact Mr Ung and expert opinion had deemed significant parts of the structure to be unsafe following two major fires last September.

Because the building is Category B-listed, the council says it cannot legally remove any more of the structure than is absolutely necessary, adding that Historic Environment Scotland has been involved with the project and consulted throughout.

The case was heard in Edinburgh on May 3, but the Court of Session agreed that the works could continue.

The council estimates that work will be completed by June 17.

Rail services between Ayr and Glasgow have been disrupted since the fire and there has been no service beyond Ayr to the port of Stranraer since last September, with buses connecting to Givan and Ayr. Reopening dates to Stranraer have constantly moved, with June 2 being the latest prediction.

ScotRail had two Class 156s removed from the line by road in March in order to undertake maintenance work on them.

Progress on new Temple Meads entrance

A £23 million project to create an east entrance to Bristol's Temple Meads station has reached the milestone of completing the main structural steel frame.

Measuring 20 metres wide and six metres high, the structure is visible from Platform 15, and the first stage of fitting-out has now begun.

Over the coming months, the glazing and cladding will be fitted. The current plan is that the new entrance will be opened alongside the new University of Bristol Enterprise Campus in 2026.

Construction of the entrance has included extending the subway by excavating through the retaining wall and underneath Platforms 13 and 15, followed by drainage and foundations work.

The new entrance is part of the Bristol Temple Quarter programme, an ambitious regeneration project aiming to deliver thousands of new homes, jobs and opportunities for Bristol and the West of England. The eastern entrance is one of three new entrances to the station, which have been funded by £94.7 million from the Government, secured by the Temple Quarter partners in 2022.



A view on April 23 showing the steelwork in place for the new entrance at Bristol Temple Meads. NETWORK RAIL



ACCESSIBILITY MILESTONE: Network Rail has successfully installed the main span for the footbridge which will provide step-free access at Llanelli station. Contractor AmcoGiffen carried out the work overnight on April 27/28 while the station was closed to passengers. The next stage will see the lift shafts installed in the coming weeks as the project gathers pace. Llanelli is one of six stations in Wales and Borders becoming step-free and more accessible, with the improvements being funded by the Department for Transport as part of the Access For All programme. This view of the new structure is looking westwards. NETWORK RAIL

Bridge delay on Leven Link

PLANS to install a new bridge for cyclists and walkers on the Levemouth Link, which opened on June 2, have been affected after a contractor went into administration.

The bridge was due to be craned into position in mid-May on the £116 million line but now will not be in place until the autumn.

Network Rail has had to negotiate with the administrator to release the bridge and has been working with Fife Council to appoint another contractor to complete the work.

Ahead of the opening of the new line, Network Rail was working on creating an alternative route.

Marston Vale line fares promotion extended

A SPECIAL ticket promotion launched to celebrate the return of train services on the Marston Vale Line back in February is being extended for a further three months.

London Northwestern Railway said thousands of passengers have taken advantage of the promotional £1 single fare between any two stations (50p for children) on the Bedford to Bletchley line.

Because of its popularity, the offer will continue to run until August.

Services currently run Monday to Saturday.

30000 staff complete mental health crisis training course

AS part of Mental Health Awareness Week, which ran between May 13 and May 19, Samaritans announced it had passed a new milestone as part of its Managing Suicidal Contacts programme, run in partnership with Network Rail and the wider rail industry. It said more than 30,000 staff are now trained to help people in crisis.

The programme is entering its 14th year and through the joint partnership, rail staff and British Transport Police employees are trained to have the confidence and skills to identify vulnerable people and start a conversation to get them to safety. Since the scheme began in 2010, rail employees have made thousands of potentially life-saving interventions.

SIDELINES

Central Wales service cuts meeting planned

FOLLOWING news that Transport for Wales (TfW) is to reduce services over the Heart of Wales line between Swansea and Shrewsbury, Ken Skates, Cabinet Secretary for North Wales & Transport, has agreed to meet with local politicians to discuss the future of the line.

TfW has plans from December 2024 to reduce the number of services running through Llandrindod Wells from five to four per day, plus the removal of the two late-evening services from Swansea to Llandovery and Shrewsbury to Llandrindod.

Elsewhere, hopes of an hourly service on the Cambrian Main Line between Shrewsbury and Aberystwyth have been delayed again until at least 2026 as part of Transport for Wales Future Timetable Review consultation which concluded on May 13. The consultation document indicates these additional services might only run for a few months of the year, despite the hourly service being first proposed back in 2014.

The timetable review also proposes a reduction of two services from the eight in the current timetable in each direction between Machynlleth and Pwllheli from December 2024, and that two further services will be retimed to only run between March and December.

Mr Skates said the changes aim to better align services with post-Covid travel demand and also reduce the public subsidy required to run rail services.

Footbridge over ECML replaces barrow crossing

COMPLETION of a new footbridge over the East Coast Main Line just north of Biggleswade was achieved at the beginning of May.

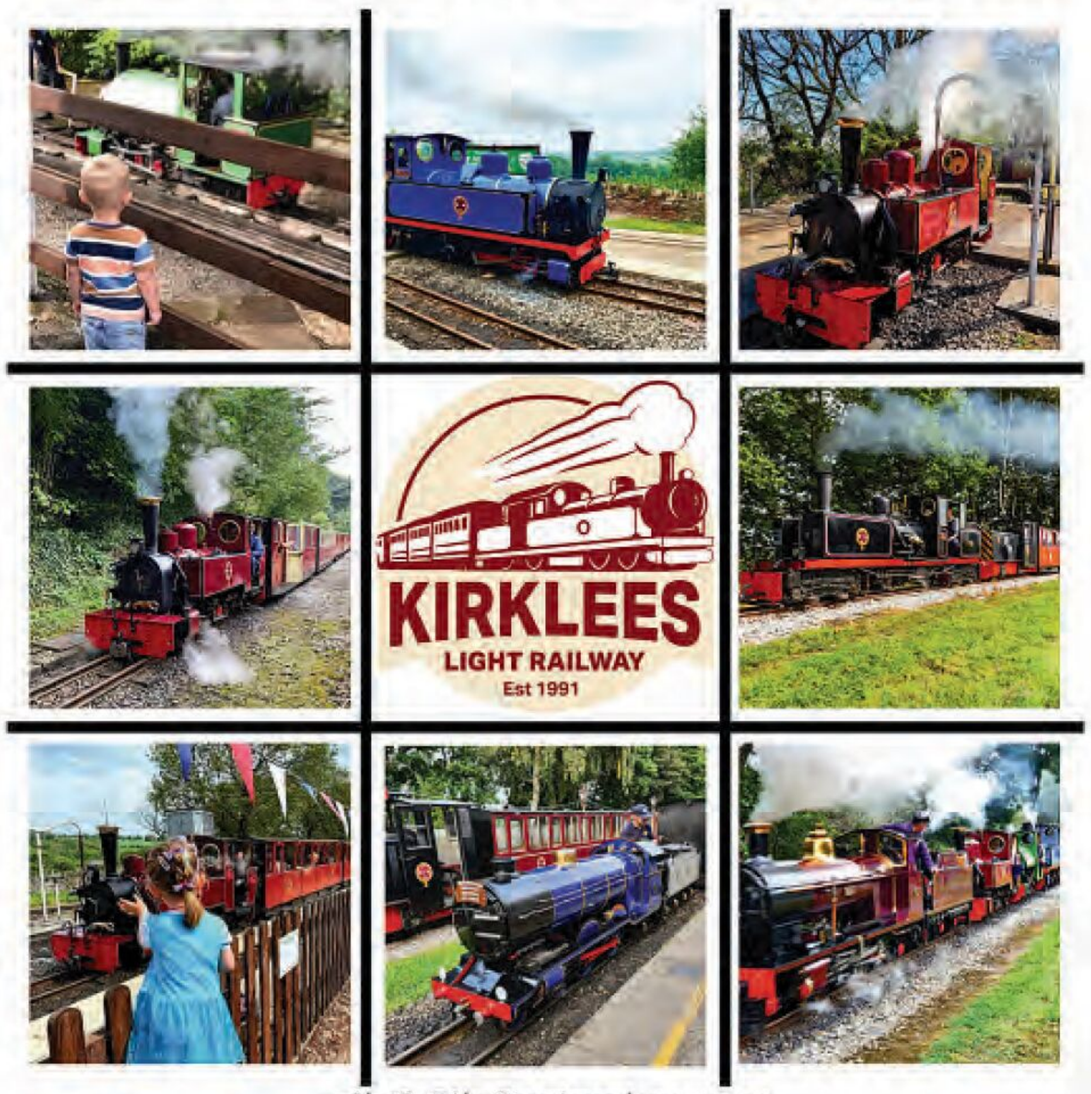
Spanning four tracks, the fully accessible bridleway bridge has steps and ramps and can be used by pedestrians, horse riders, cyclists. It replaces Lindsells level crossing, where there had been a number of near-miss incidents in recent years.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine

Steam and Diesel Gala

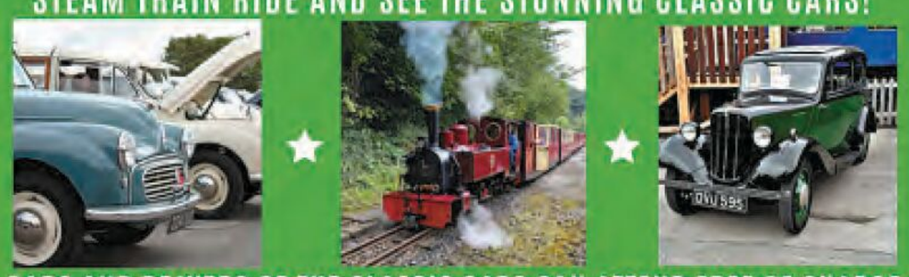


7th & 8th September 2024
Visiting trains to be confirmed
Organised by the friends of Kirklees Light Railway
Whsitlestop Valley, Park Mill Way, Clayton West HD8 9XJ
Tickets on sale now!

PRESENTS A FATHER'S DAY
CLASSIC VEHICLE SHOW



SUNDAY 16TH JUNE 2024
ONE FOR THE DADS
ENJOY A BIG ADVENTURE AT WHISTLESTOP VALLEY WITH A STEAM TRAIN RIDE AND SEE THE STUNNING CLASSIC CARS!



DADS AND DRIVERS OF THE CLASSIC CARS CAN ATTEND FREE OF CHARGE 1 PER BOOKING. BIG ADVENTURE TICKETS £13.95PP TICKETS ON SALE NOW
WHISTLESTOP VALLEY, PARK MILL WAY, CLAYTON WEST HD8 9XJ
WWW.WHISTLESTOPVALLEY.CO.UK



Photo: Bernd Seiler

BG Steam in Pakistan

Pakistan Railways: Only thanks to the scarcity of financial resources the British infrastructure has survived to this day. British semaphores, riveted steel lattice bridges, brick tunnel portals, station buildings, mechanical signal boxes, depots and even the tracks are classic relics of a railway era long gone elsewhere. This railway has not yet experienced a modernisation push, with the emphasis on the word „still“. So it's high noon for another visit to this interesting country with its wonderful friendly people.

The railway facilities in Attock and all the lines leading to Attock are still completely British and allow wonderful photo opportunities with the imposing Indus Bridge, the mountains and tunnels. The railway facilities are very well maintained and kept in working order Pakistan Railways still uses two-axle freight wagons, which are perfect for a photo goods train.

We have had 5 coaches and around 30 freight wagons restored to pre their 1995 condition – perfect for authentic looking trains!

South Africa: Big Steam and Sandstone's Garratts	Jul 16th – Jul 28th
South Africa: The Big Five: Kruger National Park	Jul 27th – Aug 2nd
Austria: From Carinthia to the Waldviertel	Oct 11th - Oct 17th
Bosnia-H.: 80 Years and no End in Sight: ‚Kriegsloks'	Oct 18th - Oct 23rd
Pakistan: Broad Gauge Steam over the Indus	Nov 27th – Dec 8th
Pakistan: Bolan Pass Diesel	Dec 7th – Dec 12th
Eritrea: 1.400 m uphill: From Ghinda to Asmara	Jan 25th – Feb 2nd

FarRail Tours

www.FarRail.com, mail@FarRail.com, +49 177 56 13 999
FarRail Tours, Sonnenburger Str. 68, D-10437 Berlin

Compiled by **Graeme Pickering**

New owner develops plans for Coatbridge intermodal terminal

Russell Group expands its involvement in rail with the acquisition of the 39-acre site from Freightliner.



With a scheduled departure time of 18.14, Freightliner Class 90 Nos. 90043/006 await loading of their 4M11 Crewe Basford Hall-bound intermodal train, while, to their right, classmates No. 90004/007 are almost ready to leave the Coatbridge rail freight terminal with the 16.33 4M80 working to the same destination on March 28, 2022. Ownership of the site transferred in April from Freightliner to Russell Group. JIM DOWSETT

SCOTTISH transport and logistics company Russell Group has taken over ownership of Coatbridge rail freight terminal in North Lanarkshire from Freightliner and launched a new subsidiary to focus on developing its rail freight business.

As well as increasing the group's involvement in the sector, Russell RailRoad Ltd aims to bring about closer collaboration with other arms of the firm.

Adjacent to Russell Group's existing road distribution operation at Coatbridge, the 39-acre rail site consists of two areas which each have three sidings served by overhead gantry cranes. A further two sidings can be used for shunting or holding wagons which require repairs. All are electrified. Intermodal traffic includes Freightliner-operated services to and from Felixstowe, Southampton, London Gateway and Crewe Basford Hall and Direct Rail Services trains bound for or originating from the Daventry International and Blackford Rail Freight Terminals.

Efficiency

"Integrating this asset into our intermodal network expands our network, offering customers increased connectivity and faster deliveries across more diverse routes and destinations," explained Russell Group CEO Alan Poulton. "This enhanced efficiency goes hand in hand with environmental responsibility, enabling us to reduce emissions and support both the company's and our customers' sustainability objectives by shifting freight from road to rail."

Freightliner has confirmed that its train services will be unaffected by the sale, which followed a "strategic review" of the terminal. Chris Lawrenson, its intermodal logistics managing director for the UK & Europe, said Coatbridge was "essential for maintaining effective intermodal connections into and out of Scotland" and that it looked forward to forging a partnership with Russell RailRoad and continuing to serve the Scottish market.



READY FOR DEPARTURE: Token handover having taken place, GB Railfreight Class 66, No. 66744 *Crossrail* prepares to ease the first train of the company's new five days per week service to Hams Hall Rail Freight Terminal near Coleshill in Warwickshire away from Southampton Western Docks on April 8. The service, using GBRf's high-density FEA-G intermodal wagons, takes advantage of the recently-expanded Solent Rail Terminal facilities (the opening of which was reported in May's *RM*) and is part of port operator DP World's programme to encourage customers to use rail to move their cargo over shorter distances (within 140 miles from the port), where movement solely by road may previously have been their preferred option. At the opposite end of the freight market, GBRf has confirmed its haulage contract with Network Rail has been extended for two years with an option to continue for a third year. This includes running bulk workings from quarries to supply NR with materials, as well up to 16 trains a day to support engineering work and the operation of NR local distribution centres at Whitemoor, Eastleigh and Bescot. GBRF

Maritime to operate West Midlands Interchange

THE developers of the £1 billion West Midlands Interchange (WMI) logistics site at Four Ashes, near Cannock have agreed a deal with Maritime Transport to become the long-term operator of the freight facilities there.

Once completed, it will occupy 734 acres of land alongside the West Coast Main Line, incorporating eight million square feet of warehouse space and a strategic rail freight interchange. Preparations for the first phase of development, which is also close to the M6, are already underway.

Oxford Properties Group and Logistics Capital Partners (LCP) took on the development in a joint venture in 2021. They say it will reduce lorry movements on the national road network by around 31 million miles a year and decrease carbon emissions by over one million tonnes annually.

Maritime has submitted a planning application for its offices at the site. Its group executive chairman John Williams said: "Being the operator of WMI fits with our wider strategy of decarbonising the full load supply chain by moving cargo closer to the end user by rail. We have already increased container movements by rail, from 6% in 2019 to over 24% in 2023."

PRE-ORDER TODAY!
→ VISIT MRTNS.UK/PRE-ORDER-RM
Save on a trip to the shops!


Compiled by **Graeme Pickering**

SIDELINES

Cullercoats footbridge reopens

THE Victorian footbridge at Cullercoats station has reopened to passengers following an eight-month refurbishment programme.

Tyne & Wear Metro operator Nexus allocated £579,000 to the project, which also included the replacement of the dagger boards on the station canopies. The wrought iron structure of the bridge has been strengthened, wooden decking and panels have been replaced and boarded-up windows on the bridge have been reglazed, letting in more natural light.

Opened by the North Eastern Railway in 1882, the station was on the first part of the North Tyneside route to be converted to Metro operation in 1980.

■ Also in April, Nos. 555001 and 555020 arrived at South Gosforth depot – bringing the number of Class 555s so far delivered to Tyneside to seven. Stadler says 23 of the 46 trains have so far been completed.

Junction work completed as planned

WEST Midlands Metro services between Wednesbury and Edgbaston Village resumed as planned on April 10, after work on the delta junction for the extension of the system to Dudley.

As well as excavations for the new track bed, existing rails were removed in order to install switch and crossing pieces, lowered onto the site by crane during the 18-day closure period.

Late evening services between Black Lake and Edgbaston Village were suspended on May 9 and 13-16, for the rebuilding of Dudley Street bridge, following demolition of the previous structure over Easter.

New record for Metrolink

APRIL 14, the day the Manchester Marathon was held, saw Metrolink record its highest number of passengers for a Sunday.

A total of 175,000 journeys were made, making it the eighth busiest day since the system opened in 1992.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine



Blackpool Transport Bombardier Flexity tram Nos. 010 and 015 are seen at the Blackpool North terminus in front of the new Holiday Inn on April 23. Blackpool North railway station is on the other side of the hotel. An underpass (just visible behind the trams) will provide a pedestrian link between the sites. BLACKPOOL COUNCIL

Date set for Blackpool extension opening

£23.4 million tram link serving the town's North station should finally open to daily timetabled services on June 16.

ALMOST seven years after it was approved by the Transport Secretary and over five years since it was originally expected to see tram services, the £23.4 million Talbot Road extension of Blackpool's tramway is finally set to open this month.

Around 600 metres (656 yards) of route has been constructed from a junction with the Promenade line at North Pier to a new double-track terminus outside the Holiday Inn, opposite Blackpool North station.

Time frames for completion and the launch of services have been pushed back a number of times since the project was given ministerial consent in November 2017, with the Covid-19 pandemic and delays in redevelopment of the area (including demolition of the former Wilko store on the corner of Dickson Road, which was in the path of the tram route, and construction of the Holiday Inn) both hampering progress.

Trams return

Testing began in March 2022, bringing trams back to Talbot Road for the first time since 1963, when the original route to North station was closed.

The latest phase of movements started on April 23 this year, in conjunction with checks on infrastructure and signalling and crew familiarisation.

A prize draw, open to local residents, was held by Blackpool Council to select winners for 10 pairs of tickets to ride on the first passenger tram to the new terminus on June 12. It will start and end its journey at Starr Gate depot. Tickets were put on sale during May for special tram tours taking in the extension on June 13, 14 and 15. Normal timetabled services are due to begin on June 16.

Alan Cavil, Blackpool Council's director of communications and regeneration, said the new route was an important part of the authority's commitment to a modern and integrated transport network. He added: "The tramway extension will also enable everyone to travel more easily across town but also across the North West and further afield in a quicker, more efficient way."



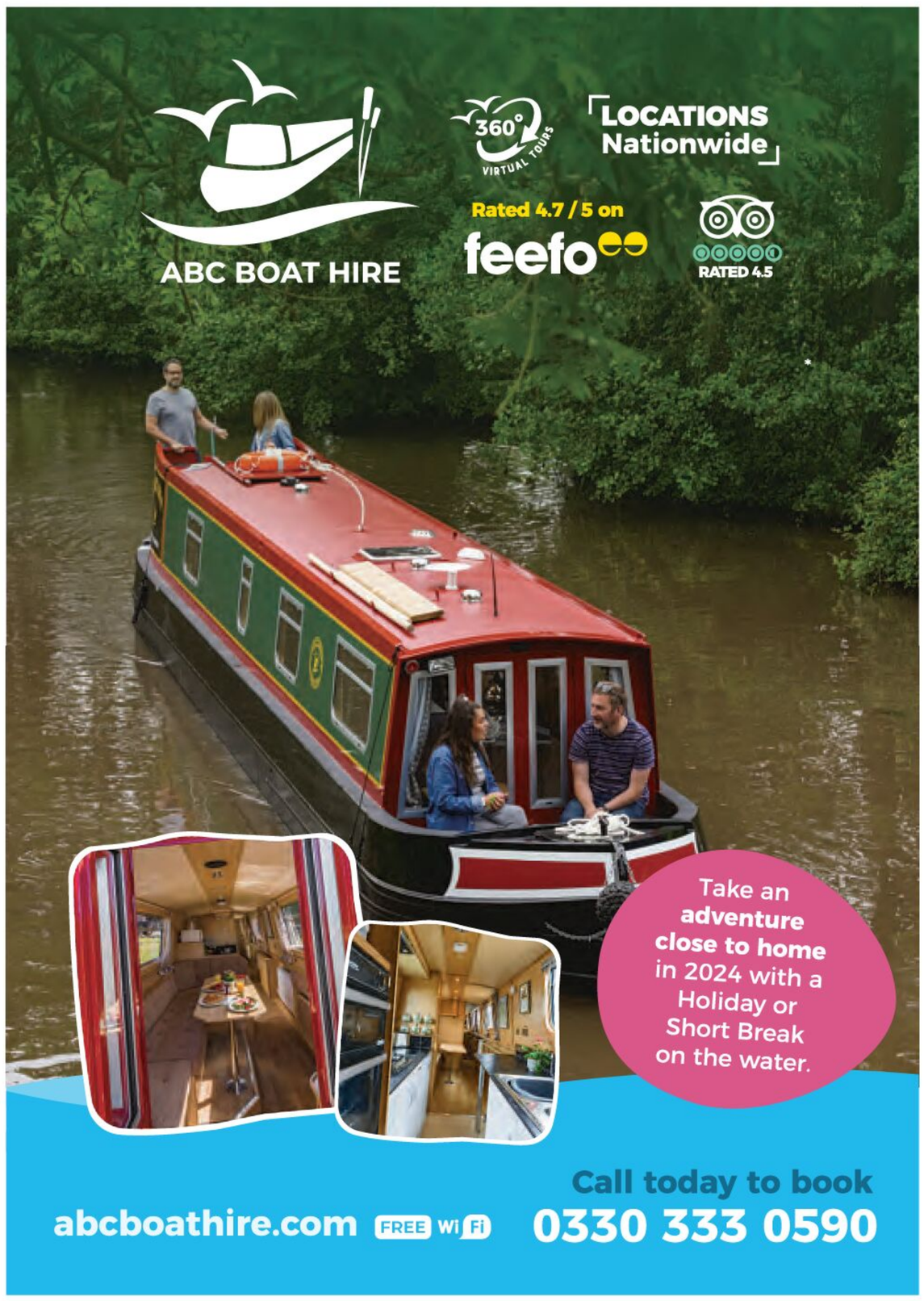
Former Midland Metro T-69 tram No. 16 is pictured after receiving its new livery at the Very Light Rail National Innovation Centre in Dudley, where it will be converted to battery operation and used as a test bed for technical innovation. BCIMO

Battery-powered test role for tram No. 16 in Black Country

FORMER Midland Metro Ansaldo Breda T-69 tram No. 16 is to be converted from overhead electric to battery power at the Very Light Rail National Innovation Centre (VLRNIC) in Dudley.

One of the original fleet of trams used on the system (now known as West Midlands Metro) when it opened in 1999, No. 16 was the last of the type to be withdrawn. Superseded by the currently-operated CAF Urbos sets, its last journey in service was on August 14, 2015. Following storage along with the rest of the T-69s at Long Marston, it was bought by the light rail industry body UK Tram as a test bed for technical innovation and handed over to Black Country Innovative Manufacturing Organisation, which operates VLRNIC, last year.

Following stripping out of its interior, deep cleaning and electrical assessments and repairs carried out by rail services contractor Enpro Group, No. 16 was unveiled in its new livery at the centre on April 30. Its conversion to battery power is expected to be completed by early autumn.

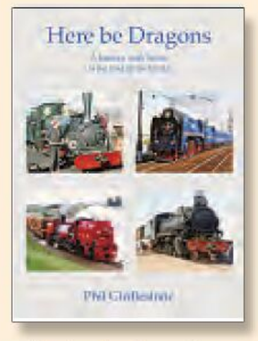




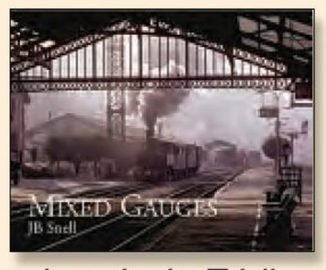
SPRING SALE!

CAMDEN MINIATURE STEAM SERVICES HIGH STREET RODE FROME BA11 6NZ

BARGAIN PRICES - 40% off



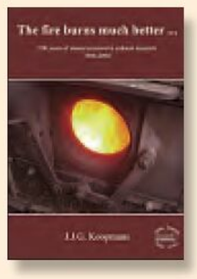
Here be Dragons • Girdlestone • £25.90
Phil Girdlestone dramatically upgraded two locomotives whilst working on the Ffestiniog, upgraded another working in Sudan, then in South Africa and the Alfred County 2' gauge line where he rebuilt and modernised two NGG16 class Garratts to considerable effect. Further work involved broad gauge steam in Australia and Russia and narrow gauge steam in Argentina. All told in an entertaining style, but also including technical detail, notably on exhaust systems. Illustrated largely with colour photographs. plus numerous technical drawings, charts and diagrams. 136 pages. Hardbound. *(Original price - £39.90 inc UK P & P)*



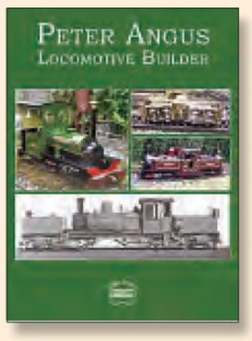
Mixed Gauges - VERY SPECIAL PRICE - 69% off! • Snell • £22.70
The late John Snell's wonderful telling of his life with steam, and the travels he made worldwide told in 256 pages, 386 photos in full colour and 48 in b&w. The main chapters cover: The U.K in the 1950s, Fiji and the sugar cane railways, Wales - mainly, but not exclusively, the Talyllyn, New Zealand, Australia, Scandinavia, France, Spain and Portugal, Java and Thailand, Germany, the U.S.A., Switzerland, Austria and Italy, Yugoslavia, Bulgaria, Rumania and Czechoslovakia, Columbia, Ecuador and Peru, South Africa, and the Last of British Steam. John was a superb writer and photographer as this book evidences - Hardbound. Hugely enjoyable!



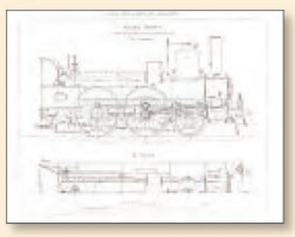
From the Files Locomotives that Were & Locomotives that Weren't • £23.20
In this lovely book, artist & writer Robin Barnes looks at locomotive development around the world over the years, considering and illustrating some 25 locomotives which actually were built, and a further 14 which never saw the light of day. There is also an 'Interlude' devoted to the trams of Robin's home town of Edinburgh. Robin's ability to paint pictures of locomotives which were never built is extraordinary, and well to the fore in this entertaining and informative large format book. 96 large format pages. Hardbound. A book which will enlighten and entertain in equal measure for many years to come! *(Original price - £33.90 inc UK P & P)*



The fire burns much better • Koopmans £20.90
The most authoritative book in print on steam locomotive exhaust development. Reviewed here are all the exhaust systems, details of which have been available, from Trevithick in 1804 up to Porta and Wardale in 2004. Each is covered in general descriptive terms and then analysed in detail for their good and bad points. For the first time, it is possible to follow the development of exhaust systems for steam locomotives chronologically. If you are working on steam locomotives, full-size, miniature or model, there is all the data here you need to design a good, effective front end. 488 pages, full of drawings, diagrams, data and formulae. Paperback. *(Original price - £30.90 inc UK P & P)*



Peter Angus - Locomotive Builder • £26.70
If you would like to build a live-steam narrow gauge engine in16mm scale and want ideas, suggestions, hints, tips and the story of the prototypes, look no further than this book from Peter Angus, who has built over 300 of such models. A pleasure to read, especially as it has considerable detail on, and history of the prototypes. With 217 A4 size pages crammed full of photos, drawings and illustrations, the bulk in colour, it really is very good. *(Original price - £39.45 inc UK P & P)*



Set of 3 Engineering Drawings of an 1869 2-4-0 'Locomotive d'express' of the PLM Railway REDUCED PRICE - NOW at 25% off • £27.54
Full details on our website - they look great framed !

Prices shown INCLUDE U.K. Post & Packing & VAT on drawings; Buy two or more items and **SAVE ON POSTAGE** - this is automatically calculated if you order online, for both UK and overseas orders.

Buy online at: www.camdenmin.co.uk
or phone 01373 310285 to order

Compiled by **Graeme Pickering**

Modifications for TfW Class 230 units

TRANSPORT for Wales has told *The RM* it hopes to complete a programme of modifications to its Class 230 fleet by this winter to improve their reliability.

Following battery problems, a detailed analysis of the units found that their diesel generator sets were often not producing high power when required in situations such as accelerating away from stations. This led to the batteries working harder than they were designed to.

In conjunction with suppliers, TfW says it has designed modifications to the gensets and battery rafts which will improve operation. Parts are being ordered so that a unit can be modified and tested over the next few months. If successful, the changes will be made to the rest of the fleet with a view to Class 230s operating two all-day diagrams on the Wrexham-Bidston route, eventually increasing to three.

■ Class 197s entered service on the Ebbw Vale route on April 22. Pembroke Dock is due to be added to their sphere of operation later this year, followed by the Cambrian lines in 2025.

Deal secures depot work

TYSELEY depot in Birmingham will continue to maintain, service and clean CrossCountry's fleet of Class 170 DMUs until 2031 after a new deal was signed between it and West Midlands Trains (operator of West Midlands Railway and London Northwestern Railway services), which runs the site.

CrossCountry has 29 of the 'Turbostar' trains, which operate services between Cardiff and Nottingham and linking Birmingham New Street and Stansted Airport/Leicester.

Tyseley is undergoing changes including the installation of four high-level mobile gantries and hoists and a synchronous lift, capable of raising a full-length multiple unit.

Two maintenance buildings are being extended and the site will also gain an electrical 'shore supply' (reducing the need to run diesel engines) and an automatic vehicle inspection system.

A new stores building and improved fuelling and servicing areas have already been completed.

The trailblazing red 'Sheds'

First in class fitted with ETCS equipment, No. 66039 is prepared for dynamic testing and company's first regeared Class 66/6 enters service.

SIXTEEN months after the process to fit European Train Control System (ETCS) in-cab signalling equipment to DB Cargo Class 66 No. 66039 began at Progress Rail in Doncaster, the locomotive was moved (April 26) to Network Rail's Melton Mowbray Rail Innovation & Development Centre (RIDC) in preparation for dynamic trials.

The 'Shed', which has already undergone static testing, is the first in its class to be fitted with ETCS. To date, from the design stage, four years of work has gone into the project, which will form the blueprint for equipping other Class 66s and Class 67s.

Signalling

As part of the East Coast Digital Programme (ECDP), digital signalling is being installed on the East Coast Main Line between London King's Cross and Stoke Tunnel, south of Grantham. Due to be completed in 2030, it will ultimately replace lineside signalling on this stretch of route, much of which is nearing the end of its life. It is designed to provide a more reliable, easier to maintain system which allows traffic to flow more flexibly than conventional colour light operation, with the potential to create more capacity.

Once the old signalling is decommissioned, all trains operating over this stretch of route will need to be ETCS-equipped, and with the project envisaged as a precursor to further signalling renewals using the same system, it is expected that there will be even bigger requirement for retrofitting the technology to locomotives and multiple units.

"The task of retrofitting hundreds of freight locomotives is one of the biggest challenges we face in the transition to a digital future," said Ed Akers, Network Rail's principal sponsor for ECDP. "The Class 66 project has required innovation, tenacity and perseverance to get to this point."



Class 66 No. 66039 is pictured at Progress Rail in Doncaster, prior to being moved to the Melton Mowbray Rail Innovation and Development Centre for dynamic testing on April 26. The DB Cargo locomotive is the first Class 66 to be fitted with European Train Control System equipment. NETWORK RAIL



DB Cargo No. 66651 is the first of 10 members of the class belonging to the company to re-geared to deliver 14% greater tractive effort for heavier loads, in place of Class 60s. It is pictured on April 25 in Derbyshire working its first service following conversion from Tunstead Quarry near Buxton to Tata's Lostock chemical plant near Northwich. Prior to becoming a Class 66/6 it was No. 66221. DB CARGO

Partnership

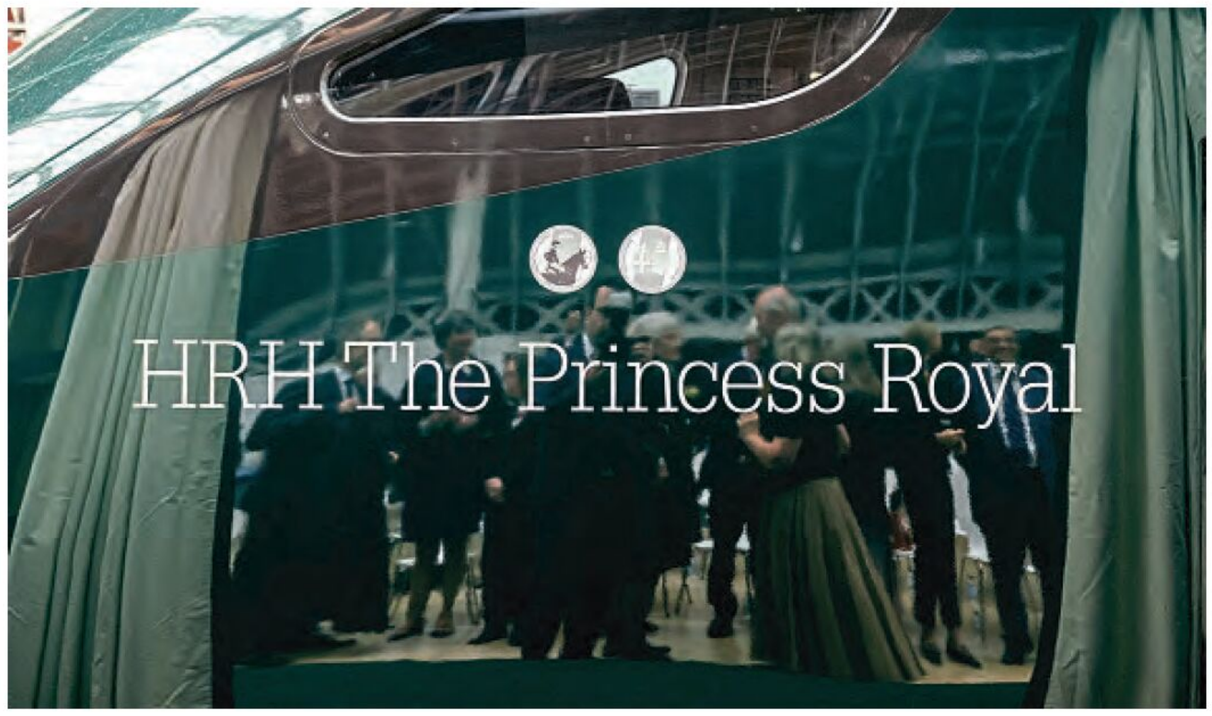
ECDP involves a partnership of more than 30 railway-related organisations and includes all of the network's freight operating companies, who have agreed a base specification for the Trainguard 200 equipment with Siemens Mobility, which is responsible for its design and fitment.

Following dynamic testing at the RIDC (expected to be completed by July) No. 66039 will be required to accumulate 5,000 miles of fault-free running before completion of the regulatory approvals process.

During the same week, another member of DB Cargo's Class 66 fleet re-entered service following work to re-gear it for hauling heavier loads.

Class 66/6, No. 66651 (formerly 66221) is the first of 10 locomotives in the class to emerge from the company's Toton depot following modifications to give them 14% more tractive effort, replacing the company's Class 60 fleet. Its first working on April 24 was a loaded limestone train between Tarmac's Tunstead Quarry near Buxton and Tata's Lostock chemical plant near Northwich.

Conversions are taking place when locos are due for bogie overhauls. Other work at the same time includes repainting, new wheelsets and new LED headlights. Nos. 66164 (already numbered 66652) and 66183/194 are expected to be the next to be completed. The other 'Sheds' confirmed to be earmarked for the programme are Nos. 66149/156/161/167/171/181.



IN RECOGNITION OF SERVICE:

The Princess Royal and her husband Vice Admiral Sir Tim Laurence were joined at Paddington station on May 2 by guests including representatives from charities and the military for a ceremony in which Great Western Railway Class 800 No. 800024 was named in her honour. Transport Secretary Mark Harper paid tribute to the "remarkable commitment" of Her Royal Highness to charities, events and public services. The name vinyl includes coin emblems featuring an image of The Princess Royal competing on the Queen's horse Goodwill at the 1976 Montreal Olympic Games and the original GWR's coat of arms. GWR



POWER CARS LEAD BIOMASS RAKE: The RailAdventure-operated Class 43 High Speed Train power cars have become a relatively familiar sight over the last couple of years. Their duties have included movements of new Class 555 units for the Tyne & Wear Metro and Merseyrail Class 777s, but Nos. 43480 and 43468 hauling a rake of 24 biomass wagons (albeit empty ones) presented a particularly unusual scene at Doncaster on April 30. The unrefurbished wagons were being transferred from W H Davis at Shirebrook to Gascoigne Wood. JOHN SPARROW

'Choppers' turned white and blue after acquisition by Balfour Beatty

CLASS 20 Nos. 20901 and 20905 have been repainted into Balfour Beatty's white and blue livery at Arriva Traincare's Bristol Barton Hill depot.

The company says it has acquired the locomotives as part of a £1.65million investment which also includes four 22.5 tonne road-rail excavators.

Previously in debranded GB Railfreight colours and part of the Harry Needle Railroad Company (HNRC) fleet, the pair of 'Choppers' have received pre-heaters to reduce their engine emissions when starting, among a number of environmental and safety modifications.

They will be used on trains supporting repairs to railway drainage infrastructure as well as for hauling services for Balfour Beatty's Rail Plant business.

Excavators

The Komatsu PC138US-11 excavators conform to the latest railway standards and are equipped with dig depth technology. They also feature fully hydraulic tilt rotator heads, proportional drive systems and automated diagnostic and brake testing.

Balfour Beatty plans to use them across its projects on both Network Rail and London Underground infrastructure, including deep Tube lines.

■ HNRC Class 20 Nos. 20302 and 20311 were released from the Arlington Fleet Services paintshop at Eastleigh in early May carrying the firm's orange livery. It was a reapplication of the colour for No. 20311, whereas No. 20302 was previously in the debranded blue of former owner Direct Rail Services. It is understood that a further four HNRC Class 20s will receive the same treatment.



Freshly-painted Class 20 Nos. 20901 and 20905 are pictured at Tapton Junction on their way from Bristol Barton Hill depot to Barrow Hill. Previously in unbranded GB Railfreight livery, the emergence of the pair in Balfour Beatty white and blue marks a return to 'Choppers' carrying the colour scheme. Nos. 20189 and 20142 were in the livery a decade ago. LOGHAN SMEDLEY

SIDELINES

Cross City line debut for '730' EMUs

WEST Midlands Railway Class 730/0s Nos. 730008 and 730009 formed the first passenger service worked by the class on the Cross City line on April 15, working the 06.06 Birmingham New St-Lichfield Trent Valley service.

The transition from Class 323s to Class 730s on the route is expected to be completed by the autumn.

TfW acquires ex-DBC '67s'

FORMER DB Cargo Class 67 Nos. 67026 and 67028 have been acquired by Transport for Wales.

No. 67028 is earmarked for a 'C' exam and possible modifications to operate with Mk. 4 stock. No final decision has been made on No. 67026, but it is likely to become a parts donor.

Signalman Willie Taylor remembered in naming

IN recognition of his actions exactly 40 years earlier, GB Railfreight Class 66 No. 66308, was named *Signalman Willie Taylor* at Carlisle station.

His son David and other family members and friends attended the ceremony at which it was recalled how Mr Taylor was on duty on May 1, 1984 when the rear section of a Liverpool-Glasgow freight working, including a hazardous load, detached and began rolling downhill towards the station.

He routed it onto the freight avoiding line. Although there was subsequently a derailment and wagons ended-up in the River Caldew, there were no injuries. The damage caused to the bridge by the speeding wagons led to the closure of the avoiding line and left a sobering reminder of how a potentially bigger incident was averted.

Mr Taylor died in 1985.

EMU fleet clocks-up 150 million service miles

THE 74 Class 357 electric multiple units operated by c2c have collectively covered 150million miles in service. All have been in use for over 20 years but continue to be one of the most reliable UK train types.

SUBSCRIBE TODAY!
GREAT RATES
SEE PAGE 48

Long Marston to be electrified

WITHIN weeks of the news (reported in April's *RM*) that it was to become the owner of the Long Marston Innovation Centre in Warwickshire, rolling stock leasing firm Porterbrook has announced that it will renew track there, as well as electrifying over two miles of it.

The project is scheduled for completion at the end of next year.

In addition to its £3million Asset Management Facility (AMF), opened last year to provide facilities for rail vehicle maintenance, inspection, testing and commissioning, Porterbrook says Long Marston will be able to accommodate testing at up 50 miles per hour and trains fitted with European Train Control System (ETCS) signalling. It will continue to be available to diesel, hydrogen and battery trains.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Private sector finance 'vital' for realising GCRE

Research and development centre site in South Wales is 'shovel ready' but needs capital funding.

THE Welsh Government's Cabinet Secretary for Transport says the planned Global Centre for Rail Excellence (GCRE) near Neath can be a "magnet facility", with the power to bring "innovation-led growth" to the area's economy – but needs additional capital funding from the private sector.

Ken Skates visited the 1700 acre site, formerly occupied by the Nant Helen opencast mine and Onllwyn Washery, in May.

Planned as a 'one-stop' complex, incorporating the full range of services for railway research, testing and innovation, it will have two circular test tracks and within a decade of opening could also be home to a related technology park.

The Welsh Government initially committed £50million to the development of GCRE and it is also being supported with £20million of capital funding from the UK Government.

Train manufacturer Construcciones y Auxiliar de Ferrocarriles (CAF), which will build 10 tri-mode long-distance trains for London North Eastern Railway at its Newport factory, has signed an agreement to use test facilities at GCRE once it is operational and intends to undertake fleet maintenance and staff training at the site. Hitachi Rail, Thales and Transport for Wales will also use the facility.

"It's a shovel-ready development with a growing customer base which can get going with construction in the next few months if the vital private investment it needs can be secured," said Mr Skates.



The Global Centre for Rail Excellence has taken delivery of former 'Heathrow Connect' Class 360/2 five-car electric multiple unit Nos. 360201/202/203 for use on its inner test loop, designed to replicate daily wear and tear for trials of vehicle and infrastructure components. All three were in storage at the Bicester Ministry of Defence site and were moved by rail to Lydney Junction on the Dean Forest Railway for transfer to road trailers for the remainder of the journey to South Wales. On April 8, having arrived 'top and tailed' by barrier vehicles and Rail Operations Group Class 37 Nos. 37901 and 37611, No. 360201 is seen in Lydney Junction's east loop. No. 360203 is in the background. MARTIN TURNER

Wagon Report

Compiled by **Steven Fredrick Lappage**

ERMEWA'S rake of JNA-T box opens fitted with intelligent wagon technology are Nos. 81 70 5500 001-9/002-7/009-2/010-0/012-6/048-0. Operated by Tarmac, the onboard diagnostic equipment monitors load-status, plus any issues around maintenance. Power for the 24 volt system is supplied from the haulage locomotive via a jumper cable.

This contrasts with the approach taken by VTG Rail UK with its 'i-wagon' installation. Being trialled by Tarmac and Mendip Rail, this system has axle-end mounted generators supplying power to individual wagons. Advanced diagnostics measure braking performance plus issues relating to hot axleboxes, wheelslide, axle-locking and braking performance.

Both of these i-systems, known as railcar telematics in the USA, are primarily concerned with improving safety on the railway, notably for trains carrying petroleum products and construction materials. The increased length and weight of these consists can result in greater damage, delay and clean-up costs across the network when derailments occur.

■ W H Davis has delivered 25 new JNA-Z (Ealnos) bogie box-opens to Direct Rail Services, Nos. 81 70 5932 812-7 to 836-3. They are largely similar to the JNA-Vs supplied to Land Recovery, albeit with the provision of a revised brake system. Capacity is 60 cubic metres or 77.4 tonnes.

Meanwhile, Loram UK has released more JNA-Y 'Hawk' gondola conversions to Network Rail, Nos. 81705831225-4 to 241-1. Movements to Derby RTC of donor MRA side-tippers for rebuilding as JNA-Y 'Hawk' have been Nos. 501027/087/199-201/306/ 308/310/314/320/326/328/330/334/340/356-358/362-364/368-370/380-382/398-400.

Curiously the LNER telegraphic wagon code 'gondola' denoted a former North British Railway 30 ton swivel bolster flat.

■ GREENBRIER Europe has completed more FEA-G intermodal flats for GB Railfreight. Delivered from the Wagony Swidnica factory in Poland have been Nos. 81 70 4663 301-9 to 340-7.

Due to arrive from Romania during the summer are fifty more JNA-X aggregate box wagons for GBRf, with finance provided by Porterbrook Leasing.

■ ARRIVALS at DB Cargo UK workshops in Stoke for repairs have been YKA 'Osprey' railflats Nos. DB 996300/365/405/468/508/666/939. They are fitted with portal stanchions to allow the safe transportation of recovered track panels.

■ DB Cargo UK is seeking to maximise the revenue earning potential of its wagon fleet by scrapping redundant assets and reducing its use of hired or leased stock. Disposals to European Metals Recycling, C F Booth and Sims sites have been: HTA bogie coal hoppers Nos. 310349/685/756/822/904/911/925/988, Nos. 311097/120, MHA/MPA* 'Coalfish' spoil and ballast opens Nos. 394001/010*/019*/036/043/048/062/070/090/094/096*/100/113/139*/140/145/170/172/180*/201*/206*/230/250/261/278/284*/292/305*/334*/336/340/358*/372/385/386/395*/501/514/515/517/519/527/530/552/558/572/576/587/590/591/604/605/610/627/628/660/666/573/668*/677/684/697/713*/719/731/734/749/750/774/780*/803/818/823/830/838/846/854*/867/869*/879/882/884/918/928/952/964*/974/977/980/997, Nos. 396004*/006/014/015/029/033*/039/043/047/048*/064/066/069/071/073, BBA slab and billet flats Nos. 910033/061/062/064/098/117/181/199/204/ 205/215/240/245/256/267/284/306/341/342/352/358/376/383/391/412/456/470/477/498/515/556/563/570/581/585.



LEFT: Kirow KRC 2505 25-tonne diesel hydraulic crane No. DRK 81626 at Bescot Yard on April 7.



BELOW: HYA hopper No. 37 70 6791 092-9 at Bescot Yard on March 21.

LOCOMOTIVES



Class 90 Nos. 90018 and 90040 at Crewe Basford Hall yard on April 27 after being sold by DB Cargo to Freightliner. It is thought that at least one of these could be returned to traffic with its new owner. RICHARD GENNIS

Allocations
37407 KM/XSDP-LR/EPUK
37419 KM/XSDP-BH/HNRL
37422 KM/XSDP-BH/HNRL
37716 KM/XSDP-BH/HNRL
50050 HQ/COFS-CD/LSLO
56091 DCRO-DCRS
59003 GBYH-COLO
60004 GBTG-GBSD
60014 GBTG-GBSD
60018 GBTG-GBSD
66111 WBBT-WBAT
66306 GBSD-GBEB
66307 GBSD-GBEB
66308 GBSD-GBEB
66791 GBBT-COLO
67016 WQAA-WAWC
90017 WQ/WQDA sent for disposal
90018 WQ/WQDA-CB/DFLC
90022 WQ/WQDA sent for disposal
90023 WQ/WQDA sent for disposal
90025 WQ/WQDA sent for disposal
90027 WQ/WQDA sent for disposal
90030 WQ/WQDA sent for disposal
90031 WQ/WQDA sent for disposal
90032 WQ/WQDA sent for disposal
90033 WQ/WQDA sent for disposal
90038 WQ/WQDA sent for disposal
90040 WQ/WQDA-CB/DFLC

Liveries
BR blue: 20066
BR green: 37108
DB Cargo red: 66060
GBRf: 57306/10, 66312
GBRf + Ukraine flag: 66737
HNRC orange: 20302/11
ROG green: 37608
TPE branding removed: 68024/27/32

Named
60047 *Scafell Pike*
66308 *Signalman Willie Taylor*
66569 *Gerald 'The Rule Book' Riley*
97304 *Rheilffordd Talyllyn Railway*

Names removed
68023 *Achilles*
90018 *The Pride of Bellshill*
90022 *Freightconnection*
90027 *Allerton T&RS Depot*
90031 *The Railway Children Partnership Working for Street children Worldwide*

Renumbered
66164 – 66652
66194 – 66653

Sold
Freightliner: 90018/40
Transport for Wales: 67026/28

Exported to Poland
66552/99

Operational
66309

Stored/stopped locations
Crewe EMD: 92009/36
Leicester: 56091

Disposals
EMR Liverpool: Arrival dates: May 2: 90031; May 3: 90025
Sandbach Car Dismantlers: Arrival dates: Aprill 22: 90033; April 23: 90030/38; April 24: 90027; April 30: 90023; May 1: 90032; May 7: 90017; May 8: 90022.

MULTIPLE UNITS

Allocations
175011 CH/HLHQ-HQ/SCEC
175102/06/10 CH/HLHQ-HQ/SCEC
197102/13/17/25 HQ-CH
323202/05/06/09/10 SO/EJHQ-AN/EDHQ
507011/14/15/21 sent for disposal
701059 newly delivered HQ/HYHQ
720101/02/38 HQ-IL
720519 HQ-IL
730017/33/46/48 HQ-BY
730218/19/22 newly delivered HQ/EJHQ
777038/51 HQ-KD
805011 newly delivered HQ/HFHQ

Liveries
Pride: 730018, 220005, 803003
SWR: 458401/13/27

Named
197001 *Robin Goch Philadelphia Robin*
197004 *Ddraig Goch Vancouver Red Dragon*
730018 *Hurst Street*
777041 *Sir Samuel Cunard*

Names removed
323209 *Birmingham New Street*
323217 *Chester Road*
323222 *Redditch*
323241 *Dave Pomroy 323 Fleet Engineer 40 Years Service*

Renumbered
458501 – 458401
458513 – 458413
458527 – 458427

Formations
458401: 67601+74001+74101+67701
458413: 67613+74013+74113+67713
458427: 67627+74027+74127+67727

Now in passenger traffic
197102/13/17/25
720101/02/38
720519
730017/33/46/48
777038/51

Sold
Merseyside Fire & Rescue: 64432, 71369 (507028)

Stored/stopped locations
Belmont Yard: 730040/41
Cockshute: 74412/24/31/37 (458527/22/01/13)
Crewe LNWR: 197121
Derby: 701007/10, 701501/02
Doncaster Wabtec: 769935/49
Eastleigh T&RSMD: 701059
Eastleigh Works: 458416/23/24/28
Ely: 175011, 175110
Gascoigne Wood: 730037/39
Hornsey: 379021/23/24/25/26
Kirkdale: 777029/37/43/45
Landore: 150236/81, 175002/10, 175105/13
Long Marston: 701002/03/05
Marchwood: 701019/22/29
Old Dalby: 730006, 730218/19/22
Oxley: 730036/38, 805011
Soho: 730012/13
Willesden: 720142, 730023/24
Wimbledon: 701032/38
Worksop: 153317, 701503/04

Disposals
C.F.Booth, Rotherham: Cut dates: May 10: 71441; May 16: 71333 (315853)
Sims Metals, Newport: Arrival dates: April 4-5: 319454; April 10: 507020/31; April 29: 507014/21; May 13: 507011/15



Europhoenix Type 3 No. 37608 *Andromeda* now carries Rail Operations Group green livery. It is pictured at Wilmorton, south of Derby, working light engine from Wembley to Derby on May 11. STEVE DONALD

HAULED COACHING STOCK

Liveries
TPE vinyls removed; TP05/11

Stored/stopped locations
Long Marston: TP05/10/11/12
Longsight: TP03

■ **STOCK CHANGES CORRECT AS OF MAY 23.**

Compiled by **Ashley Butlin**

The network's notable moves

Avanti West Coast

Observations of the new Class 805 units out on test have included Nos. 805008 and 805010 on Friday, April 5, working from Oxley Carriage Sidings-Rugby-Blackpool-Preston-Oxley, being seen heading south at Charnock Richard.

A further report on May 4 produced three of the Class on test runs: No. 805001 worked 5Q87/12.20 Euston to Preston; No. 805005 on 5Q70/13.03 Euston to Edge Hill; and No. 805012 worked 5Q87/14.38 Oxley to Crewe. Two days later, four units were on test with No. 805002 on a Crewe-Northampton-Preston-Northampton circuit; No. 805004 Holyhead-Crewe-Holyhead; No 805005 on Edge Hill-Euston-Northampton-Edge Hill; and No. 805009 Oxley-Crewe-Euston-Oxley.

Changes to the Voyager fleet have seen Nos. 221114/15/16 returned to Beacon Rail with a further two sets to join them in June as they are due to be transferred to CrossCountry.

Greater Anglia

While the Class 720 units have settled in well to traffic, a number are still awaiting delivery including No. 720519 which was taken from Derby to Wembley on April 9 by Class 47 No. 47749. This was followed by No. 720101 on the same diagram hauled by Class 69 No. 69011 on April 19.

ScotRail

Due to Storm Kathleen on April 7, Blanket Emergency Speed restrictions (BESRs) were implemented on numerous sections of the ScotRail network. Journey times for services on those routes were extended and services altered/cancelled.

Flooding between Polmont and Linlithgow caused issues for trains between Edinburgh and Glasgow Queen Street, Edinburgh-Dunblane, and on the Glasgow Central-Edinburgh Waverley via Shotts route. Other routes with BESRs included the West Highland Lines, Glasgow Central to Largs and between Edinburgh and Tweedbank where planned cancellations saw the service reduced to hourly between Drem and North Berwick/Dunbar.

Cancellations occurred to services between Glasgow Queen Street and Falkirk Grahamston and Edinburgh and Dunblane after an object was caught on the overhead electric wires between Camelon and Larbert. Due to a tree falling onto the overhead lines between Bathgate and Armadale, the Helensburgh to Edinburgh via Bathgate services were terminated at Airdrie – while the Milngavie to Edinburgh via Bathgate services were terminated at Bathgate.

An isolation was obtained, and the object removed. It took quite a while for services to return to normal once the line was reopened. The speed restrictions on the West Highland Lines continued through Sunday.

Caledonian

The 19.50 Fort William to Euston on May 3 was hauled by former DRS loco No. 66303 to Edinburgh. Behind it was Class 73 No. 73968 providing heating and lighting, but not traction, as is now the rule when Class 66 power is involved. This is effectively the return of the 'ETHEL' from the 1980s.

At Edinburgh the train was combined with the portions from Inverness and Aberdeen, then taken by Class 92 No. 92038 via the ECML and the North London Incline to Wembley Yard. As it was now facing north, No. 92010 was attached at the other end for the final leg to Euston.

Northern Rail

Following the derailment near Grange-over-Sands of Northern Class 195s Nos.195104+195133 on Friday, March 22 the units were returned to Preston via the Cumbrian Coast and Carlisle, a journey of over four hours as against a one-hour direct route from Barrow.

This was the first known appearance of a Class 195 north of Millom since June 16, 2020, when Nos. 195010+195018 made a return trip from Barrow to Maryport. Passenger services on the line between Lancaster and Barrow-in-Furness resumed on Monday, April 22 when Nos. 195101+195131 worked the 2C37/05.18 Preston to Barrow.

It is reported Network Rail engineers removed 300 tonnes of earth from the track at Frodingham, near Scunthorpe station, after trees fell on to the line on Wednesday, April 24. Services between Cleethorpes and Doncaster have now reopened after rail replacement buses were put in place. The cause is being investigated with prolonged heavy rain thought to be a factor. Ballast bags were also installed in the area to help secure the land. Network Rail said teams will continue to monitor the slope next to the line with a temporary speed restriction in place.

Meanwhile, former West Midland Class 323 No. 323220 was seen while passing by Heaton Norris Junction with the 2H81 Stoke-on-Trent - Manchester Piccadilly service on April 30.

Transpennine Express

Class 68 No. 68032 *Destroyer* was seen passing through Heaton Norris Junction on April 30, with debranded Mk.5 set TP11 from Long Marston to Longsight TMD running as 5Q32.

Tyne & Wear Metro

Two further new units, Nos. 555001+555020, were moved from Dollands Moor to Wembley by Class 66 No. 66002 on April 16, prior to being taken north by RailAdventure Class 43 Nos. 43480+43468 the following day, being observed at York.

Transport for Wales

Former TfW Class 175 units are moving between various locations as their future remains uncertain.

On April 4 Nos. 175106+175102 ran from Landore to Ely for storage. A move on April 15 had No. 175115 top-and-tailed by Class 37 Nos. 37884 and 37901 from Crewe South yard to Landore. The same Class 37s conveyed No. 175113 from Holyhead to Central Rivers, followed on April 23 by No. 175105 from Crewe to Landore. Reported on May 2 was Nos. 175011+175110 running north from Landore to Crewe South yard, before the pair moved to Ely for storage on May 9.

Class 67 No. 67013 was seen while passing through Heaton Chapel on May 6, leading the 1W23 Cardiff Central to



DRS's Nos. 68007 *Valiant* and 68004 *Rapid* pass through the delightful station at Grange-over-Sands on May 11, with 6K73, the 08.30 Sellafield to Crewe flasks. STEVE SIENKIEWICZ



BELOW: A rare view of the non-DVT end of a 'Nova 3' Mk.5 set, captured at Pershore on May 7. When in service, this end of the set is normally coupled up to a locomotive, but in this case the set was being hauled from the DVT end by No. 68025 *Superb*, transferring from Longsight depot (Manchester) to store at Long Marston. ROD ORR



ABOVE: TransPennine Express 'Nova 1' set No. 802212 is about to plunge into the murky depths of Standedge Tunnel, linking Yorkshire and Lancashire, on April 30 with 9M31, the 11.43 Newcastle to Liverpool Lime Street. TOM MCATEE

Manchester Piccadilly service with DVT No. 82227 at the rear.

West Midlands Railway

On Monday, April 15, the same day SWR first used its Aventra Class 701 on regular timetabled services, West Midlands Railway put its Aventra Class 730 into revenue service on the Cross City line in Birmingham. The first working was on the 2P03/06.07 from Birmingham New Street to Lichfield Trent Valley formed of Nos. 730008+730009.

The Class 730 fleet will be phased into service on the Cross City Line over the coming months as the existing Class 323 trains are withdrawn from service and transferred to Northern. This means the line will be served by a mixture of Class 730s and Class 323s trains for the next few months, with the transition expected to be fully complete by the autumn.

Movements of the new Class 730s continue to attract attention with the following moves reported: No. 730214 was taken from Derby to Oxley by Class 37 No. 37800 on April 12, before being moved on April 19 by No. 37884 to Old Dalby. This was followed on April 24 when No. 730219 was moved from Derby to Old Dalby by No. 37800. The same Class 37 moved No. 730218 from Derby to Oxley on May 1 and then No. 730013 from Old Dalby to Soho the next day.

Chiltern Railways

Movements of units by Hanson & Hall to and from Aylesbury have included on April 10 No. 168112 being returned from Wolverton. Two days later, Nos. 168001+168323 were moved from Banbury to Crewe CS, with No. 168323 being returned to Banbury. Further moves on April 17 found Nos. 165013+165039 moved from Banbury to Bristol Barton Hill with Nos. 165003+165035 moved in the opposite direction.

A further move on May 1 saw Nos. 165002+165036 moved from Banbury to Bristol Barton Hill with Nos. 165013+165039 returned to Banbury.

East Midlands Railways

East Midlands Railway's parent company Abellio East Midlands Ltd was formally renamed Transport UK East Midlands Ltd from March 28. Earlier in March, East Midlands Railway had announced the start of a programme to refurbish its Class 360, Class 158 and Class 170 trains.

During April the opportunity was taken by a correspondent to try some of these trains before they were refurbished.

A journey was made from Wellingborough to Corby on Sunday, April 7, on the 1Y25/15.44 departure from St Pancras International to Corby formed of Class 360 No. 360108. The refurbishment programme will see new 2+2 seating throughout these trains, and in the case of No. 360108 this cannot come soon enough, the seat covers being torn and the seat foams no longer providing adequate padding.

The following day, a journey was made from Sheffield to Nottingham on the 1L13/13.51 Liverpool Lime Street to Norwich formed of Class 158 Nos. 158889+158866. Both units were in the Stagecoach version of East Midlands livery. At Nottingham, No. 158866 was detached, leaving the service to continue to Norwich with just two carriages.

The next day, Tuesday, April 9, No. 158866 appeared again, now forming the 2A24/13.54 from Nottingham to Matlock, which was joined at Derby. Somewhat later on in the day, the journey back to Derby was made on the 2A35/17.13 from Matlock to Nottingham, formed of Class 170 No. 170271, in EMR maroon livery.

Govia Thameslink Railway

Class 700 No. 700138 was in trouble at Blackfriars on April 12, with a power fault while working a southbound Thameslink service to Brighton. The train was terminated and ran ECS to Brighton.

The former Greater Anglia Class 379 units are reported to have found a new home with Great Northern and the first ones have been moved from store at Worksop to Hornsey for assessment prior to the class re-entering traffic by the end of the year. The units are reported to have suffered quite badly in storage and considerable work may be required before they re-enter traffic with 10 examples initially required.

Southern Railways

West Coastway services were disrupted on March 31, with a reoccurrence of a failure at West Worthing, on the same set of points as previous. The 16.13 Littlehampton departed Angmering some 80 minutes late and terminated at Gatwick Airport with the 18.16 from London Victoria starting from Gatwick. The 17.13 Littlehampton was cancelled but started from Worthing.

The 18.02 Brighton to Portsmouth & Southsea with No. 377132 was in trouble at Fratton after hitting a shopping trolley just west of the station on April 3, causing major disruption mainly to SWR services.

April 6 saw total chaos to Gatwick Express, Southern and Thameslink services due to a landslide near Burgess Hill. All the Littlehampton to Victoria and vice versa services were diverted via the Arun Valley. Some mainline services were diverted via Lewes. Bi-directional was also in operation over the down line.

Class 171 No. 171804 was in trouble at Eastbourne with engine issues on April 12, prior to working the 06.44 service to Ashford International. The service departed some 20 minutes late, running fast to Hastings.

There was morning mayhem in the Croydon area on April 13, due to signalling issues at Windmill Bridge Junction. The Brighton express service was suspended until mid-day. Likewise, the London Bridge to East Croydon services were terminating at Selhurst. The Reigate to London services were only running as far as Redhill. Normal service did resume around midday.

Class 377 No. 377464 was removed from traffic prior to working the 05.42 Littlehampton to Victoria on April 13, with driver only operation equipment faults, leaving No. 377202 doing the honours.

Services heading towards Portsmouth were subjected to delay, cancellations and diversion on April 15, when Network Rail took an emergency blockade following consecutive signal issues in the Hilsea area.

The was another short blockade at Hilsea on April 16, meaning that the 11.55 and 12.55 Littlehampton to Portsmouth were terminated at Fratton after arriving behind schedule. On the same day there were a few variations to services with the 04.37 Brighton Depot to Littlehampton, 06.05 Littlehampton to London Bridge and 08.09 London Bridge to Selhurst Depot formed of No. 387202 only instead of the more usual eight carriages.

The morning of April 17 was one to forget following the failure of the 05.00 Portsmouth Harbour to Waterloo at Portchester resulting in the line blockage towards Fareham causing major disruption to Southern services. The 05.04 Littlehampton to Southampton with No. 377142 terminated at Cosham and returned to Havant wrong road to start the 06.37 to Horsham. Numerous other services were terminated, diverted or seriously delayed through to about 10.00. Further problems followed due to a trespasser at Ford.

This was not the end as more chaos followed due to a damaged conductor rail on the East Croydon to East Grinstead/ Uckfield line just north of Oxted. Thameslink Class 700 No. 700152 working the 07.14 East Grinstead to Bedford was the last service as the line was blocked for some time although services were able to run south of Oxted.

Passengers suffered yet more disruption the following day due to signalling issues between Haywards Heath and Brighton resulting in services running up to an hour behind schedule.

The Brighton-Lewes-Brighton shuttles in connection with a football match on April 25, were worked by Class 387 Nos. 387203/06/13/ 23/25/27 along with Class 377 Nos. 377457/71. ▶

South Western Railway

The new Class 701 units continue to attract much attention from our correspondents, despite the fact that by the end of April only five of the class have been used in passenger service, namely Nos. 701028/36/37/39/43.

Others continue to be hauled around between different storage locations with the following moves being reported: on April 9, No. 701022 was taken from Marchwood to Eastleigh by Class 69 No. 69009. Class 47 No. 47749 was used on April 11 to haul No. 701058 from Derby to Eastleigh, then on April 18, No. 701029 from Bicester to Wimbledon, followed by taking No. 701050 from Eastleigh to Bicester the next day.

Class 69 No. 69008 was used on April 23 to move Nos. 701503+701504 from Derby to Worksop. The Class 47 was back again on April 30 top-and-tailing with Class 69 No. 69009 to move No. 701501 from Worksop to Derby followed on May 1 to bring No. 701502 on the same move.

Charter Trains

Steam loco No. 70000 *Britannia* was observed heading north through Euxton Balshaw Lane station on Saturday, April 13, at 08.14 on a positioning move from Crewe to Preston to take over haulage of 'The Lakelander' railtour en route from Leicester to Carlisle and back.

On April 12, West Coast Railways announced: "'The Jacobite' is back in service! We are delighted to announce that our world-famous 'Jacobite' service is back up and running, starting on Monday, April 15. The team has done an exceptional job in getting a fleet of carriages ready to kick-start our 2024 season. We will continue to engage with both the ORR and Department for Transport with a request for the temporary exemption so that we can operate our full heritage carriages on the main line.

"As our trains will be slightly shorter, with a reduced capacity, this means that unfortunately we might not be able to accommodate all passengers who initially booked."

However, there were problems on April 15 when 'Black Five' 4-6-0 No. 45212 ran tender-first, which suggests it had not been turned as the usual method of operation has been to run tender-first on the return leg. In addition, the diesel loco which is normally provided on the rear was not part of the train.

On the rising gradient out of Glenfinnan the rails were extremely wet due to the prolonged rainfall and No. 45212 slipped to a stand. As a result, ScotRail services were suspended for several hours and eventually resumed at about 18.00.

WCR Class 57 Nos. 57313 + 57315 top-and-tailed an empty set of matching Northern Belle coaching stock on Friday, April 19 on a 5Z25/10.42 Carnforth to Manchester Victoria. From there (dep 12.30) this formation ran through West Yorkshire and Lancashire to arrive back at Manchester Victoria at 18.22 to finally terminate at Brighouse at 19.42. The formation ran empty (5Z66/19.47) to stable overnight at Crewe.

Early on Saturday, April 20 the Northern Belle ran empty to Telford (5Z47) to depart northwards (1Z58/07.30) on the West Coast Main Line for Carlisle. At Carnforth No. 57313 was replaced by Bulleid Pacific No. 34067 *Tangmere*. With a full head of steam, and operating with No. 57315 on the rear, 1Z58 set off at 11.28 for Carlisle. From Carlisle (dep 14.22) the same steam/diesel combination, with No. 34067 leading, ran via Settle to Preston (arr. 19.02). With No. 57313 having earlier been moved light engine from Carnforth, this diesel loco took over from No. 34067 which, together with support coach No. 80217, returned (5Z59) to arrive in Carnforth at 19.37.

Meanwhile, the two Class 57s plus Northern Belle passenger coaches were heading southwards to Telford to arrive at 21.24. After stabling overnight at Crewe, the two Class 57s and empty Northern Belle coaches returned north (5Z59) on Sunday, April 21 to arrive back at Carnforth 13.38.

A Horsham to Bath and Bristol steam special on April 20, worked by 'B1' No. 61306 *Mayflower* hauled 12 carriages and No. 47805 *Roger Hosking. MA 1925-2013* was noted passing Barnham running some 132 minutes late due to the engineering block in the London area over-running.

Llandudno's Victorian weekend is staged over the first Bank Holiday weekend of May and this year a special train, the 'Llandudno Victorian Statesman', ran from Woking on May 6. It was headed by Class 47 No. 47712, with No. 47805 on the rear for the return. It started 30 minutes late from Woking, and this had increased to 120 late at one stage. Fortunately, there were several pathing stops and recovery allowances in the schedule, so it passed Prestatyn on time. This was good news, as there were only two hours to enjoy the displays and exhibits at Llandudno.

DB Cargo

Class 66 No. 66014 hauled the Dowlow Briggs to Toton Up Siding hoppers through Chesterfield on April 4, followed by No. 66155 on the Wolverhampton to Immingham steel carriers.

No. 66025 hauled the Southampton Western Docks to Masborough containers through Chesterfield on April 8. Also on that day, No. 66054 worked the late running Dowlow Briggs to Toton Up Sidings hoppers through Chesterfield.

Scrap metal trains reported included No. 66199 on a Cardiff Tidal-Saltley-Cardiff Tidal diagram on April 8. A regular Cardiff Tidal to Sunderland diagram on April 24 was hauled by No. 66155, returning as far as Tees Yard where No. 66015 took over to take the loaded wagons back to Cardiff Tidal. Also on April 24, No. 66182 took charge of a Cardiff Tidal-Swindon-Cardiff Tidal service. A Cardiff Tidal-Saltley-Cardiff Tidal diagram was observed on April 29, with No. 66105 in charge. A further Cardiff Tidal-Sunderland-Cardiff Tidal turn was worked throughout by No. 66131 on May 2.

Class 66 No. 66044 hauled the Ely Papworth to Tunstead empty hoppers through East Midlands Parkway on April 9. On the same day No. 66152 powered the regular Cardiff Tidal to Burton and return steel train. The same service was observed on April 24, hauled by No. 66207.

The 6V06 from Burton-on-Trent West Yard to Acton Terminal Complex was seen passing Barton-under-Needwood on Friday, April 12, behind No. 66003, in original EWS livery.

The 6M00 from Humber Oil Refinery to Kingsbury Oil Sidings stops by platform 7 at Nottingham station for a crew change, being observed on Monday, April 8 and again on Wednesday, April 10, on both occasions with No. 66155, in shabby EWS livery, but with DB logos.

On Monday, April 29 Class 66 No. 66067, in DB red livery, was seen passing Dartford station at the head of the 7Y27 from Hoo Junction Up yard to Hither Green Pre Assembly Depot formed of Balfour Beatty heavy duty crane No. DRP81525.

Freightliner

Observations of one of the few freight services to work on the West Coastway, the 09.11 Westbury to Crawley New Yard

Super-power at Perth on April 25 as 'Grid' No. 56105 pilots No. 70810 with 6S48, the 10.23 Port of Workington to Aberdeen Waterloo china clay tanks. The '56' had been attached at Mossend. ALAN WASS



aggregates trips produced on April 2 No. 59101 *Village of Whatley*, on April 3 No. 59103 *Village of Great Elms*, and on April 4 No 59201.

A change of power on April 5 found Class 66 No. 66596 on the service. No. 59102 *Village of Chantry*, in ex-works condition and new livery, was seen passing West Worthing running 35 minutes behind schedule due to signalling issues between Portsmouth and Havant on April 11.

The following day, West Coastway services heading east from Havant were disrupted when the service was in trouble with defective brakes at Warblington just east of Havant. After a delay of around 40 minutes No. 59201 eventually started to move and passed West Worthing some 35 minutes behind schedule. April 15 found No. 59203 on the service, with No. 59204 in use on April 22 and 23. For the next three days No. 59004 was on the service.

Class 70 No. 70011 was seen hauling the Dewsbury to Hope empty cement tanks through Sheffield on April 4. On the same day, Class 66 No. 66605 hauled 26 hoppers from Tunstead to Elstow through Chesterfield, while Class 66 No. 66953 worked the Leeds FLT to Southampton MCT containers also through Chesterfield. Also, at Chesterfield on April 8, Class 66 No. 66523 hauled 21 empty box wagons from Banbury Reservoir Tarmac to Tunstead, while Class 66 No. 66566 was at the head of the Leeds FLT to Southampton MCT container. The following day No. 66523 hauled the West Thurrock to Tunstead empty cement tanks through East Midlands Parkway.

Usually, the 4M80 Coatbridge to Crewe container service is headed by two Class 90 locos, however, on Wednesday, April 17, this lightly loaded service was pulled by a single Class 90, No. 90006.

Observed on April 18, Class 66 No. 66504 worked 6J34/11.17 Folly Lane to Brindle Heath through Acton Bridge.

Class 66 No. 66594 was coupled in front of Class 90 Nos. 90008+90012 (with pantographs down) on Saturday, April 20 pulling the partly loaded 4S49/10.58 Daventry to Grangemouth container service.

Tuesday, April 23 found the 7V50 from Wembley Receptions 1-7 to Merehead Quarry passing platform 13 at Reading station behind Class 66 Nos. 66587 *As One, We Can*, and No. 66554, running around 30 minutes late following a bridge strike at Hungerford.

A visit by a correspondent to Eastleigh on April 25 noted five Class 70s on intermodals through the Hampshire station. No. 70020 was on 4M61/12.56 Southampton MCT to Trafford Park FLT (running 20 minutes early), No. 70011 on 4O90/06.04 Leeds FLT to Southampton MCT, No. 70006 on 4M46/14.07 Southampton Western Docks to Trafford Park, No. 70005 on 4S59/14.57 Southampton MCT to Coatbridge FLT and, finally, No. 70002 hauling 4O38/09.52 Lawley Street to Southampton MCT.

Pink livery Class 66. No. 66587 passed through East Croydon on April 26, working the Newhaven to Willesden empties.

DRS

Class 68 No. 68008 hauling Class 66 No. 66432 was observed passing Thankerton on Monday, April 8, whilst working 0Z75/08.50 Motherwell TMD to Kingmoor DRS.

Observed on April 17, silver liveried Class 68 No. 68013 was coupled in front of No. 68005 on a 0Z68/14.00 Carlisle Kingmoor depot to Crewe. On the same day Class 68s No. 68006+68033 pulled three white FNA flasks from Sellafield (6K74/16.49) via Carlisle to Crewe. On the following day No. 68033 was returned to Carlisle Kingmoor from Crewe (0Z43/11.30) coupled behind Class 88 No. 88007.

Usually, the movements of FNA flasks between Crewe and Sellafield are doubled-headed. However, on Tuesday, April 20, three white flasks were top-and-tailed from Crewe (6C53/06.21) to Sellafield via Ulverston by Class 68 Nos. 68004 + 68033.

A problem with overhead power equipment between Wigan and Preston on Monday, April 29, meant that many services were cancelled or delayed. One delayed freight service was the 4S43/06.23 Daventry 'Tesco' container train. After being held all day at Spring's Branch in Wigan the service, pulled by Class 68 No. 68005, passed through Lancaster at 20.09 657 minutes behind schedule.

Class 88 Nos. 88005+ 88008+88010 ran as a slow moving light engine trio on Wednesday, May 1, departing from Crewe 0Z88/09.42 and later arriving at Carlisle Kingmoor Depot at 13.31. On the same day Class 68s Nos. 68004+68009 double headed two white FNA flasks from Sellafield (6K73/17.00) via Ulverston to Crewe.

Noted on Saturday, May 4 were Class 68s Nos. 68033 and 68023 on 0B32/13.45 Gresty Bridge to Longsight.



GBRf has returned Class 60s to some of the stone workings from Rylstone, near Skipton in North Yorkshire, with 'Tug' No. 60021 *Penyghent* seen near Brackenley Lane (Skipton) on the first day of their return, May 7, with the 6D51/11.49 Hunslet (Leeds) to Rylstone. CHRIS GEE

GBRF

It is reported that with effect from April 1, GBRf has extended its haulage contract with Network Rail (NR) for a further two years, with an option for a third year. GBRf will continue to provide trains for engineering possessions and manage the movement of NR wagons.

Scrap metal trains reported included Class 66 No. 66732 working a regular diagram on April 1 from Small Heath yard-Attercliffe-Liverpool. Two days later, it was on a Liverpool-Saltley-Liverpool working. A further move on April 8 had No. 66742 on a Small Heath yard-Attercliffe-Doncaster-Liverpool circuit.

A further change on April 10, saw No. 66761 on a regular Liverpool-Saltley-Liverpool diagram. Two days later it powered a Liverpool-Swindon-Liverpool service. No. 66732 was back on April 15 on the Small Heath yard-Attercliffe-Liverpool diagram before working the Liverpool-Saltley-Liverpool diagram on April 17.

A report on April 25 had No. 66701 on the Liverpool-Attercliffe-Liverpool diagram. A further change on April 29 found No. 66709 on a Small Heath yard-Swindon-Liverpool working. The same loco was in use again on May 1 on the Liverpool-Saltley-Liverpool circuit, while on May 6 it powered the Small Heath yard-Attercliffe-Liverpool diagram.

Class 66 No. 66740 worked 6J36/08.50 Peak Forest Cemex GBRf to Hope Street Parkstone Sidings through Manchester Victoria on April 3. On the same day No. 66749 was noted on an engineers' train at Thornhill LNW junction.

MoD workings reported include Class 66 No. 66734 on a Kineton-Marchwood-London Gateway working on April 3. The following day it worked from London Gateway to Marchwood and through to Southampton Docks. It was on the move again on April 5, working from Southampton Docks to Marchwood and then on to Kineton.

A change of power on April 8 found No. 66718 working north from Kineton to Longtown and then back to Carlisle New Yard, returning south to Kineton the next day. The same Class 66 worked a Kineton-Marchwood on April 11.

On April 25, observed at Eastleigh, No. 66774 worked through the station with 6O45/07.38 Bicester to Marchwood hauling a rake of old DB intermodal flats with two containers at the back and made a return journey in the afternoon with 6M47/12.19 Marchwood to Kineton. A further move on April 29 had No. 66703 on a Kineton-Donnington-Eastleigh diagram.

Class 66 No. 66722 *Sir Edward Watkin* hauled the Toton North Yard to Doncaster Up Decoy civil engineer train through Chesterfield on April 4. Observed at Chesterfield on April 8 was Class 66 No. 66705 *Golden Jubilee* hauling 24 empty hoppers from Wellingborough to Peak Forest.

The weekend stopover of intermodals into Harwich Parkeston Quay during April took on a regular pattern with 4L43/02.50 Doncaster i-Port arriving between 12.50 and 13.50 on a Saturday and 4A28/20.30 from Felixstowe Port arriving around 21.30 or earlier – which then translates to the latter leaving on the following Monday at 04.30 as 4M64/bound for Willesden Goods Sidings and the former travelling round to Felixstowe at 09.20 as 4R43.

On April 6-8 it was Nos. 66785 *John Ellis* and 66773 *Pride of GB Railfreight*, April 13-15 Nos. ▶

66726 *Sheffield Wednesday* and 66782, April 20-22 Nos. 66761 *Wensleydale Railway Association 25 years 1990-2015* on 4L43 only, April 27-29 Nos. 66761 again, and 66771 *Amanda* and Bank Holiday weekend May 4-7 Nos. 66772 *Maria* and 66708 *Glory to Ukraine* respectively.

Class 69 No. 69007 *Richard Trevithick* hauled the Toton North Yard to Whitemoor civil engineer train through East Midlands Parkway on April 9.

The Harwich Refinery to North Walsham condensate tanks diagram on April 10/11 saw No. 66726 *Sheffield Wednesday* allocated the role, April 17/18 No. 66767 *King's Cross PSB 1971-2021*, April 24/25 No. 66756 *Royal Corps of Signals*, and then in the w/c April 30 a double run handled by No. 66712 *Peterborough Power Signalbox*. All normally return as 0E06 on the last evening at 19.30 to Peterborough MPD or March Whitemoor, but on the latter run No. 66712 took an 0B06 round to Felixstowe Port.

Two light engine movements passed through Market Harborough within 20 minutes of each other on April 15. The first was Class 47 No. 47749 *City of Truro* working 0Z40/13.44 Leicester LIP to Eastleigh East Yard. The second was Class 57 No. 57305 towing Class 92 No. 92006 as the 0Z42/11.44 Wembley Intercity Depot to Loughborough.

Observed on April 18, Class 66 No. 66738 was at Ditton (O'Connor) having worked in on 4M61/02.17 from Felixstowe North.

On Thursday, April 18, maroon liveried Class 66 No. 66743 departed from Tuebrook Sidings in Liverpool at 10.56 to run (0G66) light engine on a 230 mile journey to Craigentinny Depot in Edinburgh.

The 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard, headed by No. 66749 *Christopher Hopcroft MBE 60 Years Railway Service*, was seen making a brief stop by platform 3 at Clapham Junction on Wednesday, April 24. The 6Y48 was seen again on Monday April 29. This time it was headed by green Class 69 No. 69005 when seen passing Richmond station. The following day, No. 66795 was seen approaching Richmond, running light engine as train 0Y48 from Eastleigh East Yard to Hoo Junction Up Yard.

Still with no GBRf branding, the ex-DRS Class 66 No. 66305 worked 4M19/11.47 Southampton Western Docks to East Midlands Gateway on April 25, while No. 66728 *Institution of Railway Operators* (devoid of a nameplate on one side) handled 4M46/14.07 Southampton Western Docks to Trafford Park.

A flurry of activity on April 30 at Heaton Norris Junction found No. 66777 passing through with 6G98, an engineers' working bound for Ravensthorpe for an engineering blockade, followed by Nos. 66732 (6G99) and 66765 (6G97) on similar duties. In addition Class 60 No. 60076 was observed with 6E10 Liverpool to Drax Aes loaded Biomass.



Approval for work to return passenger trains to the Bristol to Portishead line (withdrawn in 1964) is expected in this summer. With no booked freight traffic, test trains are currently the line's only movements, and the monthly 06.45 Bristol Kingsland Road-Derby HST (with power cars Nos. 43274/43357) is pictured on April 25 with the outward run from Bristol, crossing Pill Viaduct where the new freight branch connection to Royal Portbury Dock will be sited. RICHARD GILES



Following the closure of the manual signalboxes at Lostwithiel, Par and Truro in Cornwall (see March issue), a metal platform has been constructed on the Fowey branch line to control movements over the single line from Lostwithiel to Carne Point. The drivers of clay trains must stop at the small platform and communicate with Exeter panel before proceeding – as illustrated on April 30 by the driver of No. 66101 hauling the 12.36 Goonbarrow Junction to Carne Point china clay train. JOHN VAUGHAN

Colas Rail

Class 56 No. 56094 hauled the Sinfin to Grangemouth Ineos empty tanks through Chesterfield on April 8.

On Wednesday, April 10, Class 70 No. 70812 ran light north from Rugby (0C01/08.55) to Carlisle New Yard. On the next day Class 70 No. 70811 ran light southwards from Carlisle NY (0F55/09.12) to Rectory Junction in Nottinghamshire. Also on that day Colas Rail Tamper No. DR73922 was moved from Wigan Canal Sidings (6J48/10.00) to Carlisle NY.

Part of the increase in freight trains operated by Colas has come from oil traffic taken over from DB Cargo. The 6M57 from Lindsey Oil Refinery to Kingsbury Oil Sidings was seen passing Barton-under-Needwood on Friday, April 12, behind Class 70 No. 70803.

Class 56 Nos. 56049+56113 were also seen passing through Whalley, Lancs, with 6J37 Carlisle Yard to Chirk Kronospan Loaded Timber Logs on April 20. The same pair were in use again when the train was observed on April 22.

Class 56 No. 56098 was noted in Eastleigh East Yard on arrival to the station on April 25 and later took movements up and down the adjacent sidings in what appeared to be a driver introduction to the controls. Later, around 11.00, the on-loan from GBRf Class 66, No. 66791 arrived as 6O24/09.28 Hinksey Yard to Eastleigh Yard with Class 66/8 No. 66849 *Wylam Dilly*, the latter remaining in the Yard while No. 66791 moved into East Yard and attached to a loaded stone aggregate consist of Wascosa long-based open MLA box wagons and proceeded to move them out into Eastleigh Yard before leaving with it two hours later as 6V27/13.43 back to Hinksey Yard, just outside Oxford.

The Carlisle New Yard to Chirk loaded log train usually runs south to Preston via Settle. Occasionally it runs via Shap, as was the case on Tuesday, April 30, when Colas Rail Class 70 No. 70811 was observed heading this service.

Class 70 Nos: 70817+70811 were seen passing through Heaton Chapel with the Bank Holiday Monday diverted 6J37 loaded logs bound for Chirk heading via Manchester Piccadilly and Altrincham to Chester due to Warrington Bank Quay being closed for engineering works.

West Coast Railway Co.

An interesting light engine move along the Midland Main Line on April 6 was Class 57 No. 57009 *GJ Churchward* in BR Green livery running as the 0Z79/14.40 Southall WCR to Humberstone Road, seen passing Market Harborough.

On Friday, April 5 Class 47 No. 47848 was coupled in front of 'Black Five' 4-6-0 No. 44871, which was in light steam, to pull an empty rake of maroon coaches from Carnforth (5Z78/08.32) via Nuneaton and Ely to Norwich Goods Yard.

DC Rail

Class 60 No. 60028 in Cappagh livery hauled 18 box wagons of stone from Tunstead to Leicester Humberstone Road on Easter Monday, April 1.

Class 60 No. 60055 *Thomas Barnardo* hauled 18 box wagons of stone and six empty box wagons from Peak Forest to Brandon through Chesterfield and East Midlands Parkway on April 4. The same Class 60 hauled 18 box wagons of stone from Peak Forest to Brandon through Chesterfield and East Midlands Parkway on April 8 and 24 empty box wagons from Brandon to Chaddesden through East Midlands Parkway on April 9.

UK Rail Leasing

From owning a batch of withdrawn Class 56 locomotives UKRL has developed into a rail vehicle engineering business.

The traction maintenance depot at Leicester was viewed from passing trains on Sunday, April 7, when it was not possible to identify everything present, but the following were noted: former CrossCountry HST power cars Nos. 43301 and 43303,



GBRf's No. 69009 *Western Consort* hauls EMU set No. 701502 away from Chaddesden Sidings, Derby, on May 1, working as 5Q12, the 12.55 Worksop Down Yard to Derby Litchurch Lane. Class 47 No. 47749 *City of Truro* is at the rear. STEVE DONALD

both carrying Colas logos, were top and tailing a short rake of ex-CrossCountry Mk.3 carriages; two GBRf locomotives were noted Nos. 57305 and 69008.

Also present were Class 37 No. D6836 (37905) and Class 60 No. 60060.

Locomotive Services Limited

A set of LSL's Blue Pullman coaching stock was top-and-tailed by matching Class 43 Nos. 43047+43055 on Thursday, April 11, to run empty from Crewe (5Z60/10.10) via Carstairs to Joppa Straight in Edinburgh. On the next morning this formation ran empty to Berwick-upon-Tweed and then onward carrying passengers (1Z62/07.40) via Chesterfield to Penzance where it arrived at 19.47. The following day, the formation returned to Berwick-upon-Tweed 1Z65/09.00, returning ECS 5Z66/11.53 to Crewe via Newcastle -upon-Tyne and Carlisle.

LSL's retro green Class 37 No. D6817 (37521) ran light from Crewe (0Z47/16.55) to Carlisle Upperby on Monday, April 15.

Friday, April 26 found Class 43 Nos 43047+43055 plus matching Blue Pullman coaching stock ran empty from Crewe (5Z43/07.11) via Shap to Dundee. On the following day the formation (1Z43) ran a 1Z43/06.05 from Dundee via Carlisle and Settle to Blackpool North and later returned to Dundee by the same route from Blackpool at 16.10.

With parts of the north of England section of the WCML closed for engineering work on Sunday, April 28, this Midland Pullman formation returned on the ECML via York to arrive in Crewe at 21.50.

Sims Metals, Newport

Recent arrivals have seen, by road from Long Marston, Class 319 No. 319454 on April 4/5, followed by Class 507 Nos. 507020+507031 brought south from Birkenhead by Class 37 No. 37800 on April 10. Two further Class 507, Nos. 507014+507021, arrived on April 29 hauled by No. 37884.

These were followed on May 7 with the Class 37 bringing Nos. 507028+507033 from Birkenhead. However, two vehicles, Nos. 64432+71369, from 507028 were then taken back by road to Liverpool for use by Merseyside Fire and Rescue Service.

Loram

There is a small NR depot in Harwich Parkeston Quay yard (a sub-depot of Whitemoor) and NR tampers, milling machines, and rail grinders use the adjacent sidings for bases to cover the Great Eastern Main Line (GEML) workings.

Pristine NR Linsinger Rail Milling Machine No. DR79102-103 was in the Up Sidings over the weekend of April 6-8, having arrived as 6Q01, and was due to carry out work on the GEML but seems to have failed and been unable to move under its own power that necessitated an unusual movement into the North East Essex site on April 9 with 0Z20 dispatched from King's Norton DF Plant Depot, via Nuneaton, Leicester and Peterborough in the hands of Class 20 Nos. 20142 *Sir John Betjeman* and 20189 – the first time the Class has visited the yard – arriving at 17.30.

They left hauling the stricken NR unit as 6Q01/18.00 Harwich Up Tip to Rugby DED via the London North Orbital and the WMCL via Willesden Junction.

Colas Rail Class 43 Nos. 43272+43277 top-and-tailed a set of NR yellow track inspection rolling stock on Tuesday, April 9, from Derby (1Q47/11.27) via Shap to Carlisle.

On Wednesday, April 10, Class 37 No. 37418, now in Loram red and white livery, was seen leading inspection carriage No. 975025 *Caroline* away from platform 4 at Derby station when working 5Z05 from London Victoria to Derby RTC.

Plasser & Theurer Tamper No. DR73118 worked into Harwich PQ yard from Stafford Down Sidings on April 12 and, whilst no overnight workings seemed to have been worked, six days later it was still noted stabled in sidings at the yard, and on April 25 was seen in the NR depot. It is possible that it carried out work within the extensive 10-sidings yard and adjacent aggregate siding and spur to the Harwich Refinery while stationed here.

Observed arriving at Preston's Dock Street Sidings on the afternoon of Monday, April 22 were Colas Rail Tampers Nos. DR73922 at 12.50 from Oxenholme (6J48) followed at 13.06 (6J87) by No. DR73942 from Carlisle Upperby.

On Tuesday, April 23, NR yellow liveried Class 43s Nos. 43013+43062 top-and-tailed the NMT from Derby (1Q26/06.08) via Shap to Edinburgh. On the next day the formation ran south to Crewe (1Q26/06.39) from Slateford Depot.

The four-weekly engineers' train on April 24 was noted at Harwich Town powered by on-loan Harry Needle Railroad Company Class 37/6 pairing, No. 37607 (the first time noted in its orange HNRC livery) and No. 37610 (in all blue), the former leading down to the Essex terminus as 1Q97/10.34 Ferme Park to Clacton-on-Sea working. Also of interest was that in the consist was NR staff coach No. 9481 – the first time our correspondent had noted it in the four-coach train.

Colas Tamper No. DR73942 *Nathan Haines* was moved on Friday, April 26 from Preston (6J87/08.37) to Carlisle Upperby.

East Midlands Trains Connect-liveried Class 153 No. 153385, now working for Network Rail, formed the 2Q20/17.16 Derby RTC to Eastleigh East Yard on April 30.

Colas Rail liveried Class 43 Nos. 43272+43277 top-and-tailed a short set of NR yellow liveried Overhead Line Inspection coaches, plus a dark blue unbranded Mk.2 coach, on May 1, on a 1Z18/06.50 from Derby to Mossend.

On April 17 the Network Rail push-pull test train powered by Class 37 No. 37610 headed south to Barrow and on the following day Class 43 Nos. 43272+43277 took the regular four weekly test train south to Barrow. It then reversed and returned north to Carlisle followed one hour later by Class 37 No. 37610 and the other test train.

DR79265+DR79274 +DR79264 of Harsco Track Technologies was noted stabled at Haywards Heath on April 26.

Our thanks

The Railway Magazine's thanks for information go to: Paul Atkinson, John de Boer, Peter Boyce, Gene Collins, Mike Cooper, Kevin Driscoll, Barry Knock, Sean Morris, Richard Moxon, Martin Osman, Dorian Porter, Mark Reynolds, R.D.Richardson, Eric Southward, Craig Wellum and Chris West. ■

The RAILWAY Magazine

DIGITAL ARCHIVE

Access 120 years' worth of history from the nation's most authoritative and prestigious rail publication.

over

120 years | **1300** issues | **140,000** pages







ACTIVATE YOUR ACCESS TODAY

FROM AS LITTLE AS £6*

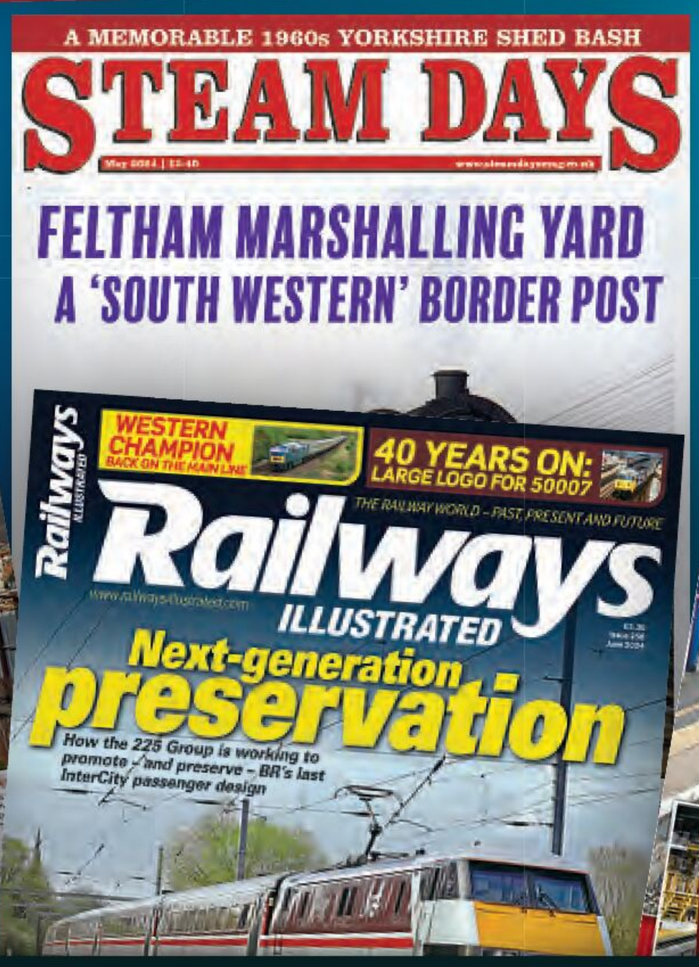
**This gets you three months' access to the Digital Archive. Magazine subscription rates start from £20 for six months.*

- FULLY SEARCHABLE CONTENTS
- KEEP SCRAPBOOKS OF YOUR FAVOURITE ARTICLES
- BONUS PREVIOUSLY UNPUBLISHED CONTENT
- MULTI-PLATFORM ACCESS

WWW.RAILWAYMAGAZINE.CO.UK/ARCHIVE

RAILWAY MAGAZINES YOU'LL **LOVE**







GREAT OFFERS AVAILABLE ACROSS THE RANGE

SUBSCRIBE TODAY AND SAVE UP TO 31%

VISIT: **WWW.CLASSICMAGAZINES.CO.UK/RAILWAY24**

CALL: **01507 529529** QUOTE: RAILWAY24 EXPIRES 31/12/24

Contractors commence Foynes line tracklaying

Route targeted for reopening by early 2026.



Portuguese contractor Stenconfer has started to relay track on the Limerick to Foynes line from a base established at Glenbane East near milepost 24 between Foynes and Askeaton where rail is loaded on to Road Rail Vehicles (RRV) for transportation to site. By May 20, about a half-mile of the line had been relaid. Here, the loaded RRV is loaded ready to propel the rails to site for laying on May 18. HASSARD STACPOOLE

THE first track was laid on the Limerick to Foynes line in early May from a compound established by specialist Portuguese tracklaying subcontractors Stenconfer at Glenbane East near milepost 24, close to Foynes.

A loading gantry was seen assembled on site on April 20 to allow rails to be loaded onto a Road Rail Vehicle (RRV) for delivery for to the work site.

The Iarnród Éireann (IÉ) project manager delivering the project told *The RM* that the scheme was on target and on budget to allow trains to start running in early 2026.

Progress

He said that the €65 million Work Package 1 being delivered by contractors John Sisk & Son which started in April 2022, has focused on clearing vegetation and removing the existing track to allow the installation of a new ballast bed, signal and electrical ducting – plus the renewal of bridges, fencing and culverts.

He confirmed that as track laying gets underway, the aim is to deliver a kilometre of track a week, with a target to complete tracklaying by February 2025, working from the Foynes end towards Limerick.

The 36m length rails delivered by ship from Spain in 2023 and stored in the port of Foynes, are transported by road to the compound and lifted onto the RRV by the gantry assembled on site. Once loaded, the RRV brings the rails to the track laying site. Sleepers are brought to site from the compounds and are loose laid from prepositioned stacks with the rail pulled into place with on-site plant. The rails will then be joined by flash butt or aluminothermic welding into long strings for stressing into continuously welded rails after tamping.

By early May, a significant portion of the trackbed from Glenbane East to Knockdromin level crossing at milepost 14 had been completed with the initial layer of ballast ready for track laying. Half-a-mile of track had been laid by May 16 when IÉ formally launched the tracklaying with stakeholders. In total, 66,000 sleepers and 84km of rail will be laid.

Plans to lift the refurbished three span Maigue bridge back into place on May 20 were postponed. IÉ's project manager said the plan to raise it by a metre would not take place because of a planning appeal lodged with An Bord Pleanála has not been resolved in the timeline needed to deliver the programme to reopen the line, so the structure will be restored to its original height.

Next steps

He confirmed that the replacement 46m single span structure for Robertstown viaduct near Foynes has been fabricated by Mack engineering and will be lifted into place in late June or early July after delivery by road from Nenagh.

Work Package 2, estimated to cost €46.5m, delivers an operational line, including signalling, train radio, the installation of 13 CCTV controlled level crossings, and connections to the national rail network will be funded directly by the National Transport Authority with work due to start in the summer. The package includes funding to rebuild the collapsed train shed at Foynes station.

ORANGE ARROW RECORD RUN:

Iarnród Éireann repainted Class 2600 DMU No. 2601/2 into its original Arrow Commuter livery to mark the introduction of the Arrow services and the DMUs from Tokyu Car Corporation, 30 years ago in 1994. Over the weekend of May 18/19, the Irish Railway Record Society operated the 'Times Arrow' railtour from Cork to Dublin on May 18, where the retro livered DMU visited its former suburban haunts and the Howth line. On May 19, it ran non stop from Heuston to Cobh covering the 176¾ miles in two hours, 55 minutes and 49 seconds, believed to be the fastest ever run by steam or diesel. It is seen arriving at Rushbrooke on the final leg back to Cork. HASSARD STACPOOLE





The first BEMU was unveiled at Alstom's factory in Katowice, Poland. The five-car articulated unit was temporarily assembled on its bogies and is expected to arrive in Dublin in September. TONY MILES

New BEMU to start testing in September

IARNRÓD Éireann's (IÉ) inaugural BEMU (Battery Electric Multiple Unit) is due to be shipped to Ireland in September from Alstom's factory in Katowice in southern Poland to allow testing and commissioning to begin.

The five-car unit is the first set completed as part of a framework agreement which could see 750 vehicles built at a cost of €2.6billion over the next 10 years.

The unit was unveiled to the media at Katowice on April 28. Piers Wood, managing director of Alstom in Ireland said that production began in October 2023 – and it was the first set to be completed from the two orders received from Iarnród Éireann (IÉ). All testing will take place in Ireland due to the wider (5ft 3ins) Irish gauge.

Process

"Two batch orders have actually been placed – the first is for 13 BEMUs and six EMUs and the second order is for 18 BEMUs," said Mr Wood. "The first train is getting ready for static validation in Poland before it is shipped to Dublin to start an intensive period of both static validation and dynamic validation."

Mr Wood confirmed the BEMU has an expected range of 80km on a full charge, with the batteries having a life of nine years, but as the technology improves, he expected the range to increase.

He said that once static testing at Katowice is completed, it would be shipped to Ireland, separate from its batteries.

Peter Smyth, IÉ's chief mechanical engineer said that the delivered units would see final assembly at Inchicore works, where testing and commissioning would take place before introduction to traffic.

Operation

Mr Smyth said: "Once they're released into service, they will be based at Drogheda depot. We're cascading some diesels out of Drogheda and that depot will be a joint electric and diesel facility. The six electric trains will be based in Fairview, where the current Dart fleet is maintained."

Mr Smyth said that the company was still awaiting approval for the railway order to allow DART+ West to Maynooth to proceed which includes a new purpose-built depot at Kilcock, near Maynooth. It may not be until 2030 that the new depot would be available.

The delay would be manageable as order one and two would be maintained at Drogheda and Fairview, with some lift capability in Inchicore.

He said: "If we were to place an order to replace the original Dart fleet, we would maintain those at Fairview, but we cannot place any further orders for additional Dart plus stock until we have a new depot."

My Smyth said that the fleet would be suitable for use in Cork, Limerick and Galway areas if further orders are made. The initial 37 new trains will be used in the greater Dublin area, which will serve DART+ expansion on lines to Maynooth, Drogheda and Hazelhatch.

PRE-ORDER TODAY!

➜ **VISIT MRTNS.UK/ PRE-ORDER-RM**

Save on a trip to the shops!



Compiled by **Keith Fender**

Eastern bloc electrics fading away

Withdrawal finally in sight for classic Czechoslovak locomotive designs.

FROM the 1950s to the early 1990s Czech manufacturer Škoda built thousands of electric locos for domestic use and export to several other countries in the communist Comecon trading bloc, including the then Soviet Union.

Two classic designs, both of which were also exported, are nearing the end of service with the Czech and Slovak national rail companies which inherited them when the two countries became independent states in 1993.

In 1963 Czechoslovak Railways ČSD had introduced a prototype six axle 25kV AC Škoda-built loco numbered S699 001. The loco featured glassfibre cabs which gave rise to the nickname 'Laminatka' and was the forerunner for locos exported to the Soviet Union. Loco No. S699 001 is preserved as part of the Czech national collection and may be restored to operational condition in the coming years.

Production 'Laminatka' four axle 25kV AC locos for domestic use followed in 1966-1970 also incorporating glassfibre cabs designated S489.0/S499.0 and later redesignated Classes 230 and 240.

The Class 230s passed to the new Czech Railways (ČD) in 1993, while Class 240s were split between both countries in 1993 with Slovakian Railways (then ŽSR, now ZSSK) also receiving them and using them for both passengers and freight, although this use is now very limited. The Czech locos have been used only for freight for at least a decade. Three ČD Class 240 locos were converted for use under 15kV AC catenary in Austria as new Class 340, although power under this voltage is limited to 1,200kW.

Many Class 230 and 240 locos are now used by private freight operators, including in neighbouring Hungary.

An export version of the loco was sold to Bulgaria featuring the distinctive glassfibre cabs; 91 Class 42 locos (Škoda model 46E) were sold to Bulgarian Railways (BDZ) in 1966-70 based very closely on the model 47E built for ČSD at the same time (today Classes 230/240). BDZ has since withdrawn the class, although it retains many more modern Škoda built locos.

'Gorillas'

More powerful locos designed for express passenger use were built in the 1970s. First to be delivered were the 20 Class ES499.0, later Class 350, dual voltage (3kV DC/25kV AC) locos introduced in 1973-1975 to work fast trains on the Prague – Bratislava route although it took until around 2000 before their top speed of 160kph could actually be utilised as initially the route was limited to 140kph or less.

The Class were nicknamed 'Gorillas' by crews due to their 4000kW power rating, although one loco (ES499.0010) was written off when only a year old after a serious accident at Bratislava hl.st station in June 1977. In 1993 the 19 surviving locos were allocated to Slovak Railways which is now replacing them with modern Class 383 Vectron locos.

Members of the other 'Gorilla' type – although they have several other nicknames as well – were delivered later and were 3kV DC only locos, originally designated Class E499.2 and designed for 140kph operation, although in practise they were limited to 120kph.

These 27 locos were delivered from 1978 although one (No. E499.2017) was written off after an accident in 1981. Renumbered as Class 150 the remaining 26 locos passed to ČD in 1993. Fourteen of the class were rebuilt by Škoda to 160kph as Class 151 in 1996-2002 and the surviving Class 150.0 locos were re-geared from 2007 to make them suitable for 140kph operation and renumbered as 150.2 in the process. ČD is planning to replace the fleet this year and has recently added multiple new Vectron locos to its fleet.



Czech 'Gorilla' Class 151 No. 151 023-9 at Česká Třebová in a version of its original livery, on July 15, 2023 with an express service from Žilina in Slovakia to Prague. This loco is one of the 14 Class 150 locos rebuilt by Skoda to 160kph as Class 151 in 1996-2002. KEITH FENDER



Slovak Railways (ZSSK) returned the first Class 240 loco, No. 240 001, to its original livery in late 2023 and used it for passenger services from the capital Bratislava for several weeks. The loco is seen at Bratislava's main station on January 12 carrying its original number S499 0001, working semi fast train R653, the 16.51 to Zvolen. Since April, Class 240 passenger workings have become much rarer. ANDY DAVIS

Brush-built electric locos back in use in New Zealand

THE Brush-built fleet of Class EF locos owned by New Zealand national rail operator KiwiRail is beginning to re-enter service.

The 22 4,000HP six axle BoBoBo locos were built by Brush at Loughborough between 1986 and 1988 for the 25kV AC electrification of the Te Rapa (Hamilton) to Palmerston North section of New Zealand's North Island Main Trunk line. Delivered to then state railway operator New Zealand Railways (NZR) as Class 30, they were re-classified as Class EF in 1989 but retain the original numbers.

Brush used its experience from the NZR Class 30 to build Eurotunnel's BoBoBo electric locos in the early 1990s. The main work for the class was freight, although from 1991 until the around 2012 the locos were used for Auckland - Wellington passenger services between Hamilton and Palmerston North.

In 2016 it was announced the locos would be withdrawn and the electrification no longer used, although a change of government reversed that decision and instead plans to refurbish 15 locos were announced instead. The first loco emerged from Hutt Works in 2022 and re-entered service in November 2022. However, the next locos to be completed were only slowly released from the works and by April four more had re-entered service.

All the refurbished locos have a new two-tone blue livery replacing the former NZR or shorter lived Toll Rail liveries. Six more locos are now being overhauled and KiwiRail has said it hopes to overhaul at least two more of the class. Seven of the class have been scrapped.

Since April the refurbished locos have been used, but not daily, for at least one weekday freight train a day and on April 21 one was used to haul Steam Incorporated's excursion from Paekākāriki to Raurimu and back, which was the first passenger use for the class in over a decade.

Our thanks to Robert Sweet for information in this item.





ABOVE: A pair of Class EF electrics numbers EF 30042 and EF30192 with freight train 234 from Wellington to Auckland, which normally departs Palmerston North mid-morning, at National Park station on April 17. Immediately behind the electrics are Chinese-built diesels numbers DL 9481 and DL 9158 retained in the consist as 'insurance' should the electric locos encounter a problem. ROBERT SWEET

LEFT: Kiwi Rail electric loco No EF 30192 seen hauling the Steam Incorporated excursion on April 21; the first passenger use for the class in many years. The train is seen leaving Feilding after picking up passengers heading north to negotiate the Raurimu Spiral. At Raurimu station the EF will run around the train and return to Palmerston North. Ex NZR diesel Da 1410,on the rear of the train, hauled the excursion between Steam Incorporated's base at Paekākāriki and Palmerston North. ROBERT SWEET

Rebuilt locos for Bulgarian narrow gauge

THE 760mm gauge (2ft 6ins), 125km long Rhodope Mountain Railway between Septemvri and Dobrinishte in central Bulgaria relies on a fleet of old West German and Romanian-built diesel locos.

The line, which includes the highest railway summit in the Balkans, is operated by Bulgarian state rail company BDZ. In recent years the remaining 1965 vintage Henschel built Class 75 diesel hydraulic locos have been used for most services, while the later 1988-built Class 77 locos built by Faur in Romania have been less common. Some of the Class 77 locos, plus three of the now withdrawn earlier Class 76 version, have been sold to the Rio Turbio mining railway in Rio Gallegos, Argentina.

BDZ has begun rebuilding the Class 77 locos with the work being undertaken by Express Service in Ruse. The locos have been stripped back to their frames and only the frames and bogies retained with new cabs and body shells being fabricated. The rebuilt Class 77.1 locos have electronic control systems and an EU Stage 5 emissions standard Caterpillar diesel engine has replaced the original.



The second of the rebuilt Class 77/1 locos No. 77109 (formerly No. 77009) seen leaving Varvara with the southbound 08.55 Septemvri to Dobrinishte morning service on March 18 this year. STEPHEN GINN

Brand new locomotives for Texas commuter trains

TEXAS commuter rail operator Trinity Railway Express (TRE), which operates passenger services between Dallas and Fort Worth, has ordered five SC44 'Charger' diesel locos from Siemens.

The new locos will be delivered from 2026 and will be built in California. The contract is valued at $66 million.

The current TRE fleet consists of seven 1988-1994 built EMD F59PH locos bought second-hand from Toronto commuter operator Go Transit and two newer 2001-built F59PHI locos bought new from EMD.

Two older, ex-Amtrak F40PH locos are retained but stored. The new fleet of five 'Charger' locos is designed to replace the F40PH and older F59PH locos, with more 'Chargers' planned if finance is available to replace the other locos by 2032.



To be replaced TRE type F59PH loco number 125 (1994 built, ex-Go Transit Number 567) pushes a train from Fort Worth east out of the Centre Port/DFW Airport station on June 26, 2019. KEITH FENDER

Maglev railway for the Moon?

US SPACE agency NASA has revealed a scheme to build a 'railway' as part of its plans for a permanent base on the Moon. The system will use maglev technology and will be designed to enable resources to be moved over the lunar surface on a flexible three layer 'track.'

Exactly when the system, known as FLOAT (Flexible Levitation on a Track) may be created on the Moon is unclear. A prototype is being developed.

PLATFORM 5

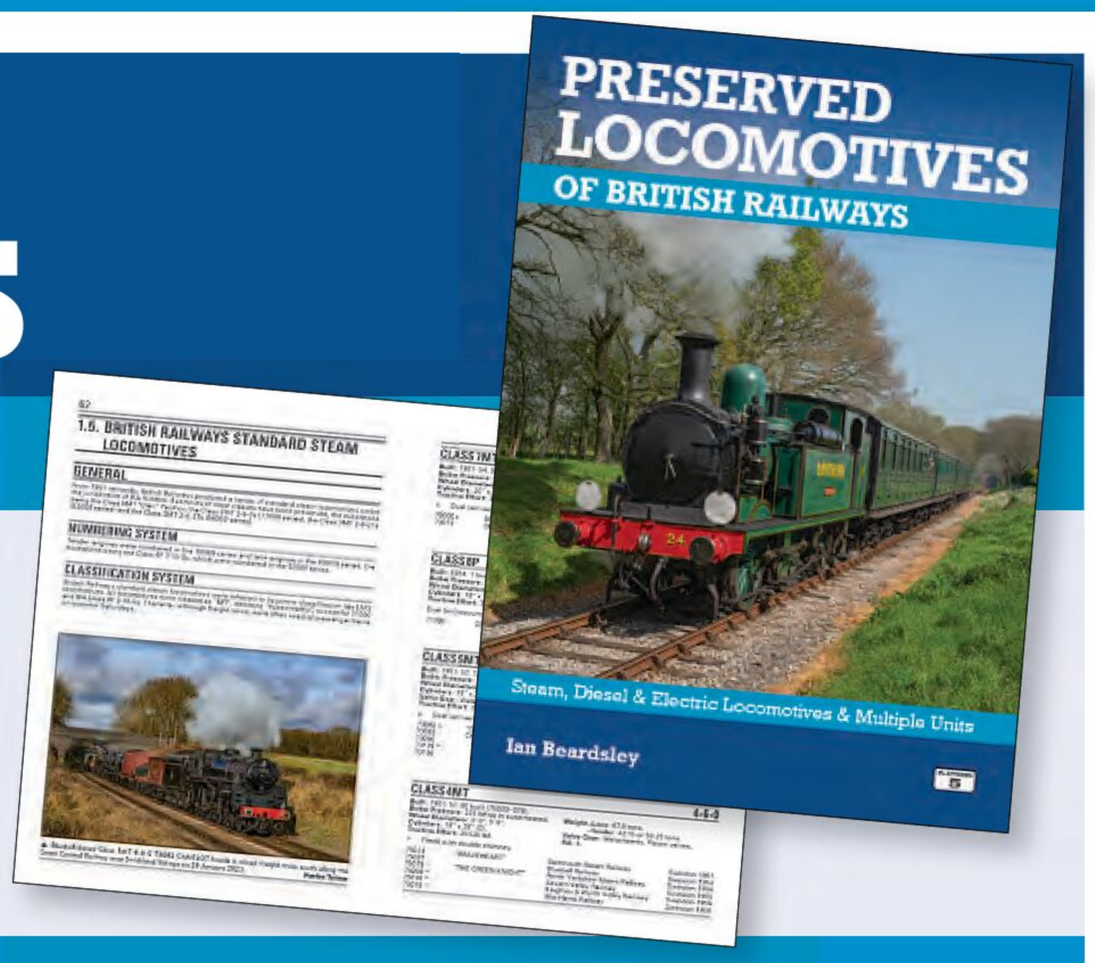
www.platform5.com

PRESERVED LOCOMOTIVES

OF BRITISH RAILWAYS

A brand new edition of the complete guide to all former main line steam, diesel and electric locomotives and multiple units that are still in existence. Includes British Railways, its constituent companies and its successors, with details of numbers, names, home location and builder details for every locomotive.

Fully updated and revised for 2024. **176 pages.**

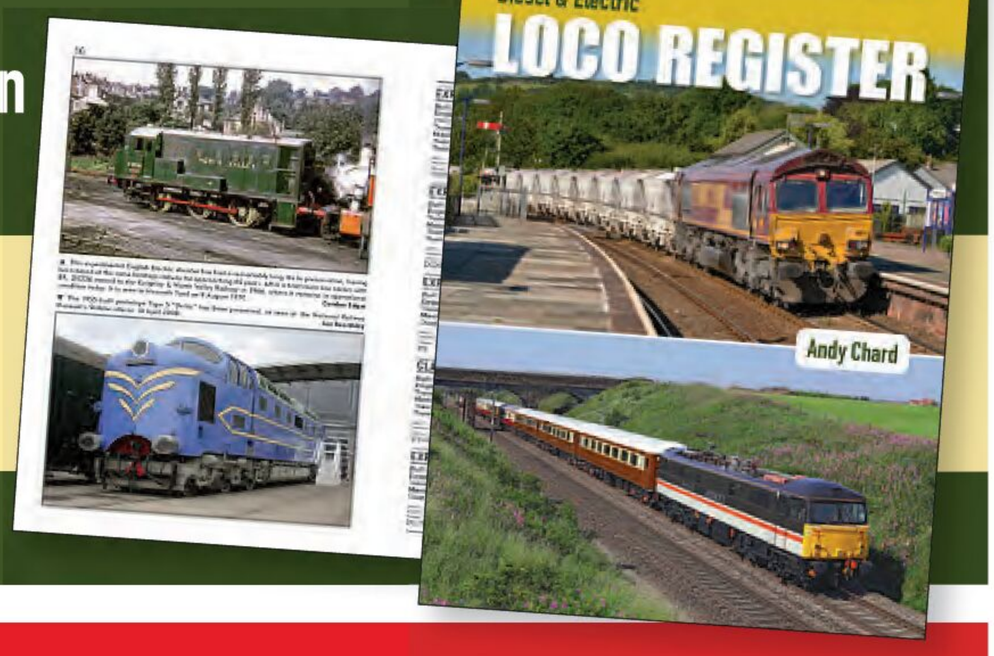


Platform 5 Mail Order Price £20.95 plus P&P. Promotion Code: **PL21** at www.platform5.com. Cover price £22.95

Diesel & Electric

LOCO REGISTER 6th Edition

The complete list of every diesel and electric locomotive to have operated on the main line railway network. Lists every number carried, entry to service and withdrawal dates, along with every official name carried. **256 pages.**



Platform 5 Mail Order Price £22.95 plus P&P. Promotion Code: **REG6**

SWISS RAILWAYS 5th edition

A fully revised and updated guide to the locomotives, multiple units and trams of the railways and tramways of Switzerland. Includes detailed fleet lists, and useful information about travelling around Switzerland. **216 pages.**



Platform 5 Mail Order Price £26.95 plus P&P. Promotion Code: **CH5**

RECENTLY PUBLISHED:		
	Promo Code	
British Railways Locomotives & Coaching Stock 2024	LCS24	**£24.95** plus P&P
Waterloo to the Atlantic Coast During the Diesel Era Part 1	WACDE	**£19.95** plus P&P
Railways of Cornwall: A Decade of Change Part 1	RCDC	**£19.95** plus P&P

Mail order prices shown are only available from www.platform5.com or the Platform 5 Mail Order Department.

ORDER BY POST, TELEPHONE OR AT www.platform5.com

POSTAGE & PACKING: Please add 10% UK (maximum £8.50); 30% Europe; 50% Rest of World. Telephone your order and credit/debit card details to our 24-hour sales orderline:

VISA mastercard

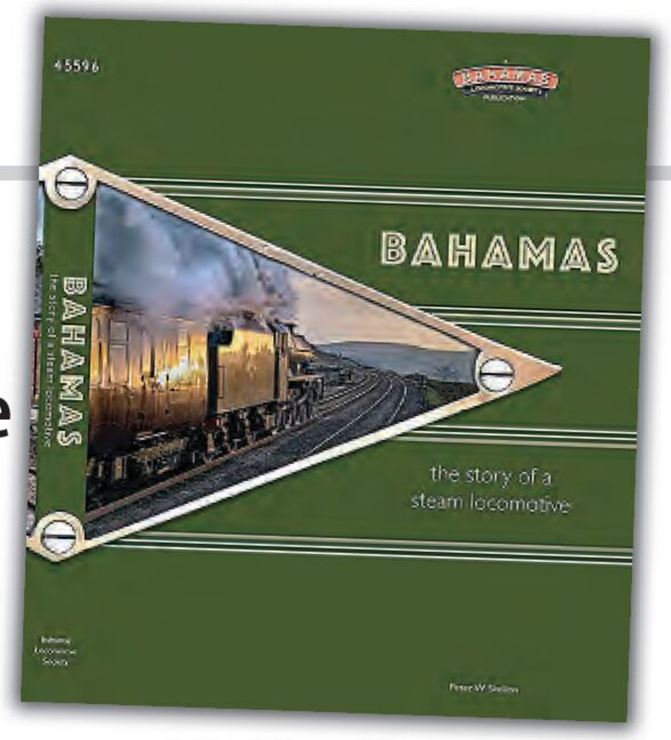
24-hour Order Line: 0114 255 8000 or Fax: 0114 255 2471

Or send your credit/debit card details, sterling cheque or British Postal order payable to Platform 5 Publishing Ltd. to:

Mail Order Department (RM), Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ, ENGLAND

Bahamas

The story of a steam locomotive



By Peter W Skellon

MANY classes of BR steam locos struggle to have a book dedicated to them, so what chance has a single locomotive? *Flying Scotsman*, *Mallard* and *Duke of Gloucester* spring to mind – but here we learn the incredible story of how 'Jubilee' No. 45596 *Bahamas*, ousted by new diesels, was saved from scrap by a friendly shedmaster and dedicated group of enthusiasts.

The reader is introduced to Stanier's design by way of drawings and diagrams, including a full page image of 'the office' with all of the cab controls identified. Being one of the fleet built in Scotland, 14 pages are given to the North British Locomotive Co, and the Engine Record Card is reproduced in colour, full of wonderful notations.

The first 25 years take up 16 pages, where we journey pictorially from Tebay in June 1935 to Sandbach in August 1960. There is a fine chapter on double chimneys and six pages on the Rugby Testing Station, where classmate No. 45722 was tested with an experimental double exhaust.

May 1961 was thought to be the beginning of the end, as a pristine *Bahamas* left Crewe Works to head home to 12B Carlisle to show off its double chimney to the Upperby men. But in July 1962, and in answer to a request by Stockport Edgeley's shedmaster for Class 6 power to work the York mails, 'Jubilees' Nos. 45596 and 45632 were sent to 9B.

The following 56 pages begin with a history of Stockport Edgeley shed and then the several brushes with management's attempts at reducing *Bahamas* to scrap metal. But shedmaster Terry Smith and member No. 1 of the newly-formed Bahamas Locomotive Society, Alan Bidder, were having none of it. The purchase price was raised, then an overhaul at Hunslet paid for, followed by a new home at Dinting, leading to the loco's first main line outing as a preserved engine in October 1972.

Building to the next comeback in May 1989 involved no works visit, just the dedicated toil of the members at a new home in Ingrow, Keighley and Worth Valley Railway.

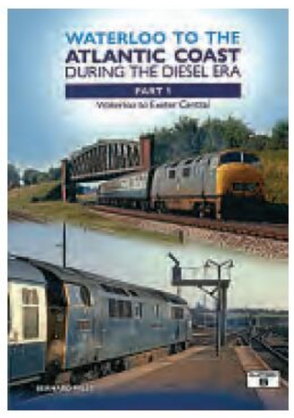
The rear of the book includes a full loco CV, listing the 14 depots graced and all the tenders attached (including the donors). This is a very fine volume, excellently written and illustrated.

Mel Thorley

Published by the Bahamas Locomotive Society
bahamas45596.co.uk
256 pages, hardback. £35

Waterloo to the Atlantic Coast during the diesel era Part 1 Waterloo-Exeter Central

By Bernard Mills



THIS is the first volume in ex-railwayman Bernard Mills' excellent survey of the Atlantic Coast line during the BR diesel era. This part deals with the SR/LSWR main line from Waterloo via Salisbury to Exeter Central; the second volume will cover the 'Withered Arm' lines west of Exeter to the north coast of Devon and Cornwall.

Production values for this volume are very high, with excellent detailed captions and an informative historical connecting narrative. The colour reproduction of the author's superb images is first class. Coverage of the line is thorough and includes helpful relevant network map diagrams. The number of locations portrayed is extensive although not all locations could be featured.

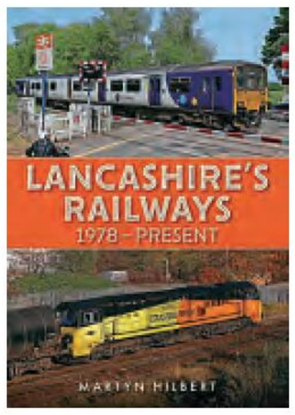
Locomotive-hauled trains are the main focus, from the diesel-hydraulic era of 'Warships' and 'Westerns', but coverage goes through to the current Class 159 DMUs.

This is an excellent portrayal of a major railway route that suffered badly in the post-Beeching era. Strongly recommended. RSS

Published by Platform 5
www.platform5.com
96 pages, flexiback. £17.50

Lancashire's Railways 1978-present

By Martyn Hilbert



PRESENTED in Amberley's standard format, here the author-photographer aims to show the county's everyday workings through a selection of locomotive-hauled, multiple unit, light rail and even narrow gauge photos.

The period covered starts at the end of the British Rail's rail blue era and runs through Sectorisation into Privatisation, illustrating the wide variety of traction that has operated in Lancashire and traditional parts of the county that are now in Greater Manchester.

The captions are detailed with the train's number, working and headcode, while locations include stations, terminals, linesides and depots, which make this a varied and interesting book.

Published by Amberley
www.amberley-books.com
96 pages, softback. £15.99

■ *Books, videos and other items for possible review should be sent to:* The Railway Magazine, *Media Centre, Morton Way, Horncastle Lincs LN9 6JR*

The Railway Magazine binders and bound volumes

Binders

High-quality binders to store your copies of *The RM* are available to buy for just £11.99, including UK postage and packing (add £2.25 for Europe and £4.75 for rest of the world).

TO ORDER: See our website at classicmagazines.co.uk/category/BINDER; or call our customer services team on 01507 529529; or write to *The Railway Magazine* Binder Offer, Mortons Media Group Ltd, Media Centre, Horncastle, Lincs LN9 6JR. If writing, please state quantity required and enclose a cheque for the correct amount, made payable to Mortons Media Group Ltd. Readers overseas please note we can only accept either Sterling Bankers Draft or credit card payments.



Bound volumes

Your magazines can also be bound into volumes (12 issues approx) for £54 per volume, including p&p, or £44 if collected in person from the binders.

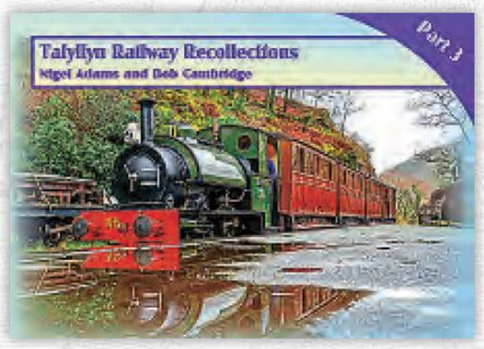
For more information see www.walternewbury.co.uk; or email: info@walternewbury.co.uk; or call 020 4529 7046. Send your magazine copies with your name and address plus remittance to: Walter Newbury Ltd, Unit 19 Dagenham Business Centre, 123 Rainham Road North, Dagenham, Essex RM10 7FD

The RAILWAY Magazine

BOOK CORNER



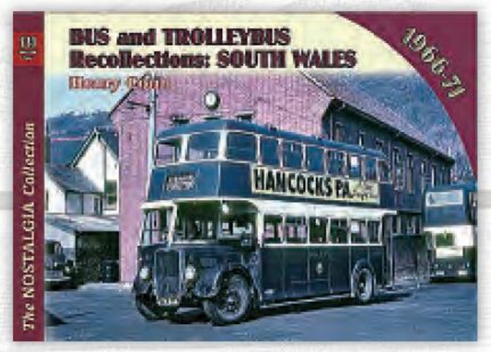
The Fairbourne Railway
Nigel Adams
£11.99 – Quote 15543



Talyllyn Railway Recollections
Part 3
Nigel Adams & Bob Cambridge
£10.99 – Quote 15811



The Stately Trains Collection
Mike Heath
£10.00 - Quote 15804



No 131 Bus and Trolleybus Recollections: South Wales
Henry Conn
£10.99 - Quote 15627

Order your copy today, visit **www.mortonsbooks.co.uk** Or call **01507 529529** and quote the five-digit number

MORTONS BOOKS WANT TO HEAR ABOUT OUR LATEST BOOKS?

JOIN OUR BOOK CLUB! AND GET **10% OFF** YOUR FIRST ORDER!

www.mortonsbooks.co.uk/newsletter

To view the privacy policy for Mortons Media Group, please visit www.mortons.co.uk/privacy

RAIL STAYS

Keen to visit a railway but not sure where to stay as it's off your normal beaten track? Let these pages help you find the ideal location near a great railway.

CUMBRIA

Stay at Dent Station

SETTLE · CARLISLE RAILWAY

Celebrate spring with at stay at Dent Station on the Settle - Carlisle Line



Late booking discounts available!

1,150 feet above sea level in the Yorkshire National Park

1st Class self-catering accommodation, sleeps six, open all year for full weeks and short breaks.



Stunning location, spectacular views

and plenty of trains too!

To book or check our rates call 0743 466 1249 or visit
www.dentstation.co.uk

NORTH YORK MOORS



HUNGATE COTTAGES

11 highly individual self catering cottages set in peaceful gardens, a short walk to Pickering Railway Station, the starting point of the North Yorkshire Moors Railway.

Tel 01751 476382 • Mob 07876 404152
Book online at **hungatecottages.co.uk**

DERBYSHIRE



Luxury Lodge Holidays in Derbyshire.

Home to many heritage railways.



Darwin Forest
LUXURY LODGE HOLIDAYS

Call 01629 732428 or visit www.darwinforest.co.uk

The RAILWAY Magazine

To advertise here please contact Craig on 01507 529537 or email camess@mortons.co.uk



CAMBRIDGE

CARRIAGES
DINE IN STYLE

GIFT VOUCHERS

A PERFECT GIFT FOR FAMILY OR FRIENDS



TRAVEL BACK TO THE GOLDEN AGE Of LUXURY RAIL TRAVEL AND INDULGE IN AN AFTERNOON TEA

01954 233279
www.carriagesofcambridge.co.uk

Carriages of Cambridge, Capability Barns, Huntingdon Road, Fen Drayton, CB24 4SD

THE RAILWAY HUB

The Railway Hub is a central point for all rail news past and present from *The Railway Magazine, Heritage Railway, Rail Express, Steam Days and Railways Illustrated*



Find news, authoritative features, great images, competitions, podcasts and reviews about the rail industry.

Includes a **FREE** easy to use app for on-the-go access

STEAM | DIESEL | ELECTRIC | MODELLING

www.therailwayhub.co.uk

The Railway Magazine · Heritage Railway · Rail Express · Steam Days · Railways Illustrated

Please mention The Railway Magazine when responding to adverts

LINCOLNSHIRE

Two self catering cottages in the market town of Louth

Sweetpea Cottage sleeps 5. Rainhill Cottage sleeps 4. Well behaved pets welcome. Secure parking available. Free Wi-Fi available. **Price £450 p/w based on 2 sharing** *(other tariffs available).*

Telephone Debbie
01507 606772/ 07495 767007
http://www.railwaycottages.org/

SETTLE/CARLISLE

Pheasant Stays Limited



Stay in a living piece of history: a charming Victorian three bedroom cottage at Langwathby Station; part of the mesmerising Settle to Carlisle line that travels through the Yorkshire Dales and the North Pennines.

You'll find the beautifully-renovated cottage itself styled and decorated in homage to this iconic locomotive: with authentic signage, close-up photography and assorted memorabilia to inspire wistful, fascinated smiles.

Amongst other pieces, these include an ingenious Scotsman cuckoo-clock and an ancient ticket-machine… all set alongside high-quality furnishings, glistening chandeliers, and sleek mod-cons for a true first-class stay.

www.pheasantstays.com
Phone: 07832 353118



KENT AND EAST SUSSEX

RAILWAY RETREATS





MK1 Plum & Custard Sleeps 6

- Two double bedrooms • Bunk bedroom
- Family bathroom
- En-suite bathroom
- Open plan lounge and dining area
- Full kitchen with everything you need



The carriage also offers you a great view of the station, surrounding countryside and golden sunsets from the elevated glass balcony.



ICI Salt Van Sleeps 3

- En-Suite Shower Room
- Double glazed • Fridge • BBQ
- Individual Private Garden and Outdoor seating overlooking the railway and surrounding Rother Valley.

www.railwayretreats.co.uk
Tel: 07494 520867 / 01797 253850 • Email: bookings@railwayretreats.co.uk





GWR TOAD Brake Van Sleeps 2

- Fitted kitchen/dining area
- Double bedroom
- Free Sat TV
- En suite shower room/WC
- Double glazed

The full fitted kitchen and balcony providing panoramic views of the station platform and Rother Valley



Guns & Roses Ammunition Wagon
Sleeps 2+2

- Double bedroom • Sofa bed • Shower room/WC
- Microwave • Fridge
- Barbecue • Individual garden
- Double glazed with great views of the station platform.

Emerald Express
Sleeps 5

- Two bedrooms
- Family Shower Room
- Full Kitchen
- Open Plan Lounge and dining area
- Elevated Balcony giving a great view of the K&ESR



AUCTIONS

PADDINGTON TICKET AUCTIONS

GREAT CENTRAL RAILWAYANA LTD

14 SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS NN11 3RL

The market leaders in the auction of old railway tickets, bus and tram tickets, luggage labels and railway letter and parcel stamps

Auctions will be held online
Please refer to
www.paddingtonticketauctions.co.uk for further details

We are now accepting items in all categories for subsequent events. Contact us now for a speedy valuation and advice on how to enter your collection for auction.

A colour illustrated catalogue of at least 500 lots will be published on our website at **www.paddingtonticketauctions.co.uk** at least two weeks before the auction.

If you require a printed copy please send your name and address to enquiries@gcrauctions.co.uk or speak to us on
01327 263633 or 01327 262193



Thirsk Railwayana Auctions

LIVE AUCTION SALE (NO INTERNET BIDDING)

NEXT SALE: **Saturday 15th June commences 10.30am**

Over 800 Lots

Viewings - Tuesday 11th June - Friday 14th June 10am - 3pm plus morning of sale from 8am.

Full details at www.thirskmarket.co.uk or tel 07730 765569

BOOKS

Second-hand Railway Literature, Official Publications, Handbills, Luggage & Wagon labels, Letters/Way bills (from mid 19th Century to BR), Accident Reports, Photos, Postcards, I.A.ABC's. Also over 5,000 non-fiction books.

TONY CAVE, AT THE DAWN BOOK SUPPLY
5 Station Road, Carlton, Nottingham, NG4 3AT
Open 10-4 Monday and Friday only, and 1st Saturday each month.
Email tonycavedbs@hotmail.com
Tel 0115 961 2624 (office) • 0115 961 2050 (home)
2 mins. from Carlton station. Free car park

Railways Buses Aviation Canals Shipping Commercial Motoring Trams

DEREK'S TRANSPORT BOOKS
All Transport Subjects Covered
www.derekstransportbooks.com
Over 10,500 Books in Stock on-line
Based in the New Forest
Est. 1995

Visit my bookstall at:
Strathclyde O Gauge Show 15th/16th June 2024
Perth Model Railway Show 29th/30th June 2024
Search online for further details
Search Douglas Blades online to find my shops at ABE Books, Amazon & eBay

Ecclesbourne Valley Railway Bookshop

Wirksworth Station, Coldwell Street, Wirksworth, Derbyshire DE4 4FB

Over 3,000 second-hand transport books, magazines, timetables, postcards, photos, prints, abcs etc., in stock. All competitively priced

Also new transport books, local guidebooks, maps etc, other non-fiction and fiction.

Open whenever trains are running see www.e-v-r.com for details

BOOKS

The Smokebox bookshop of Kingston revived

Stall F2B at Antiques of Kingston KT2 6ND
specialises in rail and road transport, selling books, photographs and ephemera.
Reasonable prices. Open 7 days. Close to rail and bus stations.

Contact Nick 07722 084314 Email: nickcountertenor@gmail.com

NICK TOZER RAILWAY BOOKS

RAILWAY BOOKS BOUGHT AND SOLD
Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ
Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00
Tel: 01484 518159 (answer machine)
web: www.railwaybook.com email: nick@railwaybook.com

MP Middleton Press
EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

Published 20 July

MANCHESTER TO LIVERPOOL

Recently Published

BLACKBURN TO SKIPTON
BEATTOCK TO CARSTAIRS

£19.95 each + P&P MAIL ORDER
www.middletonpress.co.uk
126A Camelsdale Rd, Haslemere, Surrey GU27 3RJ
T: 01730 813169 E:sales@middletonpress.co.uk

Please visit our website or telephone for a brochure

BILL HUDSON TRANSPORT BOOKS

Family run business in Matlock stocking new and second hand railway books
Visitors are welcome - please call or email in advance before travelling
07921 833469
www.billhudsontransportbooks.co.uk

75D Railway Books

Specialising: In-print and Secondary market railway books, Timetables, WTTs and more ...
Mail order including overseas. Mastercard/Visa
On line shop: www.railroadtrading.co.uk
or phone T. 01403 263026
E-mail: jb.railroadtrad@btinternet.com
PO Box No. 194, Horsham. W. Sussex, RH13 5GS

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- Extremely cost effective
- Workshops/Garaging/Storage
- Widths from 20ft to 70ft
- Unlimited Lengths
- Buildings to BS 5950
- Finance available



Tel: 01709 578333

BLUELINE BUILDINGS LIMITED
e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

EVENTS

TRANSPORT PAST TIMES

NORTH WEST RAIL & TRANSPORT COLLECTORS FAIR
Saturday 22nd June 2024
Crewe Alexandra F.C. Gresty Road, CW2 6EB
5 minutes walk from Railway Station
Private Traders and Leading Dealers offering - Books, Models, Timetables, Tickets, Postcards, Photographs, Memorabilia and Ephemera
Free Parking – Light Refreshments
Enquiries - Oliver Hambly 07787 258211
transportpast@aol.co.uk

FOR SALE

• PROCAST •

MANUFACTURERS OF HIGH QUALITY RAILWAY REPRODUCTIONS
IN BRASS AND ALUMINIUM
THE RANGE INCLUDES:-
Steam Locomotives
nameplates, train headboards, builders plates, shed plates, smoke box number plates and many more.
For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

EVENTS



30th FESTIVAL OF TOY TRAINS

Bobleggett@btinternet.com
07836 734311
www.Alresford-toy-trains.org.uk

SATURDAY 15th JUNE 2024
10.30am-4.30pm
Adults £10 Children FREE
Perins School, Pound Hill, Alresford
SO24 9BS

EARLY ENTRY TO SALES HALL 9AM £15
BBQ, REAL ALE, LIVE MUSIC
20+ LAYOUTS 70+ SALES TABLES
REFRESHMENTS ALL DAY

A CELEBRATION OF TOY TRAINS & MODEL RAILWAYS



RAILWAY AND MUSEUM

RIBBLE STEAM
RAILWAY AND MUSEUM

With Ribble Steam Railway's fascinating working and static exhibits, the museum is a proud reminder of what makes Preston and Lancashire the vibrant place it is today.

Discover the history of Preston's Docks and the stories of the first electric trains, then hop aboard a steam train and travel the railway's 1¼ mile dock and riverside line. Uncover a hidden part of the city as the line passes Preston Marina and ventures over its impressive swing bridge.

Job Opportunities

Hop aboard a Steam Train and discover the history of Preston's Docks and Railway...



See our website for coming events

Contact us on 01772 728800 or visit www.ribblesteam.org.uk

RAILWAYANA

BARRY JONES

Wanted Railway Publicity, b/w photographs BR period, timetables, posters, RCH maps and other official items.

Model railway items always sought.

28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

WANTED

ALL KINDS OF STEAM ENGINES WANTED

In any condition from running to needing work.
All locos, any size, stationary engines, including Stuart Turner etc.
Also traction engines, any size up to 4½ inch.
WILL COLLECT PERSONALLY.
ALL SCALES OF HORNBY ETC ALSO WANTED

For an informative chat please call Kevin on 01507 606772 or 07717 753200

WANTED

TRANSPORT TICKETS

Railways, Bus and Tram
UK or foreign
Email: mick.bloomfield3 @gmail.com

VINTAGE FIREWORK COLLECTOR

DO NOT LIGHT THE BLUE TOUCH PAPER AND BURN BRITISH HERITAGE

Private collector will pay cash and collect from anywhere
LICENSED EXPLOSIVE STORAGE
CALL TONY 07956 506 300

RAILWAY SURPRISE BOOK BOX

Order your surprise rail book box and receive a mystery collection of our rail books!



www.mortonsbooks.co.uk
MORTONS BOOKS

Great reads from £6.99!

132-page full colour, perfect bound bookazines



ORDER TODAY FROM CLASSIC MAGAZINES:
www.classicmagazines.co.uk/thebookshelf
CALL: 01507 529529
classic magazines
Also available at WHSmith

CROSSWORD & NEXT MONTH

Puzzle compiled by **Will Adams**

Sponsored by

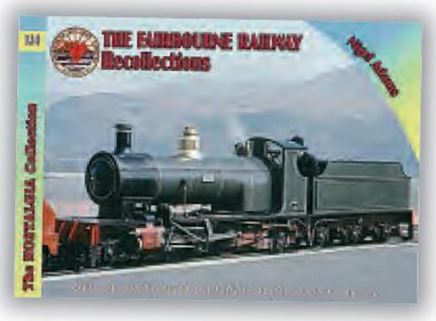
SLP **The NOSTALGIA Collection**

SILVER LINK PUBLISHING LTD • PAST AND PRESENT PUBLISHING LTD •

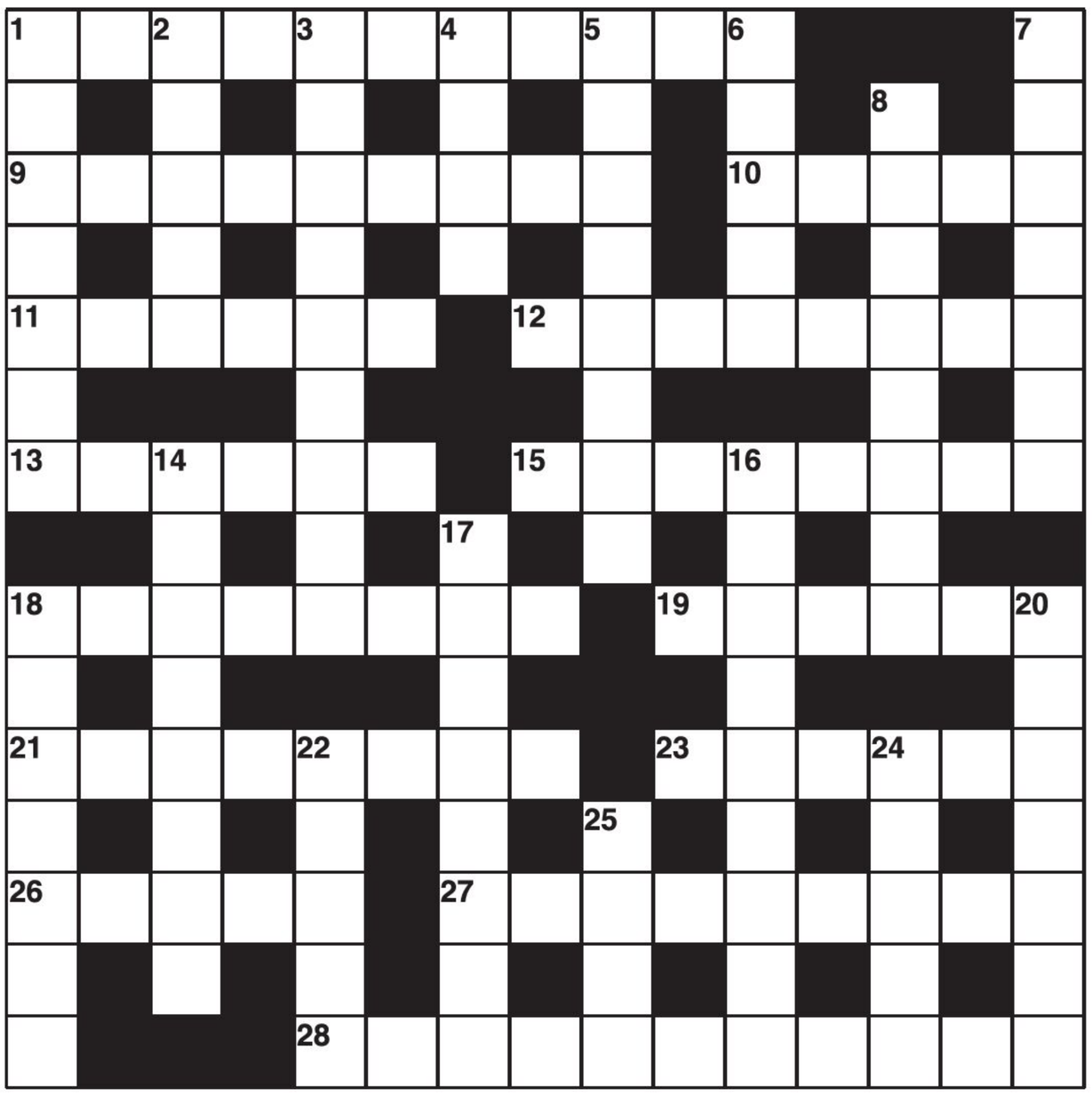
Past and Present

MORTONS BOOKS

The crossword winner and two runners-up can choose books worth £50 and £25 respectively from the extensive Nostalgia Collection. Visit us at www.mortonsbooks.co.uk



£100 worth of Nostalgia Collection books to be won



Across

1 ___ *Hall*, preserved No. 6998 (6,5)
9 *The* ___, the GWR's only 'Pacific' locomotive (5,4)
10 Hope Valley Line station (5)
11 *Princess* ___ *Victoria*, 'Pacific' No. 46208 (6)
12 Ben ___, Wharfedale Line station near Ilkley (8)
13 Arrochar & ___, West Highland Line station (6)
15 *Western* ___, No. D1032 (8)
18 Vale of Rheidol 2-6-2T No. 8 (8)
19 Former station between March and Ely (6)
21 Former LSWR 'Withered Arm' station (8)
23 Locos assisting train engines (6)
26 ___ *Glyndŵr*, Vale of Rheidol No. 7 (5)
27 'A3' No. 60038 (9)
28 GWR No. 5954 (7,4)

Down

1 Station between Ascot and Aldershot (7)
2 Former station between Denbigh and Corwen (5)
3 Nene Valley Railway station (5,4)
4 Station next to Caerphilly on the Rhymney Line (4)
5 Kent & East Sussex station (8)
6 The 'S' of 'HST' (5)
7 Former station and bridge over Loch Creran on the Ballachulish branch (7)
8 'The ___', King's Cross-Edinburgh service, 1956-91 (8)
14 Circle and Hammersmith& City Line Underground station (5,3)
16 'A1' No. 60120 (9)
17 Newton ___, station on the Tees Valley Line (8)
18 ___ *Castle*, GWR No. 7006 (7)
20 Settle & Carlisle line summit (3,4)
22 GNoS terminus of a branch from Tillynaught (5)
24 Location of Birchington, Leigh and Sheerness, according to their station names (2-3)
25 Nickname for a Class 56 diesel loco (4)

June crossword entry form

Name .....

Address .....

.....

Postcode .....

Tel Email .....

Send completed form (photocopies are accepted) to: June 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 August 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 April issue.

Across: 4 Sir 8 Ditcheat 9 Hoover 10 Scouts 11 Wolseley 13 Steele 14 Dauntsey 15 Alan 16 Tisted 18 Mikado 21 Disc 22 Stansted 24 Arrows 26 Tern Hill 29 Pegler 30 Cicero 31 Wanstrow 32 NLR

Down: 1 Didcot 2 Schubert 3 Medstead 4 Stow 5 Rhyl 6 Robert 7 Merehead 12 Oban 13 Set 14 David 17 Intrepid 18 McAlpine 19 Kirkgate 20 OVS 21 Deal 23 Nunney 25 Weedon 27 Iron 28 LNWR

April winner: Brian Howett, Edgmond

Runners-up: Graham Hobson, Newport, Shropshire; D Blakeborough, Huddersfield

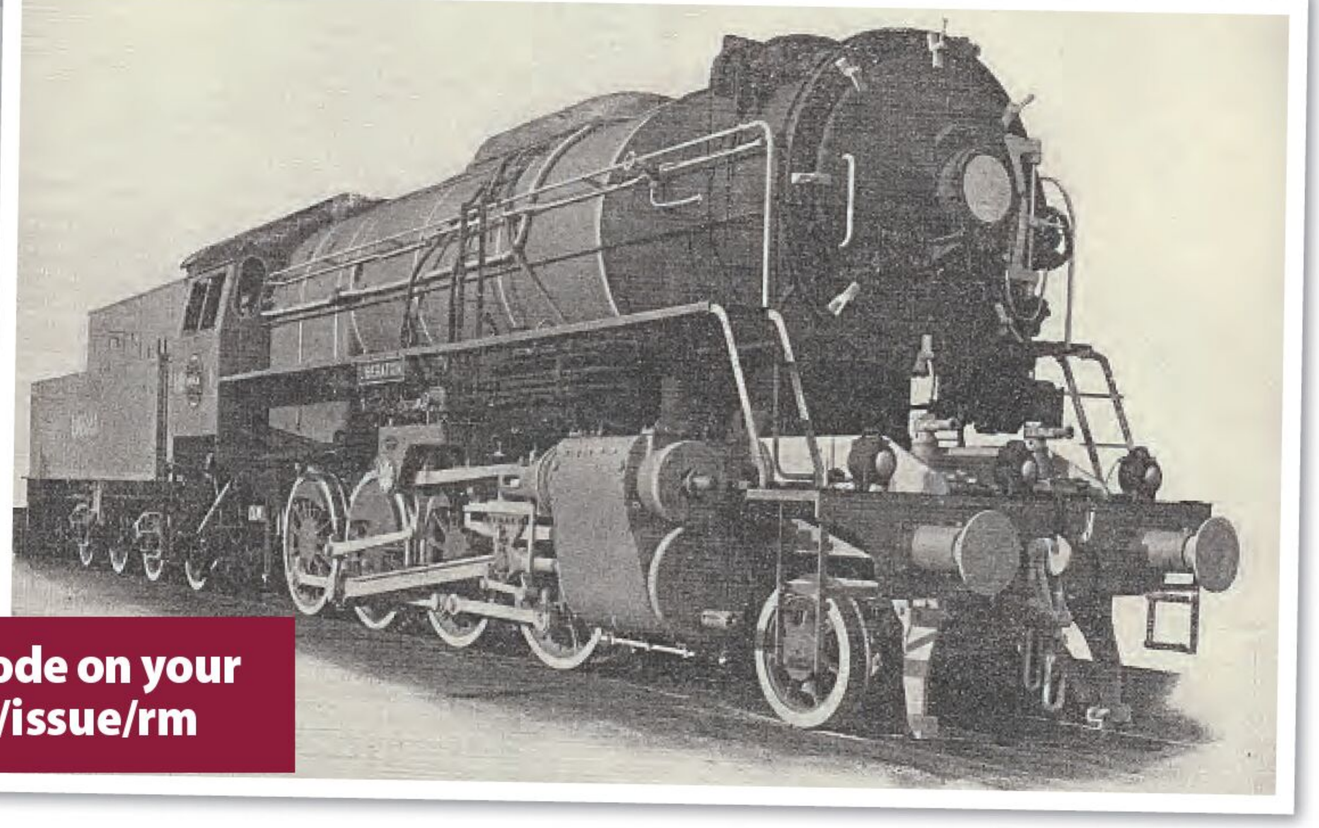
The closing date for this month's crossword is Friday, July 5, 2024.

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...

ROBERT Humm uncovers the hidden history of the 'Liberation' locos, a forgotten fleet of 120 postwar freight engines built in Britain at the Vulcan Foundry Works.

The 2-8-0s failed to gain orders in the quantities expected, with those that were built mostly disappearing behind the Iron Curtain and into obscurity.



To pre-order the July issue, scan this code on your phone or visit classicmagazines.co.uk/issue/rm

ptg tours
Rail and Culture

ABTA
ABTA No.Y2193

10060 ATOL PROTECTED









World Renowned Rail Holidays Since 1998

Established in 1998, at PTG we offer general interest rail, nature and culture holidays from the UK using rail travel as a theme. Comfort, enjoyment, leisurely days and friendship are the secrets of our success. The majority of our trips are for people who want to see the culture and scenery of the destination country, travelling by train and staying at great hotels. Destinations in 2023 include France, Italy, Portugal, Spain, Snowdonia, Slovakia, Slovenia, Bulgaria, the Baltic States, Scandinavia, Southern France, Sardinia, Corsica. Long haul destinations include Alaska, Vietnam, Mexico, Peru and USA. We are one of the only such companies offering both ABTA and ATOL bonding to protect your holiday. :

	European Rail and Culture Tours
May	Little Trains of the Dolomites
June	Rotterdam - SOLD OUT
June	Classic Bulgaria and the Cherry Festival
June	Vintage Central Portugal
June	Douro - Rail, River and Wine
June/July	Southern France and the Pyrenees
July	By Rail to the Midnight Sun
August	Vintage Baltics
September	Mountain Railways of Trentino
September	Harz Mountains
September	Hidden Slovenia
September	Vintage Slovenia
September	Vintage Port
September	Magical Minho
September	Little Trains of the Dolomites
October	Rail Wonders of Sardinia, Corsica and Pisa
October	Classic Montenegro
October	The Railways Around Bilbao
November	Naples
Feb, 2025	Rail Wonders of South-West Spain
March, 2025	Springtime in Sicily
April, 2025	Galician Paradores

	Worldwide Rail and Culture Tours
May	The Canadian
June	Rail & Natural Wonders of Alaska
June & Sept	Bigboy steaming special to US
Sept	The Great Peruvian Adventure
Oct	USA Western States
November	New Zealand North Island
November	New Zealand South Island
	UK Tours
May/June	Portmeirion and the Railways of Snowdonia
June	Central Wales - Trains, Ales and Gardens
September	Anne's Scotland
	Railway Enthusiast Tours
September	Spain Enthusiast Tour - The Catalonian
October	Hungary Enthusiast tour
November	25th Anniversary Special
December	Enthusiast Tour - possibly Romania

Some of our profits go to help heritage rail projects in the UK. In 2021 we funded the TY DWR project on the Talyllyn Railway.

Call us or visit our website to order your copy of our latest brochure

01235 611558 • www.ptg.co.uk

NEW

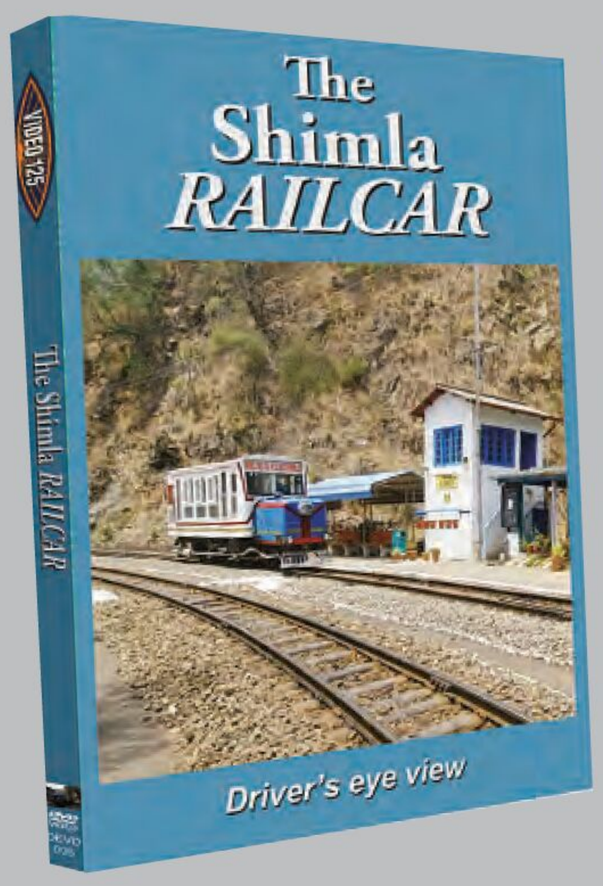
The MISSING LINK

Kurseong to Tung is now available to download

**This was the one missing section of the Darjeeling Himalayan Railway Part Two*
We were unable to re-visit until 2023 due to the Covid pandemic.
This is now available to download (only) for £6.00. RT 39 mins.
Go to Video125.com and search for "DARJEELING EXTRA".**



Celebrating our 40th birthday this year, we have extended our DOUBLE DISCOUNT until mid-June. You could therefore apply this great offer to our four main Indian *Driver's eye views*:

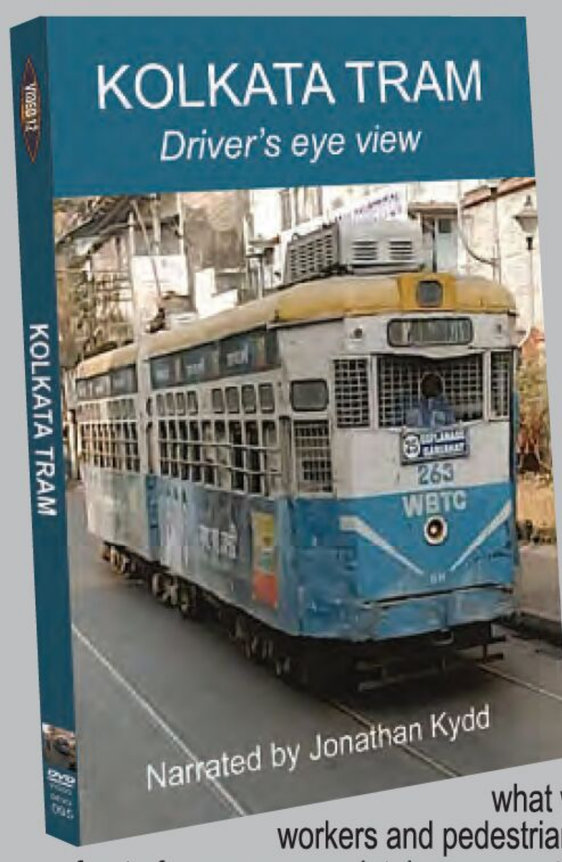


THE SHIMLA RAILCAR

Driver's eye view

KALKA TO SHIMLA

This Indian 2ft 6in (762mm) narrow gauge line is known for dramatic views of the Himalayan foothills and there's no better way of seeing this engineering marvel than from the driver's viewpoint.
We ride aboard a specially chartered vintage railcar which takes us over four and a half thousand feet at a ruling gradient of 1 in 33 to the former Raj Capital at Shimla.
RT 122 mins.

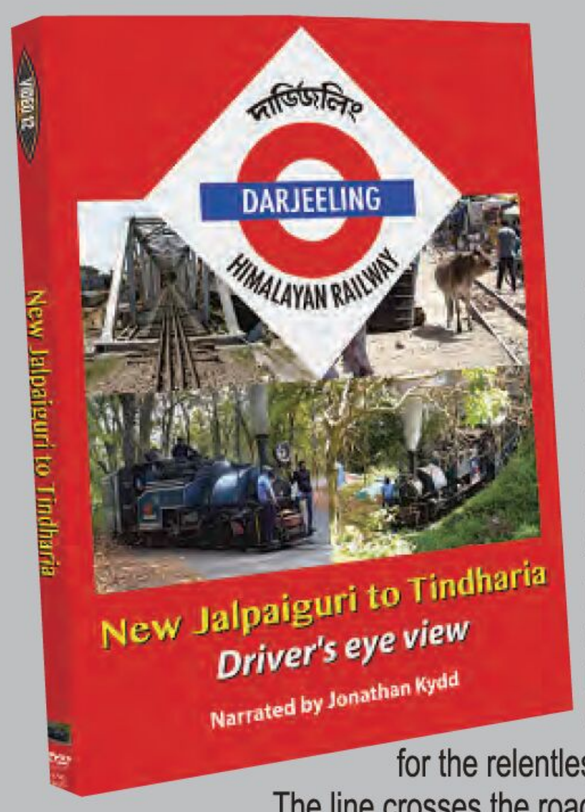


KOLKATA TRAM

Driver's eye view

ON BOARD A KOLKATA TRAM

A Driver's eye view with a difference, on board a Kolkata Tram!
Take a ride with the driver of a tram following route 25 in Kolkata (formerly Calcutta) in West Bengal, India.This is a totally fascinating and absorbing journey through a typical Indian City away from the normal tourist spots and luxury hotels.Travelling through the teeming streets of Kolkata amidst traffic of all sorts coming at us from all angles from pedal carts, to Tuk Tuks, to yellow Ambassador taxis (based on the 1956 Morris Oxford) what we see is an Indian city in the raw, with traders, workers and pedestrians going about their everyday activities right in front of our eyes completely unaware that they are being filmed. RT 80 mins

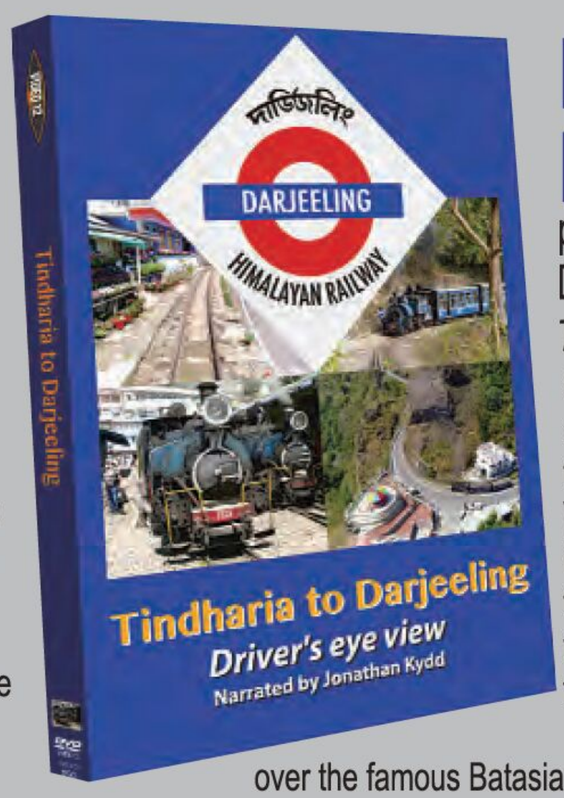


DARJEELING HIMALAYAN RAILWAY

part one
Driver's eye view

NEW JALPAIGURI TO TINDHARIA

For the first time ever, a Driver's eye view of this iconic narrow gauge Himalayan railway, filmed in two parts.As steam trains no longer go to New Jalpaiguri, the start of the line is on board a diesel loco, which takes us to Siliguri Junction alongside India's broad gauge main line. Here a classic steam engine takes over, hauling our train along the busy Hill Cart Road. Following the first tea plantations,we take on water at Sukna, before leaving the plains for the relentless climb into the foothills of the Himalayas!
The line crosses the road dozens of times to lessen a gradient or curve but still three 'Z' reverses and a loop were necessary. RT 152 mins



DARJEELING HIMALAYAN RAILWAY

part two
Driver's eye view

TINDHARIA TO DARJEELING

Starting at the half way point, the climb continues through the rugged mountain terrain and around the loop at Agony Point. We encounter three more 'Z' reverses, before entering Kurseong with its dead-end terminus where a second steam engine takes over. We jump forward to Tung for the final climb to the 7,400 foot summit of the line at Ghum. Then follows a descent over the famous Batasia loop and through the built up streets to the end of the line at Darjeeling. RT 144 mins.

These four unique and fascinating DVDs can be had with 40% off for just £55.80 including postage (UK), packing and vat. (£31.32 to download). Be quick, offer must end Mid-June.

Post Free UK

Money back guarantee

*the camera shut down due to microphony caused by the close proximity of the guard's whistle at Kurseong.

www.video125.com
01344 628565
Video 125 Ltd Glade House High Street Sunninghill SL5 9NP
Post FREE UK. Please add £2.50 Europe, (£5.00 max for 2 or more) rest of world £5.00 (£9.00 max for 2 or more).

VISA Maestro MasterCard

VIDEO 125
www.video125.com