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**Kent & East Sussex celebrates**
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July 2024


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**VULCAN FOUNDRY'S LIBERATION LOCOS**

- **AVANTI 'EVERO' SETS ENTER TRAFFIC ON WEST COAST**
- **WHY ALL'S STILL NOT RIGHT ON THE ISLE OF WIGHT**

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■ **COVER:** Visiting Class 37 No. 37250 departs Keighley with a demonstration goods train during the Worth Valley Railway's diesel gala on June 20.TOM MCATEE

The RAILWAY Magazine

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# A sobering thought

IT is not very often I reference the letters page in this column. Which is not to dismiss that section of the magazine in any way – it is a valuable and often enlightening part of our make-up, and we very much enjoy reading all the comments, feedback and observations from *The RM's* extremely knowledgeable readership.

This month, however, there is one letter that goes beyond all that to make one very important point – one that we should all try and take heed of. Paul Chancellor, whom many will know as the owner of Colour-Rail, one of the most important and extensive railway image libraries, writes in response to last month's article by Chris Milner about how we should best preserve the photographic past to ensure those images are available for the benefit of future generations.

While agreeing with the points made by Chris, Paul goes one step further with this warning: the last two decades are already vastly under-represented in many archive collections and the reason is simple, it is down to digital photography.

This may seem counterintuitive, because we are all used to firing off multiple shots on digital cameras rather than just taking one or two on film, so there's no shortage of actual images out there. However, those digital files have no physical presence, unlike a box of slides or a strip of negatives, and often only the photographer knows they exist. So when someone sadly passes away, will relatives and friends know what important material might be stored on computers, hard drives or even in 'the Cloud'? And even if they do, any password protection could make access impossible.

The solution is to make plans. None of us like to think like this, but should the worst happen, make sure someone knows what images you have, where to find them, how to access them, and what to do with them. Generations to come will thank you, allowing them to enjoy archive images of today as we are able to do from our past.



**Paul Bickerdyke,**
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# Rail Holidays of the World

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**Mallorca Narrow Gauge ~**
**Departs 16 February 2025 - 19 days from £6,850pp**

One of our favourite rail holiday destinations. The highlight of our visit to Mallorca is riding the Soller railway network which is over 100 years old and gives you a glimpse of the island's lush interior as you travel through the Sierra de Tramuntana Mountains. This tour explores destinations away from the tourist trail and offers daily escorted excursions with time to explore Palma, Manacor, Soller, Inca and Polença See more of Mallorca away from the beaches!

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

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

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The RAILWAY Magazine

**RETURNING HOME:** Is this the largest gathering ever of British locomotives stored in this way on sets of temporary rails? The growing collection at the former Brush Falcon Works in Loughborough includes these 15 locos, seen on June 9 from a field adjacent to the northern perimeter of the site and close to the building acquired by UKRL.

The front row (from left) are Nos. 92040, 92045, 60008, 60080, 60061, 60070, 60098 and 73138; the back row (from left) are Nos. 92046, 92021, 60038, 60009, 60090, 60064, 60057. The '60s' (which were all built here by Brush between 1989 and 1993) are owned by DC Rail; the '92s' (built here between 1993 and 1996) and the '73', are owned by GBRf. Some are missing their bogies and it is not yet known how many, if any, will ever see service again.

On the same day, a nearby building now owned by Wabtec had DCR's No. 60013 and GBRf's Nos. 60018 and 92006 parked outside. GEOFF GRIFFITHS


EWS
60038
EWS
EWS
60067
070
60098

# Journeys rise but revenue stalls

Total passengers journeys have reached 93% of pre-pandemic levels, but income from fares lags behind at 78%.

**By 'Industry Update'**

RAIL'S recovery from the Covid pandemic continues, with 1,610 million journeys recorded in the year to March 31, which is a 16% rise on the previous 12 months.

The figures have been released by the Office of Rail and Road, and the rise comes despite ongoing industrial action. However, the number of journeys is still short of the post-Second World War record of 1,750 million journeys recorded five years ago.

Demand fell during the nationalised British Rail era due to road competition, reaching a low of 761 million passengers at Privatisation in 1996.

Prior to the pandemic, passenger numbers were forecast to grow by 2.5% annually, which allowed planning for capacity enhancements. Such works included lengthening South Western suburban platforms from eight to 10 vehicles, and the dive-under at Werrington Junction (north of Peterborough) to enable freight trains to be diverted from the East Coast Main Line without conflicting movements.

The projected growth meant that operators were planning for around 2,000 million annual journeys by now. However, the drop in demand caused by the pandemic goes some way to explain the reduced demand for new trains, which has caused difficulties for vehicle manufacturers such as Alstom in Derby.

The lack of orders for vehicle assembly at Derby has been resolved in the short term by a Government-funded order for additional Elizabeth Line Class 345 EMUs, the 10 nine-car sets will help occupy the plant until construction of trains for HS2 begins. Otherwise existing stock remains in storage that can be brought back into service as demand improves.

## Revenue slow

The continuing recovery in demand goes some way towards resisting a Treasury belief that rail costs must be trimmed to reflect the losses being incurred in running the passenger network. But the income of £10.3 billion last year continues to fall short of previous projections.

The problem is that passengers are paying less in real terms for journeys, with the £6.37 average price of a ticket being similar to the previous year, despite fare increases.

The latest quarter figures from January to March this year show 'fare box' income of £2.6 billion, compared with £3.3bn in the same quarter five years ago when adjusted for inflation. This means while the number of journeys sits at 93% of pre-Covid levels, revenue is at 79%.

The main reason for this disparity is the collapse in the number of season tickets sold, which follows from more flexible working practices which mean fewer passengers travel at peak times.

The latest quarter's season ticket sales continued to decline to a record low of 15% of the rail market, a fall from 39% just four years ago, while journeys made using lower-yield off-peak tickets now account for 51% of total transactions and advance purchase tickets a further 9%.

There is also growth in split ticketing as digital platforms make it easier to identify cheaper options by using multiple tickets to make up a longer distance journey. Train operators suggest up to 5% of journeys now use more than one ticket for a trip, which inflates the total number of journeys count, and may mean that post-Covid recovery is less than the headline statistics suggest.

The trend also adds downward pressure on the average price paid for a ticket.

The election of a new Government on July 4, just after publication of this issue, will bring a new focus on the deficit in public finances. If rail revenue continues to be supressed, some uncomfortable decisions may lie ahead about how to reduce operating costs.




**With passenger journeys still below pre-Covid levels, stored stock is still available to provide any extra capacity needed – such as the Class 379 'Electrostar' fleet, Nos. 379008+379022 seen at Peterborough on May 30 being hauled by GBRf's No. 57306 from Worksop to Hornsea in North London.** KEITH PARTLOW

# Scottish society signs deal with LSL Group for locomotives and stock

Bo'ness-based group forms partnership with Royal Scot & General Trust

**By Chris Milner**

A NEW long-term partnership has been formed between the Scottish Railway Preservation Society (SRPS) and the Royal Scot Locomotive & General Trust.

The agreement with the trust, part of the Locomotive Services Group (LSL), will be mutually beneficial, allowing LSL to stable locomotives and rolling stock on the Bo'ness and Kinneil Railway, while visiting locomotives will feature on B&KR services.

LSL will also provide locomotives and support services for SRPS's own day excursion railtours around Scotland. Basing LSL trains at Bo'ness, mid-way between Glasgow and Edinburgh, should prove beneficial operationally.

Some SPRS Mk.1 carriages recently moved to Barrow Hill for overhaul and other work including, it is believed, fitting of central door locking. The first carriages are expected to return to the SRPS base at Bo'ness in July, and RSL&GT has supported some of this work.

The new arrangement also provides funds to assist in the SRPS's prime purpose of restoring and preserving its significant Scottish Railway collection for future generations.

"As we approach our 55th year of operation, the partnership with Royal Scot is an exciting one," said SRPS finance director Andrew Wells.

"We look forward to our passengers being able to enjoy the experience of historic railway journeys on the mainline once again in our newly-overhauled carriages. Royal Scot has an impressive fleet of locomotives that have deep connections to Scotland, and we look forward to hosting them on services on the Bo'ness and Kinneil Railway."

Jeremy Hosking, chairman of the RSL&GT and the wider LSL Group, added: "It is a pleasure to be partnering with, and to be invited to operate, these SRPS heritage assets on the British mainline railway.

"Railworthy carriages of the Mk.1 design remain unfailingly popular with travellers, and the upgraded features they require to operate on the mainline in 2024 and beyond requires external finance. We are pleased to be in a position to provide this. The carriages will now be seen in operation on the mainline many years into the future".

Among a mixed picture for freight, mineral traffic was down in the last figures. However, Class 69s are now established as regular power on the Middleton Towers to Goole, Monk Bretton (Barnsley) and Barnby Dun (Doncaster) sand diagrams – as illustrated by No. 69005 heading 4L66, the 05.52 Goole-March Yard sand empties at Gainsborough Trent Junction on June 18. DAFYDD WHYLES

# More action needed if targets are to be met

**By 'Industry Update'**

AS PART of initiatives to reach a net-zero target for emissions, a range of agencies, including Network Rail, have published growth targets for carrying more freight by rail that range from a 75-200% by 2050.

But the most recent annual traffic survey published by the Office for Rail and Road on June 6 suggests policy initiatives will need to be accelerated if these aspirations are to be achieved.

It was always going to be a difficult period for rail freight haulage following the end of significant coal traffic to supply power stations. Maritime intermodal traffic has countered this reduction, but this sector has stagnated in the past year and volumes have levelled out.

This is partly due to external forces that have disrupted shipping, such as the war in Ukraine and the conflict in Gaza, which has brought piracy to the Strait of Hormuz causing shipping to take long diversions.

However, the longer term outlook for intermodal rail traffic is good, as the changed pattern in retailing from high street shopping to home deliveries has brought the need for large rail-connected centres that are able to receive containers from ports such as Southampton, London Gateway, Felixstowe, Liverpool and Teesport.

For the year to March 31, total rail freight hauled was 15.76 billion Net Tonne Kilometres (NTK), which was the same level as the previous year. Tonnes lifted decreased by 6% to 69 million, not least because coal movements reduced by 39% to 4.3 million tonnes as stocks were run down prior to closure of the remaining three coal-fired generating stations.

The maritime intermodal total was steady at 5.49 billion NTK, accounting for 35% of market. The movement of construction materials was close behind at 5.30 billion NTK (8% up), which the ORR pointed out is the highest figure since the current pattern of data collection started in 1988.

There was strong growth in the domestic intermodal market, with a 40% increase to 1.04 billion NTK – reflecting a shift in the food and drink sector, with Tesco in particular increasing the number of services operated.

As well as the fall in coal haulage, the movement of metals has also declined as contraction of the steel industry continues to take place, and volume fell by 10% to 1.06 billion NTK.

Other traffics with reductions were domestic waste, industrial minerals, petroleum, and international flows using the Channel Tunnel, which continues to disappoint given the forecast made to support the original business case.

## GBR investment

An objective of the future Great British Railways organisation will be to grow rail freight.

The competitive market of the Privatisation era is hampered by gaps in the Strategic Freight Network, where work is needed to allow more use of 9ft 6in-high containers and operate maximum length trains.

Product innovation is also on the horizon, with the potential introduction of automatic couplings that will allow an in-cab display of train running information, such as identifying wheels that are not rotating due to technical defects. This will allow terminal time and manual inspection costs to be reduced, as well as disruptive derailments caused by wagon defects.

However, funding for Mode Shift Revenue Support grants – which enable traffic to be switched from road to rail by meeting any extra costs – has been reduced.

So in balancing its spending priorities, GBR will have to consider increasing the amount of grants available in both number and time period covered.

# 'Surprise and pride' as passenger services begin on Levenmouth Line

TIMETABLED passenger trains have returned to a Scottish coastal town after a 50-year absence following the formal opening of the Levenmouth Line.

Passenger services to Leven ceased in 1969, after which the five-mile branch to the Levenmouth conurbation remained freight-only to serve the Cameronbridge distillery, Kirkland yard and Methil power station. Goods trains lasted until it was mothballed in 2001, although a mile was revived between 2012 and 2015 to serve a loading point for the opencast coal mine at Earlseat.

The £116 million Levenmouth Rail Link, which was funded by the Scottish Government and delivered by Network Rail and ScotRail, reconnects Leven and Cameron Bridge to Scotland's railway network.

On May 29, 300 guests from the local community and those involved in the project joined First Minister John Swinney on a special train comprising Class 158s Nos. 158719/727/741 from Edinburgh Waverley to Leven for a plaque unveiling.

Public trains began on June 2. The initial timetable provides an hourly service to Edinburgh Waverley via Kirkcaldy, but a half-hourly service alternately via Kirkcaldy and Dunfermline is planned from 2025.

Among the guests at the ceremony were members of the Levenmouth Rail Campaign (LMRC) group, which was instrumental in bringing the project to fruition.

LMRC chairman Dr Allen Armstrong said: "All campaigns and their contexts differ, but 10 years is a very short timespan in the life of any rail campaign.

"The fact that disadvantaged Levenmouth was able to mount an intensive community-led campaign, well-supported by council and elected representatives, has been a source of surprise and pride."




A schematic map of the reopened Levenmouth line. LMRC

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# Low-key launch for Avanti's 'Evero'

First of operator's £350 million Hitachi-built fleet enter traffic.

**By Graeme Pickering**

THE first three units from Avanti West Coast's new £350 million 'Evero' fleet entered revenue-earning service without any prior publicity on June 2, departing Crewe almost simultaneously on workings to London Euston and Holyhead.

Class 805 No. 805009 left for Euston at 10.37 with 1A16 (which would usually start at Chester), while Nos. 805001/004 formed 1D83, the 10.36 Wales-bound train.

The fleet of 23 'Everos' comprises 13 Class 805s (five-car diesel and electric bi-mode sets) and 10 Class 807 (seven-car electric units). Built by Hitachi at Newton Aycliffe in County Durham, they will gradually replace Class 221 'Super Voyager' DMUs on services between Euston and Holyhead/Wrexham, Wolverhampton, Liverpool Lime Street and Blackpool North during this year and next.

Over half of the 20 Class 221s inherited by Avanti when it took over the West Coast franchise at the end of 2019 have now been handed back. Eight are being retained until December, and 12 will ultimately be incorporated into the CrossCountry fleet.

The Class 805s will be concentrated on diagrams between London and Wales. The first Class 807s, which will be utilised on services between Euston, the West Midlands and the North West, are expected to appear in service later this year.

The launch of the Class 805s coincided with the start of the summer timetable, which saw the addition of two weekday and one Saturday Avanti service in both directions between Euston and Birmingham New Street.



'Evero' No. 805011 at Rugby on June 7, with a 3K82 press run from Euston to Crewe. PHOTOS BY CHRIS MILNER

## More capacity

The 'Everos' have longer vehicles and greater capacity than the units they replace. A Class 805 seats 299 people (25 in First Class and 274 in Standard, which Avanti says is an increase of over 16% on a Class 221 unit), while a Class 807 has 451 seats (49 First Class and 402 Standard). Seats have been designed to offer more leg room and the units have more table seats than their predecessors. The tables feature wireless charging for mobile phones and there are at-seat plug sockets and USB charging points throughout the train. Avanti says the on board wi-fi is more reliable than what was previously available.

All of the new units have real-time passenger information screens. They accommodate two wheelchair spaces (both next to accessible toilets) and four reservable bicycle spaces, and include larger luggage racks and more space between seats for bags than the trains they replace. Seat numbering is available in Braille and information announcements are made both audibly and visually. A Class 805 has five toilets, while there are six on a Class 807 – all with baby-changing facilities.

The Class 805 and 807 fleets have a maximum speed of 125mph, but will be limited to 110mph on the West Coast Main Line. Avanti says their superior acceleration will avoid longer journey times and it is working with Network Rail on line-speed improvements that will further improve performance.

Initially, six Class 805s were diagrammed for weekday services. A total of 11 were expected to have been accepted from Hitachi as this issue of *The RM* went to press. Avanti estimates that when in full service, the 'Evero' fleet will cut its carbon emissions by 68.6%.



First Class seating in the familiar 2+1 arrangement.



A general view of Standard Class seating and tables.



The on board shop

## Brief return for CrossCountry shops

THE transfer of the first ex-Avanti West Coast Class 221 'Super Voyager' units to CrossCountry has brought with them the return of on board shops to XC services, but only until they are removed during refurbishment.

CrossCountry will take on a total of 12 former Avanti sets to strengthen its existing Class 220 and Class 221 fleet, which the operator says will increase the number of seats on north-south services by 36,000 per week from May next year.

Nos. 221114/115/116 are the first of the new arrivals (the latter being the first to enter service at the start of the summer timetable on June 2). Between them, they are expected to boost capacity in time for the summer holiday period by around 12,000 seats a week – although, in anticipation of overcrowding, the operator has made temporary changes to the stops for some of its busiest services.

All of its Class 220s and 221s will be receiving refurbishments and repaints. The former Avanti units will be among the last to enter the programme, which is due for completion in summer 2026.

## Steam powered 'Tug' for freight trains?

A CLASS 60 diesel is set to be converted to steam power using the latest engineering advancements as part of a project to find alternative fuels for the rail freight sector.

Steamology Motion Limited, a green technology start-up company in Hampshire, has secured a contract with Arup and Eversholt Rail to support the evaluation of 'green steam' to reduce freight train emissions.

The company has developed a patented technology to generate high pressure steam without carbon emissions, by burning hydrogen in oxygen inside small modular steam generators. This zero-carbon 'green' steam can be created at a mega-watt scale, and the 'New Dawn' project will apply this innovation to rail by converting a Class 60 locomotive to a full powered prototype – potentially heralding a return to steam for main line commercial use after a break of more than 60 years.

The conversion will replace the diesel engine with 20 steam generators, four steam turbines and 140kg of gas storage, creating a 2MW zero emission steam locomotive. Conversion work is planned to commence in the UK in 2025. If successful, this technology could be applied as a modification to existing locomotives or incorporated into newly-built products by locomotive manufacturers.

Arup is providing consultancy and design services to support the conversion work. Project partner Freightliner is also providing operational input and experience.




No. 47375 on June 8 at Záhony, about 1km from the border with Ukraine, as one of the few remaining MAV Class M40 diesel locos (No. 408303) passes light engine on the right. KEITH FENDER

# Class 47 reaches Ukraine border

Hungarian railtour takes Brush Type 4 the furthest east the class has ever been.

**By Keith Fender**

THE only ex- British Rail Class 47 to be exported from the UK, No. 47375, worked a two-day railtour around Hungary on June 8/9 reaching the border with neighbouring Ukraine and Slovakia in the process.

The tour was organised by the Brush Type 4 Fund (B4F) to raise funds for its two '47s' based at the Gloucestershire-Warwickshire Railway, Nos. 47105 and 47376. As well as the '47', no less than four 'M62' type locomotives built in Ukraine in Soviet days hauled the train over the weekend.

No. 47375 was exported to Hungary in 2016. Originally owned by Continental Railway Solution (CRS), which planned to use it for a new land cruise train using former German TEE coaches (which never started operation), it is now owned by open access operator Komplex Rail based in Budapest. CRS signed a contract with Nemesis Rail to purchase up to four ex-BR '47s' in 2014, but in the end only No. 47375 was exported. The loco carries the special livery given to it by CRS in 2016, based on that used by the Pennsylvania Railroad in the USA, and carries the name 'Falcon' (in English).

No. 47375 had previously worked two charter trains in Hungary and into neighbouring Austria, but plans for it to work a train for B4F in 2023 came to nothing as it was not serviceable on the day. This year, Komplex Rail had devoted many hours to making sure it was fit to run and the loco performed well on both days.

The B4F is planning another tour in Hungary for 2025.

# First vehicles for Eastriggs storage site

JUNE 19 saw the first two vehicles arrive for secure storage by Rail Sidings Ltd (RSL) at Eastriggs in Dumfries and Galloway, *writes Graeme Pickering*.

Network Rail Winter Development Vehicle (WDV) No. 7095940141 and its support coach No. ADB977896 are pictured following arrival at the site, having been hauled by Colas Rail Class 56 No. 56113 from the Direct Rail Services depot at Motherwell. Routed via the West Coast Main Line, with a planned maximum speed of 27mph and a reversal at Carlisle to join the Glasgow & South Western route, the consist took four hours to complete the journey.

The WDV (equipped with hot air blowers and steam lances to remove snow and ice from points) and the former Mk.2 coach are understood to be the first rail deliveries to the complex since 2010, when it was still used by the Ministry of Defence.

RSL, which has leased 17 acres of land from the MoD, intends to develop facilities for rail vehicle storage, engineering and testing there.



No. 56113 with Network Rail Winter Development Vehicle No. 7095940141 and its support coach No. ADB977896 at Eastriggs on June 19. DAVID GRAY



**RVLR AT THE GCR:** The Revolution Very Light Rail (RVLR) demonstration vehicle has been undergoing testing at the Great Central Railway. It is pictured at Loughborough shed alongside NCB Hunslet 'Austerity' No. 18 on June 9, two days after arriving by road at Quorn. Unveiled in 2021, and usually based at the former Ironbridge Power Station site in Shropshire, the vehicle has been designed as an alternative to conventional 'heavy rail' units, potentially lowering the cost of introducing or improving low-density local train services. The GCR trials were part of development work for three new single-car 'pre-series' RVLR units, ordered last year from Transport Design International by rolling stock leasing company Eversholt Rail for passenger trials. Eversholt says the demonstrator will be involved in further testing at Ironbridge as the construction programme of the new units progresses. GRAHAM NUTTALL

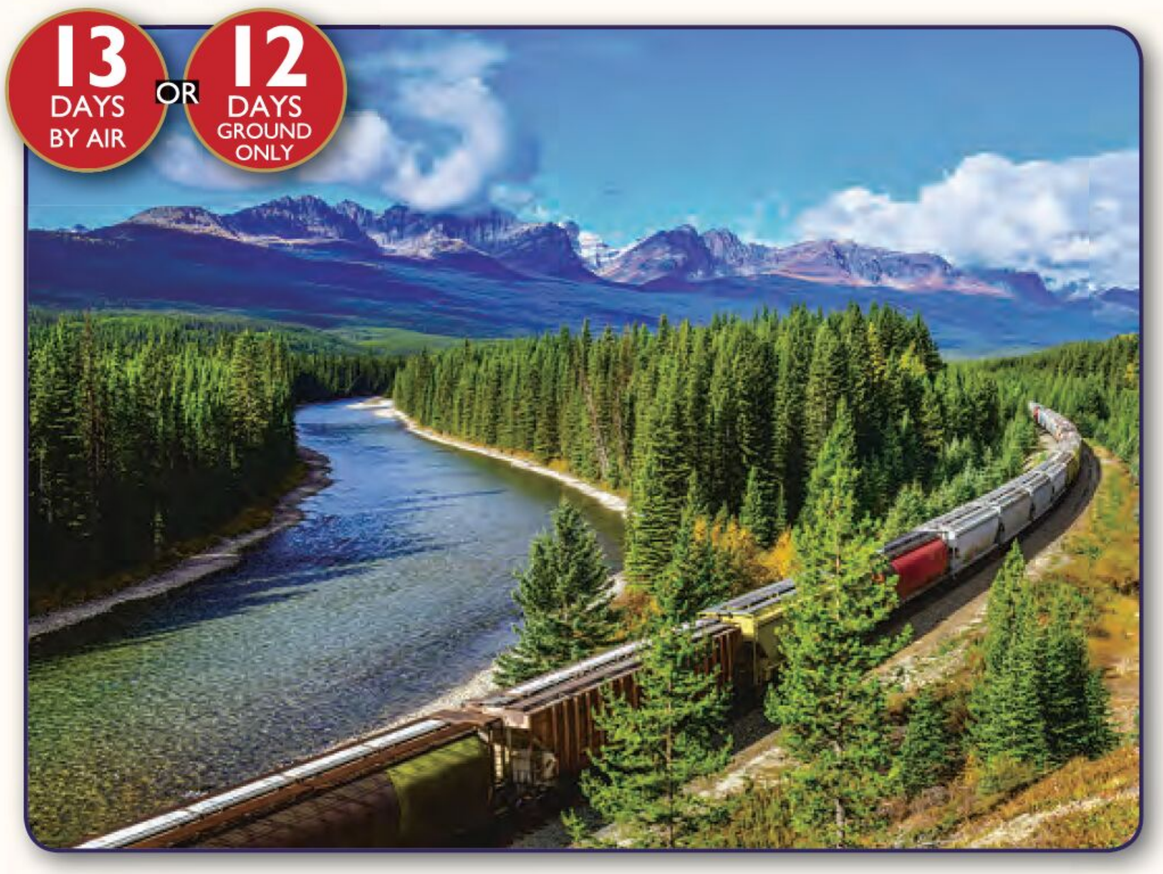
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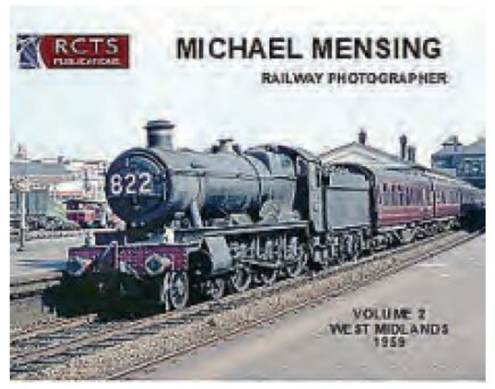
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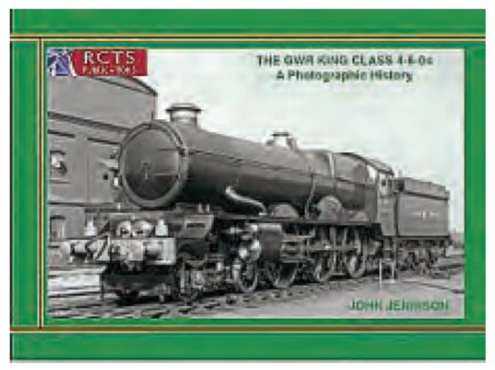
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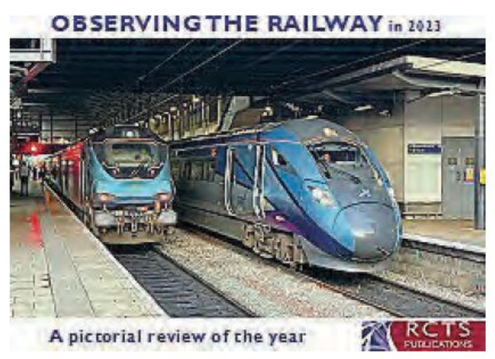
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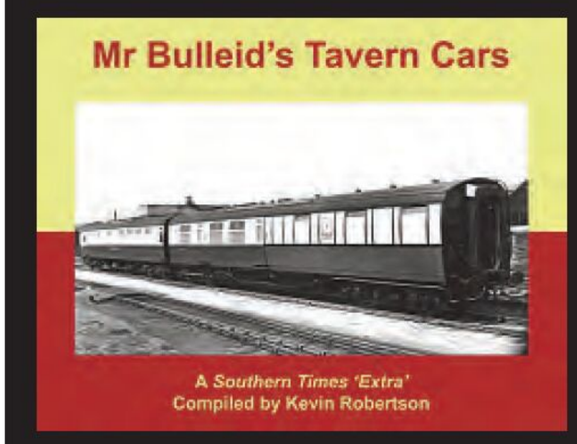

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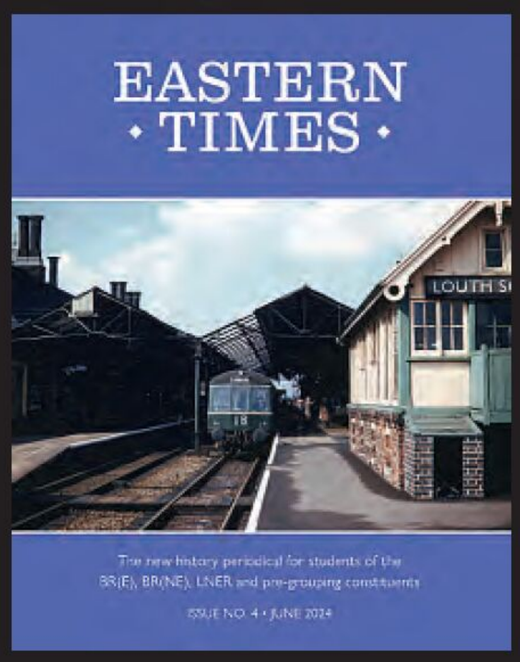

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ISBN 978-09550030-73. **By D.J.Sweeney**

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Ex-Vivarail third-rail EMU No. 484003 heads south along Ryde Pier on January 4. PHIL MARSH

# All's still not right on the Isle of Wight

Our November 2022 issue reported on the much-troubled Island Line upgrade programme, but almost two years on problems still persist.

**By Phil Marsh**

IT was September 2019 when the £50 million Island Line upgrade was announced, to include new trains, track upgrades and a reinstated passing loop at Brading.

On the face of it, it should have been a straightforward project, the 8.5-mile route from Ryde Pier Head to Shanklin being isolated from the mainland network, and mostly single track.

A 12-week closure was planned for 2020, which became 11 months after a range of delivery problems, only some of which could be attributed to the Covid-19 pandemic. However, problems persist today with the trains, infrastructure and timetable.

The renovation of Ryde Pier has taken far longer than planned. Responsibility was split between South Western Railway (SWR), which operates Island Line and is responsible for the track, and Network Rail (NR) which is responsible for the pier's substructure. The work was divided into five work zones split between NR and SWR, but now NR will carry out the outstanding works and off-charge them to SWR.

It has become commonplace for passengers to miss connections at Ryde Pier Head with Wightlink's FastCat services to and from Portsmouth Harbour. This is because the loop at Brading was built in the wrong location against all advice, and it should have been placed half-a-mile north of Brading to enable the optimum rail timetable. A 'temporary' footbridge at Brading is also now in its fourth year of use, with little signs of any progress being reported locally.

## Trackworks and wheelwear

The unfinished trackworks are being blamed for excessive wheelwear on the five ex-Vivarail Class 484 EMUs, which entered service in November 2021 to replace the veteran ex-London Underground 1938 Stock that had been in use on the island since 1989. The wheelwear has led to problems with the unit's bogies, which were not replaced in their conversion from LU 'D78' Stock, and are said to have been shaken to a state of disrepair by the jointed bullhead track instead of the envisaged flat-bottom rails.

A Freedom Of Information (FOI) request by the Isle of Wight Observer found that "replacement components have been bought by South Western Railway from a scrap metal merchant", but it also reported that the Department for Transport had told SWR that minimising expenditure must be the focus.

It is understood one Class 484 has been used as a source of spares to keep the other four in traffic. They are rotated most days, using two units each half-day to operate the hourly service. Local sources suggest the Class 484s may need to be replaced by the end of the decade.

The promised 30-minute interval service has only operated sporadically, although the more usual hourly service has been replaced by a 40-minute frequency in the summer timetable. End-to-end running is timed at 24 minutes plus turn-round time, which explains why connections at Pier Head were tight. But the new timetable adds four minutes each way.

Island Line general manager Mark Dunn told local news outlets: "We have listened carefully to feedback from our customers and stakeholders and, while we still aim to deliver a two train per hour timetable, we want to do all we can to make our services as reliable as possible, especially for the holiday seasons."

The response to the newpaper's FOI request also said that Ryde Pier still requires more work and will close again this autumn, with the DfT stating a "realistic target" is getting the work finished by Easter 2025. It also said there is also a long-term plan to source new train wheels and that problems with the existing ones were said to be down to track issues.




An island line poster seen on September 14, 2023. PHIL MARSH



A close-up of the jointed bullhead track on Ryde Pier, which should have been replaced by flat-bottom rails. PHIL MARSH

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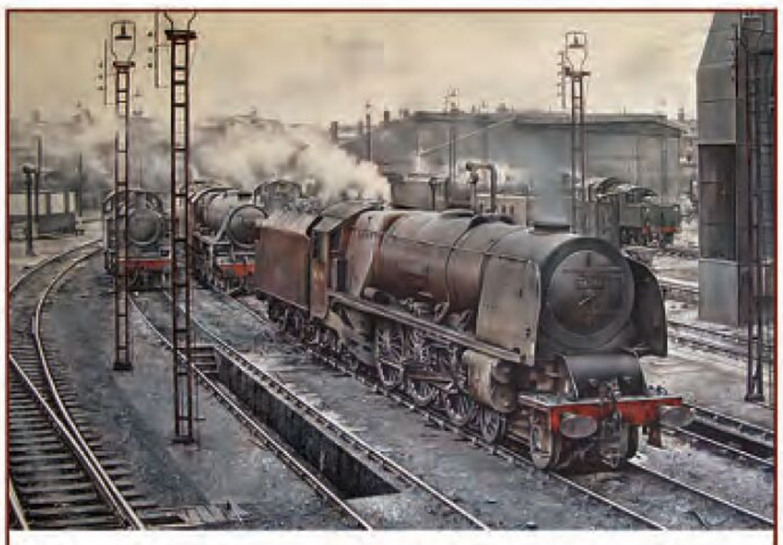
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# *Andania* digs in for a great cause

## 'Bucket & Spade' special hauled by Class 40 raised £40,000 for Railway Benefit Fund.

A CLASS 40-hauled charity tour to Scarborough on June 5 raised more than £40,000 for its organiser the Railway Benefit Fund (RBF).

Locomotive Services operated the 'Bucket & Spade' special on behalf on the Crewe-based RBF.

No. D213 (40013) *Andania* hauled the train (formed of eight Mk.3s, a Mk.2 support coach, a Mk.1 Restaurant Buffet and Class 47 No. 47828) from Crewe to Manchester Victoria via Warrington Bank Quay. It then traversed the freight-only line from Philips Park to Ashburys before heading to the Pennines by way of Guide Bridge and Stalybridge.

On the Yorkshire side, the tour ran via Wakefield Kirkgate and Castleford for a short photo stop in York before travelling on to the coast. The loco performed well throughout and, when given a clear run, touched just shy of 88mph passing Slaithwaite on the descent from Standedge Tunnel to Huddersfield, and then a shade over 86mph passing Colton Junction to the south of York.

The RBF thanked everyone who took part, with ticket sales, an onboard raffle and a York-Scarborough cab ride auction all contributing to the total money raised. The charity, whose president Pete Waterman was on board, was founded in 1858 as the Railway Benevolent Institution, only changing its name to the RBF in 2006.

It provides support to current, former and retired railway staff and their dependents across the UK, but is entirely reliant on fundraising donations to carry out its work.

Following the tour, a further £28,000 was raised through its annual auction of more than 40 railway experiences donated by the industry. These included exclusive depot tours, a driving simulator session, and an invitation to visit Pete Waterman's home to see his impressive model railway.

See the website at www.railwaybenefitfund.org.uk for more information.




**Above: Class 40 No. D213 *Andania* poses at York on June 5 while hauling the RBF's 'Bucket & Spade' charity tour from Crewe to Scarborough.** PAUL BICKERDYKE

# Railways in Parliament Compiled by **Jon Longman**

### Virgin comeback

LIFE peer Lord Blencathra asked the Government what consideration it had given to expediting the application by Virgin Trains to run a service on the West Coast Main Line.

Transport Minister Lord Davies of Gower said: "We note with interest the reports in the media about the application from Virgin Trains, and welcome open access applications where they provide improved connectivity and choice for passengers and do not disproportionately impact taxpayers.

"Access to the network, however, is ultimately a decision for the Office of Rail and Road (ORR) in its role as independent regulator for the rail industry. The Department therefore awaits further engagement from the ORR and Network Rail on Virgin's proposals and will provide its views as part of the relevant industry consultation, as is standard process for all open access applications."

### Old Oak arrivals

LIFE peer and former *TRM* columnist Lord Berkeley asked the Government what are the expected passenger flow numbers from the Great Western station to be opened at Old Oak Common to London Paddington on the Elizabeth line.

Lord Davies replied: "Passenger numbers at Old Oak Common will depend on multiple factors including: what HS2 services are running at that point (including whether Euston has opened as the London terminus); the assumed Great Western Main Line calling pattern; and the assumed Elizabeth Line train frequency.

"Following the Network North announcement, detailed modelling and analysis is currently being undertaken for a number of different scenarios, with the aim to provide the best overall service provision for passengers across the rail system as a whole. This includes timetable development and operational modelling to support a consideration of the optimum Elizabeth Line frequency at Old Oak Common."

### Timetable hitch

LORD Bradshaw asked what impact the rigidity of the Network Code has had on the revision of train timetables on the East Coast Main Line (ECML); and what consideration it has given to instructing the parties, including the ORR, to revise the code to enable a satisfactory timetable to be delivered.

Lord Davies replied: "The industry steering group that oversees timetable introduction concluded that there were too many outstanding issues to have confidence that the new ECML timetable can be delivered robustly in December 2024. Timetable production and access rights issues are governed by Network Rail's Network Code, which is regulated by the ORR as the independent regulator to the rail industry.

"We expect the rail industry to work through these issues in order to deliver the upgraded timetable and realise the benefits of £4bn investment in track and train on the ECML."

### Crewe roof delay

LORD Bencathra wanted to know why it will take until 2029 to replace the roof at Crewe station.

Lord Davies replied: "Network Rail is responsible for the scheduling of renewals and maintenance works and how to prioritise this funding across the region over the control period. Network Rail will need listed building consent to carry out the works and will prepare a phased strategy which aligns the roof replacement with track renewals in order to minimise the customer impact."

### Rail hub support

CROSSBENCH peer Lord Ravensdale asked the Government what strategic plans it has to increase private investment in the Midlands Rail Hub.

Lord Davies said: "The Government has committed in Network North to delivering Midlands Rail Hub in full and increasing funding to £1.75 billion, and we have recently released £123m to Network Rail to move the first phase into the detailed design stage.

"As the scheme progresses through this next stage, we will work with key partners to identify and pursue opportunities for private funding."

### Pathways listing

LORD Bradshaw asked the Government why it does not have an inventory of pathways and roads that Network Rail has constructed next to railway lines; and what is the cost of the pathway being constructed south of Crewe station.

Lord Davies replied: "Network Rail has identified that it has an incomplete record of pathway assets, that is why it is undertaking a national project to address this. The Crewe pathway has an anticipated cost of £600,000."

### Combatting fraud

BARONESS Randersen asked the Government for its estimates of the amount of money lost to rail companies by ticket fraud and evasion; and what measures it plans to implement to reduce this.

Lord Davies said: "The Government takes the issue of fare evasion and fraud very seriously. We currently do not hold estimates for the amount of money lost to railway fraud, however in 2023 the Rail Delivery Group estimated that in a normal year, approximately £240 million is lost through fare evasion on Great Britain's railways.

"To reduce fare evasion, in January 2023 we increased the penalty fare to £100, plus the price of the single fare to the intended destination.

"DfT operators are also contractually incentivised to reduce ticketless travel on their network."

Compiled by **Graeme Pickering**

# Work on Thame Valley Viaduct building passes halfway point

Forty-four precast beams and 66 piers for the 962-yard structure put in place within a year.

CONSTRUCTION work on the 880 metre (962 yard) Thame Valley Viaduct near Aylesbury, one of the longest structures on the HS2 project, passed the halfway point during May.

The majority of it – including beams for the spans, deck slabs and all but two of its piers – is being manufactured at Pacadar UK's Isle of Grain concrete factory in Kent, before being moved to Buckinghamshire.

Assembly began on site in June 2023 and since then 44 of the 72 precast beams (which are secured end-to-end without concrete needing to be poured during construction) and 66 of the 70 piers have been put in place. Work is well underway on the deck.

HS2 Ltd says its simple design, inspired by bridges on the Spanish high speed network, means its carbon footprint is around a third lower than a more traditional structure. A more conventional specification would typically use multiple beams for each span and therefore more concrete and steel. Instead, designers opted for two hollow 20-25 metre (66-82 feet) 'U'-shaped beams per span.

"We're at a crucial and exciting stage with the construction of this innovative viaduct, with beams, piers, post-tensioning and pre-cast slabs under construction," explained Emma Bolado-Arroyo, project manager for HS2 main works contractor EFKB, which designed the structure, working with on-site construction partner FC Civils Solutions. "This incredible progress is a testament to the hard work and drive of our expert teams. We're all very excited to see this structure being delivered safely and to programme."

## Fewer lorries

When complete, the Thame Valley Viaduct will consist of 36 spans in total, crossing the River Thame and its flood plain just three metres (less than 10 feet) above the ground.

HS2 adds that the 'factory built' concept has led to fewer lorry journeys to deliver materials to the site, as well as reducing waste and the amount of work at height. Because the beams are secured directly to each other, progress can be made more quickly. Up to six 90-tonne beams were installed each week during the first six months of assembly. On average, it takes a team of 10 people around three hours to install each beam, starting the operation early in the morning following delivery from Pacadar overnight.

Once in place, steel bars are threaded between the beams and post-tensioned to lock them together and achieve the structural strength necessary to support the railway line. A similar approach is being used for the 515 metre (563 yard) Edgcote Viaduct south of Chipping Warden, which will carry the high-speed route over the River Cherwell and surrounding flood plain.



An aerial view, looking north, of progress on the Thame Valley Viaduct, west of Aylesbury in May this year. The River Thame can be seen in the middle of the picture. HS2



In addition to the beams and piers, work is also well under way on installing the deck planks. HS2



An artist's impression of how the viaduct is expected to look in around a decade's time, following completion of the structure and the opening of the railway. HS2

# Former London Underground and Crossrail boss to lead HS2 Ltd

NEW HS2 Ltd chief executive Mark Wild has said he looks forward to leading the organisation as it shifts focus from overseeing construction of the high-speed route to preparing for it to become operational.

Mr Wild will join HS2 Ltd from SGN (formerly known as Scotia Gas Networks) where he became chief executive after stepping down as CEO of Crossrail in 2022. Prior to that, he served as London Underground's managing director.

The appointment of Mr Wild, whose starting date in the role has yet to be confirmed, followed a selection process led by HS2 Ltd's executive chairman Sir Jon Thompson, and backed by Transport Secretary Mark Harper. It was announced six days before Parliament was dissolved in preparation for the General Election.

Sir Jon will continue in his current role (which he has held since the departure of previous chief executive Mark Thurston in September 2023) until Mr Wild's arrival, after which he will revert to his previous position of chairman.

"Mark Wild brings a wealth of experience with him, including leading the successful delivery of Crossrail, and I have every confidence he will grip costs and robustly oversee this project to transform rail travel for generations," said Mr Harper.













# GB RAILFREIGHT WEEKEND

## SATURDAY 7 – SUNDAY 8 SEPTEMBER 2024

### A WEEKEND OF FREIGHT LOCO HAULAGE ON THE NENE VALLEY RAILWAY

- 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*
- Ales on the Rails Beer Festival Friday 6th September
- ~~Drive a GBRF Loco~~ **SOLD OUT** ~~er Experience Day~~

**Subject to final confirmation*

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MS Society

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

Great Ormond Street Hospital Charity

# Golden anniversary gala

## Kent & East Sussex marks 50-year preservation milestone as it looks to the future.

THE Kent & East Sussex Railway (K&ESR) celebrated its half-century in style on June 1/2, with a 50th anniversary gala encompassing the Rother Valley Railway (RVR), which is reconstructing the route's missing link between Robertsbridge and Bodiam.

The day prior to the gala (May 31), a VIP event was held at Robertsbridge for the ceremonial naming of GB Railfreight Class 73 No. 73128 *Kent & East Sussex Railway* (see page 89), the dedication of the turntable, and the signing of a memorandum of understanding between the K&ESR and the RVR.

The 'ED' had arrived at Robertsbridge via the RVR's main line connection, along with GBRf Class 66 No. 66718. Another main line visitor was BR '7MT' No. 70000 *Britannia*, part of the Crewe-based Locomotive Services Ltd fleet.

Public shuttle trains during the gala were operated between Robertsbridge and Northbridge Street, the current end of the line.

Meanwhile, an intensive service was in operation on the K&ESR between Tenterden Town and Bodiam. In addition to the resident fleet, two larger main line steam locos were on the roster, including BR '4MT' No. 76017 which is on hire from John Bunch this year, and Swanage Railway-based SR 'U' No. 31806, also owned by John.

The gala provided a taste of things to come – with passengers having the ability to arrive by main line train at Robertsbridge, before changing to a K&ESR service.

As the RVR progresses the reinstatement of the route, helped by sheer determination and a professional approach, plus the backing of several key players from the main line and heritage sectors alike, it is sure to succeed – and long may it continue! ■

**LBSCR 'Terrier' 0-6-0T No. 2678 and Hunslet 0-6-0ST No. 15 *Hastings* are seen approaching Orpins Crossing on June 2, with the 11.50 Tenterden to Bodiam service. Note the appropriate headboard, which reads 'Kent & East Sussex Railway Reopened 1974'.** ANDREW GARLAND

Hunslet 'Austerity' 0-6-0ST No. 25 *Northiam* leads the triple header of BR '4MT' 2-6-0 No. 76017 and SR 'U' 2-6-0 No. 31806 out of Rolvenden as they head up for Tenterden with the last service of the gala weekend on June 2. JAMES TAVINER









"The RVR progresses the reinstatement of the route, helped by sheer determination and a professional approach..."



**Above left:** Network Rail chairman Lord Hendy and Huw Merriman, former MP for Bexhill & Battle, turn No. 66718 by hand on the ex-Hither Green depot turntable on May 31. KEVIN BOORMAN

**Above:** No. 70000 *Britannia* is believed to be the largest steam locomotive to date to grace the route of what historically was a light railway with a low axle loading. The BR Pacific is seen at Robertsbridge station at 17.00 on June 2. PHIL BARNES

**Left:** GB Railfreight No. 66718 *Peter, Lord Hendy of Richmond Hill, of Imber in the County of Wiltshire* is seen with two Locomotive Services Ltd BR Mk.1 carriages at Robertsbridge on May 31. The Class 66 operated in 'top-and-tail' with *Britannia*. Public trains over the weekend were worked by No. 73128 and the '7MT'. KEVIN BOORMAN

# Zulu Forty Eight

**With a nonstop steam run from Plymouth to Bristol Temple Meads as one possible highlight, John Heaton FCILT joined the two-day 'Great Western' railtour from Birmingham to Devon.**



THERE are few sights more evocative of British steam traction's 'Golden Age' than a Great Western-designed 'Castle' glinting in spring sunlight as it glides along the Dawlish sea wall hauling a rake of chocolate and cream coaches.

Thanks to the valiant efforts of Vintage Trains, that is precisely the scene presented during a round trip from Birmingham Snow Hill over the two days of May 10 and 11. 'The Great Western' title of the railtour had arguably been stretched a little, as the motive power was 4-6-0 No. 7029 *Clun Castle*, a May 1950 Swindon construction from a batch of the original 1923 design that nationalised British Railways had continued to build. Modern developments had subsequently been applied during that time, and this particular 'Castle' was further adapted in 1956 by fitting a four-row superheater and double chimney.

In 1950, No. 7029 was originally allocated to Newton Abbot where it was considered a strong engine, but it was said to have become less impressive after a short time away that had also included a works visit. In fact, No. 4037 *South Wales Borderers* was even said to be preferred for the depot's famous Shrewsbury lodging turn. The date of this hearsay evidence is not recorded, but it was interesting to read a quote in the admirable Vintage Trains tour booklet, produced by Michael Hughes, in which chief locomotive inspector H E Cooke says: '7029 was always a weak engine… but work 7029 on the 18% cut off… then she becomes… a flying sewing machine.'

## Previous form

Regardless of historic opinions, *Clun Castle* has given many superb performances during its Tyseley preservation days – not least on the Lickey Incline in November 2021, where the general verdict was that it more than matched the competing 'Duchess' Pacific – so there was no sense of disappointment when the loco was allocated to the May 2024 Plymouth charter.

It was also a logical choice, as No. 7029 had 'previous', having worked the superb 'Z48' Plymouth-Bristol leg of the 'Castle' swansong (Ian Allan's 'Great Western High Speed Railtour') on May 9, 1964. The loco hauled the train over the 128 mile course in 133min 10sec (as quoted by four recorders, including O S Nock, with C J Allen citing 133min 9sec). The top speed was 97mph down Wellington bank, where exactly 60 years earlier No. 3440 *City of Truro* was claimed to have reached 102.3mph (although this speed was subsequently disputed, and then disparaged).

Fifty years (and one day) after that *Clun Castle* high speed run, another Tyseley 'Castle', No. 5043 *Earl of Mount Edgcumbe,* was provided in 2014 to make the same journey. There were to be no 90+mph exploits in the modern regime of strict speed limits, but many of the permanent restrictions had been raised since 1964, notably along the sea wall, where No. 5043 gained an 8min advantage over No. 7029's earlier run. The 1964 train had been checked waiting for Newton Abbot East's section signal to be cleared, where it was overtaken by horses on the adjacent racecourse. The lead gained by the 2014 run was enough to ensure it captured the Plymouth-Bristol steam record at 130min 4sec, with 186sec (or even 185sec?) to spare over 1964.

Such was the context of No. 7029's 2024 run, commemorating the three anniversaries: 120 years since *City of Truro's* exploit, 60 years since its own 97mph run, and 10 years since No. 5043's record. This was not an occasion to be missed by the legions not only of Great Western stalwarts, but also admirers of the main line steam preservation movement in general.

Expectations of emulating either 1964 or 2014 between Plymouth and Bristol were negligible, as the 2024 schedule was 181min, but there was the promise of fireworks on the two major eastbound climbs (Hemerdon and Dainton in South Devon) as well as the higher speed section against 1-in-115 in this direction to Whiteball (on the Devon/Somerset border).

But this was not all there was on offer. In the afternoon there was the intention of running the 118 miles from Bristol Temple Meads to Paddington nonstop. A 143min schedule ▶

**"No. 7029's 2024 run commemorated three anniversaries: 120 years since *City of Truro's* exploit, 60 years since its own 97mph run, and 10 years since No. 5043's record"**

**The fabulous sight of a GWR-designed, BR(WR)-built loco hauling a rake of chocolate and cream coaches in the West Country in 2024! No. 7029 *Clun Castle* powers through Flax Bourton, east of Nailsea in Somerset, on May 10 with 'The Great Western' special from Birmingham Snow Hill to Plymouth.** STUART KIRKBY

**Table 1**
**Bristol Temple Meads to Plymouth**

| | | | | |
|---|---|---|---|---|
| **Loco** | Castle 4-6-0 No. 7029 *Clun Castle* | | | |
| **Load*** | 9/318/360/500 | | | |
| **Train** | 15.47 Bristol T M-Plymouth | | | |
| **Date** | May 10, 2024 | | | |
| **Recorder/ Position** | J Heaton 9th of 10 | | | |
| **Miles** | **Timing Point** | **Sch** | **M S** | **M P H** |
| 0.00 | BRISTOL T M d | 0 | 0 00 | Pfm 15 1L |
| 0.89 | Bedminster | | 4 11 | 20 |
| 1.75 | Parson Street | | 6 29 | 34 |
| 3.64 | Long Ashton | | 9 24 | 41/42/40 |
| 5.85 | Flax Bourton | | 12 22 | 56 |
| 8.00 | Nailsea | | 14 27 | 68/73 |
| 11.94 | Yatton | | 18 43 | note 16 |
| 16.71 | Worle Jct | 26 | 24 55 | 63 |
| 19.66 | Uphill Jct | 29 | 27 35 | 69/73 |
| 26.90 | Highbridge | | 33 37 | 71 |
| 33.18 | Bridgwater | 40 | 38 52 | 73½/68 |
| 39.99 | Cogload Jct | 47 | 44 35 | 70 |
| 44.74 | TAUNTON a | 53 | 50 20 | |
| 44.74 | d | 65 | 66 57 | 3L/sigs |
| 47.65 | Victory | 3 | 9 35 | 30 |
| 49.24 | Bradford | | 12 15 | 42 |
| 51.84 | Wellington | | 15 37 | 51 |
| 53.59 | Beam Bridge | | 17 58 | 37/31 |
| 54.75 | Whiteball TEP | | 19 55 | 33 |
| 55.59 | Whiteball | 13 | 21 23 | 38 |
| 58.91 | Tiverton P | 16½ | 24 38 | 75/- |
| 60.69 | Tiverton Jct | 18½ | 26 05 | 72 |
| 62.94 | Cullompton | [1] | 27 55 | - |
| 67.10 | Hele &B. | | 31 12 | 75/72 |
| 71.79 | Stoke Canon | | 35 03 | 73 |
| 74.24 | Cowley Br. Jct | 33 | 37 29 | 38 |
| 75.49 | EXETER S D | 37 | 39 53 | 23 |
| 77.58 | Marsh Barton | | 42 59 | 56 |
| 80.33 | Exminster | | 45 35 | 68 |
| 84.04 | Starcross | | 49 44 | note 23 |
| 86.09 | Dawlish Warren | 51 | 53 12 | 47/51/18 |
| 87.74 | Dawlish | 53 | 55 47 | note 21 |
| 89.15 | Smugglers Gap | | 58 16 | 45/56 |
| 90.54 | Teignmouth | 57 | 59 54 | 55 |
| 92.93 | Bishopsteignton | | 62 23 | 61/63½ |
| 95.66 | NEWTON ABBOT | 64½ | 65 24 | note 30 |
| 96.78 | Aller Jct | | 67 12 | 44/48 |
| 98.51 | Stoneycombe | | 69 37 | 32/9 |
| 99.58 | Dainton S B | 71½ | 75 41 | 25 |
| 104.41 | Totnes | 77 | 78 55 | 60 |
| 107.29 | Tigley OB | | 83 33 | 23/21 |
| 109.36 | Marley TEP | | 87 44 | 36 |
| 111.28 | Brent | | 90 19 | 52 |
| 112.09 | Aish | 88½ | 91 15 | 52/62 |
| 115.93 | Ivybridge | 92½ | 95 31 | note 40/36 |
| 119.18 | Cornwood | | 99 40 | 52 |
| 120.94 | Hemerdon | 99 | 102 18 | 36/73 |
| 123.53 | Plympton | [1] | 104 49 | 70 |
| 126.06 | Lipson Jct | 106½ | 108 04 | 37 |
| 127.53 | PLYMOUTH a | 110 | 111 48 | Pfm 4 |

*=Vehicles/tare/gross tons /incl.loco
Taunton stop was not for traffic but occurred at the normal Platform 2 location so it has been treated as such
'note' - Platform clearance speed restriction
[1]= 1min recovery time

did not support any hopes of a record run compared to the 105min 'Bristolian' schedule of 1950s 'Castles', but this was over a congested railway using a wider speed band, and via Bath with the 1-in-100 climbs of both Box and Dauntsey banks. The preservation standard had been set between the two cities by No. 7029's arch-rival No. 5043 in 2010 on a 154min schedule, when a specially cleared path enabled a remarkable 109min 59sec run to be made (see *TRM* August 2010).

## The odyssey begins

Let us rewind though to the start of the 2024 two-day odyssey at 08.00 in the clean and modern environment of the rebuilt Birmingham Snow Hill station as a gentle hum emanates from the tunnel that links Snow Hill and Moor Street stations. An immaculate two-tone green Class 47, carrying its original No. D1755 number on one end and its parcel sector identity No. 47773 on the other, eases nine coaches into the middle platform along with No. 7029 *Clun Castle* hissing at the indignity of being dragged tender first by a diesel.

The load comprises the water-carrying, 30 ton tare GUV No. 96100, support Brake Compartment No. 35470, Pullman cars Nos. 349, 335 and 311, First Open No. 3110, Tourist Second Open (TSO) No. 5198, Buffet No. 9101, TSO No. 5177 and, yes, also Class 47 No. 47773 which we are promised will run light engine in a separate path from Bristol Temple Meads to Plymouth today and all the way from Plymouth to London tomorrow. The load is 318 tons, 435 including the diesel. Most of the seats are taken by passengers with overnight bags, so say 45 tons for these and the extra water, plus another 135 tons or so for the train loco with coal and water, giving a grand total of 615 tons. Given the approximations and wishing to remain conservative, I have rounded this all-up weight down to 600 tons.

Despite assurances that the Class 47 was contributing very little, it did not seem that way to recorders in the rear coach and as agreed by at least five experienced Railway Performance Society members taking detailed timings. The Birmingham to Bristol leg was 1Z46, booked to pick up at Widney Manor, Warwick Parkway and Banbury with an initial pathing stop at Dorridge Up and Down Loop.

A one minute late start and dead stand was recovered by Widney Manor without exceeding 56mph and it was possible to leave Dorridge early, only to stand outside Leamington for a CrossCountry 'Voyager' to precede and then again in the station's middle road, as booked, while a Class 168 to Marylebone took priority. The timing to Banbury seemed unlikely, with only 10min allowed for the 11.1 miles to pass Fenny Compton (average 66.6mph). The cavalcade accelerated to 66mph at Harbury Tunnel and reached a maximum of 74mph, but still dropped 3½min on the section despite what sounded, and felt, like assistance. This forfeited our path across to the long downside Platform 1 at Banbury, but we were back to right time on departure.

After a necessarily cautious exit to the up main line, Aynho Junction was passed at 71mph, taking the right-hand fork towards Oxford, reaching the steam loco's maximum permitted speed before obeying a gauge clearance restriction through Tackley. Such slowings were to prove a regular occurrence, unfortunately not publicised to passengers, leaving us guessing about the reasons and unable to make accurate predictions. However, they were generally accommodated in the running times, in this case easily, with an early arrival in Oxford and punctual occupation of the upside loop for a booked 29min pathing stop.

The railway was running well as a container train, two passenger trains and 6Q10 (an on-track machine from Rugby to West Ealing Plasser sidings) all passed, the latter only as far as a booked long pause at Kennington Junction. A smirk of satisfaction from all concerned would have been justified, as the 'Castle' cleared Didcot North Junction smack on time and ventured out onto Brunel's billiard table, only to be clipped into the middle pocket at Challow.

Our booked stop was scheduled for 27½min to allow three IET flyers to scoot by, albeit late.

It is necessary to spend only a few minutes by the lineside on the Great Western Main Line to appreciate the engineering and operational responsibilities in running an




The special ran outbound from Birmingham to Plymouth via Oxford and Bristol, No. 7029 seen hauling the special through Swindon, where it was built at the nearby former works in 1950. Diesel No. 47773 was attached to the rear as far as Bristol. KEN MUMFORD

**"If this analysis is correct, it does not help main line steam preservation to foster allies. Readers' views are welcome"**




Guinness World Record: Longest-running railway series, established in 1901

**Servicing the train at Bristol East Depot on May 10 during the two-hour layover. No. 47773 was removed at the point allowing No. 7029 to haul the train without assistance to Plymouth. Meanwhile GWR bi-mode No. 800309 passes on the main line heading for Temple Meads.** CRAIG MUNDAY/NETWORK RAIL

intensive high-speed service.

No need to call at Swindon for the Carmarthen-bound IET to pass (it was cancelled), so a speedy run down Chipping Sodbury bank presented our steam engine almost 20min early at Bristol Parkway. The relatively new extra platform allowed a succession of trains to pass before our canter down Filton bank and a 6min early arrival at Temple Meads for a scheduled two-hour layover.

The five-hour journey from Birmingham had contained more interest than might have been predicted, but the diesel presence had led to a distrust of anything remotely spectacular being due to steam performance, so it was with some relief that *Clun Castle* and its nine-coach load returned to Temple Meads unaided, ready to make a punctual departure for Plymouth. The 53min timing to Taunton contained no allowances and, although the stop there was purely for pathing, it would be in the normal platform 2.



**No. 7029 has safely arrived at Plymouth at the end of Day One, despite coming close to stalling on the climb to Dainton.** FRANK PRICE

## "My scepticism turned to cynicism, but both were greeted with disdain"

### West from Bristol

Departure from platform 15 at Temple Meads in the down direction is tortuous, so it took a long time for the 'Castle', now running as 1Z47, to get into its stride, reaching Flax Bourton tunnel at only 40mph with 68mph down to Yatton, where a clearance restriction was taken at 16mph. Uphill Junction was passed at 70mph and our 74-year-old loco settled into a rhythm – completing 20.33 consecutive miles at 70-73½ mph, with an average speed of 71.8mph (Mr Cooke's sewing machine?), arriving at Taunton 2min early in 50min 20sec from Bristol.

The clearance slack had cost 3½min and a better departure platform at Bristol could have resulted in a further reduction of 3min to give a 44min net time, whereas the best steam time in the RPS electronic archive before the preservation era was 44min 24sec by No. 5021 *Whittington Castle* in 1935 hauling only 247 tons tare.

The late running of the 14.36 and 15.03 from Paddington threatened our intended departure time but, worse, our potentially assistant Class 47 was scheduled behind the London trains and ahead of *Clun Castle*, resulting in the 4-6-0 being even more heavily checked between Taunton and Victory level crossing. See Table 1.

No. 7029 fought gallantly to gain some impetus before the onset of the bank from Wellington to Whiteball, which steepens to 1-in-80, but the maximum speed reached was barely 51mph through the former Wellington station. Speed was down to 37mph at Beam Bridge and 31mph before the gradient eased through the tunnel. The general opinion was that the trains ahead had spoilt the ascent – after leaving Taunton 3min late, the train had passed the former Whiteball signal box site 11min late.

No further time was lost down to Exeter, with a 74mph average from Tiverton Parkway to Stoke Canon, but it looked as though we would have to follow a stopper to at least Dawlish Warren. Fortunately, some might say (but not the commuters), the stopper was late so we could pass Exeter St. David's at 23mph, 5½min late.

### Topping Dainton

There was hope of an on-time Plymouth arrival with 73min allowed for the admittedly difficult 52 miles, including the climbs of Dainton and Rattery banks. It was said that 60min might be possible if everything was in place… and a following wind too?

In the end we had to observe gauging restrictions at Starcross (23mph), Dawlish (21mph) and Newton Abbot (30mph), the latter passed in 25½ min from Exeter but only 3min down.

If we had been able to take Newton Abbot at the full 60mph maximum permitted speed, the twists and gradient changes of Dainton might have seemed easier. By Stoneycombe, 48mph had already fallen to 32mph on 1-in-46/56 as the gradient took chunks out of the speed, and there was the 1-in-36 section still to come.

When No. 7029 reached the steepest part of the bank, the GPS registered barely 9mph and it looked as though stalling was likely. Where was our assisting '47'? It was already west of Totnes and heading for Tigley. As I started to imagine the manoeuvre to get it back to the rear of our train (assistance from the front on steep gradients has never been a good idea), we steadied and entered the tunnel, emerging for a normal downhill run to Totnes and having lost only 2min to the drama.

Totnes was passed at the full permitted 60mph and the climb to Tigley was next at 1-in-47/57, easing after the church to 1-in-90 towards Rattery. Timing from the non-milepost side at successive overbridges located before the Tigley one (at 225 miles 56 chains) gave speeds of 47/42/36/25 and 23mph. But we were now on the slightly easier grades and speed picked up to 36mph at Marley Tunnel.

The hard work was over as we skirted Dartmoor, observing a gauging restriction at Ivybridge then touching 73mph down Hemerdon bank. Arrival at Plymouth was 4½min late in 111min 48sec from Taunton, 2hr 59min from Bristol (including the almost 17 minute stop at Taunton). So any bets on beating 130min 4sec back to Bristol on tomorrow's return trip?

Just as I had dismissed the idea, we were asked to reassemble the following morning for a possible 09.15 departure right behind the 09.14 to Paddington. It was said the 09.27 Plymouth-Edinburgh 'Voyager' would be cancelled, ▶

with the inference we could reach Bristol (running nonstop instead of making its six calls) in the path of the 'Voyager' at 11.27.

That would be 132min from Plymouth, or 130min if we started at 09.17. I expressed my scepticism to anyone who would listen.

## Taunting us

The following morning dawned with the 05.27 CrossCountry departure cancelled, the 09.27 running, and at least two stewards saying that if the signal cleared we were going at 09.15.

But, even with the new reduced signal spacing to Totnes, there is no path at 09.15 without delaying a busy long-distance train. And what is to be done about our assistant light engine that was meant to follow our train? Run it behind the 'Voyager'? My scepticism turned to cynicism, but both were greeted with disdain.

It was reassuring to have remained stationary until the 'Voyager' left on time and then to follow at 09.31 as originally booked, the loco making a sure-footed start with the commemorative 1Z48 working, but still taking 3 min longer than a 'Voyager' to pass Tavistock Junction. We were flying though – 60mph reaching 63mph at Plympton before the 2.19 miles of 1-in-41/51 (new Network Rail data) to Hemerdon started to bite. Nothing too worrying about the reduction in speed at first, but then only 22mph at MP 240¼ with a mile to go.

Don't panic, long last mile slogs at a balancing speed are normal here. But we have an extra coach over the 2014 train, and two more than 1964. The tare 318 tons is in effect the same as the 315 ton 'Castle' load limit of 1955, but with the engine nearly 70 years older. Would we touch the 9mph of yesterday on Dainton then rally?

The answer was 'No'. Half a mile further on, as the rear coach passed MP 239¾, speed was 5mph. Then 22 seconds later we were at a stand, the rear coach only a third of a mile from the summit. Fortunately, there was no 'Voyager' between the following assistance loco and our train, as might have resulted from a 09.15 departure. With GSM-R 'Global System for Mobile Communications – Railway' (phew), the procedure of authorising an engine to the rear of the train is more streamlined than it used to be, so No. 47773 had coupled up within 22½ minutes and, once brake pipe pressures had been sorted out, we were away 30min 14sec after stalling.

'Back in the day' a dual-brake engine assisting a vacuum-braked train would have been subject to a speed restriction. But after 12min at around 40mph, we went along as we had done between Birmingham and Bristol the day before. With the 12min pathing behind a stopper no longer required, the diesel driver appeared to allow the steam locomotive a soliloquy after Totnes on the final part of the Dainton climb, taken at a minimum of 17mph.

A Class 166 was held 4min at Dawlish Warren for us to pass at 65mph – the DMU was still 3min late when it got to Topsham on the Exmouth line, delaying the up branch train it crosses there by 3 min, but that one was back on time from Exeter. The only other train affected by our abrupt stop on Hemerdon was a 4min delay to the 08.10 Penzance-Paddington, which was held at Plymouth until No. 47773 had cleared Hemerdon. The IET later passed Cogload Junction (east of Taunton) 3min late.

Our speed was allowed to fall from 54mph to 50mph on the 1-in-115 to Whiteball, but horsepower calculations imply the diesel was working on 25%-50% power, depending on front-end contribution. We entered the tunnel just 5½min late with an on-time arrival at Bristol in prospect, and without the spectre of delaying other services.

There was no *City of Truro*-style 102.3mph downhill today, let alone platelayers scattering from the track, and once on the Somerset levels we proceeded in much the same manner as we had done in the opposite direction the previous day – hindered only by a 50mph restriction at Yatton and a pause to cross into the difficult platform 15 at Temple Meads. Arrival was 5min early compared to 31½ min late passing Ivybridge, after taking account of the 19min recovery time and pathing allowance.

## Stall stories

By the following day, the railway rumour machine was alive with reasons, excuses and theories about the stalling incident – from coal to sabotage. To me, it seemed simply like the locomotive being 'overwhelmed' by its load ('overpowered' as the strange English of the old-fashioned railway term has it, a word that implies only a temporary failure). The performance did not seem significantly different from the down journey on Dainton, except the severe gradient had lasted longer and the consumables of water and coal were slightly heavier.

As this article went to press, Vintage Trains stated overhanging foliage at Plympton turned one or more butterfly valves on the coaching



**Day Two on May 11 saw No. 7029 stall while making an unassisted climb of Hemerdon, east of Plymouth – the official reason still to be made known as this issue went to press. What is fact, however, is that No. 47773 rescued the train by assisting from the rear – the ensemble seen on the Dawlish sea wall trying to make up the 30 minute delay.** THOMAS MILLS






**Left: An example of a butterfly valve on a Mk.1 coach, located above the door at the end of the vehicle. This one is part of coach No. 4963 at the Bodmin Railway, seen on May 25.** JOHN HEATON

**Left: *Clun Castle* emerges from Whiteball Tunnel to descend Wellington Bank on its way to Taunton and Bristol. It would later work to Paddington for what is thought to be the first time since 1965.** RUSSELL AYRE

stock above the end doors – the equivalent of pulling the emergency brake cord. A 'one off'? Experienced 'vacuum fitted' railway operating colleagues I have consulted cannot recall a delay from this cause during their careers, beset by overhanging vegetation. Acceptance of the theory would presumably shift any consequences back onto Network Rail, whose official response is still awaited.

If the cause was just the butterfly valves, why was the assisting loco not detached at Totnes? 'Old school' operators say that, if assistance was to continue, it should have been run to the front here anyway, but it was arguably reasonable to recover time using what is now normal top-and-tail power and not risk a second incident. Readers' views are welcome.

## Paddington nonstop

As the passengers returned to their train after a booked 181 minute lunch break (coincidentally the same as the schedule from Plymouth), they were relieved to find the Class 47 had been detached and, thankfully, was to follow and not precede. *Clun Castle* made a sturdy start, the train still designated 1Z48, reaching 52mph before a Keynsham platform clearance slack, then touching 60mph and passing Bath Spa ½min early. The climb to Box steepens to 1-in-100 through Brunel's famous tunnel, my coach entering at 62mph and emerging at 51mph. See Table 2.

Running was in the upper 60mph range to Dauntsey before tackling the 1¼ mile 1-in-100 short, sharp section to Wootton Bassett Incline, taken at a minimum of 62½mph. It was taken a little too quickly in some respects, as we were now running 5min early. A South Wales express cleared Wootton Bassett Junction and the road was immediately set for us to follow. From a distance of nine coaches from the loco, it seemed our crew was determined firstly not to stop and secondly to let the IET run clear. However, the 15.13 Paddington-Bristol Parkway was supposed to have passed from Swindon towards Badminton in front of us. Instead, we waddled across the junction at 2½mph, meaning the pair of Class 387 EMUs (Nos. 387147/153) lost 5min, not regained.

From a selfish viewpoint, the strategy worked because we were checked to only 50mph at Swindon before running the 16 miles from Bourton to Steventon in fine style at an average of 75mph. We were booked to be diverted onto the up relief line from Didcot, which was performed smartly at 52mph, but it was surprising to have been given the road ahead of the 25min late 13.25 Manchester Piccadilly-Bournemouth, which was passing Didcot North Junction.

The train ahead of us was 2P59, the 16.38 Didcot Parkway to Paddington, due to arrive Reading 17.01 and leave at 17.13, so it seemed our crew was determined not to reach Reading much before 17.15, aiming to lose 4½min if we were to pass on time. And do not forget we were followed by our light engine. This was worse than unfortunate for the CrossCountry 'Voyager', which snapped at the Class 47's heels all the way and lost 18 min, arriving at Reading 43min late. Had we followed the 'Voyager', we might have had the briefest of stops and still passed Reading at the same time. If this analysis is correct, it does not help main line steam preservation to foster allies.

## Final fling

From Reading we were turned out onto the up main line at 29mph and, after having accelerated, we then slowed to 30mph at Slough. In a surreal moment at Maidenhead our assisting loco No. 47773, using the up relief line, drew level with us. But then it followed two EMUs, one of which was 2P59 that we had avoided at Reading, which was to be inserted between the steam special and the following 12.15 Penzance-Paddington, itself 19 late at Reading and 33 late into Paddington.

In fact, the eight trains that followed us into the London terminus (plus two Heathrow Expresses) in the half hour after our arrival lost an average of 10min each on their Reading departure times. However, time would have been lost anyway owing to congestion, and the steam special itself was close to its path, losing only 1½min from Twyford to Ladbroke Grove. No. 7029 was checked by the punctual departure of the 17.55 Heathrow Express before nestling up close to the buffers at Platform 8, four minutes late.

'The Great Western' charter had suffered its share of tribulations over the two-day tour. There had been disappointment over the amount of diesel assistance, balanced by delight in notching up over 250 miles of solo 'Castle' running, a feat that would have left the 1964 tour participants incredulous had they been given a peek 60 years into the future. ■

**Table 2**
**Bristol Temple Meads to Paddington**

| | | | | |
|---|---|---|---|---|
| **Loco** | Castle 4-6-0 No. 7029 *Clun Castle* | | | |
| **Load*** | 9/318/360/500 | | | |
| **Train** | 09.31 Plymouth-Paddington | | | |
| **Date** | May 11, 2024 | | | |
| **Recorder/ Position** | J Heaton 9th of 10 | | | |
| **Miles** | **Timing Point** | **Sch** | **M S** | **M P H** |
| 0.00 | BRISTOL T M d | 0 | 0 00 | Pfm 15 T |
| 0.45 | Bristol E. Jct | 1½ | 2 15 | 18 |
| 0.90 | N. Somerset Jct | 3 | 3 18 | 28 |
| 2.75 | St Annes No 3 TEP | | 6 10 | 48/52 |
| 4.69 | Keynsham | | 8 40 | note 30 |
| 6.76 | Saltford TEP | | 11 31 | 51/60 |
| 9.60 | Twerton Short TEP | | 14 29 | 59 |
| 10.58 | Oldfield Park | | 15 29 | 51/21 |
| 11.59 | BATH | 18 | 17 19 | note 23 |
| 13.91 | Bathampton Jct | 22½ | 20 33 | 54/66 |
| 17.50 | Box TWP | | 24 13 | 61½ |
| 19.33 | Box TEP | | 26 12 | 51½ |
| 22.35 | Thingley Jct | 32½ | 29 11 | 69 |
| 24.53 | CHIPPENHAM | 36½ | 31 13 | 50 |
| 30.68 | Dauntsey | | 37 11 | 70/62½ |
| 33.19 | Wootton B. Incline | [1] | 39 22 | 64/sigs2 |
| 35.39 | Wotton B. Jct | 48½ | 49 05 | 28 |
| 41.19 | SWINDON | 56½ | 57 39 | 53 |
| 46.10 | Bourton | | 62 12 | 73½ |
| 46.98 | Shrivenham | | 62 55 | 73½ |
| 51.94 | Uffington | 67½ | 66 55 | 75 |
| 54.65 | Challow | 70½ | 69 05 | 75 |
| 58.05 | Wantage Road | 72½ | 71 47 | - |
| 61.95 | Steventon | [1] | 74 51 | 75 |
| 65.35 | DIDCOT P | 79½ | 77 50 | sigs54/43 |
| 70.01 | Cholsey | | 83 37 | 52 |
| 73.73 | Goring | 89 | 87 40 | 57/58 |
| 76.94 | Pangbourne | | 93 03 | 30/23 |
| 79.83 | Tilehurst | (3) | 97 54 | 45 |
| 118.48 | Scours Lane | | 99 07 | 43/sigs22 |
| 82.50 | READING | 103 | 103 10 | 14/60 |
| 87.44 | Twyford | 109½ | 110 31 | 29 |
| 94.21 | Maidenhead | 118½ | 117 37 | 71 |
| 96.03 | Taplow | | 119 09 | 71 |
| 97.55 | Burnham | | 120 26 | 68 |
| 100.04 | SLOUGH | 121½ | 123 30 | note 30 |
| 102.23 | Langley | | 126 20 | 56 |
| 103.74 | Iver | | 127 51 | 65 |
| 105.24 | West Drayton | | 129 12 | 69 |
| 107.54 | Hayes & H | 129 | 131 12 | 69 |
| 109.39 | Southall | 130½ | 132 44 | 73½ |
| 111.13 | Hanwell | | 134 10 | 72 |
| 113.31 | Acton West | 134 | 136 04 | 61 |
| 114.24 | Acton Main Line | [1] | 136 59 | 57/sigs29 |
| 116.68 | Ladbroke Grove | 138½ | 140 40 | 38/ sigs2/20 |
| 118.33 | PADDINGTON a | 143 | 146 34 | 52 |

*=Vehicles/tare/gross tons/incl. loco
'note' Platform clearance speed restriction
[1]= 1min recovery time. (3)= 3min pathing time

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**PAUL BICKERDYKE, EDITOR**

GBRf's Colas-liveried 'Tug' No. 60076 passes Hetton, north of Skipton, with the 10.24 Hull Dairycoates to Rylstone empty stone train on June 14. CHRIS GEE

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# Farewell shed, hello works

**The once-mothballed Bletchley depot is being transformed into a compact 'railway works' facility, as Phil Marsh reports.**

AFTER being largely disused for more than a decade from 2007-2018, Bletchley depot is now going through a £72 million upgrade to turn it into a works-style engineering facility for both diesel and electric units.

Bletchley was an early railway crossroads, with the London and Birmingham Railway reaching there in 1838 followed by the Bedford Railway in 1846 and the Buckinghamshire Railway (towards Oxford) in 1850. This made Bletchley an important railway junction until passenger services over the Oxford to Cambridge 'Varsity Line' were cut back to the Bletchley to Bedford ('Marston Vale') section in 1967, while the town's railway status was reduced further when Milton Keynes station opened a few miles to the north in 1982.

Before the cutbacks began, however, a modern traction depot was built at Bletchley as part of the modernisation and electrification of the West Coast Main Line. This four-road diesel and electric facility opened in 1965 following closure of the town's steam depot, and was equipped with a fuelling point, a large elevated water tower, and a swathe of partially electrified stabling sidings.

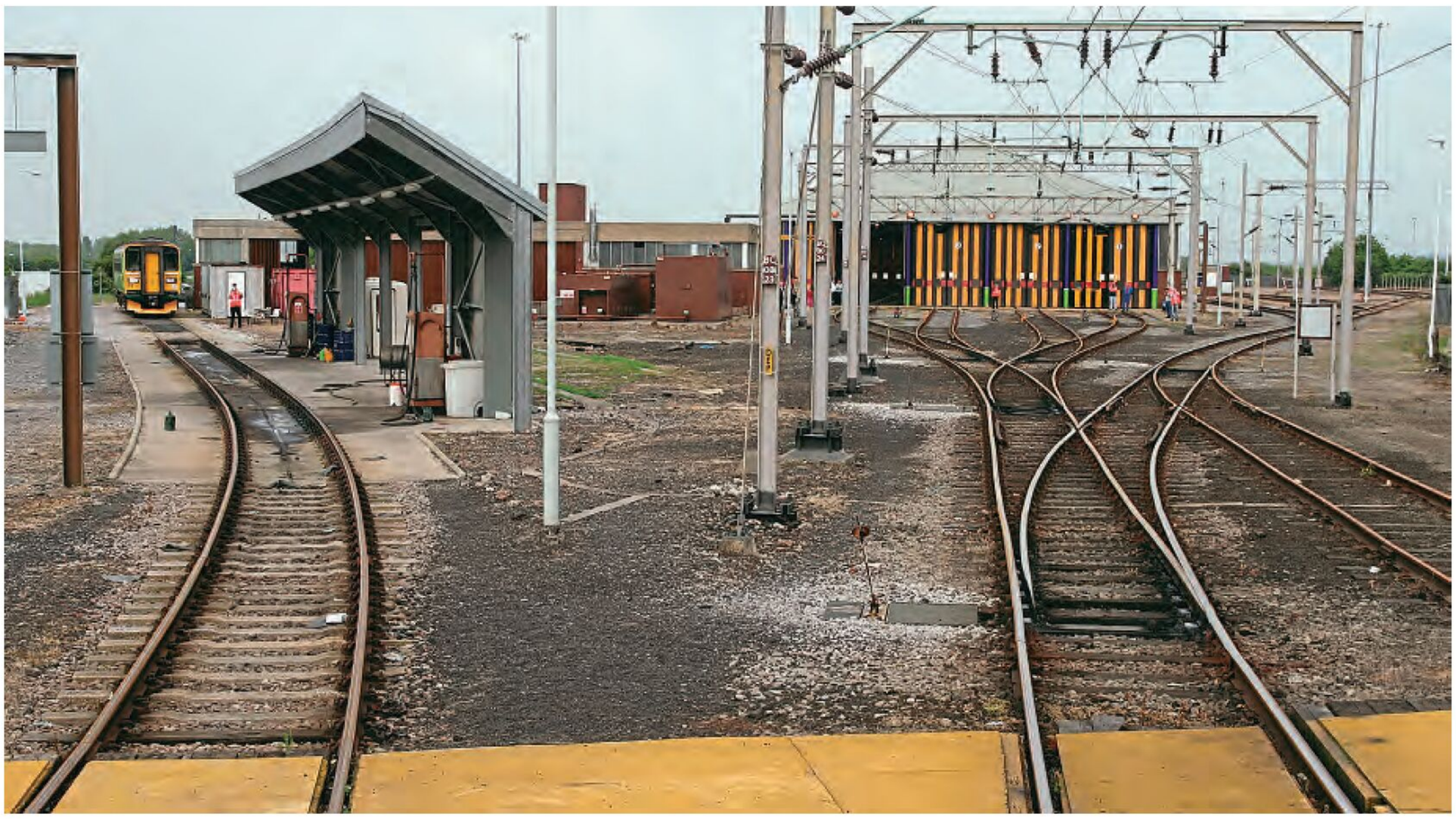
It serviced WCML electric units and Marston Vale diesel units for more than 40 years, through British Rail and into the Privatisation era under Silverlink. But an uncertain future loomed in November 2007 when London Midland took over the local passenger franchise from Silverlink and ordered a replacement fleet of Siemens 'Desiro' Class 350 EMUs, which were to be based at the newly-opened Kings Heath depot in Northampton.

The end of the Silverlink era was marked by two charters visiting the depot (the 'Silverlink Swansong No.1' and 'No.2'), while May 30, 2008 saw what was then assumed to be the final loco-hauled train to visit the shed when ex-LMS 'Coronation' No. 6233 *Duchess of Sutherland* called for a water stop and exploded ceremonial detonators on departure.

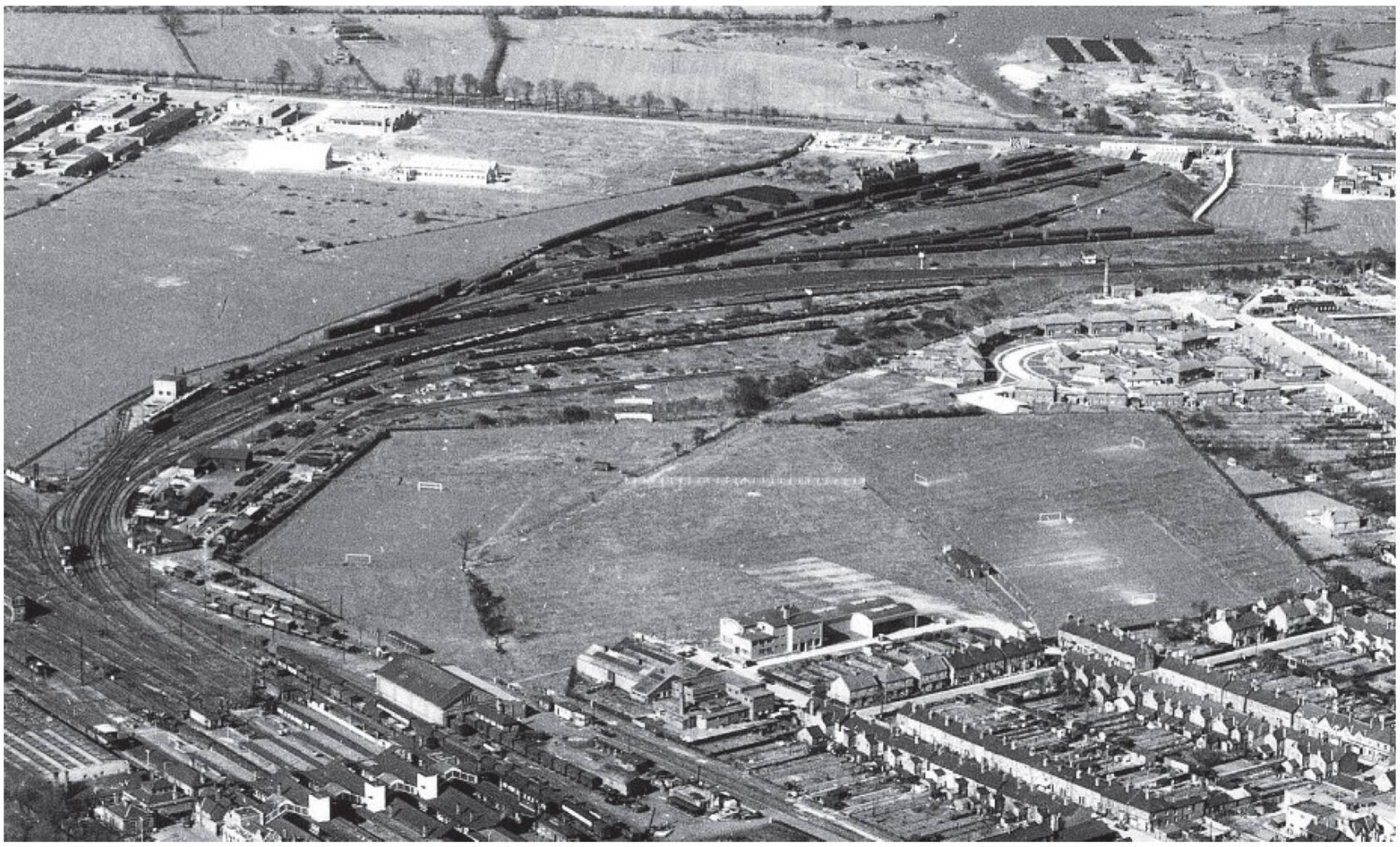
**Above:** **Inside the newly-extended depot building, looking from the extension at the eastern end back towards the original shed on May 2.**

UNLESS STATED, ALL PHOTOS BY PHIL MARSH





**Above:** A general view of the depot from the station end on May 30, 2008 – a time when it was largely unused apart from servicing the DMUs used on the Bedford services. A single-car Class 153 is on the fuelling road on the left.



**Right:** An aerial view looking north-east in the mid-1950s showing the railway land where the depot was built a decade later. Bletchley depot is in the bottom left corner, with the line to Bedford curving round to the right. Bletchley flyover, taking the 'Varsity Line' over the West Coast Main Line, would be built at the end of the 1950s.




After electrification of the southern half of the West Coast Main Line in the mid-1960s, Bletchley became home to the Class 310 (AM10) EMUs used on semi-fast services from Euston. This official shot in the carriage sidings at Bletchley shows (from left) Nos. 056, 077, 055 and three other unidentified units. BR

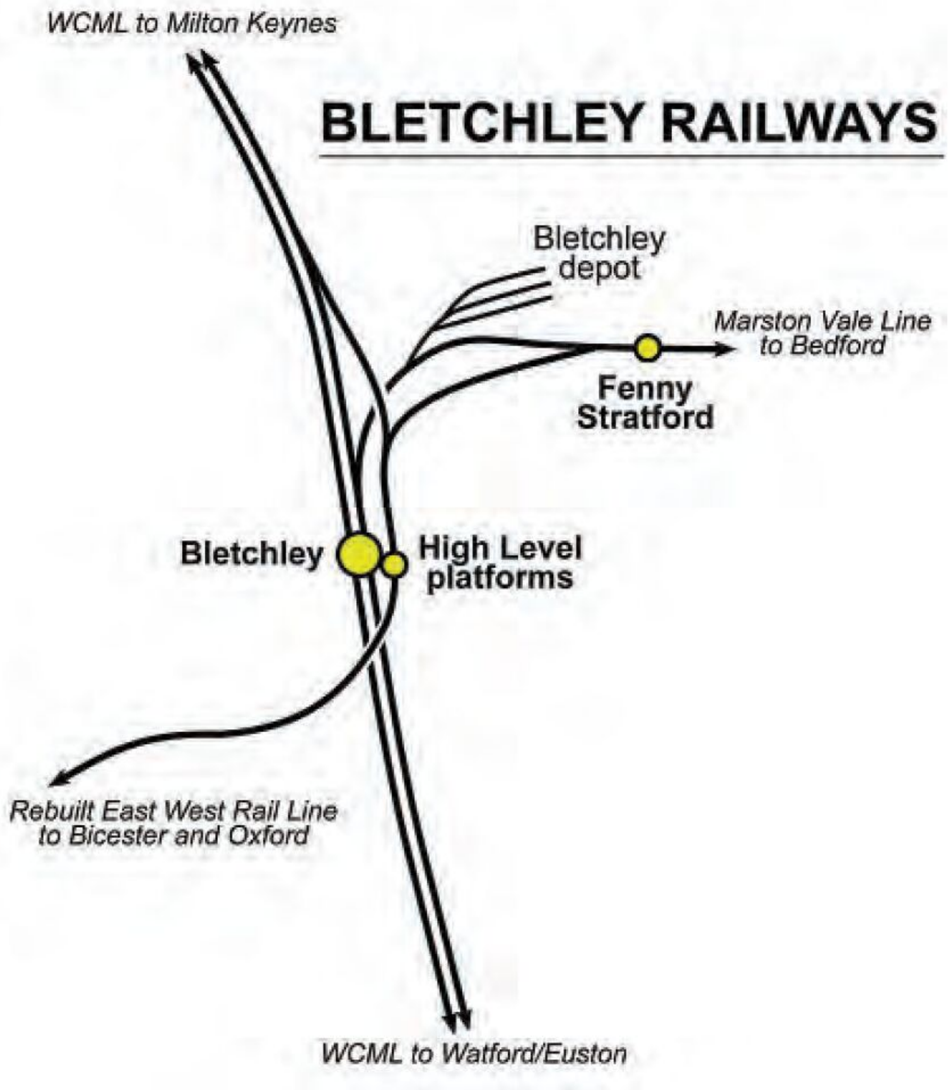



Early privatisation years during the Silverlink era sees EMUs Nos. 321420 and 321425 (the latter still in Network SouthEast livery) on shed at Bletchley on March 1, 1999. DARREN FORD

**Right:** To mark the end of the Silverlink franchise on November 10, 2007 the depot was visited by 'Hoover' No. 50049 *Defiance* as part of the 'Silverlink Swansong No. 2' railtour, which was top-and-tailed by No. 37410 *Aluminium 100*. London Midland took over the franchise and depot the next day.




**Below left:** London Midland ordered a batch of Class 350 EMUs to replace its '321s', but these were to be maintained at a purpose-built depot at Kings Heath in Northampton, while DMU maintenance was transferred to Tyseley, thus making Bletchley depot redundant. LMS 'Coronation' No. 6233 *Duchess of Sutherland* visited the disused depot for a water stop and impromptu photocall in the shed on May 30, 2008.




## A low point

There were whispers locally about the Royal Train's base being relocated from Wolverton Works to Bletchley, but this came to nothing – leaving the depot essentially just a stabling point for Bedford branch DMUs, engineering trains, and ontrack plant such as tampers.

It remained unused, apart from stabling the Marston Vale DMUs, until 2014 when Bombardier used it to commission its new Class 387 EMUs. Then Vivarail took over in September 2018 as a base to maintain its Class 230 DMUs used on the Marston Vale line, which lasted until the company collapsed at the end of 2022. This led to a hiatus in Bedford line services until three Class 150s were transferred in from Northern in summer 2023, allowing trains to start running again from February this year.

West Midlands Trains took over from London Midland in 2017 and chose Bletchley to be base for a fleet of Alstom/Bombardier Class 730/2 'Aventra' EMUs, which will mainly replace Class 350s on its services out of Euston. This led to the £72 million project, largely funded by rolling stock leasing company Porterbrook, to modernise and upgrade the depot's facilities to become the new fleet's engineering base. The work began in October 2023 and is due for completion in a year's time.

"This private financing deal enables West Midlands Trains to undertake major refurbishment of the depot at Bletchley," said WMT's managing director Ian McConnell.




**Below right:** The display of nameplates at Bletchley depot on July 26, 2007.





Class 150s returned in July 2023 ahead of their reintroduction to the Marston Vale Line, Nos. 150137, 150139 and 150141 being transferred from Northern. No. 150137 is pictured outside the depot shed on May 2, 2024.



The depot building on May 2 showing the original shed (left) and extension at the eastern end. New sidings will also be laid alongside.

"The enhancements will modernise the facility to support the roll-out of our new flagship Class 730 electric train fleet."

Porterbrook's chief investment officer Stefan Rose added: "Through private finance, we can maintain and enhance key rail infrastructure like this to continue to play an important role in the railway for many years to come."

Two Class 730s are currently on shed for driver training, with the rest of the fleet outstabled at Bletchley and Camden carriage sidings. The Class 150 DMUs continue to be maintained at Bletchley during the construction phase, having access to the shed's Road 1 overnight from 19.00 to 07.00 the following morning.

## From shed to works

When the depot was built in 1965, trains could access the shed from either end, but extension work will turn the shed into a 'works', with access through the west set of doors only. The pits in all four shed roads are being deepened, lengthened, and equipped with modern overhead lines. A synchronised jacking system is being installed to allow a complete five-car Class 730/2 to be lifted as one for heavy maintenance and overhauls, including bogie swaps using new bogie turntables.

Class 730 heavy overhauls will be further facilitated by a gantry crane and hoist, enabling roof mounted equipment – such as pantographs and HVAC (Heating, Ventilation Air Conditioning) units – to be lifted on and off. One of the shed roads has also been designated for servicing the Class 150 DMUs used on the local Bedford services plus Class 196 DMUs that will be used on future East West Rail services to Oxford, which could be operated by Chiltern Railways.

**Below:** The depot was brought back into use by Vivarail in September 2018 to maintain the Class 230 DMUs used on the Marston Vale Line until the company collapsed at the end of 2022. This view on November 25, 2020 shows the Bletchley to Bedford line in the foreground, with an unidentified Class 230 on the far left and the redundant water tower on the far right.

The shed extension will also contain a Class 730 stores area, while three new buildings provide facilities for the trains' CET (Controlled Emission Toilets), a plant room, sand store, screen wash and a general store room. Existing buildings and offices are being refurbished and a new security system installed.

Around 160 construction workers were on-site when *The RM* visited, working on the new pits and creating the exterior sidings plus associated servicing platforms and drainage systems.

Piling for the overhead wire stanchions has been carried out, with some track and pointwork installed for the new sidings, this work being accelerated for completion in ▶

**"This private financing deal enables West Midlands Trains to undertake major refurbishment of the depot at Bletchley"**



early 2025 to enable the Class 730 fleet to be stabled there.

"Class 730 maintenance and overhauls will be carried out at Bletchley, with around 50 new jobs created," said WMT's engineering director John Doughty. "The revised sidings will also be used by CAF's Class 196 units in addition to the existing Class 150s."

Principle contractor Taylor Woodrow was asked if anything interesting had been found in the siding excavation phase. Its site supervisor responded that, "There was the anticipated contamination, such as asbestos, fuel contaminants, along with bats and badgers – but no newts!"

The biggest headache was demolishing the huge water tower that spanned the boundary fence alongside the Bedford line which, despite being fitted with a filter, still produced small fish and algae when tanking trains in the 1970s. The non-wired sidings by the water tower were also previously used for stabling Chiltern's Class 115 and Bedford DMUs, with a few of these even being broken up there after withdrawal.

The new siding layout will accommodate two ten-car and four five-car Class 730 units. One siding is set aside and equipped for handwashing trains (and graffiti removal if required). A solar panel farm is also being provided within the depot on unused former siding land.

After a number of years facing an uncertain period, Bletchley depot is on the up again and now looks safe for at least a generation. ■

**Above:** An interior view on May 2 from the original shed looking towards the extension. The inspection pits are in the process of being made deeper. Road 1 is on the right.

**Below:** The depot will be home to Marston vale Class 150s, East West Rail Class 196s, and London Northwestern Railway's five-car Class 730 EMUs. Nos. 150137 and 730046 are stabled outside Bletchley shed on May 2.






New servicing platforms and trackbed being constructed on May 2.



Trackwork to lay new sidings between the shed and Bedford main line on May 2.

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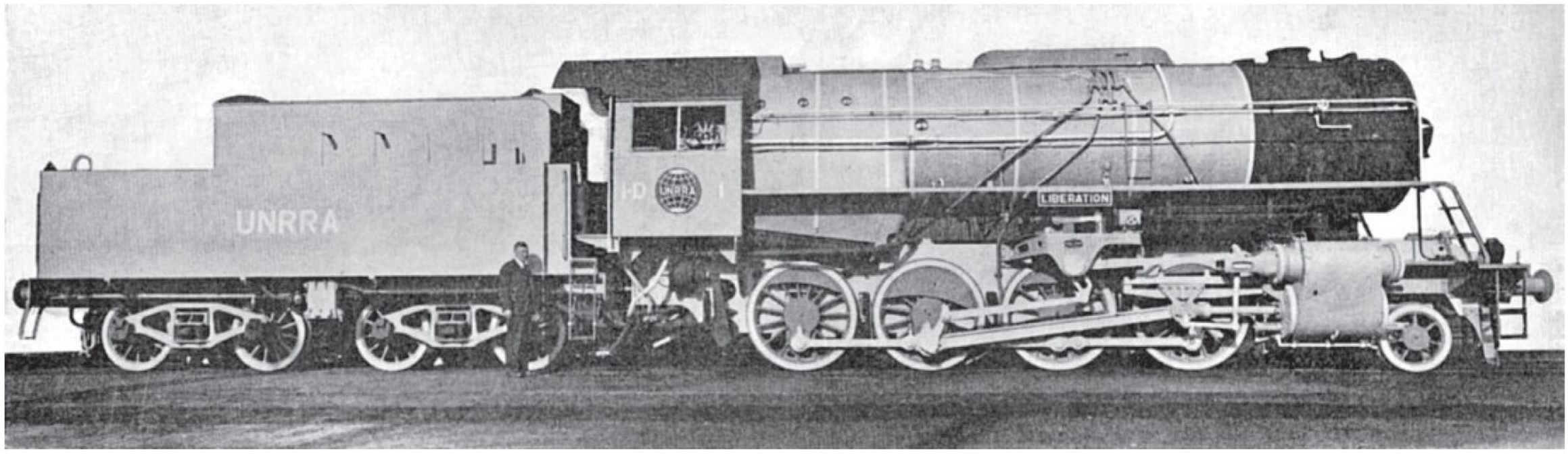
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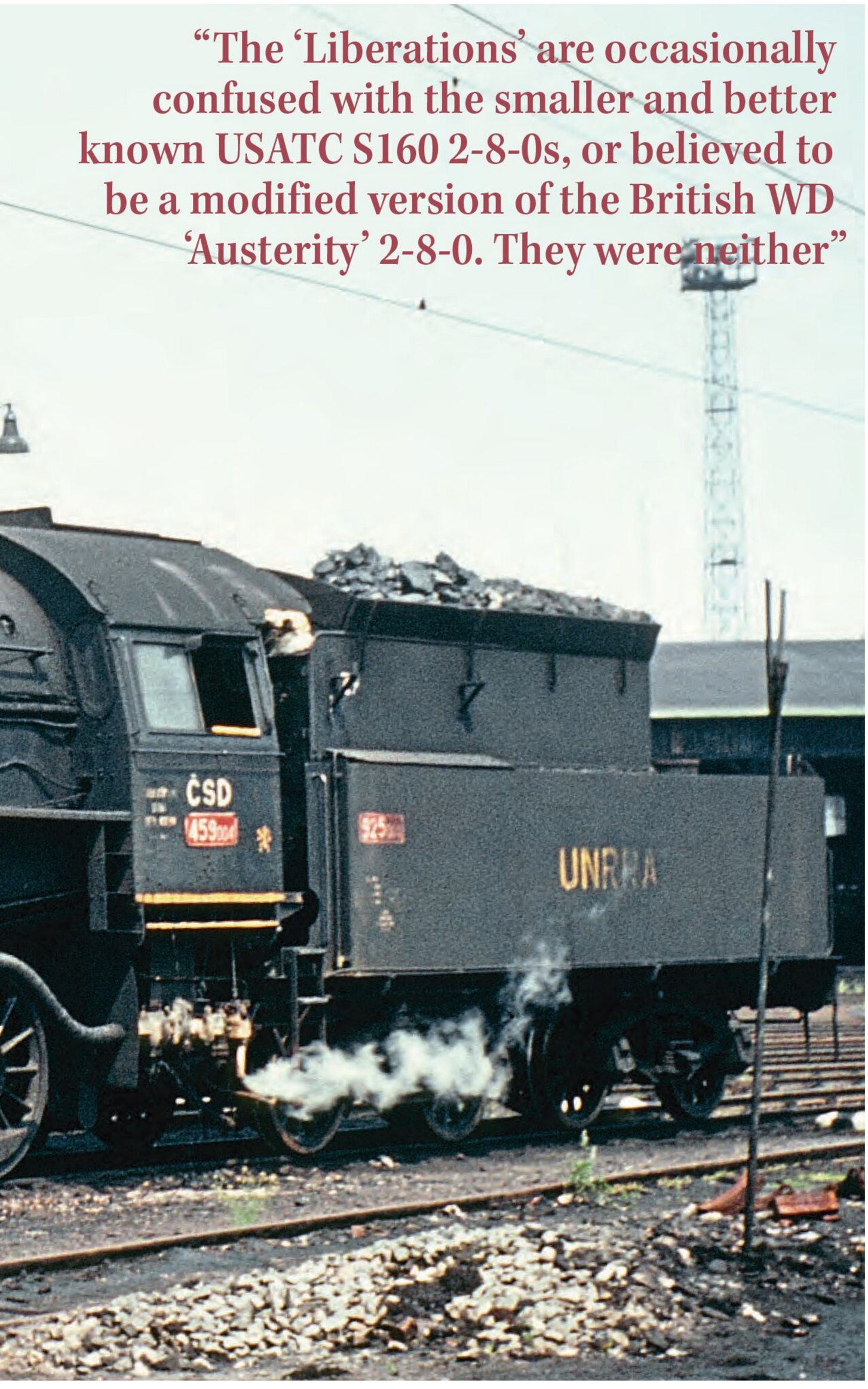
# The 'Liberation' Locomotives

**Robert Humm uncovers the fascinating history of a postwar 2-8-0 freight loco design that failed to find orders in the quantities expected, and subsequently disappeared into obscurity.**






**Above:** An official Vulcan Foundry works photo of the first built 'Liberation' No. 1D-1. ROBERT HUMM COLLECTION
**Main:** Clearly displaying its British heritage, particularly below the frames, Czech 'Liberation' loco No. 459.004 is pictured at Ceske Trebova depot in the 1960s.
JOHN SLOANE COLLECTION




**"The 'Liberations' are occasionally confused with the smaller and better known USATC S160 2-8-0s, or believed to be a modified version of the British WD 'Austerity' 2-8-0. They were neither"**

TO say that 'Liberation' locos are a forgotten type would be a serious overstatement. With just a couple of articles in the technical press at the time of their construction, plus a few brief references in later books and articles, these fine locomotives rarely impinge upon the minds of British enthusiasts.

This is hardly surprising, perhaps, as their sole appearance in this country was the short journey by road from the manufacturer to the docks, with all except 10 of the 120 built being delivered to Iron Curtain countries and withdrawn at the height of the Cold War. The only full-length book about them is in the Czech language, and even that is now hard to obtain.

It is therefore unsurprising that the 'Liberations' are occasionally confused with the smaller and better known US Army Transportation Corps S160 2-8-0s, or believed to be a modified version of the British War Department 'Austerity' 2-8-0. They were neither. The story is far more interesting than that, and requires a brief diversion into the subject of international aid.

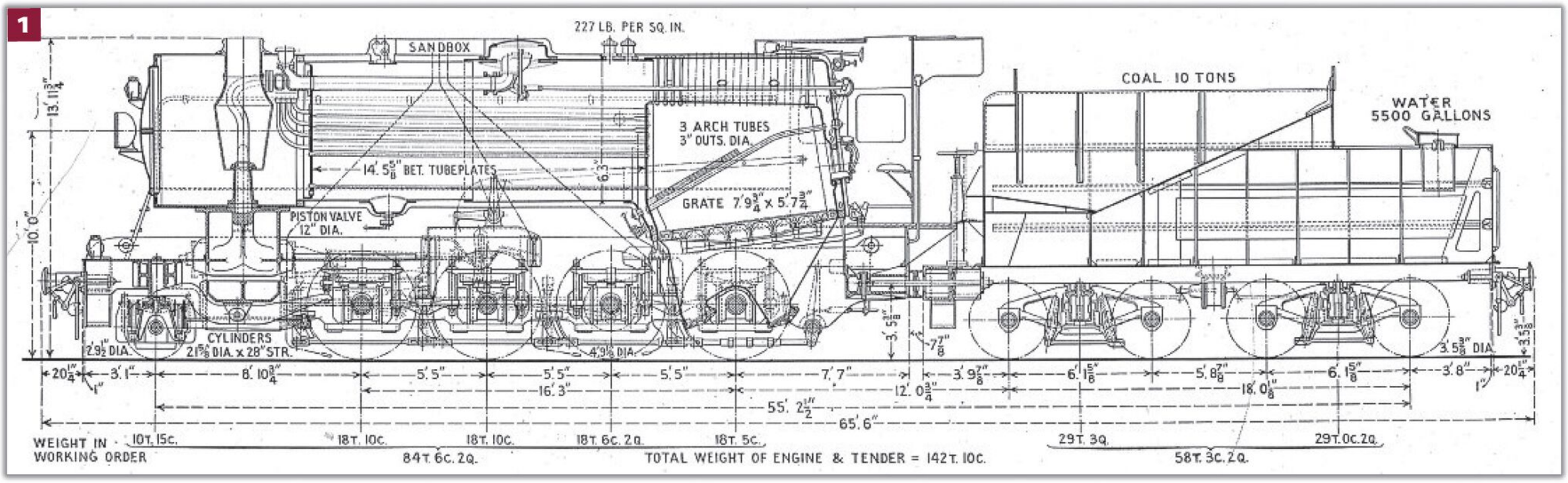
In 1943, as the tide of the Second World War slowly turned in favour of the Allies, it was recognised that exceptional measures would be needed to relieve the plight of millions of homeless refugees in the newly liberated countries of Europe. On November 9, 1943 US President Franklin D Roosevelt inaugurated a vast social welfare programme to be called the United Nations Relief And Rehabilitation Administration (UNRRA). Note that this was the first use of the term 'United Nations' for a formally constituted body, two years before the charter of the international organisation we now know as the United Nations came into effect.

## Postwar need for transportation

The immediate function of UNRRA was to provide food, fuel, clothing, shelter and medicines, to countries where there was no effective civil administration. In the slightly longer term, UNRRA also built and staffed refugee camps for the repatriation of vast numbers of displaced persons. This was a huge undertaking, including the largest single shipping business ever organised, to transport 25 million tons of supplies over a period of less than four years. The financial burden fell to the United States ($2.7 billion), Great Britain ($624 million), Canada ($138.7 million), and smaller sums from other Allied countries.

One expected problem was a shortage of motive power to move supplies from the ports to the point of use. Thousands of steam locomotives were being destroyed or disabled by bombing, partisan derailment, or the use of demolition charges to prevent them falling into the hands of advancing armies. Many others were worn out through over-use and lack of maintenance or spare parts. A new design capable of operating over the majority of standard gauge lines throughout Europe was called for.

The 'Liberation' design owes its origin to a body called the Technical Advisory Committee On Inland Transport (TACIT), comprising members of the British Government ▶




1

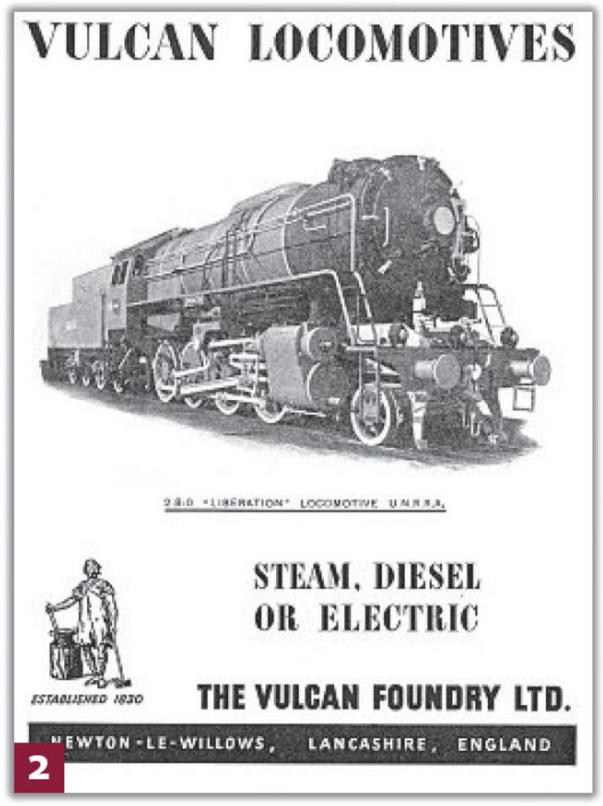
and exiled Allied governments in London. As early as 1943, the Committee was charged with the reorganisation of European transport as soon as hostilities ceased. It recognised the need for an international freight locomotive of rugged, straightforward and powerful character.

The parameters laid down were: 2-8-0 wheel arrangement; tractive effort between 40,000 and 50,000 pounds; maximum axleload of 18.5 tons; use of materials and components readily available in this country; ease of maintenance to minimise use of labour; and conformity with the Berne International Railway Loading Gauge.

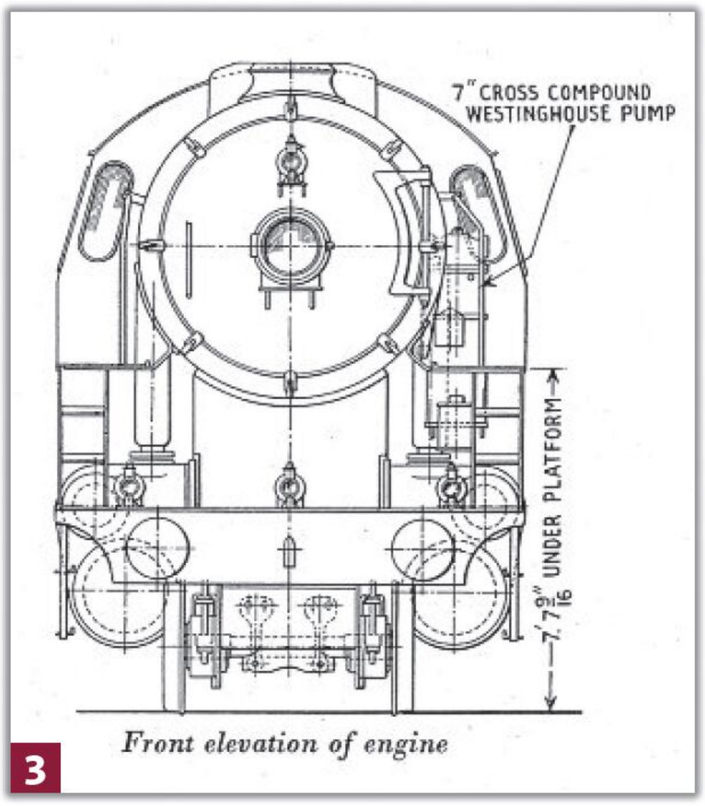
The Committee requested that the Ministry Of Supply – the government department responsible for procuring most military equipment – proceed with a suitable design. The MoS delegated the task to the Locomotive Manufacturers' Association, who in turn chose Vulcan Foundry Ltd to produce the detailed drawings and build the locomotives.

The Vulcan Foundry of Newton-le-Willows, Lancashire, was one of the most venerable locomotive builders in the country, and was generally regarded as one of the 'Big Four' in its field. The company was formed in 1830 under the title Charles Tayleur & Co, to act as a source of locomotives and general engineering products for proposed railways in South Lancashire, and to obviate the need for transport from the Robert Stephenson works in Newcastle. The name of the firm was changed to The Vulcan Foundry in 1847, which continued until the business was acquired by English Electric in 1956. The locality and trading estate south of Newton-le-Willows is still known as Vulcan Village.

During its lifetime, Vulcan built more than 6200 locomotives and was particularly strong in the pre-partition Indian market. Another notable product was the Class KF1 passenger 4-8-4 for the Chinese National Railways which, with a total weight of 197 tons, were considered to be among the largest non-articulated steam locomotives built in Britain. In the latter part of the Second World War, Vulcan built 396 WD 'Austerity' 2-8-0s, and a batch of 50 'Austerity' 0-6-0 saddle tanks for service in Europe.




2




*Front elevation of engine*

3

**1: A side elevation diagram showing the principal dimensions.** ROBERT HUMM COLLECTION

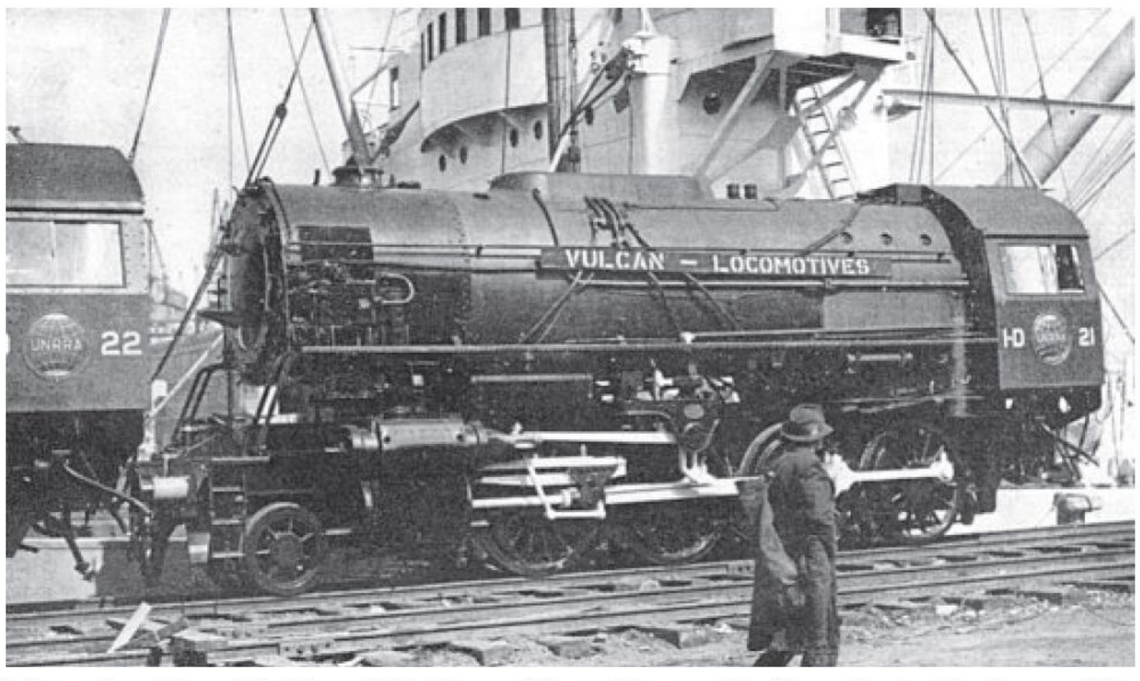
**2: A Vulcan Foundry advertisement promoting the 'Liberation' type.** ROBERT HUMM COLLECTION

**3: The front elevation diagram.** ROBERT HUMM COLLECTION

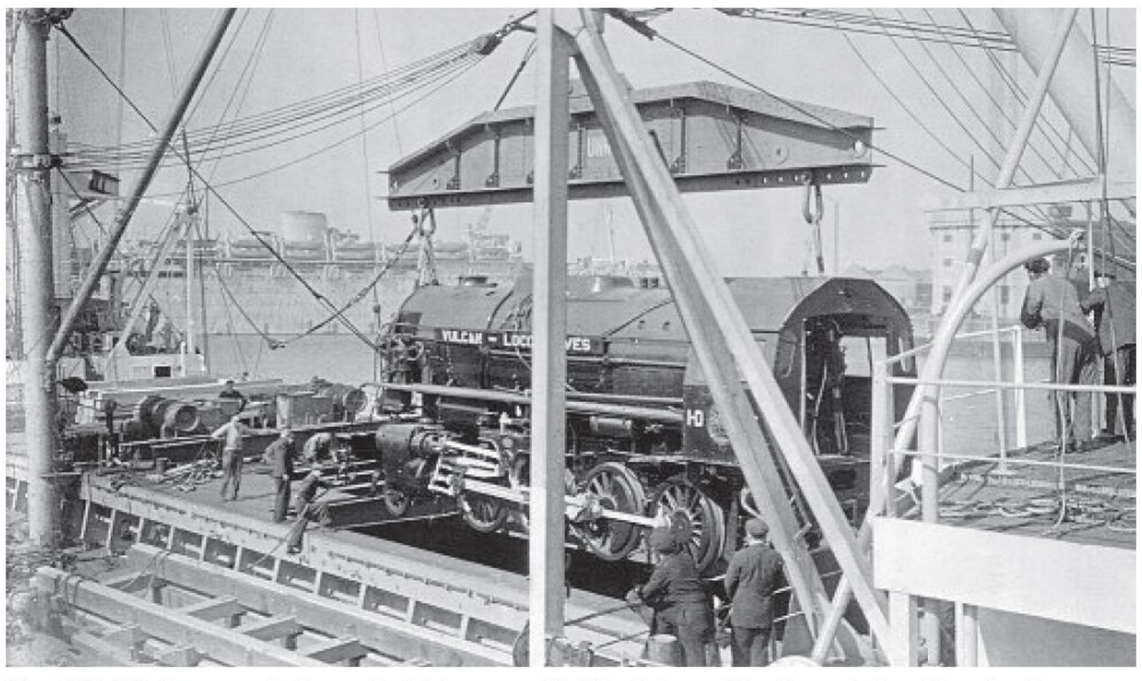
## Tower of Babel

Achieving an acceptable design of locomotive presented more than the usual range of problems. The language barrier was one. The anonymous writer in the *Railway Gazette* (though one might detect the hand of the redoubtable Brian Reed here) commented: "The old biblical story of the Tower Of Babel must at times have lived in the minds of those who had to wrestle with the requirements of several different European countries… and the need for intimate and detailed operating experiences of practically every line over which the locomotives were expected to run."

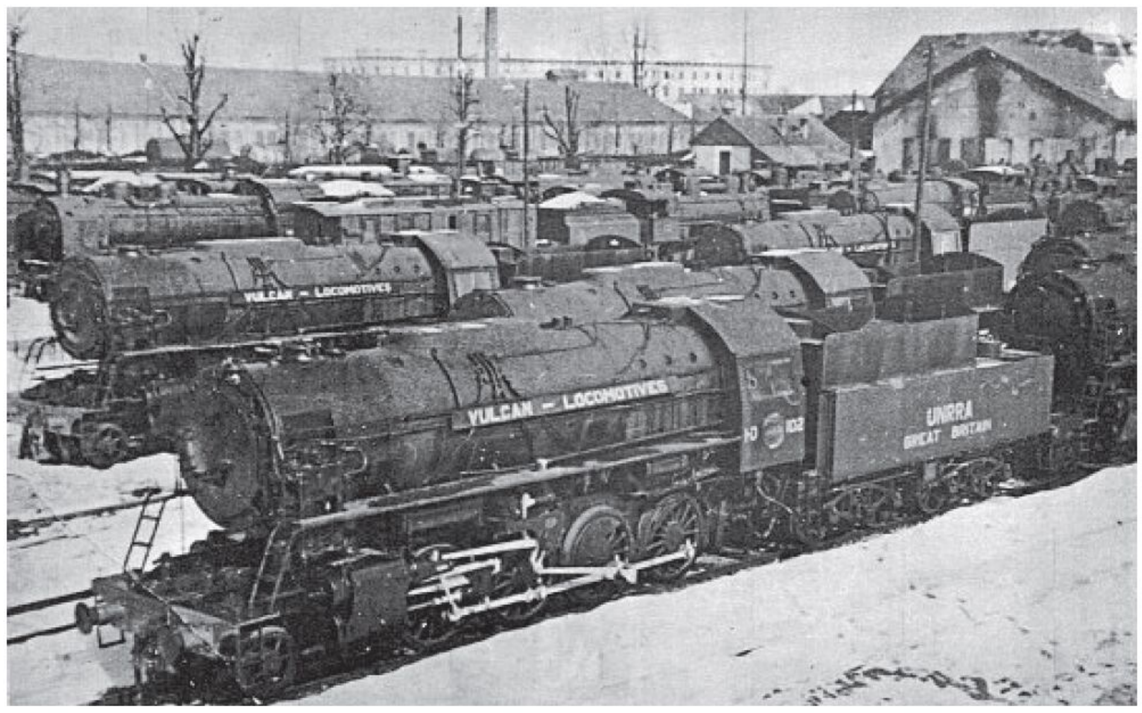
The seven countries initially involved were France, Belgium, The Netherlands, Czechoslovakia, Poland, Yugoslavia and Greece, though eventually only Czechoslovakia, Poland and Yugoslavia were to receive an allocation. Towards the end of the production run, Luxembourg acquired 10 of the class as a commercial transaction not part of the UNRRA programme.



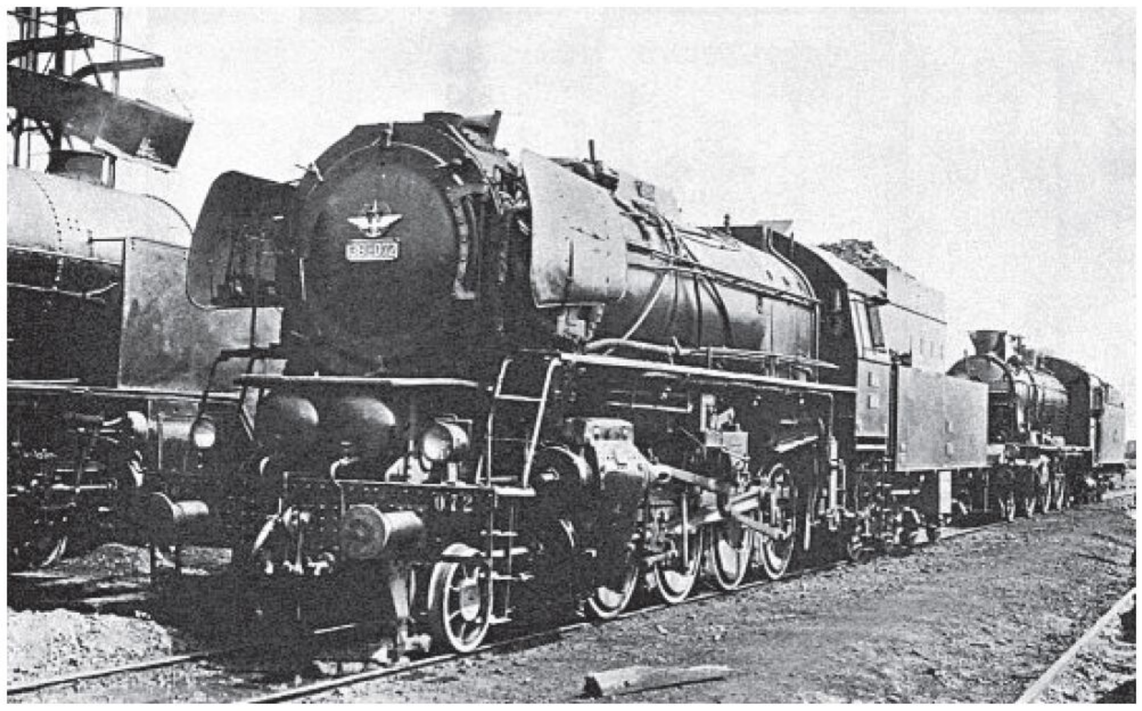

**'Liberation' Nos. 1D-21 and 1D-22 awaiting shipment to Yugoslavia. The heavy lift ship *SS Empire Wallace* is in the background.** ROBERT HUMM COLLECTION



**No. 1D-5 is lowered aboard at Liverpool's Gladstone Dock, watched by dockers and seamen.** ROGER WEST COLLECTION

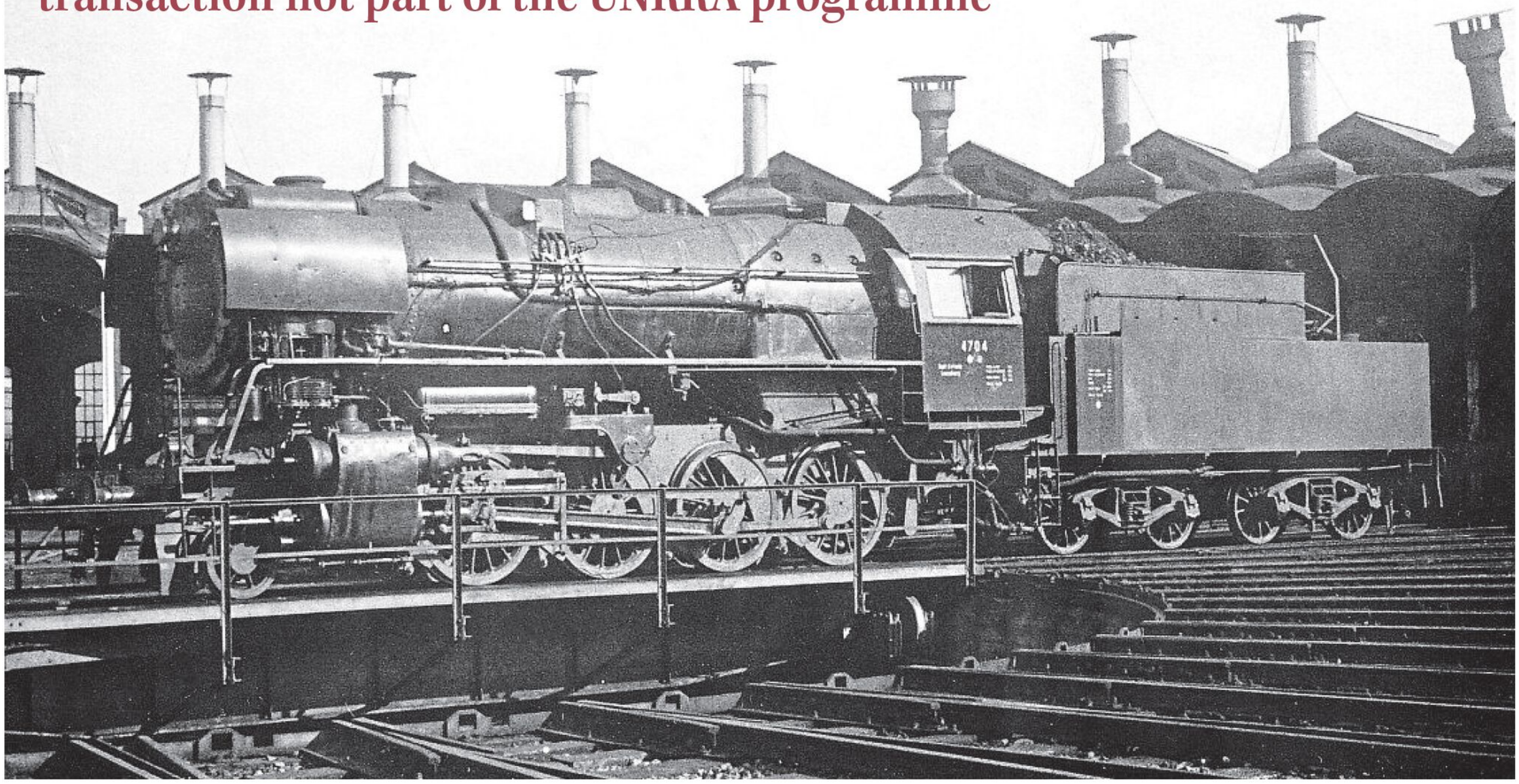



At least five Yugoslav 'Liberations' at Ljubljana (today's capital of Slovenia) shortly after delivery. In the foreground is No. 1D-102 (later JZ No. 38-057).




JZ Class 38 No. 38-072 was one of 10 close copies of the 'Liberation' type built in Yugoslavia by local builders Djuro Djakovic in 1958.

**"Luxembourg acquired 10 of the class as a commercial transaction not part of the UNRRA programme"**




Other difficulties included the limited range of raw materials and components then available to the locomotive industry, and the competing demands of the Services and War Ministries for special and urgent equipment. At the same time, Vulcan was conscious that the 'Liberations' would be a postwar advertisement for the British engineering skills.

The *Railway Gazette* again: "The Liberation locomotive to many people on the Continent will be a first introduction to British engineering construction and a better ambassador in this particular field could hardly be conceived. The care lavished on every detail of the design may bring its own reward, we hope, to the country's future export trade." It was reported that the price ex-works was £16,250 each.

What emerged from Vulcan Foundry in the second half of 1945 was a locomotive that, in the words of historian O S Nock: "Was without parallel in the long story of British locomotive engineering. After considerable initial work, the Vulcan Foundry staff drafted a preliminary design and it is a resounding tribute to their appreciation of the problems involved that the trial effort needed little modification to satisfy the exacting requirements of TACIT." Vulcan were extremely proud of these locomotives and featured them in a series of full page advertisements in the technical press.

**Above:** CF Luxembourg 'Liberation' type No. 4704 after fitting with German pattern smoke deflectors. This was the first 'Liberation' to be withdrawn in April 1961.
ROBERT HUMM COLLECTION

## Principal dimensions

The 'Liberations' were imposing yet conventional two-cylinder 2-8-0s, approximately 25% larger than any 2-8-0 built for domestic use in this country, embodying elements of British, Continental and North American practice. Total weight of the engine and tender in working order was 142½ tons and the principal features were as follows.

The locomotive bed comprised a traditional British/European steel plate frame, ridgidly stayed by cast and fabricated members of massive size. A one-piece cast steel bed – by then more or less universal in the United States for main line locomotives – is understood to have been considered but rejected on grounds of cost and likely delays in obtaining them from the principal American manufacturer.

Driving wheels were 4ft 9 ins diameter and the coupled wheelbase was 16ft 3ins. Wheels of the leading truck were 2ft 9½ins diameter, mounted in a steel frame of the ordinary swing link pattern with 10ins sideplay, allowing the ▶

locomotive to negotiate curves of 330ft (100 metres) radius. Total wheelbase of the locomotive was 25ft 1¾in. Tyres were of Continental cross-section secured by retaining rings.

The parallel boiler was 6ft 3in diameter and mounted at the maximum height above rail level, 14ft, allowed by the generous Continental loading gauge. This permitted the round-topped wide firebox to sit above the rear driving wheels – a feature first seen in a British locomotive in the Riddles 2-10-0 'Austerities' and later adopted for the BR Standard Class 9F. Boiler pressure was 227 pounds per square inch, grate area 44 sq ft and tractive effort by the standard method calculation was 43,800 pounds. The inner firebox was copper in accordance with traditional British practice and radially stayed as in American practice. The boiler was lagged with an asbestos mattress.

Cast iron cylinders were 21¾in diameter. Efforts were taken to streamline the flow of steam into and out of the cylinders, and the locomotive was free-running as a result. Cylinder lubrication was by means of a 10-feed Wakefield mechanical lubricator mounted on the right-hand motion girder. Slightly simplified Walschaerts valve gear was designed to provide a straight line drive from the eccentric crank to piston valve spindle.

Westinghouse automatic air-brake equipment was fitted. Mounted on the right-hand side of the smokebox was a J Stone & Co turbo generator to provide current for the 14-inch headlight at the centre of the smokebox, front and rear marker lamps, cab and bunker lights, and plug-in points for inspection lamps beneath the running boards and on the smokebox front plate.

The cab was of welded steel construction with noticeable sloping sides. The footplate was of wood and the roof was wood lined. A feature not seen in domestic locomotives was a steel backplate with a central cutout, across which a canvas curtain could be drawn in bad weather. The backplate stiffened the cab structure and reduced vibration.

The large tender comprised a welded steel tank and bunker mounted on a riveted frame of rolled steel channels and carried on a pair of American type cast steel bogies, used for the first time in British construction. They incorporated axleboxes cast integrally with the diamond-frame side members.

## Numbering and delivery

All locomotives except the Luxembourg batch carried a unique UNRRA reference number running in a single sequence from No. 1D-1 to 1D-110. A cast metal identifier, comprising a low relief globe and the letters UNRRA, flanked by the locomotive number, was affixed beneath the cabside window. In the course of time these symbols tended to disappear, though some Yugoslav examples retained them up to withdrawal.

The 10 Luxembourg (CFL) locomotives were delivered as an ordinary commercial transaction between Vulcan and the State Railway, and were not numbered in the UNRRA series.

All 120 locomotives were given a Vulcan Foundry works number in a single series 5357-5476, presumably cast in one lot. The first 30 were dated 1945 and the rest, it appears, 1946.

Original livery details are sparse to the point of non-existence. The author has yet to discover a contemporary colour photograph. Black and white photos indicate that the smokebox, cylinders, frames, and components beneath the running board were black and the boiler, cab and tender sides were dark grey or lead colour.

All locomotives were taken by road from Newton Le Willows either to Birkenhead Docks or to Gladstone Dock (Liverpool), mainly by the heavy haulage contractor Edward Box Ltd, and then craned onto the delivery ships. During delivery, a large advertising board 'Vulcan – Locomotives' was fixed to the boiler handrail.

In Czechoslovakia, the State Railway system (CSD) was allocated 15 'Liberations' numbered Nos. 1D-50 to 1D-64, Vulcan Foundry works Nos. 5406 to 5429. CSD allocated the

**Below: Czech 'Liberation' No. 459.006 at Ceske Trebova depot in the 1960s.** JOHN SLOANE COLLECTION



**"Spending billions of dollars on aid to countries fundamentally opposed to American beliefs and values was hardly a vote winner"**




1




2



3




4

class number 549.xxx. All were received in July 1946, which indicates a single ship consignment. The port of delivery is believed to have been Hamburg. With the exception of No. 1D-61 (594.012), withdrawn in February 1962, the entire class lasted into the early 1970s, the last to go being No. 1D-54 (549.005) in September 1982.

The Yugoslavian State Railway system (JDZ) were allocated 65 'Liberations', well over half the total, numbered Nos. 1D-1 to 1D-30, 1D-65 to 1D-83 and 1D-95 to 1D-110. VF works numbers were Nos. 5357-5386, 5421-5439 and 5451-5466 respectively. JDZ gave them the class number 38-xxx and numbered them in a single sequence Nos. 38-001 to 38-065. Twenty-five of the first 30 locomotives and five tenders were shipped from Birkenhead Docks aboard the new Ministry of War Transport heavy-lift ship *SS Empire Wallace* (7800 tons GRT) from whence they were delivered to the Adriatic port of Trieste in late May 1946. The remaining five locomotives and 25 tenders followed shortly. They all entered service from June 2-11, 1946.

The 'Liberations' were highly regarded in Yugoslavia, the ultimate accolade being an order in 1957 given to local locomotive builder Djuro Dakovic Industrija Lokomotiva of Slavonski Brod for a further 10. Apart from minor details and components, they were identical to the Vulcan Foundry model. They were fitted with German-pattern smoke deflectors and had tenders of enlarged coal capacity. The DD works numbers were Nos. 602/57 to 611/57 with running numbers Nos. 38-066 to 38-075. Withdrawal dates are unknown.

Polish State Railways (PKP) was allocated a total of 30 locomotives, Nos. 1D-31 to 1D-49 and 1D84 to 1D-94 (Vulcan Foundry works Nos. 5387 to 5405 and 5440 to 5450). PKP classified them type Tr202 and numbered then in a single sequence No. Tr202.1 to Tr202.30. They were shipped from Birkenhead as one consignment, arriving at the port of Gdynia on November 1, 1946. Allocation was chiefly to the heavily industrialised region of Lower Silesia, where their capabilities compared favourably with the Class Ty45 2-10-0s. The first to be withdrawn was No. Tr202.29 in 1971 and the last was No. Tr202.10 in 1976. After withdrawal, several saw further service as stationary boilers.

The 10 locomotives purchased by the Luxembourg National Railways (CFL) were the last of the production run. They were Vulcan Foundry works Nos. 5467 to 5476, CFL running numbers Nos. 4701 to 4710. They were shipped as a single consignment, arriving at Antwerp on December 6, 1946. They were also the first 'Liberations' to be withdrawn. With advancing electrification, and being a non-standard class for the country, they were declared surplus to requirements and taken out of service between April and November 1961.

**1: 'Liberation' No. 1D-97 in Yugoslavia.** MARC DAHLSTROM/ROGER WEST COLLECTION

**2: A close-up of Czech 'Liberation' No. 459.013, believed to be at Ceske Trebova depot in the 1960s.** JOHN SLOANE COLLECTION

**3: JZ Class 38 No. 38-064 (UNRRA No. 1D-109) at Zagreb on August 27, 1967.** JOHN SLOANE

**4: A rear view of No. 38-064 at Zagreb.** JOHN SLOANE

## Preservation loss

None of the CFL 'Liberations' survived. In Czechoslovakia, the last of the class No. 549.005, referred to previously, was seen stored derelict at Kolin depot in 1981, believed earmarked for the national collection. There must have been a change of mind as it no longer appears in recent lists.

In Yugoslavia, all the VF-built examples were broken up. One unidentified member of the class was noted at Nis depot for filming purposes, but no longer features in lists of preserved steam locomotives. Of the Djuro Dakovic contingent, No. 38-072 survived at the rear of the roundhouse at Belgrade "in bad order with a young tree growing through the boiler" and was still there as recently as 2008.

That leaves Poland. In 1985, four 'Liberations' survived as stationary boilers at various industrial plants – including No. Tr202.19, which was selected and saved for the PKP national collection. Some restoration work was carried out. In 2008, the present writer discovered this locomotive at the Chabowka museum depot in southern Poland, held in open storage with signs of weathering once more apparent.

In the mid-1980s, British railwayman Sheridan ▶






Mazurek raised with the National Railway Museum the question of repatriating one of the other surviving PKP 'Liberations' for the National Collection to represent best practice in late-period British locomotive manufacture. At first the NRM seemed enthusiastic, and a small party travelled to the depot at Leknica (close to the East German border) to examine No. Tr202.28, thought to be the best of the rest.

The report was favourable, but price was the stumbling block. The Polish export bureau wanted £16,500, added to which was the cost of shipping, UK port charges, import duties, road haulage to York, and the cost of restoration, all of which was estimated to exceed £30,000. After a degree of head-scratching, the NRM decided it was unaffordable in the light of their existing commitments. Nor could Mazurek contemplate a private rescue that was unlikely to appeal to the average British enthusiast, for a locomotive that at best could only become a static display. Thus passed an historic opportunity.

## Why so few?

The 'Liberations' were clearly intended for mass production, perhaps into four figures. A total of 120 were unlikely to make more than a marginal difference to the European motive power stock. So what went wrong?

Athough the French delegation made its contribution to TACIT, France decided that a heavy-slogging freight locomotive was unlikely to meet its needs. What SNCF required was a versatile mixed-traffic locomotive suitable for all but the fastest expresses and a variety of merchandise freight trains. The outcome was the 141R Class of 2-8-2, of which more than 1300 were ordered from all three of the principal United States builders (Baldwin, Alco and Lima), possibly encouraged by a soft loan from the US government.

A second factor was the existence of vast quantities of war surplus locomotives of German, American and British origin, of which the Reichsbahn Class 52 – the famous 'Kriegslok' – was the most important. Conceived as a stripped down, war economy version of the prewar Class 50, the '52' went into crash production following the disastrous winter of 1941-42, when the Wehrmacht offensive on the Eastern Front was hampered by a critical shortage of motive power.

What followed was a programme unprecedented in locomotive history. In the short space of 2¼ years, 13 locomotive works in Germany, Austria and the occupied territories, and 25 major sub-contractors managed to turn out some 6200 complete Class 52 locomotives. That was despite disruption caused by the Allied air offensive and a critical shortage of metals also required for other German military production.

While the TACIT planners might have been aware of the Class 52 building programme, it is unlikely they would have known of the sheer quantity produced. The outcome was that, after the cessation of hostilities, Europe was awash with nearly new, low axle-load (15 tons) freight locomotives ideal for use on lightly-built routes and across hastily repaired bridges. Added to this, Class 52 construction continued postwar with a further 500 being built up to 1951 – more than four times the entire 'Liberation' output. In effect, the 'Kriegsloks' solved the anticipated motive power shortage in many countries.

The United States' contribution to the European theatre was the Class S160 2-8-0, of which some 2200 were built. At the war's end, there was little economic sense in shipping them home. They were rather small by domestic American standards and most of the railroads wanted to buy new diesel power anyway, not second-hand steam, so large numbers were donated or sold at low prices to European railways. Recipients included Italy (244 locomotives), Yugoslavia (65), Austria (30), Greece (27), Hungary (510), Czechoslovakia (80) and Poland (575).

Postwar, the British WD 2-8-0 and 2-10-0 locos were required at home, though 234 of the 2-8-0s and 103 of the 2-10-0s were loaned, later sold, to the Netherlands Railways.

A third factor working against the prolongation of the 'Liberation' building programme was that most of the intended recipient countries had become client states of the Soviet Union. The US presidential elections fell due in November 1947, with incumbent Harry S Truman seeking a second term. Spending billions of dollars on aid to countries fundamentally opposed to American beliefs and values was hardly a vote winner, and the whole UNRRA project was wound up in June 1947. Humanitarian aid responsibilities were passed to other UN agencies. Optional extras, including locomotive supply, fell by the wayside and at that point the 'Liberations' became a doomed species. ■

**1:** JZ Class 38 No. 38-051 (UNRRA No. 1D-11) at Zagreb on August 27, 1967. JOHN SLOANE

**2:** JZ No. 38-033 plods through Svilengrad towards the Bulgarian-Greek border on August 24, 1969. JOHN SLOANE

**Below:** Polish 'Liberation' No. Tr202.19 pictured in store at the Chabowka Museum depot, Southern Poland, on June 18, 2008. ROBERT HUMM

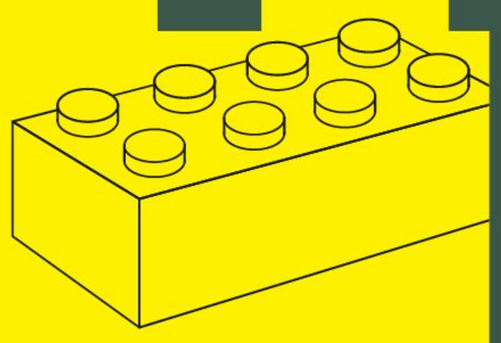


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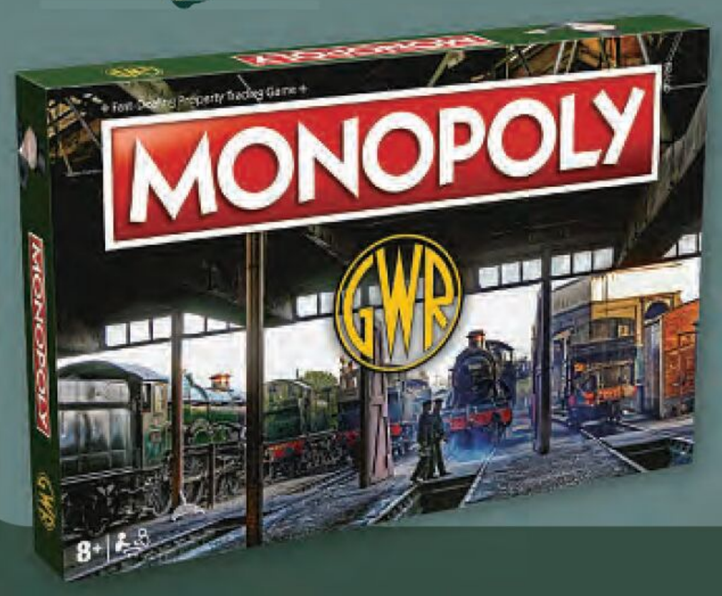

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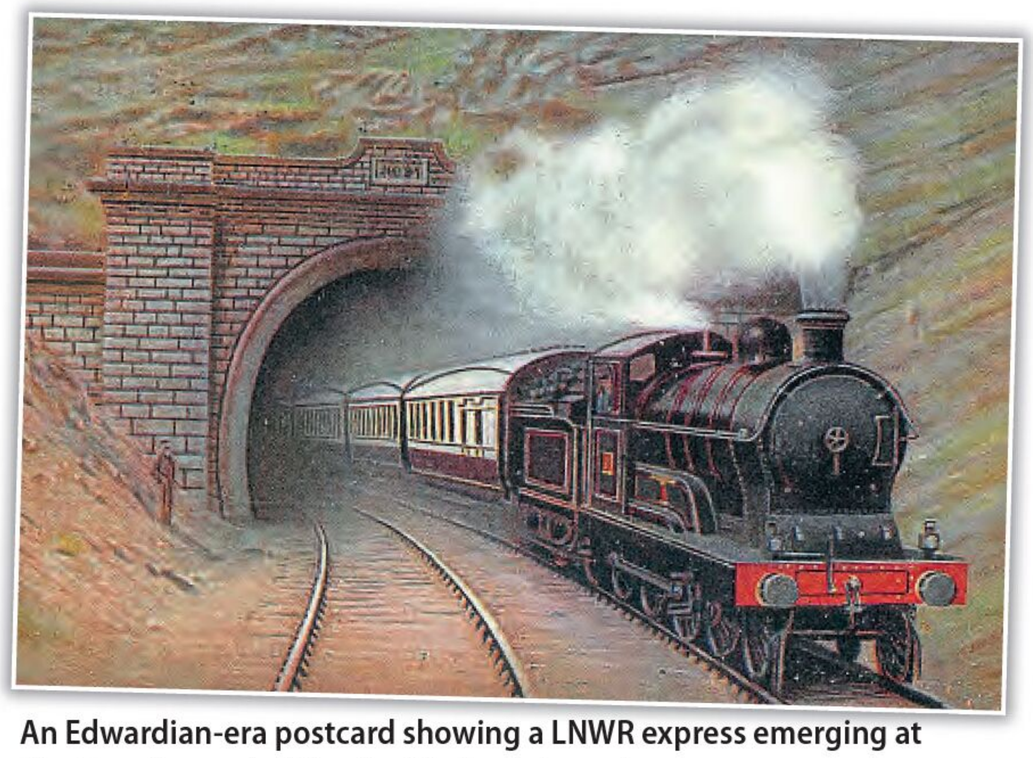
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# ‘Trubble at t’Tunnel’

**With the Transpennine Route Upgrade in full swing, John Heaton FCILT examines five rail accidents from earlier times centred on Standedge Tunnel.**



An Edwardian-era postcard showing a LNWR express emerging at the Marsden end of the double-track tunnel.

IT was nearly midnight at Huddersfield on August 12, 1866 as the Normanton to Bangor mail train approached the station, its chief stopping point in the West Riding of Yorkshire.

This train normally loaded to just three vehicles: a post office sorting van, a passenger coach and a brake. It was an important train – light and fast, at least by the standards of the era and route.

On this night though, it was struggling. It had incurred a 44-minute late start waiting for a tardy North Eastern Railway connection and marshalling the train for extra traffic, as a military event resulted in the need for no less than 13 extra coaches, plus two horse boxes.

The authorities were clearly concerned about the train’s potential lack of progress up the mainly 1-in-105 gradient from Huddersfield to Marsden, and three-mile run through Standedge Tunnel to Diggle on the Lancashire side. An additional loco was waiting at Huddersfield to assist at the front of the train, and a supplementary brake van (consistently referred to as ‘break’ vans in the Board of Trade contemporary reports) was to be provided.

London & North Western Railway (LNWR) No. 517 was the additional loco, but it was not in the best of shape. An unequal struggle on the initial 1-in-96 to Gledholt meant the engine had, as inspecting officer Tyler so graphically put it, ‘proved itself useless for want of steam’. The recalcitrant engine was detached at Golcar and sent back to Huddersfield Hillhouse shed (more often called Hill House in those days), for replacement 2-4-0 Allan Goods No. 203 *St. George* to be summoned to the rescue.

On top of the initial lateness, the best part of an hour had been lost over the three miles from Huddersfield to Golcar, then the loco swap resulted in the Bangor mail presenting itself at the top of the continuous seven-mile gradient to Marsden some 165 minutes late.

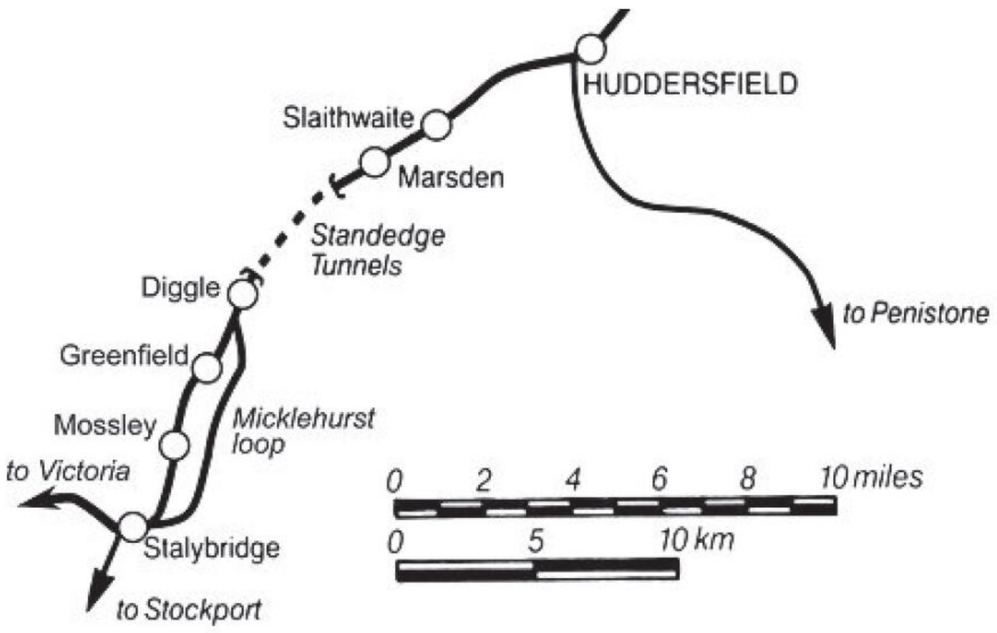
In 1866 there was just one single-line rail tunnel at Standedge – the ‘Nicholson’, named after the contractor who built it. A second single-line tunnel the ‘Nelson’ (the name being similarly derived) would take a further four years to be completed, while a third and double-track tunnel – which is the only one still in use today – did not open until 1894.

## Method of operation

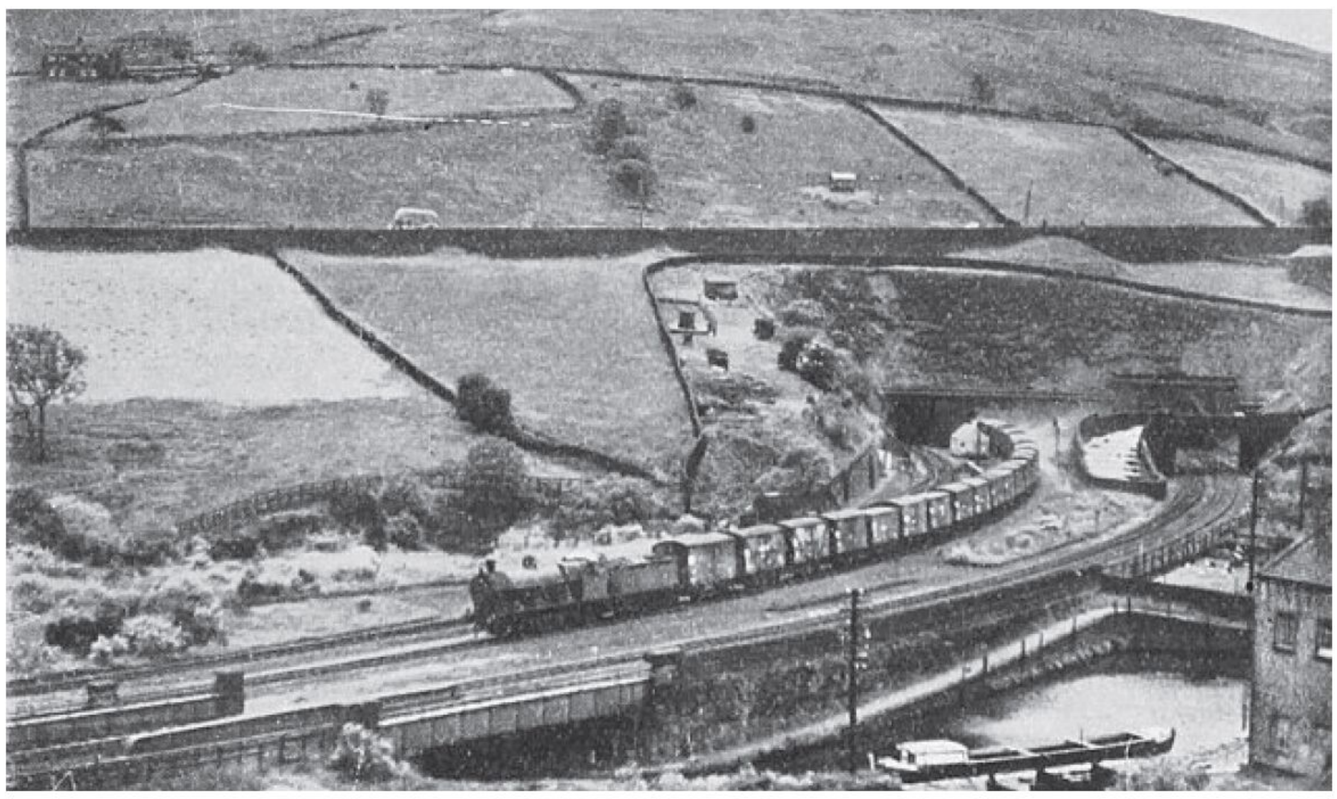
The method of operation in 1866, some 18 years after the tunnel’s opening, mirrored that of the parallel 1811-built single-bore canal tunnel. Entry to the canal tunnel was regulated by a pilotman (in reality no more than a boy) and barges were accumulated at each end to be sent through in groups in alternate directions.

On the railway, the Marsden signalman had a rudimentary telegraph connection to his opposite number stationed at the Diggle end of the tunnel. The pilotman dispatched consecutive trains with a ticket of authorisation and then rode through on the last one before a train could run in the opposite direction – in just the same fashion as modern single-line working during engineering work.






**A map of the area around Standedge Tunnel – which was initially a single line under the Pennines, four lines at its peak, but today just two through a double-bore tunnel.**



**Above:** A late-1930s view of the Marsden end of Standedge Tunnels, with a goods train emerging from the original single-bore 'Nicholson' tunnel. The canal can be seen in the foreground.
P RANSOME WALLIS

The pilotman had the luxury of his own locomotive to transport him through to the other side if required, which ran at the head of a train unless he was confident there was another train immediately available from the opposite end.

On the night of the late-running Bangor mail, while the pilotman waited at Marsden, events were conspiring at the Diggle end that would lead to a collision. There was already an empty stock excursion train for Bradford awaiting the arrival of the late-running westbound (Up) mail, but the eastbound (Down) Bangor mail was then telegraphed on from Stalybridge. The empty stock was therefore shunted from the Down main line across the Up line and into the Up sidings before the crew returned to a makeshift messroom at the station.

With an eye to the arrival of the pilotman on the westbound mail, the driver of the empty stock instructed his fireman, of only four months seniority, to go and make ready his engine in order to follow the eastbound mail into the tunnel after the arriving pilotman had authorised its departure.

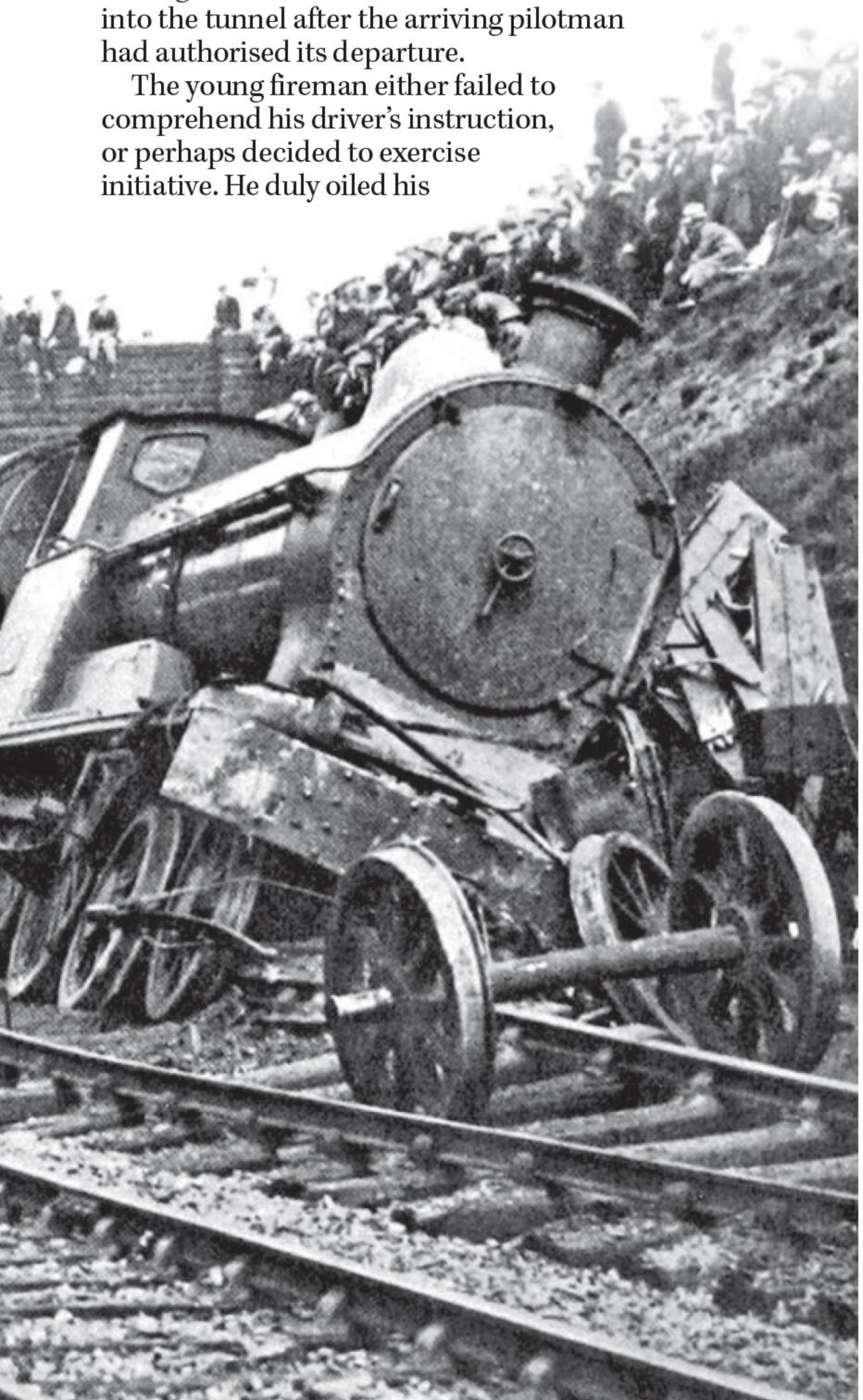
The young fireman either failed to comprehend his driver's instruction, or perhaps decided to exercise initiative. He duly oiled his locomotive and, soon after the arrival of the eastbound mail from Stalybridge, moved his train out of the sidings, across the path of the late-running westbound mail, and drew up to the rear of the newly-arrived eastbound express.

Crucially, however, the rear of the empty stock train was left standing foul of the westbound mail, which came out of the tunnel, set down the pilotman, and set off again with its signal (not interlocked) showing 'all right' – immediately colliding with the coaches in its way and severely damaging three of vehicles of the empty train.

Incredibly by today's standards, and despite the derailment of two of its own coaches and a horse box, the westbound mail regained its disarranged composure and set off again after a delay of 93 minutes.

Not for the first time, and certainly not for the last, inspecting officer and former Royal Engineers' captain Henry Whatley Tyler recommended interlocking of points and signals, and emphasised the need for a clear understanding to be reached. Even with recorded messages, repeating instructions, phonetic alphabets and formalised standard sentences, communication mistakes still happen.

The inspecting officer could not determine the motivation of the fireman, who had been dismissed before the inquiry. In pre-bureaucratic Britain, this meant the youth was unlikely ever to be found and, even if he was, perhaps not be compelled to give evidence.



**Left:** The aftermath of the 1923 Diggle crash, this view looking east towards the tunnel, with the Station Road bridge overhead (and the platforms out of sight just beyond the bridge). 'Cauliflower' 0-6-0 No. 1027 can be seen in the centre, jack-knived across the tracks, while 'Experiment' 4-6-0 No. 1406 *George Findlay* is derailed on the right.

## An untimely gamble

It was only two years later that inspecting officer Tyler was back at Diggle, this time inquiring into another collision, which had occurred on October 19, 1868. A 44-vehicle freight train had to be shunted from the Down (eastbound) line to the Up line to allow a Down passenger train to precede. Meanwhile the westbound (Up) 08.05 passenger train from Leeds was at the Marsden end and, as this was a railway predicated on time interval working (despite the available telegraph) the signalman took the view that the seven minutes or so that it would take the train from Leeds to transit the tunnel would be more than ample to shunt the goods across to the Up line and then out of the approaching express train's path. So he gave permission for the Leeds train to enter the tunnel at Marsden and then undertook the conflicting move at the Diggle end.

However, the instructions given to the goods train driver were ambiguous. The signalman expected the station crossover to be used, but the driver thought ▶

**"Despite the derailment of two coaches and a horse box, the westbound mail regained its disarranged composure and set off again after a delay of 93 minutes"**

he had to use the points where the Up and Down lines became one to enter the single-track tunnel, meaning he went much further into the tunnel than expected. With all the steam and noise, it proved impossible to attract the driver's attention quickly enough, and as the goods train reversed out of the tunnel, it was hit by the passenger train from Leeds.

One might have expected the passenger train to have slowed when passing the distant signal that was inside the tunnel (some 600 yards from the western portal) in the 'danger' position – distant signals showing danger rather than caution in those days. However, it transpired that the signal's red aspect was not being displayed because poor maintenance of a chain and spindle meant the clear (white) spectacle remained visible.

Inspector Tyler recommended a repeater be provided for the signalman to be certain what aspect was actually being shown to drivers. Referring to the Diggle signalman in particular, the former Royal Engineer's patience seemed to crack as he testily remarked, "Men of this class are very apt to court irregularity under such circumstances."

## Devil in the detail

The Bangor mail could not seem to stay out of trouble for long, but on February 22, 1870 it was the eastbound (Down) train that was in trouble. The pilotman's loco was at the Diggle end when the mail arrived, but it did not need to be transferred to Marsden. So the Diggle telegraph apparatus transmitted the message 'Mail in tunnel no pilot on', but the Marsden signalman missed the small but crucial word 'no'.

The normal procedure for removing a pilot loco beggars belief. As a train reached the tunnel exit, the pilot loco would separate from the train while on the move. Details of 'how?' and whether it was coupled are absent. The pilot loco would then speed up while the train loco would slow down. As the pilot loco emerged from the tunnel, in this case at Marsden, the signalman would hold over the 'tunnel single line to Down and Up main' points towards the Up (westbound) line for the pilot loco, then release them in time to allow the main train to use the Down line towards Huddersfield.

**1: The Marsden end on March 6, 2016, showing the in-use double-bore portal on the right and the two disused single-bore tunnels just visible on the left.** STEPHEN ARMSTRONG (CC BY-SA 2.0)

**2: The Diggle end of the tunnels on December 4, 2009 and the site of the former station's platforms. The double-bore 1894 tunnel is on the left and the two disused single-bore tunnels are on the right.** JOHN DARCH (CC BY-SA 2.0)

**3: The entrance to the disused single-bore tunnels at Diggle.** NETWORK RAIL

**4: A view inside one of the single-bore tunnels.** NETWORK RAIL

On this particular occasion, the signalman was engaged in two conversations, but was alerted by the driver of a freight train standing on the Up line – who was returning to his engine – that he could hear the mail train approaching through the tunnel. The signalman hastened to his duties, first to deal with the expected pilot, then the main train. He did not observe the tunnel mouth and so did not check to see if there was indeed a pilot loco coming out first, which would have had a distinctively positioned headlamp near its chimney.

But as per Diggle's telegraph signal, there was no pilot engine, so the whole of the Bangor mail was switched to the Up line and it could not be stopped before colliding with the waiting westbound goods train. Once again, however, after minor running repairs, the mail was allowed to reverse and proceed.

Inspecting officer Charles Scrope Hutchinson (major, Royal Engineers, retired) had his criticisms of the whole arrangement, including the fact that the safety of the line had hinged on the transmission of one two-letter word – although he did not dwell on whether the required acknowledgement of Diggle's message had contained the word 'no'. Did the Diggle signalman not notice this omission? Or was there such slack working that acknowledgement was neither made nor sought?

## Early LMS incident

It was not only the Victorian era that experienced trouble at Standedge Tunnel. A fatal accident at Diggle claimed the lives of two passengers and two locomen on July 5, 1923 – just months after the 'Big Four' Grouping – at which time there were the two 'southside' single-bore tunnels and the double-track 'northside' tunnel.

A local goods from Wakefield Crofton to Diggle often terminated its journey as a light engine, having completed its work en route. But on this day it emerged from the 'southside' westbound tunnel with 11 wagons and a brake van. Although 0-6-0 loco No. 1062 did not need water, the signalman – who was relatively inexperienced in this signalbox – authorised it to proceed past its stop signal at danger to the water column near his 'box.

This was conducted properly by the display of a red











hand signal (in daylight a flag) from the 'box – the 'box being located west of the station on the north side of all four running lines. I always found this authority to pass a signal at danger and approach the signalbox counter-intuitive, but it was logical in operational terms. Drivers were not to pass the 'box and not to move until the continuously displayed red hand signal was supplemented by clear instructions and replaced by a green hand signal.

However, the rules were less than specific on just how this should be done when four lines of way were involved. In this case, an express on the 'north-side' westbound line could well be alarmed by seeing the red flag, so the signalman withdrew it. The fireman of the delayed goods signed the train register book as required by what is usually termed as 'Rule 55', but was not told how long he might be detained and why. Such information would have been 'not long' and 'an express is to cross your path' – words that might have forestalled the impending disaster.

The 09.32 Leeds-Manchester/Stockport express, headed by 'Cauliflower' 0-6-0 No. 1027 assisting 'Experiment' 4-6-0 No. 1406 *George Findlay* (the former LNWR general manager who once told a Parliamentary select committee that he could run all the Irish railways and still spend two days a week fishing), was making good progress through the double-line bore on the 'north-side' Up line. It was routed via the Micklehurst loop from Diggle Junction to Stalybridge, which opened in 1885 to relieve what is the current (and once again only) route via Greenfield on the opposite side of the River Tame valley. This required a reduction of speed to 30mph to cross to the south side line past the goods train.

Meanwhile, the fates had fixed their dastardly plan. The yard shunter shouted to the goods train crew that the yard was now 'ready for you to draw down.' Without reference to the signalman, and without the necessary verbal and hand signal authorisation, the goods train started forward as the double-headed express burst from the tunnel, hitting the goods train broadside on. The front loco was turned around and the train engine overtook the first loco's tender. The fifth coach of the train was a gas-lit Great Western Railway brake composite through-coach via Shrewsbury, but it was the first two coaches that took the brunt of the damage, as they telescoped into each other. Two passengers lost their lives as well as the sadly errant goods loco driver and the entirely innocent fireman of No. 1406.

**Above: An eastbound (down) Class 185 DMU enters Standedge Tunnel at Diggle on July 26, 2014.** PETER MCDERMOTT (CC BY-SA 2.0)

Inspecting officer John Wallace Pringle (colonel, Royal Engineers, retired) found that each of the resident signalmen had their own means of dealing with the hand signalling conundrum, something that I feel is reasonable to have expected local supervision to have picked up. After all, that is what they are there for. There is also no record of any level of management having requested an additional signal to protect passenger trains in this relatively commonplace circumstance. Colonel Pringle requested clarification of the appropriate rules as well as the extra signal.

## Impossible position

It is difficult to judge which had the more chequered history, Standedge Tunnel or the Bangor mail, as a third collision in four years occurred on October 1, 1870 when the Down (eastbound) train caught up a slow running goods in front of it at Paddock cutting, near Longwood.

Although working under the normal time-interval system, the Marsden signalman had taken the extra step of cautioning the mail, even though the prescribed 5-10 minute interval for such action had been already been extended to 13 minutes, because he had seen the driver of the preceding goods was someone known to be slow (or cautious?).

The inquiry absolved the Bangor mail driver, who was told no engine driver ought to be placed in his position – not knowing what was ahead, by how long, at what speed or where it was while simultaneously being held responsible for keeping the mail on time.

This time, a clear recommendation was made for a proper block system for this busy line. A future second part of this article will deal with further problems at nearby Huddersfield, which put neither the LNWR nor its hapless Bangor mail in any better light. ■

**"The procedure when a pilot loco had been attached beggars belief. As a train reached the tunnel exit, the pilot would separate from the train while on the move"**

# Preserving the photographic past

CHRIS Milner's article on 'Preserving the Past' (June issue) highlights the problem of photographic collections ending up at the tip and, perhaps with more recent images, being consigned to the computer 'recycle bin'.

Colour-Rail has for many years given talks to railway societies around the country and has always highlighted the need to either find a good home for images whilst the photographer is still alive, or make provision in a will to ensure their survival. Understandably, many people just cannot bring themselves to part with, in many cases, a slide box full of memories. The majority of us also seem to have the unshakeable belief that they are not about to meet their maker – or at least not for many years yet, and so put off recording their wishes in writing. This leaves those who have to sort out estates an often huge task, with slides and negatives being perhaps the least of the problems that they have to deal with, even if they are sympathetic to the cause (which unfortunately some are not).

Digital images are likely to be an even greater challenge. At Colour-Rail, we want to provide a comprehensive photo library, so have actively taken in digital images. But it is already evident that the era from around 2005, when digital cameras really took off, is likely to be grossly *under-represented* in archive collections. We have seen on many occasions that relatives have no idea if there are any digital images, and even less chance of being able to access the image storage to find out.

Whilst we are all told not to share passwords, finding a way to give those trying to sort out estates a way to gain access to the computer or cloud storage is a very important consideration.

One item that Chris did not highlight in his article is the problem of 'no information' with a slide or negative, this seemingly being the case for at least half of the items we have seen. Some photographers kept extensive hard copy logs of images, while others have resorted to computer spreadsheets with just a reference number on the negative packet or slide mount. Unfortunately, the former often get thrown away as part of the general clear out, and the latter are hidden behind a password-protected screen, never to be seen again.

If you have a collection that you would like to see live on, the most effective way is to ensure that image information is on the negative packet, or written directly on the slide mount. Do not use labels, as in due course the adhesive will fail and the information will be gone forever.

The readers of this magazine will appreciate that many of the images that they see today are only available because someone had the foresight to save them for posterity. We all have a role to play in saving today's images for the next generation to enjoy.

**Paul Chancellor, Colour-Rail.com**

NOT mentioned in the article was the Bluebell Railway, which holds a very large indexed collection of railway photographs. Copies of the photos may also be purchased online – mainly, but not exclusively, Southern content.

**Mike Mundy, Burgess Hill**

## ORR's double standards

THIS whole 'Jacobite' business [and the issue of fitting central door locking] is ridiculous.

Of course it is right to expect safety on your journey. But the majority of passengers on the train will have had at some point during their day some form of road journey, and here, more often than not, there will be a strip of white paint down the middle of the road, thus ensuring no chance of a head-on collision or similar!

Maybe it is time for the ORR to be more correctly named 'The Office of Road… oh, and Rail.'

**Eric Bush, Elche (Spain)**

## Memories of Welshpool

JOHN Heaton's piece on the Welshpool & Llanfair Light Railway (June issue) reminded me of my first visit to the line. Like John, I had been intrigued by the entry in the Ian Allan ABC for Nos. 822 and 823, and a friend had told me of efforts to preserve the line.

In the harsh winter of early 1963, I was a 15-year-old schoolboy in Hereford, earning a bit of pocket-money with a morning paper round. In early February, the newsagent gave us a generous bonus for struggling through the snow each morning, no doubt to encourage us to continue, as the weather showed no signs of warming.

At February half-term, I used my bonus to visit the line. I took a day return via Shrewsbury to Welshpool, and soon found the narrow gauge yard next to the main line. There were a couple of bogie flat wagons there that looked out of place, but recently used – I believe they may have been ex-Admiralty stock. I then walked up the line as it wandered through the town and housing estate, and across the roundabout at Raven Square. Then up the hill on the Golfa bank, winding its way through the trees on very sharp curves. The track was relatively clear, showing signs of activity. I remember thinking that if/when steam ever climbs this line again, it will be quite an experience.

I eventually arrived at Sylfaen in the late afternoon, so I caught a bus back to Welshpool station, tired but happy. Back at Shrewsbury, I caught the evening Plymouth train towards Hereford, and settled down in a compartment to myself for the journey home.

Of course I dozed off, and was awoken by the roar of a tunnel, with a train passing in the opposite direction. I thought 'Ah, Dinmore Tunnel' (just north of Hereford). Then it dawned on me, Dinmore is two single bores (so no passing train) and this is a long tunnel – it was the Severn Tunnel, next stop Bristol!

I alighted at Bristol to find there were no trains north until the morning, and was soon picked up by a transport policeman. After he had satisfied himself I was not a runaway (fortunately the duty sergeant at Hereford was our neighbour, and knew of my train obsession), he settled me down in his office to wait for the first train. As the time for the train approached, he presented me with valid ticket, a bacon butty and put me on the train back to Hereford. I eventually got home mid-morning to face my parents, and of course I had missed my paper round!

These days I can only visit a couple of times a year, but then you will find me on the balcony of the first coach, in touching distance of the loco, drinking in the loco's steady purposeful attack on the Golfa. For me, that beats any high-speed run in an air-conditioned cocoon.

**John Swindlehurst, by email**



## Where is it? Our pictorial quiz, for fun only

THE building shown last month (right), was the former LSWR goods and parcels offices on the quayside at the Barbican in Plymouth. It was built as part of the LSWR's 1879 goods line extension from Friary station to the harbourside, as both it and the GWR competed for the city's maritime trade.



Reader John Deards of Warminster writes: "I lived for 10 years in Horrabridge, a village near Tavistock, and often visited this spot. Across the road from this building are the stone steps down which the Pilgrim Fathers are said to have boarded the famous *Mayflower* ship for America on September 16, 1620. The LSWR ran alongside the docks here and a period engine shed still survives but is now used as a retail outlet."

For this month's quiz (above, by Nick Pigott), where can this rail-mounted crane be found, which has a claim to fame within Britain?

## Extra Welsh '153s' welcome, but...

THE additional Class 153s being used to pair existing stock on the Heart of Wales Line (May issue) are most welcome, the line can get quite busy during the summer months and cramming occasional users into a single car was fairly unwelcoming.

But for how long will it last? The recently announced December 2024 timetable could spell the death knell of the line, what does Transport for Wales think it is doing?

Reducing the service from today's five trains each way on the full length between Swansea/Llanelli and Shrewsbury (plus the four shorter distance ones between Llandrindod/Shrewsbury and Llandovery/Swansea) to only four services is absolute madness.

Its publicity heralds extra services, mainly on the borders lines – presumably this is funded by cuts to the HoWL and Cambrian services. Shame on you TfW.

**Tony Birdwood, Llanwrda**

# Paper vs digital timetables

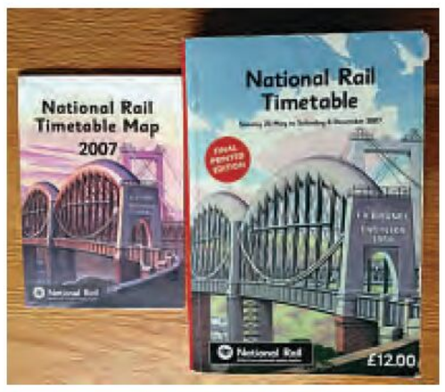
THANK you for the article about all-line timetables (May issue). One of the comments made was that nowadays everyone plans their journeys online. I recommend exercising considerable caution when doing so, as it often comes up with nonsense.

The most recent instance for me was when planning a journey from Gravesend to Haywards Heath. One of the options offered was to take a Thameslink train from Gravesend. Logic says, it is a cross-platform (5 to 4) interchange at London Bridge into a Thameslink Brighton service, but the website wanted me to travel via Blackfriars, which would have required use of the subway and involved a longer journey. It seems the old standard interchange allowance for London Bridge is still applied, rather than using something more logical.

Fortunately, I still have contacts from my railway career, and was able to point out the anomaly. How long it will take to apply logic remains to be seen!

**Michael Donovan, by email**

I WAS pleased to read the timetables article (May issue) but searched in vain for an image of the 'Final Printed Edition'. I had retained the 'First Edition', much used, as a souvenir. So I decided that the final edition was a must have item but, sadly, this was hardly used – such were the changes in




my recreational rail journeys.

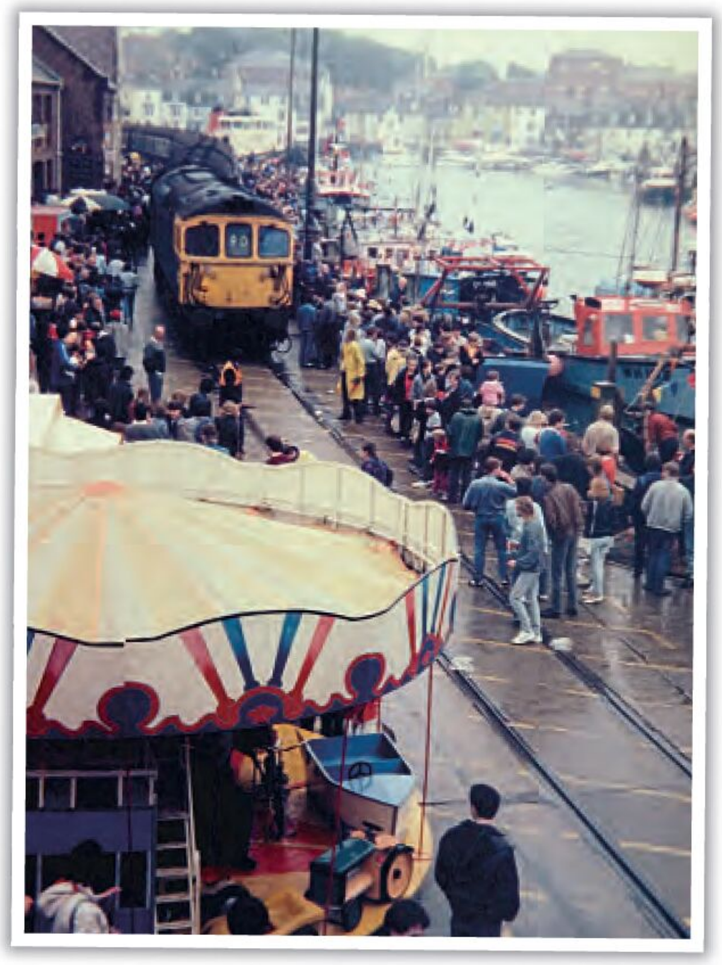
When digging the timetables out of my railway bookcase to photograph, I realised I had forgotten the very pleasing system map that complemented the main volume. Family have been informed that, when the time comes, they are not to be chucked out but some hopefully remunerative home be found for them.

**Vic Smith, by email**

## FAIRGROUND DODGEMS

**What an interesting and nostalgic article from John Baker about the Weymouth Quay Tramway (June issue). He mentions the bouncing of cars which were fouling the tracks, but another hazard was the summer crowds, especially when a bank holiday fair was in full swing, as in this photo taken on May 1985. It would be interesting to know what effect these events had on the boat train timings!**

**David Winter, Northampton**



Compiled by **Jon Longman**

# MEETINGS

### THURSDAY, JULY 4

**Great Central Railway Society (Sheffield branch).** 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.

**RCTS (Milton Keynes branch) & Institution of Mechanical Engineers. Network Rail** – The Quadrant: MK, Elder Gate, Milton Keynes, Bucks MK9 1EN. 19.30. 'Railways at a Junction': Fraser Pithie.

### FRIDAY, JULY 5

**Slough & Windsor Railway Society (SWRS).** The Manor, Slough station. 19.30. 'Duke of Gloucester Trust': Steve Wakeland.

### MONDAY, JULY 8

**Lincoln Railway Society.** St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30. 'The Royal Train': Geoff Griffiths.

**Southern Electric Group (Sussex Branch).** Deall Room, Southwick Community Centre, Southwick BN42 4TE. 19.30. 'Narrow gauge miscellany on film': Keith Carter.

**Watercress Line Heritage Railway Trust (Woking and Guildford group).** United Reformed Church, 83 Portsmouth Road, Guildford GU2 4BS. 19.45. 'Southern Electrics': David Brown

### TUESDAY, JULY 9

**Pewsey Vale Railway Society.** Woodborough Social Club SN9 5PL. 19.30. 'The North Warwickshire Line': Fraser Pithie.

**RCTS (Welwyn Garden City & Hitchin branch).** Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.19.30. 'The Deltics – Worthy successors to the A4s?': Michael Smyth.

**RCTS (Merseyside, Cheshire & North Wales branch).** Visit to Central Scotland. Contact: Alan Turton – merseysidefixtures@rcts.org.uk.

### WEDNESDAY, JULY 10

**LCGB.** Friends Meeting House, Butter Hill, South Street, Dorking RH4 2LE. 19.30. 'Mid Wales to Barry Island via Pembrokeshire': Peter Jones.

**RCTS (South Wales/De Cymru branch).** Old Church Rooms / Hen Ysgoldy'r Eglwys, Park Road, Radyr, Cardiff CF15 8DF. 19.00. Branch social meeting.

**Sutton Coldfield Railway Society.** St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Railway Engineering': Paul Mullins.

### THURSDAY, JULY 11

**Continental Railway Circle (London branch).** St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 18.30. 'Selection of my scanned slides from miscellaneous countries 1957-1962 now part of the Online Transport Archive collection': Charles Firminger'.

### FRIDAY, JULY 12

**SWRS.** The Manor, Slough station. 19.30. 'LCGB Tour of Japan': Colin Miell.

### MONDAY, JULY 15

**RCTS (South Essex branch).** Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8LP. 19.30. 'Colchester in the Age of Steam': Dave Goodyear.

### WEDNESDAY, JULY 17

**Pennine Railway Society.** Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'Keith the Farmer: Part 5'.

**Sutton Coldfield Railway Society.** St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Japan and its railways': Adam Turner.

### THURSDAY, JULY 18

**Barrow Hill Roundhouse.** Campbell Drive, Barrow Hill, Chesterfield S43 2PR. 19.30. The Great Railway Time Machine: 'The South Yorkshire Joint Railway – Part 1': Brancliffe Junction to Maltby': Bob Gellatly.

**Marlow & District Railway Society.** Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX or on Zoom. 19.30. Members free, non-members £3. 'Railways before the Great War', Jeremy Harrison. Visit www.mdrs.org.uk

**RCTS.** Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ. 19.30. 'Steam Day Rails in the South Pennines': Steve Armitage.

### FRIDAY, JULY 19

**Great Western Society (Taunton group).** Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30 'A Trip Down Memory Lane': Ian Boskett.

**LCGB.** Keen House, 4 Calshot Street, London NW1 9DA. 18.30. 'Freight Trains Around Britain in Recent Years': Geoff Brockett.

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

### SATURDAY, JULY 20

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

### WEDNESDAY, JULY 24

**Bradford Railway Circle.** Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 14.00. 'ECML in Diesel Days': Dave Peel.

**RCTS (Solent branch).** Outing to Cardiff and the Valleys.

Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Japan and its railways': Adam Walton.

### THURSDAY, JULY 25

**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. 'From Carlisle to Kittybrewster (that's Aberdeen!)': Ray Schofield.

### FRIDAY, JULY 26

**Railway Club of the New Forest.** Village Hall, Highwood Road, Brockenhurst. 19.30. 'Basingstoke to Sicily by Rail': David Brace. See www.railwayclubofthenewforest.org.uk.

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

### TUESDAY, JULY 30

**RCTS (Hitchin & Welwyn Garden City branch).** Digswell Village Church Hall, Welwyn AL6 0DH. 14.00. 'Another Western European Miscellany': Rob Freeman.

### WEDNESDAY, JULY 31

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

**Sutton Coldfield Railway Society.** St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'The Leek and Manifold Railway': Paul Robinson.

### FRIDAY, AUGUST 2

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

### MONDAY, AUGUST 5

**Peak Rail Association (Sheffield branch).** Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'From Sheffield Midland to Dore & Totley': Roger Hallatt.

### WEDNESDAY, AUGUST 7

**Sutton Coldfield Railway Society.** St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. Test track night.

### FRIDAY, AUGUST 9

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

# PANORAMA

A showcase for the best in railway photography








1 | 2
3 | 4

**1**

**A MINI LOAD:** On the first day of the May 25/26 Spring Steam Gala at the Bodmin Railway, former Par Docks 0-4-0 shunter *Judy* was used for brake van rides, hauling the newly-restored 'Lowmac' wagon carrying a vintage Mini as a load. The train is seen on the 1-in-40 gradient from Bodmin Parkway to Bodmin General. JON HIRD/BR

**2**

**BARNSTORMING:** On a day when adverse weather conditions in Northern England caused many regular services to be cancelled, 'A4' No. 60007 *Sir Nigel Gresley* made good progress throughout with 'The Settle & Carlisle Fellsman' on May 23 – this view taken on the climb towards Ais Gill through the doorway of an old barn. PETER AINSWORTH

**3**

**TAMERTON SUNSET:** The setting sun behind Tamerton Viaduct, to the north of Plymouth on the Gunnislake branch, makes a silhouette of DMU No. 150261 as it crosses on June 16 with the 20.52 Gunnislake-Plymouth – a shot said to be available, at most, on only five days of the year. BERNARD MILLS

**4**

**REFLECTING ON A 'CRAVENS':** May 26 saw the superbly restored Class 105 'Cravens' DMU Nos. 51485+56121 in action at the East Lancashire Railway, running the Heywood shuttle that took passengers to Bury Bolton Street for a 1940s gala. The unit is seen at Heywood just after a heavy thunderstorm, ready to form the penultimate service of the day back to Bury. ZAC HINCHCLIFFE

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# PANORAMA

A showcase for the best in railway photography

**BESIDES THE DEE:** Blue-liveried Type 4 No. 47449 rolls into Llangollen station, on the bank of the River Dee in North Wales, with 09.55 from Corwen on June 1 during the heritage line's Diesel Weekend. TOM MCATEE

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## 100 YEARS AGO JUNE 1924

### Northern Line modernisation

WORK is now in hand on the Morden extension of the City & South London Railway, and it is hoped that electric trains will be running between Clapham Common and Morden by December 1925.

Work is also in hand on the Kennington Loop, scheduled to be completed by October 1925. Kennington will become an important junction with four platforms. Waterloo is also to be reconstructed. The extension from Hendon to Edgware is expected to be opened in July next.

Escalators will be provided at Oval and Clapham Road *[now called Clapham North]*, while entirely new stations equipped with escalators are being provided at Clapham Common and Stockwell.

### Blackpool North remodelled

RECONSTRUCTION of Blackpool North Station has been completed and passenger trains are now concentrated on eight platforms of the former 'excursion' section. Virtually separate from the ordinary station, which was built in 1846 and had six relatively short platforms, access to the 10 longer platforms (Nos. 7 to 16) was through an enclosed concourse built in 1938 to provide covered accommodation for the then larger number of holiday travellers in the peak months. This structure, of advanced design for the period, has been adapted at a cost of about £500,000.

## 50 YEARS AGO JUNE 1974

### Stations renamed

WITH effect from the introduction on May 6 of the 1974 timetable, 39 stations have been renamed by the London Midland Region of British Railways. All except two are shortenings of previous names.

Included in the changes are Grimes Hill & Wythall (which becomes Wythall), Glossop Central (which changes to Glossop), Great Barr becomes Hamstead, and Penrith for Ullswater is simplified to Penrith.

## 20 YEARS AGO JUNE 2004

### Regulator speaks out

RAIL regulator Tom Winsor launched an outspoken attack on the Government over its plan to subject the rail industry to yet another restructuring.

In his submission to Transport Secretary Alistair Darling's rail review, the outgoing regulator said: "Those who assume that because the industry is subsidised, or used to be in the public sector, the Government has a free hand to reorganise the railways, are suffering from misapprehension.

"It is not open to Government or Parliament simply to reorganise or restructure the industry because its policy priorities have changed, or because it wants more power, without facing significant limitations on its freedom to do so.

"The current arm's-length relationship between the SRA and the Department for Transport is not conducive to sound decision making," added Mr Winsor.

So sweeping could Mr Darling's review be that some observers feel that one of the victims could be the Strategic Rail Authority itself – at least in its present form. SRA chairman Richard Bowker said the stripping away of complexity and the provision of a simplified focus would help to reduce the current excessive cost of the railways.



**With an 'Irish Mail' headboard, Virgin HST power car No. 43065 prepares to leave Holyhead on May 21, 2004 with the 13.41 to Euston, officially marking the end of HST use by the operator on the West Coast Main Line. Some of the HST sets were transferred to sister operator Virgin CrossCountry.** CHRIS MILNER

### West Coast HSTs bow out

VIRGIN Trains has said farewell to the use of InterCity 125 HSTs on the West Coast route after a 12-year association. The end of regular use came on May 22 – the last day of the winter 2003/4 timetable – and the final workings were expected to be the 13.25 Holyhead-Euston and return 19.40 Euston-Manchester Piccadilly.

The previous day, the service was given an official send-off when the 08.40 ex-Euston and 13.41 ex-Holyhead, formed of unbranded power cars Nos. 43065 and 43080, carried an 'Irish Mail' headboard.

They will be replaced by loco-hauled sets, with a Class 87 or 90 in charge with a change to a veteran Class 47 at Crewe and on to Holyhead. This is only an interim step until the introduction from the September timetable of 'Super Voyagers' or Class 57 'Thunderbirds' hauling 'Pendolino' sets.

RCTS

Britain's leading Railway Society

# The RCTS: then and now

LOCATED in a sparsely populated area of Gwynedd, formerly Meirionnydd, the small country town of Bala enjoyed the benefit of being on the through route from Ruabon to the Cambrian Coast at Barmouth.

The first trains arrived in 1868, after an agreement had been reached between the Corwen and Bala and Bala and Dolgelly railways. Dolgelly (now Dolgellau) had already been reached by the Cambrian Railway. The two minor companies became part of the Great Western Railway in 1877. From 1882, the Bala and Festiniog Railway opened, running northwards through Trawsfynydd to Blaenau Ffestiniog. Its line ran from Bala Junction and included a new station in Bala itself. This enterprise always had the backing of the GWR and was formally incorporated in 1910.

Both routes to the Cambrian Coast were part of the GWR, then – initially – BR Western Region. But after the transfer of the Cambrian line via Welshpool to the London Midland Region in 1962, followed by the Beeching Report, the Ruabon to Barmouth Line through Bala Junction lost out and was closed in 1965. The Ffestiniog service had ended in 1960 apart from the section from Junction to Bala.

The track was subsequently lifted, but local residents quickly saw the potential for a narrow gauge railway in a location certain to attract tourists, and the Bala Lake Railway Ltd (or Rheilffordd Llyn Tegid) was founded. A gauge of 600mm (1 ft 11⅝in) was adopted, and track was laid from Llanuwchllyn station to Pentrepiod Platform, about a mile-and-a-half away. The first train, two semi-open coaches behind a Ruston & Hornsby diesel, ran on August 13, 1972. Llanuwchllyn is a traditional wayside station with passing loop and signalbox, and made ideal headquarters for the railway.

A series of additional sections saw the line open to a new station at Pen-Y-Bont, not far from Bala itself, and for more than 50 years the railway has given visitors a delightful ride along the southern shore of Bala Lake. Steam and diesel locomotives are both used at various times, including celebrated Dinorwic Hunslets *Holy War* and *Maid Marian*.




***Holy War* waits at Bala with a train for Llanuwchllyn on July 3, 2023.** JIM TUCKER/RCTS

The Hunslet Locomotive Company of Leeds built *Holy War* in 1902, and it worked in Dinorwic quarry until 1967, at the time the last steam locomotive working in a Welsh slate quarry. Arriving at Bala in 1975, it has been working the railway since 1979. Today, former stablemate *Alice* is also at the railway. *Maid Marian* is another Hunslet product that worked at Dinorwic, having then some time on the Llanberis Lake Railway before arriving at Bala.

It was always the ambition of the new company to take the route into Bala town proper but, as with many similar undertakings, difficulties over land, planning and finance have hindered progress. Currently The Bala Lake Railway Trust is raising £3.5 million as part of the Red Dragon Project to construct the extension to Bala Town Station.

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

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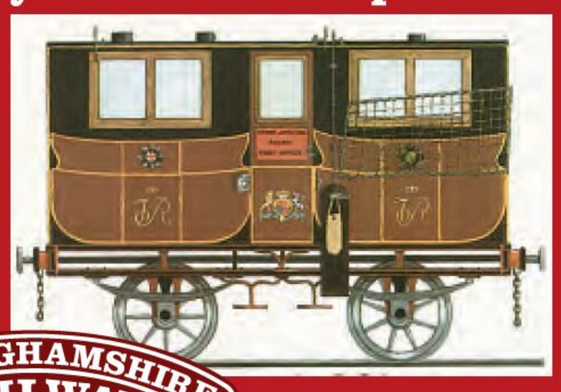
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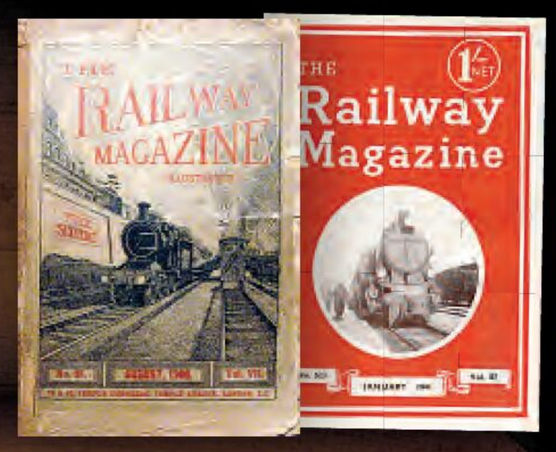
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# TRACKRECORD

## *The Railway Magazine news digest*



**CARNFORTH CROMPTONS:** West Coast Railway's Type 3 'Cromptons' Nos. 33029+33207 *Jim Martin* power away from Hellifield at Haw Lane crossing on June 18, with an empty stock move from Carnforth to the Keighley & Worth Valley Railway. The air-braked stock was to be used in the heritage line's diesel gala on June 20-23. CHRIS GEE


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Compiled by **Gareth Evans**

## SIDELINES

### Goods demo

VISITORS to the North Yorkshire Moors Railway (NYMR) will be able to enjoy the sight and sound of the line's 1950s demonstration goods train on selected dates this summer and autumn.

On July 28, August 11 and 25, September 15 and October 27 the train will operate a return trip from Grosmont to Goathland, before working the full 18-mile stretch to Pickering and back to Grosmont. The diagrams are: 1105-1120 Grosmont to Goathland, 1205-1220 Goathland to Grosmont, 1330-1445 Grosmont to Pickering and 1500-1605 Pickering to Grosmont. Volunteers from the NYMR Wagon Group will be on hand to chat about the stock and answer any queries.

### Van body rehomed

A GROUNDED van body has been relocated from one North East heritage site to another. LMS Gunpowder Van No. 213067 has served as a crossing cabin on the Tanfield Railway at Bob Gins Crossing for several years.

Redundant in that role, it has moved to Beamish to act as an additional timber store for the Colliery Railway, joining the collection of buildings behind the Colliery Engine Works.

### 'Kiddy' station turns 40

THE Severn Valley Railway will be celebrating 40 years since the opening of Kidderminster Town station over the weekend of July 27/28.

A recreation of the inaugural public train to depart the station on July 30, 1984 will take place. This was headed by the SVR's flagship locomotive, No. 4930 *Hagley Hall* and in 2024 the same loco has the honour of hauling the specially named 'Kidderminster Venturer'.

Other attractions will include a display of classic vehicles that would have been on the road in 1984; the chance for visitors to see inside Kidderminster's signal box and the carriage works; and brake van rides. Kidderminster Railway Museum will host a new exhibition, telling the story of Kidderminster Town station, through memories and archive photographs.

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# West Somerset is putting the 'torrid times' behind it

"We are now in a good place," insists West Somerset Railway plc chairman.

THE West Somerset Railway (WSR) has been turned around and it is now on a more sound footing after a lot of hard work, according to one of line's senior figures.

"The railway is ahead of budget this year," WSR plc chairman Jonathan Jones-Pratt told *The RM*.

"The WSR is heading towards the best time it has had in the last 10 years. In September I will have been in the role of plc chairman for six years. I said it would take five years to turn around the WSR, so we're pretty much on target. I love being around the railway and I'm proud of what's been achieved. We've executed the plan.

"Things have settled down. The torrid times of battling are thankfully behind us. We've dealt with a lot of bother and that was frankly awful, but the railway is in a good place, which I've fought long and hard to get."

Asked to single out a key change, Mr Jones-Pratt said: "We've cracked the culture – to deliver a happy and sustainable railway. The culture will manage the process and deliver the outcome, which is a better place.

"Every volunteer and staff member is welcomed to open meetings, otherwise known as town hall sessions. My commitment is to invite them to talk to the chairman and board. The biggest champions you can have are your people."

He added: "Members of the teams across the railway are doing a fantastic job – and it shows. For example, during our recent steam gala, the stations took record amounts of takings. We are fortunate to have people who are dynamic, keen and full of energy and drive. We're supporting them at board level."

## Growth

Mr Jones-Pratt said the focus has been on business growth. "We're having more ideas and we've put on double the number of events. Take the 'Quantock Belle' dining train as an example; the railway wanted to sell it at one point – yet we're now using it three times more than previously. We're operating with regular trains. A refurbishment programme for the carriage set is in hand."

Turning to the question of infrastructure, Mr Jones-Pratt said: "After I became chairman, I had to reduce the railway's axle weight. Thanks to a lot of hard work by a bigger Permanent Way team, the axle weight has increased again and as a result we can operate larger locos. We can also run those bigger locos because we've got the right team in place. Revenue for the recent steam gala was up 50% on the 2023 event."

He said weeds were under control and a lot of effort is going into drainage. "It's continuous improvements," he added.

In financial terms, Mr Jones-Pratt said he is "very positive". He added: "While we've got to keep it tight, we are now a business under control – and we are starting to put financial reserves away.

"Furthermore, we are working hard with the railway's charities to look at a strategic vision – including engine and carriage sheds. The relationship between the plc and charities is the best it's ever been. The recruitment of an assistant general manager is currently underway."

He said the next step is to deliver the corporate structure plan at the forthcoming AGM.

Mr Jones-Pratt concluded: "My job is to make the company run, provide strategic direction and maintain good accounts. I believe the WSR is now recognised as being in the premier league of heritage railways – we've been approached by other railways for advice after they've seen what we've achieved and what we've gone through to reach this point."

## Fleet update

Meanwhile, on the rolling stock front, Great Central Railway-based WR 'Modified Hall' No. 6990 *Witherslack Hall* is now remaining at WSR until end of July. WR 0-6-0PT No. 9466 is expected to attend a gala at the Dean Forest Railway, before going on hire to Kent & East Sussex Railway for the winter.

Discussions are underway regarding the return to steam of GWR 0-6-0PT No. 6435 – and dismantling of BR '4MT' 2-6-4T No. 80064 has started. Furthermore, a programme of carriage refurbishment continues to progress.



**PRAIRIE POWER:** Small Prairies Nos. 5552 and 5553, in correct chronological order, are seen double heading at Charlie's Gate on May 26 during the Bodmin Railway's Branch Line Gala. National Collection-owned Beattie 2-4-0WT No. 30587 was on static display and celebrating its 150th anniversary. The next enthusiast event is the mixed-traction China Clay Gala on September 7/8. JON HIRD/BR

# *Sir Berkeley* is back after pipe repair

*SIR Berkeley* (1210/1890) has returned to service at the Middleton Railway following a failure while on loan to Beamish Museum (*RM* June).

The Vintage Carriages Trust (VCT)-owned Manning Wardle 0-6-0ST failed with a steam leak inside the smokebox, which was not immediately identifiable other than that it appeared to be near the top of the cylinder block. Inspection while out of steam revealed nothing obvious and after discussion with the engine's custodians at Middleton, it was decided to return the engine to Moor Road, Leeds for a thorough inspection.

An investigation revealed that a joint on the main steam pipe had failed in a particularly difficult place to locate, but fortunately this proved fairly easy to repair in the end.

The engine was returned to service on June 9 and is available for service at Middleton once more. The VCT is also happy to accept enquiries for possible loans of the loco to other railways should they so wish, subject to availability.

The VCT said it would also like to thank Paul Jarman and his staff at Beamish for their hospitality and care of the engine while at Beamish and hopefully *Sir Berkeley* can visit the site again in the future.



***Sir Berkeley*** **is seen awaiting departure from Moor Road station on the Middleton Railway on July 9.** IAN SMITH

## Two Pacifics and a Prairie

THE Spa Valley Railway's July 13/14 Summer Steam Gala promises four main line steam locos operating an intensive train service between Tunbridge Wells West and Eridge.

GWR Large Prairie No. 4144 is due to visit the line for the first time from Didcot Railway Centre. It will operate alongside resident Bulleid Pacific No. 34053 *Sir Keith Park*, which is returning to service following overhaul by its owner, Southern Locomotives Limited at Tysley and Herston Works. The boiler is from fellow Bulleid Pacific No. 34010 *Sidmouth* and has enabled No. 34053 to return to traffic much sooner.

The Spa Valley operated *Sir Keith Park* between 2020 and 2022 until it was withdrawn for overhaul. No. 34072 *257 Squadron* is also now based at the Spa Valley and this gala will be the only time in 2024 that both Bulleids will be in use together on the line as No. 34072 is off on hire until the end of the year.

Also expected to be in action are Caledonian Railway 0-6-0 No. 828 – and if the locomotive is not sold by then, Andrew Barclay 0-4-0ST No. 2315 *Lady Ingrid*. All locos except *Lady Ingrid* will face Tunbridge Wells West.

Other attractions over the weekend include real ales, plus dedicated trains for a fish and chip supper and Kent cheeses. Brake van rides are also set to be offered, for which a supplementary fare will be payable.

Anyone interested can visit www.spavalleyrailway.co.uk for details.

## Chinnor steam gala guest loco announced

A BR Western Region tender loco which normally operates in the Cotswolds is due to star in a gala at an Oxfordshire heritage line in September.

'Manor' 4-6-0 No. 7820 *Dinmore Manor* is set to make its debut on the Chinnor & Princes Risborough Railway (C&PRR) during the line's September 13-15 steam gala.

The 1950-built loco is based at the Gloucestershire Warwickshire Steam Railway and it is booked to appear at the Chinnor event courtesy of owning group Dinmore Manor Locomotive Ltd.

Not only will No. 7820 be the first tender loco to visit for a significant period of time, it is also believed that *Dinmore Manor* will be the inaugural 'Manor' to work to Chinnor.

No. 7820 is rostered to join GWR Small Prairie No. 4555, which is on hire to the C&PRR for the 2024 season from the Dartmouth Steam Railway. A third visiting loco for the gala is set to be announced. The event forms part of celebrations to mark 30 years since the C&PRR reopened as a heritage line.

A range of tickets are available – including those covering one, two or all three days.



**NEW-BUILD ATLANTIC STEAMS:** **History was made at Sheffield Park on June 6 when Britain's most recent new-build steam loco moved under its own power on Bluebell Railway metals for the first time. This came after Brighton 'H2' Atlantic No. 32424 *Beachy Head* passed its boiler test and made its first movements around the yard and station. The loco, which has yet to receive its final paint and lining, is to be the subject of a launch event running from August 23 to September 1. As this issue went to press, tickets and further details were expected to be released imminently.** JACK LAMB/BR

# *Bahamas* booked to visit Peak Rail and Severn Valley

HERITAGE lines are helping to fill the void in main line appearances for 'Jubilee' No. 34496 *Bahamas* owing to the ongoing issues between operator West Coast Railway and regulator the Office of Rail and Road (ORR).

As previously reported, the Carnforth-based train operating company is in dispute with the ORR regarding the fitment of Central Door Locking to carriages. The number of main line excursions being operated by West Coast has reduced– which is now impacting on the Bahamas Locomotive Society (BLS), which owns No. 45596.

"Our concern is we have a main line certified loco which has not turned a wheel on the national network this year," Keith Whitmore, BLS chairman told *The RM*.

"We've lost in excess of £35,000 in hire fees, which for a small society like ourselves is a real blow."

No. 45596 is booked to visit Peak Rail between July 5 and August 11. The 4-6-0 is rostered to feature in both the July 6/7 1940s Weekend and the August 10/11 Steam Gala, as well as running driver experience courses and a pie and pea evening train. *Bahamas* is also due to haul standard services on selected dates – details of which remained to be announced as this issue went to press.

*Bahamas* is then due to visit the Severn Valley Railway for events including the September 19-22 Autumn Steam Gala. The loco will also work a select number of services outside of the gala, with those details to be confirmed.

Following a successful visit to the West Somerset Railway, LNWR Coal tank No. 1054 moved to Crewe Heritage Centre. It is due to operate at the Keighley & Worth Valley Railway in July where it is expected to work vintage trains.

## SIDELINES

### Vintage trains

PASSENGERS on the Keighley & Worth Valley Railway will be able to experience travelling in some of the vintage carriages resident on the line on selected dates this summer.

A vintage train will operate on weekends between July 20 and August 18. Normal fares will be charged, with standard discounts for local resident cardholders and members. While the selection of historic carriages used will be confirmed shortly, it is expected to include vehicles from both The Lancashire & Yorkshire Railway Trust and The Vintages Carriages Trust.

### Grosmont shed tours

THE North Yorkshire Moors Railway is offering tours of its sheds at Grosmont on Friday afternoons until November 1. Commencing at 1.30pm and lasting for a minimum of two hours, the tours cover aspects of the work of the Motive Power Depot and look around the site. The experience costs £15 per adult (16+), but it is free for children (aged 10-15). Visit www.nymr.co.uk/shed-tours for further details or call customer services on 01751 472508.

### 'Saint' to visit the SVR

DIDCOT Railway Centre-based 'Saint' No. 2999 *Lady of Legend* is set to spend the summer on the Severn Valley Railway. The 4-6-0 was due to arrive at the SVR by late June and was expected to perform during the July 6/7 1940s event. Other operating dates for No. 2999 are set to be announced in due course. However, it has been confirmed that the loco is planned to be on the roster for the September 19-22 Autumn Steam Gala.

### Crossing upgraded

THE Telford Steam Railway has renewed the level crossing between the loco shed and Spring Village yard, providing safer access for cars and pedestrians. The track has also been realigned, which will allow bogie vehicles to enter the shed for the first time. This will now allow the railway to maintain and restore its carriages undercover when required. Meanwhile, the lighting in the loco shed has been replaced with LED bulbs, resulting in brighter lights with lower running costs.

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# 'Strictly' stars attract the crowds for Bulleid gala

## Swanage's superb long weekend celebrates Bulleid 4-6-2s




**Six Bulleid Pacifics are seen at Swanage on Thursday, June 6. Pictured right to left are: Nos. 34092, 35006, 35018, 34028 Eddystone, 34053 and 34070 (extreme left).** ANDREW P M WRIGHT / SR

AN historic gala gathering featuring eight impressive 1940s Bulleid Pacifics captured the imagination of enthusiasts and attracted more than 4,700 passengers to a huge Swanage Railway special event.

The Strictly Bulleid II gala took place between Friday, June 7 and Sunday, June 9 – with a preview day on June 6 marking the 80th anniversary of the crucial D-Day Allied invasion of Nazi-occupied Europe.

The celebration of the anniversary of the end of steam trains in southern England in July 1967 saw the largest gathering of working Bulleid Pacifics since that date. These locomotives hauled trains from London to Corfe Castle and Swanage between the late 1940s and 1966.

### Roster

Performers included: 'Merchant Navy' No. 35006 *Peninsular & Oriental S. N. Co.* courtesy of the 35006 Locomotive Company and the Gloucestershire Warwickshire Steam Railway; 'Merchant Navy' No. 35018 *British India Line* courtesy of West Coast Railways; 'Battle of Britain' No. 34081 *92 Squadron* courtesy of the Battle of Britain Locomotive Society and the Nene Valley Railway; 'Battle of Britain' No. 34053 *Sir Keith Park* courtesy of Southern Locomotives Limited; 'Battle of Britain' No. 34072 *257 Squadron* courtesy of the Spa Valley Railway and Southern Locomotives Limited; 'Battle of Britain' No. 34070 *Manston* courtesy of Southern Locomotives Limited; 'West Country' No. 34028 *Eddystone* courtesy of Southern Locomotives Limited; and 'West Country' No. 34092 *City of Wells* courtesy of the East Lancashire Railway.

The preview day featured two Bulleid Pacifics hauling trains between Swanage and Norden with LSWR 'T3' No. 563 also working trains to Norden – replicating the role of the 'T3s' in hauling trains during the build up to D-Day in June 1944.

Most of the Strictly Bulleid II trains travelled along the whole length of the nine-mile Swanage Railway between Swanage, Harman's Cross, Corfe Castle, Norden and beyond to Furzebrook and the River Frome – just before the heritage line's connection with the national railway network and within sight of Wareham.

In a first for the Swanage Railway, there were night-time passengers trains on the Sunday morning which departed Swanage at 01.00, 03.00, 05.00 and 07.00 in an atmospheric re-creation of the night steam trains from the days of British Railways. There were also beer trains operating on the Friday and Saturday evenings.

### Atmosphere

The Sunday of the gala was 'Named Train Sunday' with the Bulleid Pacifics carrying prestigious express train headboards such as 'Bournemouth Belle' and 'Golden Arrow'.

Gala organiser Alexander Atkins said: "The highlight of Strictly Bulleid II was experiencing the wonderful atmosphere of the eight-locomotive event and seeing the complex train timetable, on nine miles of railway, run as well as it did.

"It has been a remarkable journey getting everything organised and feeling the buzz and excitement generated by Strictly Bulleid II among our passengers, staff and volunteers – who have worked so hard to deliver this event – is the greatest reward.

"It was a wonderful celebration of some of the most popular classes of steam locomotives and to admire eight Bulleid Pacifics in steam together was totally breathtaking and an astounding achievement by staff and volunteers.

He added: "My thanks also go to the locomotive owning groups because without their generosity, enthusiasm and support we would not have been able to pull the historic and impressive line-up together."

No. 35006 remained at the Swanage Railway for the following week and it was used on regular timetabled trains.

■ See also Steam Portfolio page 71.




**BACK IN TRAFFIC:** SR Bulleid Pacific No. 34059 *Sir Archibald Sinclair* was rededicated at Sheffield Park on the Bluebell Railway on Saturday, June 15 following the completion of its overhaul. The 4-6-2 then hauled passenger trains. No. 34059 passes Three Arch bridge with the members only 18.45 from Sheffield Park on June 15. NICK GILLIAM




**The Gloucestershire Warwickshire Steam Railway's Cotswold Festival of Steam Gala took place from May 25-27. Pictured on shed at Toddington on the morning of Saturday, May 25 are, from left: GWSR resident 'Modified Hall' No. 7903 *Foremarke Hall,* visiting 'Grange' No. 6880 *Betton Grange* and Didcot's No. 2999 *Lady of Legend.*** JACK BOSKETT

# Positive figures for Cotswold steam festival

STAFF and volunteers at the Gloucestershire Warwickshire Steam Railway (GWSR) are celebrating success of the recent Cotswold Festival of Steam, which attracted nearly 4,500 fare-paying visitors.

"This was without doubt, one of the most successful Cotswold Festivals of Steam ever, and the attraction of the new locomotives, running alongside our own fleet, clearly had broad appeal," said Tom Willson, chairman of the volunteer organising committee.

"The Saturday was our second-busiest day ever, not quite matching the 2,300 people who attended for the Saturday of the 2018 festival, which was when we opened the line to the brand new Broadway station."

While putting on an ambitious event like this is extremely expensive, the gala had already 'washed its face' by the morning of the first day.

Richard Winstanley, GWR's voluntary finance director said: "Many costs have risen significantly over the past four years – not least the cost bringing in locomotives by road transport and coal, which now has to be imported from overseas following closure of the last British mine extracting suitable coal.

"There is an obvious financial risk but I'm so pleased that the event was in the black by the time the first train had departed Toddington on the Saturday. We benefited hugely from online sales, which this year broke all past records.

"The Cotswold Festival of Steam brings a very welcome income boost to help us to maintain our wonderful railway for all to enjoy."

Members of the organising team are already thinking about next year's Cotswold Festival of Steam, which coincides with Railway 200, a national celebration to mark the bicentenary of the Stockton & Darlington Railway and which led to development of the modern rail network, nationally and internationally.

"We will be playing our part in Railway 200 – how this plays out, you'll have to wait and see," added Mr Willson. "The event we have just run will be a hard act to follow, but we are certainly up for the challenge!"

# *Tornado* delayed as complex technological project continues

THE return to action of 'A1' Pacific No. 60163 *Tornado* has been delayed again, but progress continues to be made on the complex project to equip the loco with a new digital signalling system.

As previously reported, the 4-6-2 is the inaugural steam loco in Britain to be fitted with the European train control system (ETCS), which has started to be introduced at the southern end of the East Coast Main Line.

In mid-June main line tours promoted by the loco's owner, the A1 Steam Locomotive Trust, had been postponed by a month – the first one 'The Ribblehead Rambler' now being scheduled to operate on August 31.

On May 23, *Tornado* left the Loughborough premises of contractor Locomotive Maintenance Services bound for the Great Central Railway (GCR). Following arrival at the railway, there have been a number of small finishing and snagging jobs to complete.

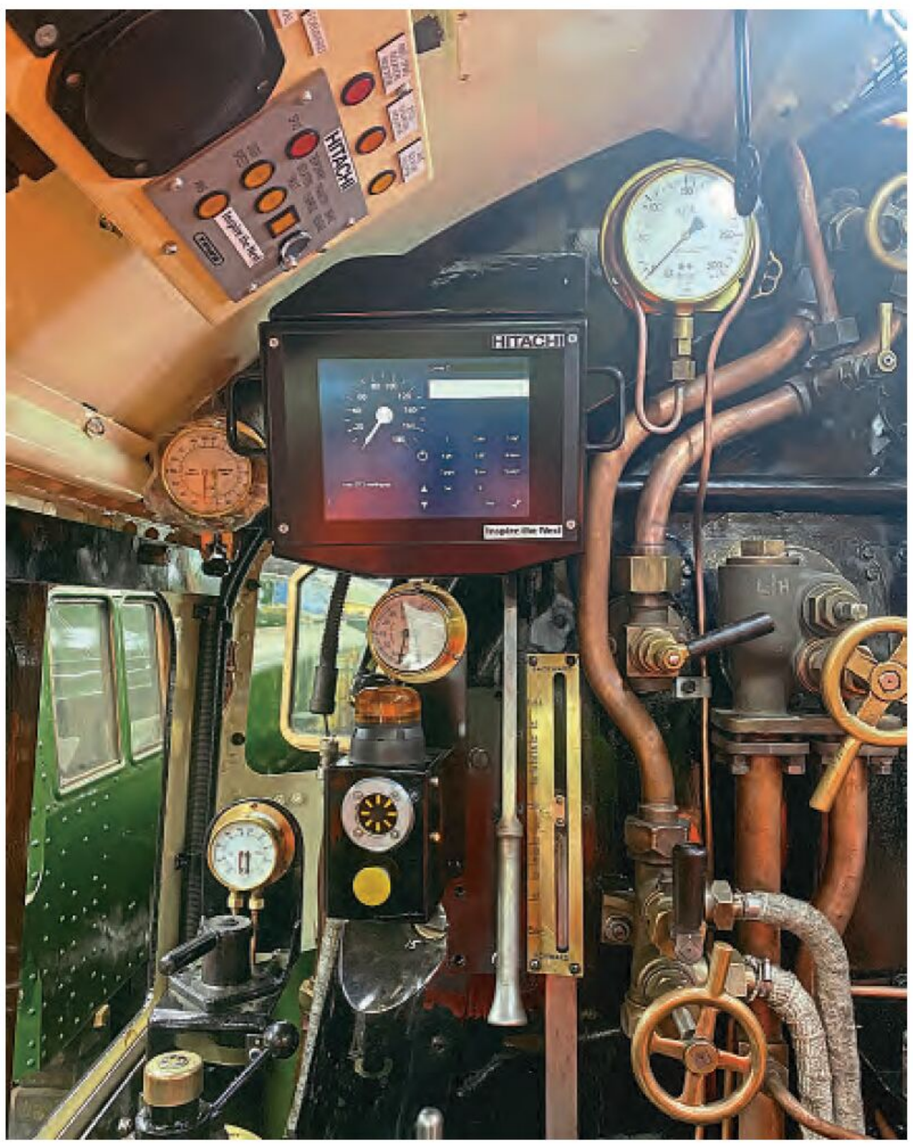
At the GCR, *Tornado* will undertake various examinations and tests, such as signing off the new TPWS4 (train protection warning system) safety equipment before mileage accumulation as part of the running-in process over the coming weeks. This is all in preparation for the loco's return to the mainline.

## Commissioning

On June 5, testing of the new TPWS4 safety system on *Tornado* took place. This involved a temporary grid on the track and No. 60163 was moved over it at slow speed. The testing was completed successfully, an important step in the recommissioning process.

While the team from Hitachi was present the ETCS system was powered-up fully. Temporary balises were put down on the track and *Tornado* read them successfully. This enabled the loco to transition into the baseline operating mode. This represents a major first for the project. By mid-June, this testing was still on the first stage – static and towed – which was due to continue to dynamic testing once the loco is in steam, at which point the new turbogenerator will also be put through its paces.

Further commissioning of the brake system will now commence before running-in of the locomotive once that is successfully complete.



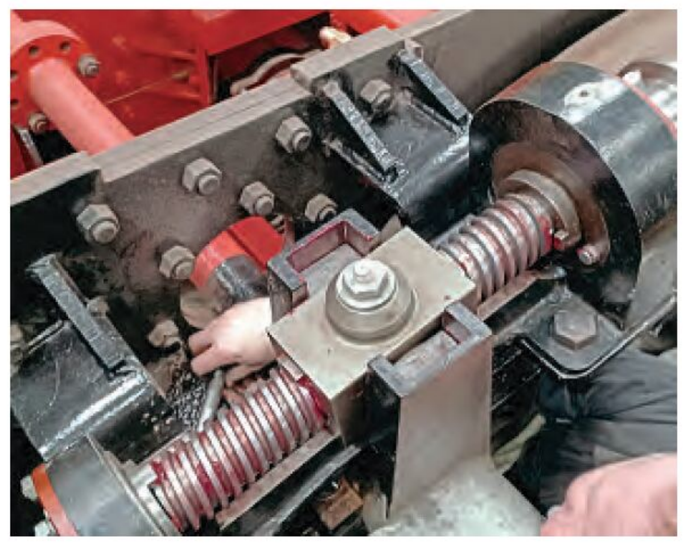

**Right: Some of the on-board European Train Control System equipment on the footplate of No. 60163 *Tornado*. Note how the digital display screen contrasts with the more traditional steam age controls. The A1SLT said that the angle of this photo is not a natural driving position – and that the driver still has a good view out from the seat.** A1SLT

# Toddington's 'long forgotten' BR Standard gets welcome attention

## Chassis takes shape and contract signed for the boiler overhaul of No. 76077.



**For the time being, the crinolines, cladding and boiler fittings are being trial fitted to the boiler, which is stored behind the David Page shed at Toddington.** ANDREW MEREDITH/TSLL



**The reversing screw showing the attachment to the reversing shaft.** ANDREW MEREDITH/TSLL

SIGNIFICANT progress is being made on the restoration of BR '4MT' 2-6-0 No. 76077 from Barry scrapyard condition for service on the Gloucestershire Warwickshire Steam Railway (GWSR).

Toddington Standard Locomotive Ltd (TSLL) acquired the locomotive from previous owner Chris Hinton in 2018. The locomotive had arrived at the GWSR in 1987 and was dismantled, but work faltered and the major components were stored on wagons at Toddington for the next 30 years.

In May this year, TSLL placed a contract with Leaky Finders of Cullompton, Devon for the overhaul of the boiler. The planned work, which is scheduled to begin in December this year, includes replacement of the front tube plate and front parallel section of the barrel.

"While repairable, it has been decided to replace them in order to 'future-proof' the boiler," explained TSLL engineering director Andrew Meredith.

"It means that at the end of its first 10-year ticket, little should need doing to the boiler. A repair now to restore the corrosion suffered to them would likely lead to eventual replacement of these parts in any case."

TSLL publicly launched its £150,000 boiler fund appeal in the new year and so far it has raised over £42,000 in outright as well as monthly payments.

TSLL marketing director Ian Crowder said: "This is hugely encouraging to the team but the pressure is on to raise significantly more before the boiler goes to Devon for overhaul in December. To help maintain the funding we have launched our boiler component sponsorship scheme.

### Funding

"This follows the formula of our successful component sponsorship scheme for the 'bottom end' overhaul. It enables contributors to not just become a shareholder but to claim 'ownership' of a part of 'their' locomotive."

Meanwhile, progress continues to be made on the 'bottom end' overhaul at Loughborough-based Locomotive Maintenance Services (LMS), where the chassis is being restored and re-assembled by a combination of professional and volunteer input.

The costly replacement of the reverser has just reached a further milestone with completion of CNC (computer numerical control) machining by LMS of the complex reverser gearbox housing castings which were made from patterns delivered in February.

"We believe that this is the first all-new reversing gearbox to be made since the last Standard, No. 92220 *Evening Star* was completed at Swindon in 1960," said Mr Meredith.

"The handwheel and indicator drum have already been produced, as has the new reversing screw and nut (which lifts the reversing shaft) which was produced by Statfold Engineering and is already installed on the locomotive."

> "...we have made no secret that our aspiration is to see the engine move under its own steam in time for its 70th birthday, which is December 2026."

The original components were removed while No. 76077 was at Barry, where it remained from 1968 to 1987.

In a further milestone, the cab is almost complete. The intention was to retain the original cab sides, but it was determined that they were too damaged for re-use. It is therefore almost completely new and as this magazine went to press the bolted-together assembly simply required riveting.

The next milestone will be the machining of the valve and cylinder bores, refitting the valves and pistons, permanently fitting the slide bars and reassembly of the valve gear.

"We will have a rolling chassis ready to receive the boiler after that returns from Leaky Finders," explained Ian.

"For the time being, the crinolines, cladding and boiler fittings are being trial fitted to the boiler at Toddington on the Gloucestershire Warwickshire Steam Railway (GWSR) so that we know everything fits when the boiled is fitted to the frames."

### Tender

The question of a tender has generated some speculation. In the supposed absence of suitable wheelsets for the BR2A tender that was originally attached to No. 76077, it was planned to construct a BR1B (a type fitted to a number of SR members of the class) using Class 40 diesel axles and axle boxes previously obtained by Chris Hinton, which are correct for the larger tender type.

However, TSLL became aware of three wheelsets suitable for the BR2A tender at the Bluebell Railway, which was willing to sell them.

These wheelsets have now been machined, cleaned and painted. However, the roller bearings were beyond salvation.

TSLL has been able to trace, in China, genuine American-made Timken bearings correct for the wheelsets. These had been 'surplus to requirements' and still in their original packaging. They are now on their way to the UK and at a fraction of the cost of having new bearings manufactured.

This means that a BR2A tender will once again run behind No. 76077. That will follow after completion of the locomotive, so over the first couple of years or so, and this could be a BR1B in acknowledgement to those who wished to see the larger type. Ultimately, though, No. 76077 will work with a BR2A .

The inevitable question that everyone asks when TSLL is present at railway events or galas, is: "When will the loco be steamed?"

Mr Crowder said: "That is of course an almost impossible question to answer. However, we have made no secret that our aspiration is to see the engine move under its own steam in time for its 70th birthday, which is December 2026.

"Providing the funding continues, that is a realistic date, given the tremendous rate of progress so far. The key to that question is the boiler.

"We expect the overhaul to be straightforward and Rory Edwards of Leaky Finders, who himself inspected the boiler at Toddington, has confirmed as much. You never know whether there is an undiscovered surprise that could delay work while continued funding is vital to ensure the work is completed in a timely manner."

■ Visit www.standard76077.com or email info@standard76077.com for details of how you can help.



**'SPACESHIP' ENTERS THE WORKS:** BR '9F' 2-10-0 No. 92219 is seen on June 6 safely ensconced inside the steam shed at Aviemore awaiting the commencement of its planned five-year overhaul and return to service at the Strathspey Railway. GORDON KIRKBY




**BACK TO BACK:** TWO Leeds built industrial locos were on the roster during the North Norfolk Railway's June 8/9 Rail and Ales event. Hudswell Clarke Works No 1700 *Wissington* and Hunslet 'Austerity' 0-6-0ST No. 22 are seen passing the Sheringham Golf Club with the 17.15 trip from Sheringham to Holt service on June 8, when the locos ran in cab-to-cab formation. HAYDEN SHEPPARD

# Didcot launches appeal to restore its 'Cathedral of steam' engine shed

THE Great Western Society (GWS) has launched a £3 million appeal to restore the historic 92-year-old engine shed at Didcot Railway Centre as part of a project marketed as the 'Cathedral of Steam'.

The shed contains four tracks, each providing 200ft (60m) of covered space. Each track can accommodate three tender engines or around six tank engines. The most striking features inside the shed are the smoke hoods running above the tracks and designed to carry all the smoke from the locomotives out through the wooden chimneys on the roof. The hoods above one of the tracks were removed by British Rail before the GWS arrived at Didcot.

"The shed is the centrepiece of the site," Clive Hetherington, Didcot Railway Centre CEO, told *The RM*.

"We plan to restore the structure to its 1960s condition, which will include renovating the three surviving smoke hoods. Two rooms will offer a multimedia experience – we have audio recordings of footplate crews. The working engine shed's historic feel will be retained."

He added: "To adhere to safety standards and modern practices, we will not, of course, be able to use asbestos tiles, replacing them instead with a suitable alternative that meets acceptable standards.

"The restoration process will include replacing all slates and roof sheets, addressing roof lights and smoke venting, and renovating numerous other areas within the building. Retaining the use of the shed, or a significant portion of it, during the restoration work is a challenge that we are committed to navigating successfully."

The Grade II listed structure's entry on the Historic England website states: "The engine shed was built as one of the government-funded improvements to the GWR in the 1930s under the Development (Loans, Guarantees and Grants) Act (1929), which was designed to provide employment in the Depression. It has been little altered and is now the only medium size steam running shed in England still in use for its original purpose. The shed was closed by British Rail in June 1965 but continues in use by the Great Western Society."

Reflecting the scale of the work required and the structure's national significance, it is hoped to secure grant aid, with GWS raising match funding.

Donations can be made online at https://didcotrailwaycentre.org.uk/.

Alternatively, cheques and postal orders should be made payable to Great Western Society, and posted to: Richard Croucher and Clive Hetherington, Appeal Co-ordinators, Great Western Society Limited, Didcot Railway Centre, Didcot, Oxfordshire, OX11 7NJ.



**The 1932 built GWR engine shed at Didcot Railway Centre on April 13.** GARETH EVANS

# West Somerset 150 celebration line up confirmed

THREE visiting steam locomotives are to be among the attractions at the West Somerset Railway's (WSR) 150th celebrations, marking the anniversary of the opening of the line from Watchet to Minehead.

The week-long event is to be held from Tuesday, July 16 to Sunday, July 21. All three visiting locos will be making their WSR debuts.

The WSR is to be only the second line to publicly host new-build 'Grange' No. 6880 *Betton Grange*, the 4-6-0 having which recently made its passenger train debut at the Gloucestershire Warwickshire Steam Railway's Cotswold Festival of Steam (*RM* June).

No. 6880 will work the main service starting at Bishops Lydeard at 10.15 on all days of the event. *Betton Grange* will provide an interesting contrast to the 161-year old Furness Railway No. 20, Britain's oldest operational standard gauge steam loco, owned by the Ribble Steam Railway-based Furness Railway Trust. Being of 1863 vintage, this loco was a mere 11 years old when the Watchet to Minehead part of the line opened.

The third visiting loco is Foxfield Railway-based Hawthorn Leslie 0-4-0ST No. 3581 'Marston, Thompson and Evershed No.3'. This engine and No. 20 will be in steam throughout the event and will be working short shuttle trips from Minehead Station – plus services to Williton on the Tuesday and Saturday.

Visit https://www.west-somerset-railway.co.uk for more information.

## DIARY

**JULY**
**Jul 3-31** Great Central: Kids for a Quid
**Jul 5-Aug 11** Peak Rail: Bahamas visits
**Jul 6-7** Great Central: Vintage Vehicle Weekend
**Jul 6, 9, 16, 23 & 30** Isle of Wight Steam Railway: Fish & Chips Evenings
**Jul 6-7** Isle of Wight Steam Railway: The 1940s Experience
**Jul 6-7** Llangollen Railway: Classic Transport Weekend
**Jul 6-7** Middleton: Leeds Steampunk Market
**Jul 6-7** Peak Rail: 1940s Weekend
**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** Epping Ongar: Classic Car Show
**Jul 7** Mid-Suffolk Light Railway: Land Rover Day
**Jul 7** Whitwell & Reepham: Steam Sunday
**Jul 8-14** North Norfolk: Vintage Week
**Jul 12-14** Spa Valley: Summer Steam Gala
**Jul 13** Isle of Wight Steam Railway: Real Ale Train
**Jul 13-14** Buckinghamshire Railway Centre: Days Out with Thomas
**Jul 13-14** Bo'ness & Kinneil Railway: Days Out with Thomas
**Jul 14** Lincs Wolds Railway: Cream Tea Special
**Jul 14** Mid-Norfolk: Classic Car Day
**Jul 16-21** West Somerset: The 150 Event
**Jul 19-21** Churnet Valley: Beer Trains
**Jul 20** Lincs Wolds: Fish & Chips Dining Special
**Jul 20-21** North Norfolk: Make Tracks to the 1940s
**Jul 20** Severn Valley: Day of Dance
**Jul 21** Aln Valley Railway: Summer Fair
**Jul 21** Buckinghamshire Railway Centre: Moving the Mail
**Jul 21** Isle of Wight Steam Railway: Island Highland Gathering
**Jul 25-28** Ecclesbourne Valley: Class 14s @ 60
**Jul 26-28** Epping Ongar: Real Ale & Cider Festival
**Jul 25** Gloucestershire Warwickshire: Teddy Bear Thursday
**Jul 27-28** Aln Valley: 1940s Weekend
**Jul 27** Isle of Wight Steam Railway: The Railway Proms

Compiled by **Gareth Evans**

# Automatic brake milestone hit

## Nene Valley Railway puts its vacuum fitted freight train into action.



**SR Bulleid Pacific No. 34081 *92 Squadron* running as No. 34111 *Royal Auxiliary Air Force* during the NVR Wagon Group's Auxiliary Action photographic charter.** ALAN BERRISFORD/NVRWG

NENE Valley Railway (NVR) Wagon Group volunteers have enjoyed the fruits of their labours following a considerable amount of hard work in reinstating vacuum brakes on their operational fleet of goods vehicles.

As previously reported, since the group's inception in 2012, the eventual aim has been to demonstrate an express rake of wagons. However, it was hoped that once 10 standard vans were restored, the group would retro fit the vacuum braking equipment, much of which was non-existent.

Late last year the group had become victims of its own success, having restored too many wagons to safely run as an unfitted rake behind much of the home fleet and stop within the required distance. It was therefore decided to vacuum fit as many wagons as possible over the winter, in time for the 2024 running season.

The group, which is run entirely by volunteers, is self-funded by driving courses and photographic charters, has spent six months and in excess of £5000 on the project. The work has involved the overhaul and installation of 10 vacuum cylinders, with new fittings and vacuum hoses being added to every vehicle in the rake. The result is that the group now has a train of 19 vehicles, a dozen of which are fully fitted.

### Operations

A milestone was reached on the evening of Sunday, May 12, when the complete train was tested behind Class 45 'Peak' locomotive No. 45041 *Royal Tank Regiment* along the NVR, with the braking system working perfectly and no issues identified.

The following Friday, May 17, the wagons were out again for a freight driving course with visiting 'Deltic' locomotive No. 55009 *Alycidon* running as No. 55013 *The Black Watch*, which once again demonstrated a faultless operation of the vacuum brakes.

Friday, May 24, saw another wagon group event – this time the replacement for the *Tornado* photographic charter, 'Auxiliary Action' with 'Battle of Britain' No. 34081 *92 Squadron* running as No. 34111 *Royal Auxiliary Air Force*.

The goods train was also in operation over the following three days for the benefit of the general public, after an absence of several years. The railway ran its Locomotive Legends event over the May 25-27 Bank Holiday weekend. The demonstration freight train was hauled by the home fleet and the visiting 'Deltic', with brakevan rides being enjoyed by members of the public.

Visit nvrwagons.co.uk/ for details of future experience courses and photographic events.







# *Jessie* the 'Green Goddess' unveiled

## Original livery for popular Blaenavon performer.

A SOUTH Wales heavy industry veteran was the star of the Pontypool & Blaenavon Railway's May 26/27 Pit to Port Coal Train event.

The Bank Holiday Sunday and Monday gala saw the debut of Hunslet 18in 0-6-0ST *Jessie* (1837/1937) in a new livery.

Volunteers at the heritage line felt that a livery change should take place after learning of the original livery specification when the locomotive was delivered to Guest, Keen & Nettlefold's East Moors Works in Cardiff back in 1937. This specification read "Great Western Green with 3/8in yellow lining, black frames and smokebox, green dome, red bufferbeams and side rods."

The photo of sister locomotive No. 16 showed that the green was in the form of a panel on the sides of the tank with black borders and black above the handrail, as is often seen with the smaller 16in Hunslet locos. In the case of *Jessie's* repaint, the rods have not been painted as the owner asked that they be left as polished metal.

Work commenced once the locomotive arrived back from its loan to West Somerset Railway on May 7, giving just over two weeks to complete. A great deal of work was undertaken in that short time and the result is of a very high standard, a credit to those who worked so hard. The railway particularly thanked signwriters Alex Drummond and Kevin Mayo for the excellent lining out.

*Jessie* is of historic interest in that the design, Hunslet class 48150, was partly used to produce the Hunset 'Austerity' 0-6-0ST, the boiler design being utilised, alongside the frames from 0-6-0T HE 1506, built in 1930 for the Pontop & Jarrow Railway and the extended tank and other features from Hunslet's 50550 class 0-6-0ST. The resulting locomotive was highly successful with many surviving in preservation today.

The railway's Coal Train gala also included ex-NCB North Gawber Colliery Hudswell Clarke PLA class 0-6-0T (1857/1952) with both locomotives hauling demonstration coal trains in addition to working passenger trains for visitors.

The line's other working steam locomotive, Andrew Barclay 0-4-0ST works number 1219 built in 1910, is currently on loan to the Mid Suffolk Railway (*RM* May).



***Jessie* posed outside the shed at Blaenavon on June 8.** TOM BONEWELL

# 'Austerity' steams up to Mountsorrel!

STEAM returned to the Mountsorrel Branch in Leicestershire between May 29 and June 2 for the first time since 2018, with services running from Rothley on the Great Central Railway (GCR).

The event also saw Hunslet 'Austerity' 0-6-0ST No. 18 enter traffic following a long overhaul.

The locomotive was built in 1954 as works number 3809 for the NCB in Scotland, working at a number of collieries in Fife before being withdrawn in 1972 and sent to scrap merchant Thomas Muir at Balbeggie in Fife where it remained until saved for preservation in 1982. The locomotive worked at a number of heritage railways before being privately purchased and now resides on the GCR.

Mountsorrel and Rothley Community Heritage Centre's resident steam locomotive, Andrew Barclay 0-4-0ST *Colin McAndrew* (1223/1911) was on display in light steam following works attention but did not operate any trains.



**RIGHT: Newly restored Hunslet 'Austerity' No. 18 approaches the halt at Mountsorrel & Rothley Community Heritage Centre on Saturday, June 1. BR '2MT' 2-6-0 No. 78019 was at the rear.** STUART CHAPMAN



**GROUP OUTING: On May 31 David Buck's private railway in Berkshire hosted a visit from the Industrial Railway Society. Four locos were in steam, including 5ft gauge Finish 'HR1' Pacific *Lady Patricia*, the largest operational steam loco in the UK. Aveling & Porter 0-4-0WT *Sir Vincent* (8800/1917) and Andrew Barclay 0-4-0ST *Swanscombe* (699/1891) are seen double heading on the standard gauge track, while R2 class Peckett 0-4-0ST *Hornpipe* (1756/1928) awaits its next duty, with Barclay 0-4-0DM (352/1941) *Carlton No.3* stabled behind.** STUART CHAPMAN

## Swift overhaul set for *Swordfish*

ANDREW Barclay 0-6-0ST No. 2138 *Swordfish* (2138/1941) is to see out the last three months of its boiler certificate at the Mid-Suffolk Light Railway (MSLR).

After spending the last two summer seasons at the Colne Valley Railway, the 14in-cylindered former Stewarts & Lloyds (Glendon North Quarry) No. 84 will be based at the MSLR from November to February.

*Swordfish* will then have its boiler retubed and the loco will be repainted, as well what owner Ricky Plummer described "as a few updated mods to make it even more popular with the crews."

Compiled by **Cliff Thomas**

## SIDELINES

### John Smallwood (1942-2024)

TALYLLYN Railway (TR) vice-president John Smallwood died on June 1, at the age of 82. His TR involvement started in 1959 at the age of 17, and his dedication to the railway since has been described as immeasurable.

In addition to being a traffic department volunteer, his service included membership of the Society Council (1974 to 2010), a director on the Board of Talyllyn Holdings, and a director of the TR Company (2001 to 2010). The TR's 12.20 departure on June 3 carried a headboard dedicated to his memory.

### Cleethorpes steam gala

THE Cleethorpes Coast Light Railway's (CCLR) July 13/14 Summer Steam Festival will feature visits by Taylor-built 0-6-4T *Badger* from Whistlestop Valley (Kirklees Light Railway), and Siân Project Group's 2-4-2 *Siân* (Guest Engineering 18/1963). *Siân* was at one time a Fairbourne Railway loco and will thus be reunited at the event with CCLR resident Guest Engineering (15/1959) 0-6-0 diesel *Rachel* which also once ran at Fairbourne.

### Old boiler for sale

THE boiler carried by James Evans' Hunslet 0-4-0ST *Velinheli* prior to the loco's recent overhaul, has been offered for sale. Built in 1925 by the Dinorwic quarry operation, it was last steamed in 2017 when it failed an annual inspection due to localised grooving in the outer wrapper. While a new boiler was made for *Velinheli* since the skills and resources to do so were available, the old boiler (which has a well-documented history) with its copper inner firebox is considered repairable and may provide a cheaper option than building new for another loco.

### Loco courses launched

THE Ffestiniog & Welsh Highland Railways (Ff&WHR) has launched 'How Steam Locomotives Work' workshops centred on its resident ex-slate quarry Hunslets which encompass 0-4-0STs *Britomart*, *Hugh Napier* and *Lilla*, plus 2-4-0STTs *Linda* and *Blanche*. Based at Boston Lodge works, FfWHR's loco crews will explain how the locos work with participants having the opportunity to prepare, drive and fire an ex-Welsh slate quarry loco in the yard.

# Five steam beside the seaside

Trains on two gauges, a first time visitor and a historic returnee for Fairbourne gala.



**Bassett-Lowke 4-4-2 'Little Giant' *Count Louis* draws a 15in gauge train to the end of the dual gauge section beside Beach Road. The level crossing into the car park (to the left of the photographer) has recently been rebuilt with the opportunity taken to add a third rail during reinstatement, thus extending the 15in gauge line by several yards. The railway says it has no plans to further extend the 15in gauge, but this small extension does enable 15in gauge trains to run sufficiently further forward to be seen from the car park, they previously had to terminate behind the hedge to the right of the frame.** CLIFF THOMAS

FAIRBOURNE Railway's May 25-27 annual steam gala featured two interesting guest steam locomotives, one being a first-time visitor and the other returning to the line where it spent much of its working life in its 100th anniversary year.

On the 12.25in gauge main line to Barmouth Ferry, the Ruislip Lido Railway's oil-fired 2-4-0STT *Mad Bess* was visiting Fairbourne for the first time. The loco was built between 1986-1998 by The Ruislip Lido Railway Society to run on the 12in gauge Ruislip Lido line, it's outline being inspired by the Ffestiniog Railway's 2-4-0STTs *Blanche* and *Linda*.

Although originally constructed with the capability of being regauged to 15in gauge, changes made during its last overhaul mean this is no longer possible.

While technically 0.25ins under gauge, *Mad Bess's* back-to-back measurement is compatible with Fairbourne pointwork and the tyres are comparatively generous. Indeed, the Ruislip Lido line's curves are actually 12.25 gauge and *Mad Bess*, which has previously visited the 12.25in gauge Littlehampton Miniature Railway, encountered no issues running at Fairbourne.

During the gala *Mad Bess* joined resident steam locos Curwen 2-6-2T *Yeo*, Milner 0-4-0STT *Sherpa* and Milner 2-6-4T *Russell* in a rotation where the loco hauling a passenger service was changed at the termini at the end of each trip.

The other visiting loco was privately owned 15in gauge Bassett-Lowke 4-4-2 'Little Giant' *Count Louis*. Built in 1924 (works number 32) the loco was ordered for Count Louis Zborowski's Higham Railway, but he died in October 1924 while competing at the 1924 Italian Grand Prix at Monza. The loco was delivered to Fairbourne in 1925, where it was named *Count Louis*, and remained there until 1987, by which time it had become redundant following regauging of the railway to 12.25in gauge the previous year.

During the gala *Count Louis* hauled a short train of original Fairbourne carriages (including a recently restored ex-Dudley Zoo open 'glass end' carriage) over the 15in dual gauged section between Fairbourne and the Beach Road car park, top and tail with a small internal combustion loco between main line arrivals and departures.

The visit to its old line during its 100th anniversary year prompted Steve Plimmer to organise a birthday party reunion of Fairbourne staff from the line's 15in gauge days on May 25, complete with a cake in the shape of the loco.



**Visiting 2-4-0STT *Mad Bess* leads resident 2-6-4T *Russell* through the sand dunes shortly after leaving Barmouth Ferry with the last steam-hauled service of the day on May 25.** CLIFF THOMAS

# *Sir Tom* commences tour away from home at Statfold event

THRELKELD Railway & Mining Museum's Bagnall 0-4-0ST *Sir Tom* (2135/1926) joined the loco line-up at Statfold Barn Railway's June 8/9 Summer Spectacle of Steam weekend.

The visit represented the first time *Sir Tom* had appeared away from its Cumbrian base since it was restored to steam at Threlkeld over 20 years ago. The loco's tour of other lines includes appearances at the Amerton Railway (June 15/16), Apedale Valley Light railway (June 29/30) and West Lancashire Light Railway (July 13/14).

Also visiting Statfold's Summer Spectacle of Steam event was privately owned Fowler 0-4-2T (15513/1920) Sena Sugar Estates No. VII, which made its public debut following restoration at the same event last year. The two guest locos joined nine Statfold resident locos in steam together with Statfold's 'Goose' railcar on the 2ft gauge network, with two more steam locos in action on the Mease Valley miniature line.



**Threlkeld's Bagnall 0-4-0ST *Sir Tom* is seen at Statfold on June 8, with new-build Quarry Hunsley 0-4-0ST *Jack Lane*.** PETER JOHNSON

# Pathway back to steam planned for Ffestiniog's *Mountaineer* – subject to raising sufficient funds

THE boiler from the Ffestiniog Railway's (FR) ALCO 2-6-2T *Mountaineer* has provisionally been booked to enter Boston Lodge for attention this winter, providing the volunteer team driving restoration of the loco can raise the £60,000 required to finance repairs and thus secure this available slot in the works schedule.

Having lifted the boiler at Glan y Pwll depot, examination has confirmed that while some work is needed no major problems are apparent and the existing boiler can be reused.

News on the chassis is also good with no serious issues yet apparent during cleaning by volunteers. While obviously subject to finance, current thinking is for the chassis to go to Boston Lodge works for professional attention at the end of 2025.

The cab and tanks have been shot blasted and painted with primer. Some holes have been found in the tanks which can be patched

It has been confirmed that when *Mountaineer* returns to operation it will be coal fired, when it last ran in February 2006 it was oil fired.

To increase its coal capacity the bunker will be fitted with 'greedy rails' (wooden mock-ups have already been made) which should enable the loco to haul seven carriage trains the full length of the FR line.



**Ten of the Lister built or engined fleet lined up in the yard at Apedale Valley Light Railway during the ListerFest event. From right to left they are L7954 (Neil Clayton, Ripon & District Railway), LB53225 (Nick Williams), L29890 (Alan Frodsham/West Lancashire Light Railway), L34521 (Amberley Museum), LB54181 (with bodywork, Gareth Rees), L39005 (late Rich Morris collection, Tanat Valley Rly), L34523 (North Gloucestershire Railway), LB51651 (Ian Hughes), L11410 (Rick Stewart) with Ruston 195846 further up the line beside the shed.** SIMON LOMAX

# Lister extravaganza attracts 18 visiting locos to Apedale

MOSELEY Railway Trust's May 18/19 ListerFest event at the Apedale Valley Light Railway attracted a final total of 18 visiting Lister-built locomotives, plus a Lister-engined Ruston and a homebuilt loco which used a Lister engine.

The visiting locos joined four Apedale-based Lister locomotives and a loco built by Alan Keef Ltd which has a Lister engine.

The engines in all but two of this total, the homebuilt loco and the former 'Steam Tram' from Tanat Valley (previously part of the Gloddfa Ganol collection) were, as an Apedale spokesman put it, "coaxed into life" and managed to work on a passenger train.

This gathering of Lister locomotives exceeds the number of the type which attended a July 2015 Lister gathering at Amberley, when 12 Listers headed a single passenger train.

# Manx programme released

ISLE of Man Transport has published the full schedule for the July 30-August 4 Manx Heritage Transport Festival.

Each of the six event days, which encompass the 130th anniversary of opening the Manx Electric Railway's (MER) extension from Groudle Glen to Laxey, features specific attractions. These include parallel running and freight trailer shuttles on the MER, loco line ups and double-heading on the steam line, workshop tours and the use of unusual cars on the Douglas Bay Horse Tramway.

Diesel locos will feature prominently on August 2, not least the MER's works car No. 34 *Maria* which will operate Laxey to Dhoon Quarry shuttles with 1893-built trailer No. 51.

Also on August 2, Wickham railcar No. 7442 (normally used by track workers) will offer public trips at Laxey between the station and the car shed in conjunction with tours of the latter. The NATS 3 (National Air Traffic Service) railcar will run from Laxey up the Snaefell Mountain Railway to the summit. On the steam line, Hunslet LD9342/1994 *Ailsa* will run passenger shuttles at Douglas station with a single carriage, while Motor Rail 22021/1959 No. 24 *Betsy* will shuttle with a single coach round Castletown loop.

The Groudle Glen and Great Laxey Mine railways operate on certain days of the festival.

# *Earl of Merioneth* returns to Boston Lodge – for display

IN early June the Ffestiniog Railway's (FR) 1979-built Double-Fairlie *Earl of Merioneth* was moved from storage at Glan y Pwll to Boston Lodge where it will be displayed. The loco last ran on April 8, 2018.

Although the locomotive was considered life-expired, its 1986-built power bogies were serviceable and, following overhaul, were incorporated in construction of the FR's new Double-Fairlie *James Spooner*. The original 1979 power bogies were reinstated under *Earl of Merioneth* and the withdrawn loco otherwise left largely intact.

# Cosmetic restoration of historic gunpowder vans at Haverthwaite gets underway

THE first of two 3ft 6in gauge gunpowder vans which have been stored in the open for many years at the (standard gauge) Lakeside & Haverthwaite Railway (L&HR) have been moved into the shed for cosmetic restoration.

Complete dismantling of the van body by L&HR volunteers is in progress, following which the chassis will be turned over to give access to the wheels, springs and brake gear. Although the wooden structure is very wet from years of outside storage, the general condition of the vehicles is reportedly relatively good.

The vans were used on the zig-zag tramway which linked the Low Wood Gunpowder Works beside the River Leven below Haverthwaite Station with the station yard for onward transport over the standard gauge line, crossing what is now the A590 road. The gunpowder works closed in 1935 and the track was lifted a few years later.

## SIDELINES

■ THE somewhat protracted restoration of Manx Electric Railway Mail Van No. 11 reached the stage on the evening of May 7, of returning to the railway for the first time since 2001. Remaining work to complete the project will be undertaken at Laxey car shed.

■ A NEW (right side) cylinder for Ffestiniog Railway's Hunslet 2-4-0STT *Linda* has been cast from patterns prepared from original Hunslet drawings. The other cylinder will follow shortly. They will be machined when workshop time is available but there is no urgency since these cylinders are not due to be fitted until *Linda* is next in the works for overhaul in some 10 years' time.

■ DURING May, Glyn Valley Tramway Trust working parties prepared the trackbed along a significant length of the 'Chirk Straight' for track to be laid. The work included levelling the substructure, laying Terram matting then dropping ballast. Rails have been stockpiled adjacent to the prepared trackbed at the Chirk station end of the revived formation.

■ STATFOLD Barn Railway has commenced the 10-year overhaul of Peckett 0-6-0ST *Harrogate* (2050/1944). In mid-May the cab and tank were taken off the frames and the boiler relocated to the workshop for the tubes to be removed.

■ THE next phase of developing a museum building at the Apedale Valley Light Railway adjacent to the station is in progress, with contractors laying what will become the floor of the building into which track will be set.



**'TATTOO' GOES GREY:** **Talyllyn Railway's Kerr, Stuart 0-4-2ST No. 4 *Edward Thomas* returned to Tywyn on June 8, following overhaul at the Vale of Rheidol Railway. Now in a grey livery, the loco is pictured at Wharf station about to be unloaded.** NATHAN SPENCE

## DIARY

**JULY**
**5-6** Talyllyn: Beer Festival
**6-7** Hampton Kempton Waterworks Railway: Pirates and Princesses Weekend
**6-7** Hollycombe: Model Weekend
**6-7** Talyllyn: Anything Goes Gala
**6-7** Welshpool & Llanfair: Bluey Visits
**7** Bredgar & Wormshill: Classic Car Steam Event Day
**7** Statfold: Cars in Strawberry Park
**13-14** Devon Railway Centre: Diesel & Doughnut
**13-14** Welshpool & Llanfair: Vintage Weekend
**20-21** Hollycombe: Railway Weekend
**20-21** Statfold: Rails to Victory
**20-21** Talyllyn: Awdry Extravaganza 4
**21** Leighton Buzzard: Bluey
**27** Bressingham: Fire Engines Rally
**27** Bala Lake: Day out with *Alice* the Little Welsh Engine
**30-Aug 4** Isle of Man Heritage Transport Festival
**31** Crowle Peatland Railway: Summer Holiday Opening
**31** Vale of Rheidol: Sunset Steam Special

**AUGUST**
**2-3** Talyllyn: Late Night Steam
**3-4** Apedale Valley: World War One Loco running weekend
**3-4** Welsh Highland Heritage Railway: Lace on the Train
**3-4** West Lancs: Summer Gala
**7** Bredgar & Wormshill: Invicta Model Railway Exhibition and Steam Event Day
**6** Talyllyn: Floral Train
**7** Crowle Peatland Railway: Summer Holiday Opening
**7, 14, 21, 28** Vale of Rheidol: Sunset Steam Special
**9-11** Talyllyn: Summer Beer Festival
**10-11** Apedale Valley Light Railway: Teddy Bears' Outing
**10-11** Bressingham: Steam in Miniature
**10-11** Crowle Peatland Railway: Open Weekend
**14, 21 and 28** Crowle Peatland Railway: Summer Holiday Opening
**17** Statfold: The Midlands Firework Fest
**17** Talyllyn: Race The Train
**17-18** Amerton: *Isabel* the Little Staffy Engine
**17-18** Hampton Kempton Waterworks Railway: Weekend of Steam
**24-25** Apedale Valley Light Railway: Leafers at t'pit
**24-25** Corris: Model railway exhibition
**24-25** Statfold: The Big Statfold Weekender
**24-26** Bala Lake: Steam Gala
**24-26** Bressingham: Roller Gathering

# Seven locomotives in steam for Perrygrove Railway gala

## Visiting and resident locos delight passengers hauling a variety of trains.

PERRYGROVE Railway's May 18/19 Steam Gala weekend presented seven locos in steam and intensive operations involving passenger services and a variety of 'freight' workings behind a rotation of single and double headed loco combinations.

Visiting for the event were Ravenglass & Eskdale Railway Museum's reconstructed Heywood 0-4-0T *Katie,* and privately owned Exmoor Steam Railway-built 0-4-0TT No. 312 *St. Egwin*. The latter is based at the Evesham Light Railway, now marketed as The Valley Railway Adventure following the line's acquisition by the Perrygrove Railway.

Perrygrove's own 0-6-0ST *Mr Hallworth* (built by North Bay Railway Engineering Services, completed in late 2023 and which entered service this season) together with 2008-built Keef 2-6-2T *Lydia,* were in action together with privately owned Perrygrove residents Exmoor 0-6-0T *Spirit of Adventure* and Exmoor 0-6-2T *Anne* on the primary passenger and freight rotations, together with privately owned resident 'Baldwin' 0-4-0 tender loco *Soony* which operated a suitably sized bogie open carriage.

Also visiting the event, but not in steam, was miniature-type 15in gauge 0-6-0 tender loco *Jack* which was displayed at the main station. Originally built in the 1950s by Jack Lemmon-Burton for his (now long-closed) estate railway in Sussex, it is part of the Bredgar & Wormshill Light Railway collection but is now for sale. *The RM* understands it has a new boiler certificate and its sale is being handled by The Steam Workshop.

With the Perrygrove and Evesham Vale lines now under common ownership there is likely to be a degree of reallocation of locomotives between the two railways in due course.



**A passenger service at Rookwood hauled by visiting Exmoor Steam Railway-built 0-4-0TT No. 312 *St. Egwin* and Exmoor 0-6-2T *Anne* on May 19.** CLIFF THOMAS



**Visiting from Ravenglass, reconstructed Heywood 0-4-0T *Katie* arrives at Rookwood station on May 19 with a small Ramsome-built bulldozer aboard a flat wagon, one of three 'freight' trains operated during the gala event.** CLIFF THOMAS



**LAST TRIP: The Sittingbourne & Kemsley Light Railway's 100-year old Kerr, Stuart Brazil class 0-4-2ST *Melior* (4219/1924) featured in a May 13 photo charter making its final runs before withdrawal on expiry of its boiler ticket on May 17. *Melior* is pictured at the northern end of Sittingbourne viaduct.** JAMES WAITE

# Appeal raising cash for Garratt running shed at Boston Lodge

Cymdeithas Rheilffordd Eryri/ Welsh Highland Railway Society has raised almost £30,000 towards a £35,000 appeal to finance a loco running shed for Welsh Highland Railway NG/G16 Garratts at Ffestiniog Railway's Boston Lodge works.

The building will be over 'No. 8 road' at the Boston Lodge site where Garratts are currently stabled overnight in the open, exposed to the elements not far from the sea.

The pit has been excavated, steelwork inspected, building extremities marked after checking clearances, and drainage buried ready for connection when the shed is built.

The next stage is to confirm the shed design then place an order with the supplier. The intention is to incorporate lighting and a roller shutter door.

# Electric, diesel and steam loco work at Boston Lodge

INITIAL work undertaken on one of the two Clayton double ended 14-ton four-wheel battery-electric locos bought by the Ffestiniog Railway (FR) last year has included reinstating the battery pack and, following charging, establishing that the wheels revolve, thus confirming that the electrical equipment is basically sound. The batteries are now being progressively refurbished by a specialist contractor.

Although a high-power charger came with locos as part of the purchase, installing this at Boston Lodge would have required expensive modifications to the electrical infrastructure at the site. The FR has therefore purchased a lower power charger better suited to FR requirements. A start has also been made on regauging the wheelsets. The gearbox on the bogie will be examined before the wheelsets are finally installed.

Other work in progress at Boston Lodge includes reassembly of 0-6-0DH *Criccieth Castle* following the engine being overhauled, and the return of the transmission after receiving attention from a specialist contractor. The loco is set to return to service in July.

Although returning Single-Fairlie *Taliesin* to traffic is still some way off, the overhaul of the power bogie is now complete with work on the trailing bogie in the final stages. The superheater flues have now been delivered and are being fitted in the boiler, to be followed by the small tubes and testing of the boiler before reassembly of the loco commences.

Work on England 0-4-0STT *Prince* is also in progress with the rotted lower sections of the tank now cut away ready for replacement with new metal.

Compiled by **Graeme Pickering**

# Lappa Valley loco *Victoria* converted to battery power

Railway says operating efficiencies have been achieved following rebuilding of its principal 7.25 inch gauge engine.

THE main locomotive on the Lappa Valley Railway's (LVR) 7.25in gauge line is expected to be able to complete two days of summer running with a five-coach train from a single charge of its batteries, following conversion from diesel power.

## Original build

Originally constructed by Martin Redfearn and Brian Briggs in 2009, *Victoria* entered service at the LVR in 2020.

The 0-4-4-0 was rebuilt by the Lynch Motor Company at Honiton in Devon over a three-month period and its Kippor diesel generator, previously used to power two electric motors, was replaced by an exclusively battery-operated system.

"Finding a battery-electric locomotive in such a small gauge capable of doing what we require is nearly impossible, so to make it happen we had to work closely with the Lynch Motor Company to develop a package that would do the job," explained LVR operations manager Ben Harding.

"We're really pleased with *Victoria's* performance so far and the feedback we've had from passengers regarding the quieter ride has been excellent."

Mr Harding added that the line's Honda petrol-engined locomotives (one modelled on a Class 43 High Speed Train power car and one based on the Advanced Passenger Train), would need refuelling twice on each of those days to cover the same distance as *Victoria* on a single charge.

A familiar sight on the railway, it can also cope with greater passenger loadings, although all three will continue to share passenger duties.

## Project precedent

It is the second recent project of this kind to be completed.

As reported in June's *RM*, Ruislip Lido Railway locomotive *Graham Alexander* has also been converted from diesel to battery power.



**NEW MEASE VALLEY LOCO:** **Built by the Exmoor Steam Railway, the Mease Valley Light Railway's new 12.25in gauge 2-6-2 steam locomotive was named *Carol Ann* on May 11, having been unveiled a few days earlier. It is pictured the day after the naming behind fellow Exmoor-built engine *Victoria*. The line, which opened in March last year, is located at Statfold Country Park in Staffordshire.** JAMES WAITE

# Performance enhancements for Eastleigh tank engine *Taw*

DURING a workshop visit in which its rods were removed for cleaning, Eastleigh Lakeside Railway's resident 2-6-2T *Taw* has had its crank axles repainted into a more authentic black to match its livery.

The locomotive's ejector has been rerouted to go up the chimney, resulting in it producing more steam and improving performance.

Plate work has been completed on No. 1003 *Western Queen* as its restoration continues. Its boiler was lifted in early May in readiness for fitting the regulator.







# STEAM PORTFOLIO

1 | 3
2 | 4

**1: WESTERN POWER:** No. 9681 pilots GWR Small Prairie No. 5541 into the station at Parkend on Saturday, May 25 during the Dean Forest Railway's Branchline Weekend. Both engines are owned by the Dean Forest Locomotive Group. ROB BATTY

**2: OVER THE WATER:** It is rare – if not unheard of – for the Great Central Railway to offer an 05.00 departure from Loughborough Central, but that's what happened on the morning of Sunday, June 2 as part of the railway's all-night running. BR '5MT' 4-6-0 No. 73156 is seen crossing the reservoir viaduct as the rising sun turned the loco's exhaust a nice tinge of orange with the mist laying on the surface of the water. The presence of a single swan and Canada goose in the mist meant the water was not too disturbed. MIKE SPENCER

**3: A POWERFUL COMBINATION:** SR 'West Country' Pacific No. 34028 *Eddystone* and 'Battle of Britain' Pacific No. 34053 *Sir Keith Park* look fantastic as they come across Corfe viaduct with a Swanage to River Frome Bridge service during the Swanage Railway's Strictly Bulleid gala on June 7. Just visible at the rear is 'West Country' No. 34092 *City of Wells*. MARK V PIKE

**4: 'GRANGE' ON THE GOODS:** Following its appearance at the Gloucestershire and Warwickshire Steam Railway's Cotswold Festival of Steam, new-build GWR 4-6-0 No. 6880 *Betton Grange* heads through Toddington station with a mixed goods train on May 28 during a 30742 photo charter. STUART CHAPMAN

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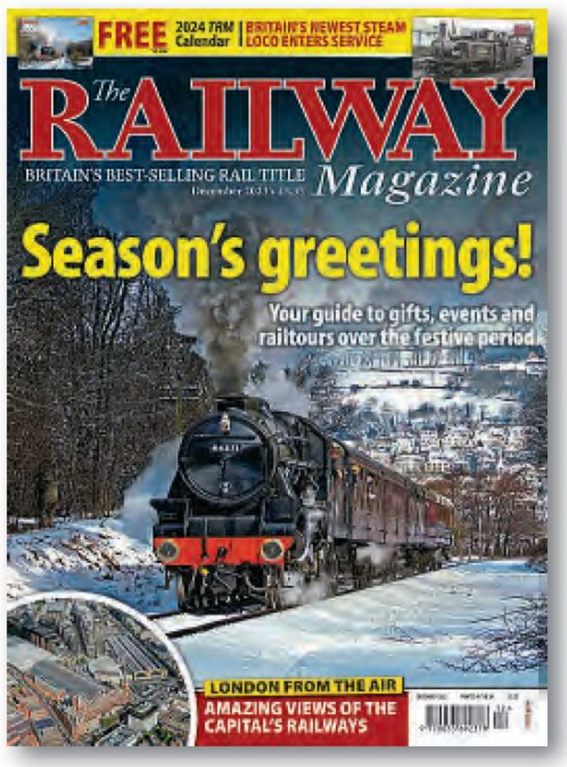
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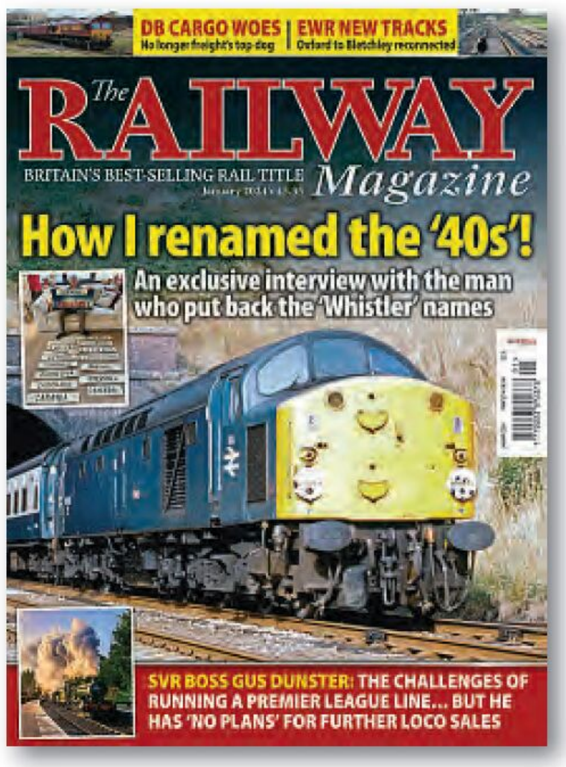
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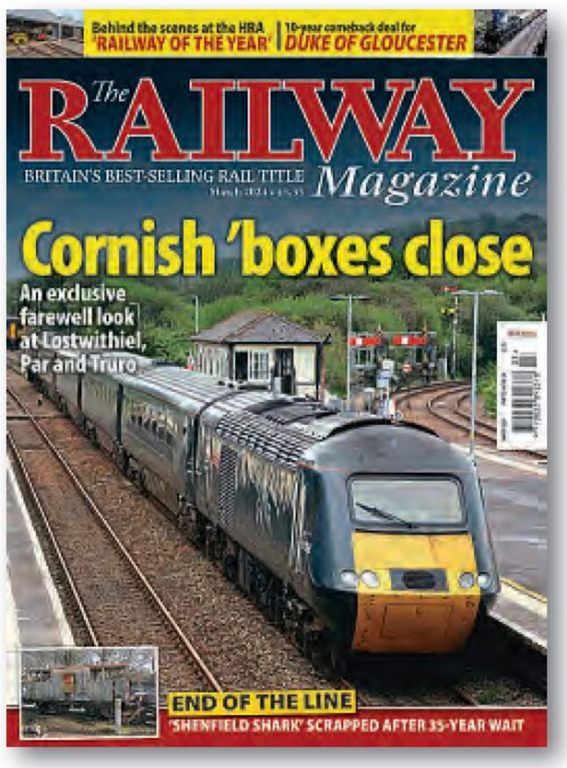

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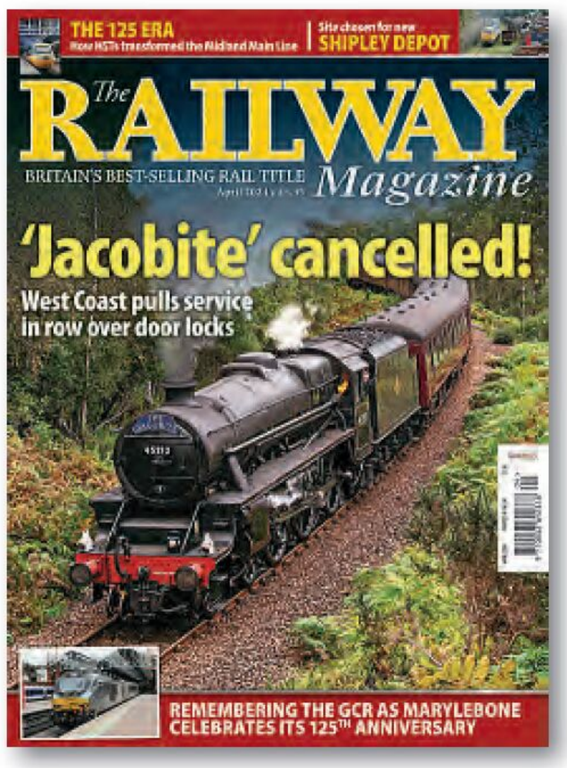

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Compiled by **Graeme Pickering**

# Work still to be done before No. 10 can return to duty

More mechanical attention is needed before the car which was the first to operate on the Beamish Museum tramway goes back into service.

A REVIEW of mechanical work still outstanding as part of the overhaul of Gateshead No. 10 at Beamish Museum has revealed areas which will need to be addressed.

Paul Jarman, the museum's director of development for transport, industry and design, said that there were things that "really want attending to, in the spirit of addressing everything that we possibly can in order to give the tram as long an interval between overhauls as possible".

The museum has decided to modify No. 10's bogie arrangement so that the spring pockets stay level and in turn evenly distribute the weight onto the central buckle of the leaf spring.

As originally designed, this could lead to a situation where leaf springs were rotated slightly away from their resting position. The work will be carried out in line with changes devised by manufacturer J G Brill when it realised there were issues with the original set-up. The car's body bolsters have been straightened and reinforced and new bolster pins are being made.

## Refurbished

The tram's resistance has been refurbished off-site. Its internal components have been completely replaced and tested; manufactured to the same specification as the old ones. The casing was overhauled, cast iron parts being returned to Beamish for old repairs to be reversed and new ones carried out. Although outwardly it is much the same as it was, the resistance cabinet represents a significant investment in the future of the vehicle. It will be tested against design specifications before being refitted.

Inside, in order to retain the patina of the 1925-built car, the woodwork has been carefully stripped, stained and varnished. With the external paintwork virtually complete, signwriting is expected to take place during September.



**The interior of one of Gateshead No. 10's saloons. The woodwork has been carefully stripped, stained and varnished to retain its patina.**
PAUL JARMAN

Completion of the overhaul had originally been expected in time for the 50th anniversary of the Beamish Tramway (which No. 10 inaugurated), but this proved impossible due to a number of issues, including the temporary closure of the workshop for modifications, staff leaving to take up other roles and urgent attention to breakdowns of other vehicles.

Mr Jarman told *The RM* that three staff members were concentrating most of their time on the project at the moment, but there is currently no timescale for its conclusion.

## 'BLUEBIRD' VENTURES OUT:

**London County Council Tram No. 1 (also known as 'Bluebird' on account of its blue and ivory livery) ran the entire length of the line at Crich Tramway Village on May 18, to the terminus at Glory Mine. The London County Council Tramways Trust said this was the furthest north the tram had been in 67 years. Following its career in the capital, No. 1 ran in Leeds between 1951 and 1957, returning south after withdrawal from service, initially to the British Transport Commission's museum at Clapham, before becoming part of Tramway Museum Society Collection. A plough carrier (which would have allowed it to take traction current from a conduit between the running lines as well as from its overhead trolley pole) is one of the more recent additions as its restoration draws closer to completion.**
DEAN SHARP/LCCT




## SIDELINES

### EATM receives New Zealand track

EAST Anglia Transport Museum took delivery of a pair of three-way points from the Wellington Tramway Museum in New Zealand on May 20.

After some fabrication work, they will be used as part of the infrastructure connecting both lines at the new depot on the Carlton Colville site and creating a turnout for the new tram line.

### Plaque unveiled for former Leith depot site

A NATIONAL Transport Trust 'Red Wheel' plaque has been unveiled to mark the site of the former Leith Tramways shed in the town, demolished in 2017.

It has been positioned on a building to the front of the site on Leith Walk, which housed the depot offices between its completion in 1938 and the closure of the tramway in 1956. Owned by City of Edinburgh Council, it is now a base for local businesses.

The depot, which had eight roads, along with a two-road repair shop on its southern side, opened in 1905.

It was connected to the main tramway by lines either side of the office building. Services were restored along Leith Walk last year as part of the £207 million extension of Edinburgh Trams system to Newhaven.

### Wren takes refuge in Seaton tram

CAR No. 4 at Seaton Tramway in Devon was taken out of service after a wren's nest was discovered in it.

The nest was found underneath the canopy in the centre of the 1961-built Blackpool-style 'Open Boat' 2ft 9ins gauge tram on May 11. It was wedged into a gap next to a circuit breaker.

Ex-Bournemouth Tramway No. 16 stood in for No. 4 on that day's services.

The tramway said No. 4 would be out of service until further notice, allowing its tiny residents some peace.

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Compiled by **Graeme Pickering and Jack Boskett**

## SIDELINES

### Class 507 donations target reached

THE Class 507 Preservation Society set itself a new fundraising goal after successfully reaching its original Crowdfunder target of £10,000 in four weeks, covering the cost of transporting Class 507 No. 507001 to the Nant Mawr Visitor Centre on the Tanat Valley Light Railway, southwest of Oswestry.

It announced earlier this year that Angel Trains had agreed to let it purchase the unit for £1. Having raised enough to finance moving it to Shropshire once withdrawn by Merseyrail, society chairman Robert Hampton said the appeal would remain open until the end of June to try to raise an additional £5,000 for the purchase of equipment for its workshop van and a generator, which as well as being used to power tools, would allow the train's batteries to be charged and the lights and doors to operate, giving the appearance of a working train.

### EMU car for sale

FORMER '4 BIG' Trailer Restaurant Standard Buffet car No. S69306 has been put up for sale by the Spa Valley Railway. Internally converted for use as a static buffet, it is on Commonwealth accommodation bogies, but these would be swapped for original B5s prior to handover. The deadline for offers to be received by the railway was June 30.

### 'Gronks' repainted

REPAINTING work has been completed on English Electric Preservation-owned Class 08 Nos. 08694 and D3290 at the Great Central Railway (Nottingham) depot at Ruddington Fields. Having previously been in EWS livery, Nos. 08694 *Annesley MPD* carries British Rail general grey colours. Previously carrying its TOPS identity of No. 08220, No. D3290 remains in BR blue, but the repaint has presented the opportunity to give the locomotive a 1960s appearance.

### Fleet addition

THE Wensleydale Railway has acquired mainline registered BR Class 47 No. 47714 from the Harry Needle Railroad Company in Derbyshire. This locomotive will join the line's heritage diesel fleet at Leeming Bar and will operate along the route between Scruton and Leyburn.

# Permanent new homes for CEPG's Class 309 vehicles

Restoration plans have been announced as the three cars become part of collections at the East Anglian Railway Museum and the Rushden, Higham & Wellingborough Railway.



**No. 309624 worked its final days on the network as Railtrack Cab Signalling Test Unit No. 960102 and retains its numbers and livery from that era (albeit rather rusted and faded). Battery Driving Trailer Composite No. 75965 (renumbered 977965 for its test role) is seen nearest the camera at its new home of Chappel & Wakes Colne on June 1.** CEPG

CLACTON Express Preservation Group (CEPG) chairman Brad Wright has told *The RM* that the transfer of the three surviving cars from Class 309 No. 309624 to permanent new homes marks "a very positive new chapter" for the vehicles and the organisation.

In mid-May, Battery Driving Trailer Composite (BDTC) No. 75965 and Motor Brake Standard (MBS) No. 61928 were moved from the Lavender Line in East Sussex to the East Anglian Railway Museum at Chappel & Wakes Colne in Essex, bringing them back to the county for the first time in almost two decades.

Due to limited space, it looked as if Driving Trailer Standard (DTS) No. 75972 would have to be placed in short term storage, but a few days later, a new base was confirmed for it at the Rushden, Higham & Wellingborough Railway in Northamptonshire.

"It's really, really good to now be able to move forward to a much more positive future," said Mr Wright. "The vehicles will see the light of day and they will be fully cosmetically restored, externally."



**A low loader carrying Driving Trailer Standard No. 75972 is seen reversing into the yard at Rushden station. It is earmarked for restoration, to run with the Rushden, Higham & Wellingborough Railway's Mk.1 loco-hauled coaches.** RHWR

### Custodian

Since becoming custodian of No. 309624 in March 2022 (when it stepped in with support from a benefactor to secure the unit's future after it was put up for sale by its previous owner), much time and effort has been spent on negotiating a move to a new location from the Lavender Line in East Sussex, where an 18-month storage agreement had been in place.

The group agreed to source a Class 321 unit for use as a community café in return for the leaseholder of land in Harwich allowing them to base the Class 309 there, but the plan fell through when the site owner reduced the size of the plot available. Brad says CEGP came "very close" to securing moves to at least four other railways, but as the agreement with the Lavender Line ran out last October, No. 309624 once again seemed to be facing an uncertain future.

With both EARM and RHWR confirming plans for the vehicles now in their respective collections, however, the longer term situation should be more promising. EARM intends to restore Nos. 75965 and 61928 to tell the story behind the history and technology of electrified railways in East Anglia and RHWR plans to return No. 75972 as accurately as possible to 1980s condition and use it with its existing Mk.1 locomotive-hauled coaching stock.



## OVERHAUL ON THE HORIZON:

**Class 24 No. 5081 (24081) is to bow out of traffic for engine repairs following the Gloucestershire Warwickshire Steam Railway's annual Summer Heritage Diesel Gala on July 12-14. The Sulzer Type 2, which is now over 64 years old and privately owned, is a regular performer on the Cotswold line.**

**The locomotive was preserved in 1981 and underwent a bogie refurbishment in recent years. The locomotive's last day in traffic before withdrawn is scheduled for Sunday, July 21. No. 5081 is pictured at Toddington with a service from Broadway to Cheltenham Racecourse.** JACK BOSKETT

# WD No. 37's first run after restoration on DVLR



**War Department No. 37 pictured on June 5 at the Derwent Valley Light Railway at Murton near York on its first run in 23 years, with 14-ton wagon No. 5081. DAVID RICE**

FOLLOWING three years of hard effort by volunteers, 1941-built Drewry diesel mechanical shunter works No, DC2164 made its first run in 23 years, having been returned to its original appearance as War Department No. 37.

Hauling 14-ton tank wagon No. 5081, the movement took place on June 5 at the Derwent Valley Light Railway (DVLR) at Murton near York.

Shipped to Egypt for the duration of the Second World War, No. 37 was allocated to King's Norton Ministry of Defence depot on returning to the UK in 1947 and was sold the following year to Shell Mex and BP Ltd, becoming locomotive No. 12 at the oil company's Trafford Park site in Manchester. Spells at BP in Jarrow on Tyneside (by this time as No. 16) and Saltend near Hull followed, before it was donated to the York Area Group of the North Yorkshire Moors Railway (NYMR) in 1984 and used by the NYMR Permanent Way Department.

Having been set aside following mechanical failure since the mid-1990s, the condition of No. 37 deteriorated and it was agreed it needed a new home where it could be restored and its historical significance recognised.

Since arriving at the DVLR in July 2021, work has included returning its Gardner 6L3 diesel engine to working order, building a new cab and radiator refurbishment.



**SHUNTER REFRESHED:** **Class 04 0-6-0DM No. D2280 has been repainted into 1960s-era BR Green, complete with BR Late Crest and Wasp Stripes. The Drewry is based at the railway's locomotive sheds at Toddington, alongside sister Class 04 No. 11230, seeing regular use on shunting duties by both the diesel and steam locomotive departments. The extensive repaint was carried out as a group project by several members of the diesel department. No. D2280 will be on static display, on-shed at Toddington during the July 12-14 Summer Diesel Gala.** JACK BOSKETT/GWSR

# HST power cars to visit Mid-Hants gala for the first time

THE Mid-Hants Railway has confirmed that it is to host two Class 43 power cars at its on July 12-14 Diesel Gala.

Two of the six RailAdventure power cars which are used on the national network to move stock around in back-to-back formation, will be the first of the class to appear on the Watercress Line.

BR Class 50 'Hoover' No. 50008 *Thunderer* will also visit the gala and will arrive by rail. The locomotive will work with the TfL Engineering Class 438 4TC set, which will also be used to provide extra coaching stock capacity.

The Mid-Hants home fleet will also be in action during the gala, including Class 08s Nos. 08288 *Phoenix* and D3462 (08377), Class 11 No. 12082, Class 20s Nos. D8059 (20059) and D8188 (20188) and Class 47 No. 47579 *James Nightfall GC*. Class 50 No. 50027 *Lion* will be on static display.

Attractions will include brake van rides between Alresford and Ropley, tours of the engineering workshops, trade stands at Ropley and the Goods Shed exhibition at Medstead & Four Marks. Ropley Miniature Railway will be in operation with appropriate diesel power.

# Norfolk shunter named in memory of previous owner

CLASS 03 No. 03063 was named at Thuxton on the Mid-Norfolk Railway (MNR) on May 25 in memory of its former owner Paul Mobbs.

Paul, a retired railwayman who owned a number of locomotives and freight wagons over the years, died from cancer in October 2021. He had strong links with both the Mid and North Norfolk Railways and bequeathed No. 03063 to the MNR. Formerly based at the Poppy Line, it arrived at Dereham on November 7 last year.

Paul, who was often to be seen working on his vehicles at Weybourne on the North Norfolk Railway, is also remembered for his years of service to the MNR. At the time of the Class 03's arrival, the MNR thanked his family for help in making arrangements to transfer to it ownership of the loco, along that of a 4w Ventilated Goods Van and Conflat A wagon from his collection. It said it was grateful that even during his illness he had thought of the railway, which would have not been the place it is today without his work.

The naming ceremony was performed by MNR chairman James Oakley, launching No. 03063 into service at its Spring Diesel Gala.



**'BUBBLE' ON THE BRANCH:** **Locomotive Services Limited-owned Class 121 Bubble Car No. W55034 is spending the summer at the Cholsey & Wallingford Railway. Previously resident at the Ecclesbourne Valley Railway, the DMU is due to operate on Thursdays July 25, August 1, 8 and 15. The unit entered public service on Saturday, June 15, when it was caught on camera at Cholsey by one of the line's volunteers. Meanwhile, on August 11, the railway's trio of Class '08' shunters are due to take part in a dedicated running day. This will include double – and possibly triple – heading on some trains. Visit www.cholsey-wallingford-railway.com for details.** CWR

## DIARY

**JULY**
**6-7 Llangollen:** Classic Transport Weekend
**6-7** Midsomer Norton: Wickham Weekender
**7** Northamptonshire & Lamport Diesel Day
**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: Diesel Gala
**14** Northamptonshire & Lamport: Diesel Day and cab rides
**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
**26-28** Epping Ongar: Real Ale & Cider Festival
**27-28** Severn Valley: Kidderminster Station 40th Anniversary weekend
**28** Plym Valley: DMU Day
**28** Wensleydale: Yorkshire Day Tea Train
**30** Yeovil Railway Centre: Diesel Train Day
**31** East Anglian Railway Museum: Diesel Day

**AUGUST**
**2-4** Caledonian Railway: Diesel Gala
**2-4** Spa Valley: Summer Diesel Gala
**3-4** Llangollen: 1960s Weekend
**3-4** Mid-Norfolk: 1940s Weekend
**4** Gloucestershire Warwickshire: Double Up Sunday Class 47s
**6** Yeovil Railway Centre: Diesel Train Day
**7** East Anglian Railway Museum: Diesel Day
**9** East Somerset: DMU Day
**11** Gloucestershire Warwickshire: Double Up Sunday Class 37s
**11** Dean Forest Railway: Tanker Train Day
**13** Yeovil Railway Centre: Diesel Train Day
**14** East Anglian Railway Museum: Diesel Day
**16** Gloucestershire Warwickshire: D6948/37215 60th anniversary
**18** Telford: Ruston Rendezvous
**20** Yeovil Railway Centre: Diesel Train Day
**24** Keighley & Worth Valley: Diesel & Ale Day
**27** Yeovil Railway Centre: Diesel Train Day

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## SIDELINES

### Livery change set for '20'

WITHDRAWN late last year for overhaul, a change in livery is planned for Keighley & Worth Valley-based Class 20 No. 20031.

It most recently saw service in BR Railfreight Coal sector colours, which it carried for over a decade and a half. Prior to this it was in BR green with its pre-TOPS identity of D8031, latterly with small yellow warning panels. The new livery remains to be decided.

The overhaul includes bodywork, dismantling the bogies and adding new parts as necessary and disassembling the brakes and linkages and rebuilding them with new pins and bushes. Compressors, exhausters, fuel pumps and injectors will be sent away for overhaul.

All of the windows will be replaced and the cab interior will receive attention.

# 'Deltic' withdrawn from traffic for engine repairs

*Alycidon* assessment underway at Barrow Hill following issues at 'legends' event.

THE Deltic Preservation Society's Class 55 'Deltic' No. 55009 *Alycidon* encountered engine issues during the Nene Valley Railway's May 25-27 Locomotive Legends event.

On the event's Saturday morning, the duty fitter prepped the loco, currently running as long-scrapped classmate No. 55013 *The Black Watch*. Power unit No. 451 was intended to be the sole power source for the day, as the second power unit, No. 408, has been downrated.

Initially, there were no signs of trouble. When the driver arrived, the engine was started and the locomotive tested without any problems. However, during the second trip with the freight train, the driver noticed engine hunting when moving the power hand from 'On' to 'Off' during the run-around at Peterborough Nene Valley station.

### Performance

The decision was made to shut down this power unit and switch to the other. The locomotive then performed adequately for the rest of the day. It was decided the 'Deltic' was to carry out its commitments at the Nene Valley Railway, which included two footplate experience days on June 8-9.

The following morning, a fitter inspected power unit No. 451 and bled the fuel system to address an apparent air lock. Afterwards, the engine was restarted, but the hunting issue worsened. When the driver arrived for the day, a final attempt to start the power unit resulted in a strange noise: the generator turned, but the engine did not.

The locomotive returned to its Barrow Hill base by rail on June 11, hauled by Class 20 Nos. 20189/20142 *Sir John Betjeman*. The power unit will be removed for assessment to determine the extent of the damage – and if a replacement power unit is not available, *Alycidon* may remain out of service for a year.

### Roster

Due to these issues, the locomotive was withdrawn from the North Yorkshire Moors Railway's June 14-16 diesel gala lineup. It has been replaced by Class 37 No. 37418 *An Comunn Gaidhealach*, marking the first opportunity to ride behind this loco since its repaint into Loram red and white livery.

Other visiting locos included Class 14 No. D9537, Class 20s Nos. 20189 and 20142, and Class 45 'Peak' No. 45108. They were joined by the home flee, including Class 25 No. D7628 (25278) *Sybilla*, Class 31s Nos. 31128 and 31466, Class 37 No. 37264 and Class 47 No. 47077.

# West Somerset diesel gala a success as sales up 10%

THE West Somerset Railway has declared its June 6-8 Summer Diesel Festival a success with sales up 10% compared to the same event in 2023.

The event was boosted by the presence of visiting locomotives – including Class 20s No. 20142 *Sir John Betjeman* and No. 20189, Class 24 No. D5054 (24054) *Phil Southern*, Class 46 'Peak' No. D182 (46045), Class 50 No. 50033 *Glorious* and a GWR 'Castle' HST comprising power cars Nos. 43154 and 43155.

These were supported by the Diesel and Electric Preservation Group (DEPG)-owned Class 03 No. D2133, Class 09 No. D4107, Class 14 'Teddy Bear' No. D9526, Class 33s Nos. D6566 (33048) and No. D6575 (33057) and Class 35 'Hymek' No. D7017, which are members of the railway's home fleet.

Utilisation of the rarely-used stretch of line between Bishops Lydeard and Norton Fitzwarren, the DEPG depot at Williton being open for all three days plus a talk by British Rail's former fleet manager at Laira depot, Geoff Hudson, were some of the additional attractions available to passengers.



**Left: Around six years have passed since a 'Peak' last visited the West Somerset Railway, so the appearance of No. 46045 (D182) at the 'Summer Diesel Festival' which took place on June 6-8, was most welcome. Making its WSR debut, the 1962 built locomotive works the 18.00 Bishops Lydeard to Minehead on the climb at Combe Flory on June 8.** RUSSELL AYRE



**Right: After 18 months out of action for major refurbishment to its cabs, including new floors, Class 50 No. 50033 *Glorious* returned to traffic on the Severn Valley Railway on May 27. The locomotive travelled to the West Somerset Railway (its first visit to another railway since becoming part of the Class 50 Alliance fleet) to take part in its Summer Diesel Festival and is seen at Williton during the event on June 7.** JOSH BRINSFORD

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Photo: Bernd Seiler

# Bosnian Genuine Steam

The economic situation of the coal mines in Tuzla is so dire that for many years not even the purchase of second-hand diesel locomotives could been considered so they had no choice but to keep their steam locomotives in active service. It's a miracle that even in 2024, 'Kriegsloks' can still be seen in daily service.

| | |
|---|---|
| **South Africa:** Big Steam and Sandstone's Garratts | **sold out** |
| **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 |

However, their operating radius is severely limited as they only shunt in the mine areas.

We are visiting the last steam locomotives in genuine use, (i.e. the last non-tourist steam) in Europe. However, since shunting operations alone are not very productive photo-wise, **we have chartered a series of special trains** to take the locomotives onto the beautiful lines around the coal mines. So we can enjoy the open and mountainous countryside as well as action set against industrial back-drops. Also of interest are the railway stations, as some of them have remained almost unchanged for decades.


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# CLASSIC TRACTION PORTFOLIO









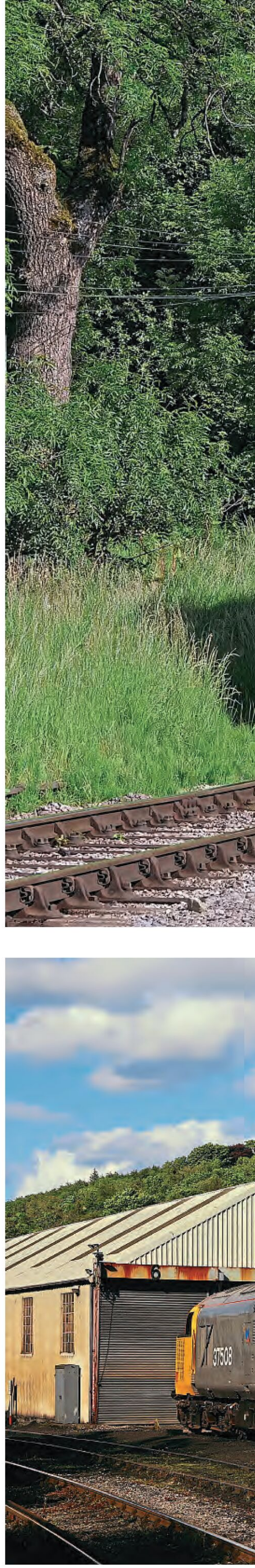
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**1**
**WEST SOMERSET RAILWAY:** Guest locos for the WSR's Summer Diesel Gala on June 6-8 included 'Choppers' Nos. 20189+ 20142 *Sir John Betjeman,* which are pictured slowing for Williton stop while working the 15.05 Bishops Lydeard to Minehead on the first day. The gala's other guest locos were Nos. D5054 (24054), D182 (46056) and 50033 *Glorious*. STEPHEN GINN

**2**
**NORTH NORFOLK RAILWAY:** The NNR's Rails & Ales Gala included both steam and diesel, the latter including green Type 3s Nos. D6732 (37032) and D6851 (37151/37667), which are seen meeting at Sheringham on the middle day of three, June 8. Other diesels taking part included Class 08 No. D3935, Class 31 No. D5631 (31207) and Class 33 No. D6515 (33012) *Lt Jenny Lewis RN*. HAYDEN SHEPPARD

**3**
**MORETON PARK RAILWAY:** Based at a private site at Moreton-on-Lugg, to the north of Hereford, the Moreton Park Railway hosted a visit by the Branch Line Society on May 27. Participants were given a tour in wagons top-and-tailed by Nos. 03145 and Ruston Army No. 422, which are pictured outside the base of the D2578 Locomotive Group, where Class 04 shunter No. D2302 and Class 05 No. D2578 were on display. STUART CHAPMAN










4
5

**4**
**KEIGHLEY & WORTH VALLEY RAILWAY:** GBRf celebrity No. 69009 *Western Consort* looks the part with a matching rake of WCR stock as it gets away from Haworth with the 08.30 Keighley to Oxenhope on June 21, day two of the KWVR's four-day diesel gala. Other visitors were Nos. D9520, 37250, D1015 *Western Champion*, 50008 *Thunderer*, and 50021 *Rodney*. STEVE SIENKIEWICZ

**5**
**NORTH YORKSHIRE MOORS RAILWAY:** Three Class 37s line up at Grosmont shed on June 16, (from left) Nos. 37508, 37264, 37418 – although only the latter two took part in the line's June 14-16 Diesel Gala. Other locos taking part were Nos. D9537, 20142, 20189, 31128, 31466, and 45108. MICHAEL WARRENDER

Compiled by **Chris Milner**

# Return of the 'Melton Pieman'

A Western Region 4-6-0 is to traverse Harringworth Viaduct, the longest masonry viaduct across the valley in the UK.

AN excursion from the West Midlands to the popular market town of Melton Mowbray – with the added attraction of steam over Harringworth Viaduct – is being reprised by Vintage Trains on September 14.

Under its popular 'Melton Pieman' title, either No. 5043 *Earl of Mount Edgcumbe* or No. 7029 *Clun Castle* will haul the train which starts at Birmingham New Street (08.15), calling only at Coleshill Parkway and Nuneaton.

On arrival at Melton Mowbray (around 10.50), passengers have the option of spending the rest of the day in the town famous for its pork pies. Alternatively, they can book tickets for either the lunchtime or afternoon trips over the 82-arch Harringworth Viaduct to Corby – or a combination of both.

Fares for the 'Pieman' start at £79 in tourist class (child £49), first class is £109, and Pullman Class is £169, child £139. Seats in Pullman Class at a guaranteed table for two cost £368.

After the train has arrived and taken water, later in the day will be the first of two 'Harringworth Shuttles' – two trips from Melton Mowbray to Corby, steam-hauled to Corby, diesel-hauled back to Melton. These will run at roughly 13.00 and 16.30 and fares for the shuttle are £35 in tourist class (child £25), first class is £49, and Pullman Class is £85, child £75 with a guaranteed table for two costing £190. Tickets for the shuttle can be booked in their own right – it is not a requirement to have travelled on the 'Pieman' excursion.

The return of the main tour back from Melton to Birmingham will be around 19.00, with the train diesel-hauled initially before taking the Syston North curve to turn the train and allow steam to lead back via Leicester to Birmingham.

There is catering on the train with bacon rolls with tea or coffee on the lunchtime shuttle at £7 per person, and afternoon tea available at £29.95, both bookable using the online form.

Visit www.vintagetrains.co.uk for full details.

# Class 40 for freight lines in former stomping ground

THE Class Forty Preservation Society's No. D345 (40145) is set to make an appearance in East Midlands and South Yorkshire on October 19, working Pathfinder Tours 'Pennine Perambulator'.

The trip will include lines where Class 40s were once an everyday sight on passenger, parcels and freight workings, and include both the Hope Valley and Standedge routes across the Pennines.

Starting at Burton-on-Trent (06.30), a West Coast Railway Class 37 will pilot the '40' as it picks up at Tamworth, Birmingham New Street, Tame Bridge Parkway, Stafford and finally Crewe, where the '37' will run round to the rear of the train which will then run in top-and-tail formation.

From Crewe the route is via Stockport, Guide Bridge, the Hope Valley and Sheffield and on to Woodend Junction near Shireoaks in order to turn the train on the triangle, before running on to Retford Low Level for a short break.

Returning west, the special takes the South Yorkshire Joint line passing through Doncaster before reversing at Hatfield & Stainforth and heading over the Askern line and Knottingley to access the Monk Bretton branch.

Then with the Class 40 leading, the routing is via Wakefield Kirkgate and Huddersfield and over Diggle back to Crewe and the set down points back to Burton.

The train will have a buffet offering real ales and cider.

Fares are £135 standard class, £95 junior or £500 for a party of four, with first class fares at £189 adult, £169 junior or £716 for a party of four. Online booking at www.pathfindertours.co.uk is now open.

■ Pathfinder is planning to use the 'Whistler' again on November 30 on an excursion to Chester Christmas Market.




**COAST-TO-COAST:** Hastings Diesels' DEMU No. 1001 enters a rather green-looking Boston station on June 8, with the 'Lincolnshire Poacher' railtour, working from the group's base and south coast resort of Hastings to the popular east coast resort of Skegness. Note the two driving vehicles leading. JOSHUA LEUTY

# Going to the end of the line – at Sims scrapyard!

A NEW UK Railtours excursion for August 10, as one of its 'Off the Beaten Track' series, will see a tour run literally to the end of the line – in this case the Sims scrapyard at Newport.

Using two GB Railfreight Class 66s in top-and-tail mode, the 'End of the Line' tour begins at East Midlands Parkway calling at Leicester, Kettering, Bedford, St Albans, Slough and Reading.

After running over the Berks & Hants line, the train takes Westbury East loop to run north towards Bath Spa and through the Severn Tunnel to Wales.

After a brief stop at Newport, it's on to Alexandra Dock Junction and the private line of Associated British Ports where Sims Metal is situated. The plan is to traverse the single line adjacent to the North Dock before entering both sidings at the facility. Returning to Newport, the train reverses and continues to Cardiff for a break of around an hour.

Returning home, the route will include Pengam sidings, the non-passenger sections being subject to operational availability on the day.

Seats are £149 adult, £129 junior, first class non-dining £199, with full dining at £299 or £1176 for a table for four.




**ENGLISH ELECTRIC POWER:** Hanson & Hall Class 50 No. 50008 *Thunderer* top-and-tails with Class 20 No. 20007 on the approach to Willesden Junction High Level on May 25, while working the Branch Line Society's 'Hanson Hanse' tour from Eastleigh to King's Cross via Reading and Finsbury Park. The tour visited then King's Lynn. JAMIE SQUIBBS




**MAKING THE GRADE:** Gresley 'A4' Pacific No. 60007 *Sir Nigel Gresley* passes Angrholm, high above Mallerstang Common, on the climb to Ais Gill on May 23 with Saphos Trains' 'Jubilee Fellsman' tour returning to Crewe from Carlisle. The headboard reads 'The Stephenson Jubilee, 1959-2025, 65th anniversary' – a commemoration of No. 60007's postwar speed record. Class 47 No. D1924 (47810) *Crewe Diesel Depot* was on the rear.
MICHAEL ANDERSON

# BLS promotes Lickey charity tour with a 'Western'

A NEW circular charity dining tour offering from the Branch Line Society (BLS) will be the 'Nosh and Slosh' on Sunday July 21, hauled by No. D1015 *Western Champion* and featuring an ascent of the Lickey Incline.

With a lunchtime start at Birmingham International (13.00), the 'Nosh and Slosh' is routed via Stechford, Perry Barr West Jn, Galton Jn, Kidderminster, Worcester Shrub Hill, Moreton-in-Marsh. Oxford and then via the Didcot West Curve to Swindon for a break.

On the restart, the special runs over the Golden Valley line through Stroud, then Cheltenham, the Lickey and into Birmingham New Street (18.35) for a set-down before terminating back at Birmingham International. Included in the routing, for track enthusiasts, will be Rowley Regis DGL, Droitwich UGL, Didcot West Curve, Gloucester New Yard Up & Dn Goods, Eckington UEGL and the Up Spetchley Goods Loop.

Fares on this all first class train are £195, or a guaranteed table for two seats, £220. A reduction of £47.50 for unaccompanied under 18s will apply, and there is no surcharge for non-BLS members. Online booking is open at branchline.uk.

There will be an on-board charity raffle with all proceeds donated to the GB Railfreight nominated good cause, Great Ormond Street Hospital Charity. All profits from this charter will also be donated to the charity.

The BLS is planning a further charity tour on August 17/18, but details remained to be announced by mid-June.

# Two more Cambrian excursions this autumn

PATHFINDER has two excursions over the Cambrian line to Pwllheli planned for the late summer and autumn.

A DB Class 67 will haul the tours to Shrewsbury, with Network Rail Class 97/3s taking over for the Cambrian leg.

The first of the excursions is on September 5, starting from Bristol Temple Meads (06.00) and picking up at Bristol Parkway, Cam & Dursley, Cheltenham Spa, Worcestershire Parkway, Bromsgrove, Birmingham New Street, Wolverhampton and Shrewsbury.

On September 12, the second train is booked to start at Swindon and call at Kemble, Stroud, Cheltenham Spa, Worcester Shrub Hill, Kidderminster, Stourbridge Junction, Tame Bridge Parkway and Shrewsbury.

Both trips feature off-train excursion options at Barmouth, Minffordd and Porthmadog.

Fares are £129 standard (£70 junior) with a bay of four seats priced at £496; first class fares are £185 adult, £145 junior or £720 for a party of four, with premier dining seats at £299 adult, £259 junior with a party of four priced at £1176. Premier dining will include a Great British Breakfast, elevenses and four-course evening dinner, but is not available from Shrewsbury.

## STEAM TOURS: JULY

| Date | Name | Steam Section | Locos | Promoter |
|---|---|---|---|---|
| July 1-31 | Jacobite | Fort William-Mallaig (mornings) | 45407 or 45212 | WCRC |
| 3 | S&C Fellsman | Blackpool-Hellifield-Carlisle-Hellifield-Blackpool | LSL Pool | ST |
| 6 | English Riviera Express | Taunton-Paignton-Kingswear & return | LSL Pool | ST |
| 6 | North Wales Coast Express | Crewe-Llandudno-Crewe | WCRC Pool | RTC |
| 7 | Waverley | York-Leeds-Skiptpn-Carlisle & return | WCRC Pool | RTC |
| 9 | End of Southern Steam | Victoria-Salisbury-Yeovil Jct, Weymouth-Eastleigh-Waterloo | 35028 | RTC |
| 9 | Garden of England | London Victoria-Canterbury-Dover-London Victoria | LSL Pool | SD |
| 9 | Sunset Steam Express | London Victoria-Hounslow-Chertsey-Guildford-Redhill-Victoria | LSL Pool | SD |
| 11 | Golden Hind | Taunton-Exeter-Plymouth & return | LSL Pool | ST |
| 11 | Dalesman | Hellifield-Carlisle-Shap-Carnforth | WCRC Pool | WCRC |
| 13 | White Rose | King's Cross-Doncaster-York-Peterborough | 45596 | RTC |
| 13 | Cumbrian Mountain Express | Carnforth-Carlisle-Settle-Hellifielfd-Preston | WCRC Pool | RTC |
| 14 | North Wales Coast Express | Liverpool LS-Chester-Holyhead-Liverpool | WCRC Pool | RTC |
| 16 | Garden of England | London Victoria-Canterbury-Dover-London Victoria | LSL Pool | SD |
| 16 | Sunset Steam Express | London Victoria-Hounslow-Chertsey-Guildford-Redhill-Victoria | LSL Pool | SD |
| 20 | West Somerset Steam Exp | Paddington-Newbury-Bishops Lydeard & return | 45596 | RTC |
| 20 | English Riviera Express | Taunton-Paignton-Kingswear & return | LSL Pool | ST |
| 23 | Dalesman | Hellifield-Carlisle-Shap-Carnforth | WCRC Pool | WCRC |
| 23 | Garden of England | London Victoria-Canterbury-Dover-London Victoria | LSL Pool | SD |
| 23 | Sunset Steam Express | London Victoria-Hounslow-Chertsey-Guildford-Redhill-Victoria | LSL Pool | SD |
| 24 | Dorset Coast Express | London Victoria-Woking-Weymouth, Southampton-Victoria | 45596 | RTC |
| 25 | | Taunton-Exeter-Yeovil Jct-Westbury-Bristol | LSL Pool | SD |
| 28 | Royal Duchy | Bristol-Exeter-Plymouth-Par & return | WCRC Pool | RTC |
| 30 | Garden of England | London Victoria-Canterbury-Dover-London Victoria | LSL Pool | SD |
| 30 | Sunset Steam Express | London Victoria-Hounslow-Chertsey-Guildford-Redhill-Victoria | LSL Pool | SD |
| 31 | Dorset Coast Express | London Victoria-Woking-Weymouth, Southampton-Victoria | 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: JULY

| Date | Name | Section | Locos | Promoter |
|---|---|---|---|---|
| 4 | S&C and Coastal Pullman | Derby-Nuneaton-Rugeley-Hellifield-Carlisle-Maryport & return | LSL Blue Pullman | MP |
| 6 | Westbury Wizzo | East Midland Parkway-Bedford-Reading-Westbury | D1015 | UKR |
| 9 | Torbay Riviera Pullman | York-Hitchin-Paignton & return | LSL Blue Pullman | MP |
| 13 | Derby Researcher | Hastings-Bromley S-Clapham-Leicester-Derby & return | Hastings EMU | HD |
| 13 | Cumbrian Cromptons | Reading-B'ham NS-Crewe-Hellifield-Carlisle-Shap-Reading | 2 x WCRC Cl 33 | PT |
| 14 | North West Freighter | Watford Jct-Crewe-Frodsham-Folly Lane-Preston Docks | GBRf 57/3+60 | UKR |
| 16 | Torbay Riviera Pullman | YHolyhead-Crewe-Stafford-Paignton & return | LSL Blue Pullman | MP |
| 20 | Beamish & Durham Pullman | Chelmsford-Ely-Peterborough-Durham | LSL Blue Pullman | MP |
| 27 | Diamond Jubilee Express | Bristol-Birmingham-Duffield-Chesterfield-York | 45118 | IC |
| 27 | Jolly Whistler | Burton-B'ham NS-Crewe-Hope-Retford-Skegness | 40145 | PT |
| 27 | Dean Forest Railway | Basingstoke-Reading-Stroud-Lydney-Parkend & return | 33012+4TC | UKR |
| 27 | S&C & Blackpool Pullman | Perth-Larbert-Lockerbie-Blackpool-Settle-Perth | LSL Blue Pullman | MP |
| 28 | Waterside Wandered | Fenchurch St-Chelmsford-Harwich Int-Clacton-Walton | 33012+4TC & 66 | UKR |

**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 **HD** hastingsdiesels.co.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

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**DAWLISH DOUBLE:** June 1 saw two railtours traverse the Dawlish seawall, with trips timed to coincide with the English Riviera Airshow in Paignton. Pathfinder's tour from Tame Bridge Parkway to Paignton via Oxford and Bristol Temple Meads was hauled by diesel-hydraulic No. D1015 *Western Champion* (running on one side as scrapped classmate No. D1011 *Western Thunderer*) – which is seen above at Sprey Point, Teignmouth, with 'Hoover' No. 50007 *Hercules* at the rear. Meanwhile, 'B1' No. 61306 *Mayflower* hauled a Saphos Trains tour from Crewe to Kingswear via Cheltenham, the steam loco taking over from Class 40 No. D213 (40013) *Andania* at Taunton, and with No. D1924 (47810) *Crewe Diesel Depot* tailing the train throughout. The 'B1' is pictured (left) crossing Dawlish Water with the return working.
BOTH PHOTOS: STEVE DONALD

Compiled by **Graeme Pickering**

## SIDELINES

### Maritime Transport to operate proposed Hinckley site

IF it is given the go-ahead to proceed later this year, the proposed £750million Hinckley National Rail Freight Interchange in Leicestershire will be developed, leased and operated by Maritime Transport.

A decision on whether or not to approve a development consent order is expected to be made by the Transport Secretary in September. Concerns have been raised over the potential impact on the surrounding countryside, air quality and traffic congestion.

The 40-acre Strategic Rail Freight Interchange would be capable of handling 16 trains a day. Maritime says it has the potential to reduce distances travelled by lorries by millions of miles, equating to an annual carbon reduction of around 70,120 tonnes. The company adds that the terminal, which will be situated alongside 7 million sq ft of warehouse facilities, is designed to strengthen rail freight connections between the Midlands and the ports at Felixstowe, Liverpool, London Gateway and Southampton, as well as railheads at Teesport and Mossend.

### Calls to help modal shift

FREIGHTLINER says more Government input is required to maximise modal shift of goods movements from road to rail.

The operator wants track access charges halved for freight, the doubling of modal shift grants (offered to businesses to support them using rail where costs are greater than road) and continued investment – ensuring capacity is available on busy corridors of the rail network and enabling more freight trains to be scheduled.

It also highlights how electricity costs for rail operators using electric traction in Germany have been capped through a scheme in which the state reimburses energy suppliers.

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# Outline masterplan submitted for Bow Goods Yard scheme

Network Rail seeks planning permission for freight campus at one of London's primary railheads.



**A computer-generated aerial image of how the Bow Goods Yard area and greenway could look following redevelopment. Bordered by the River Lea (right) and close to the London Stadium (just visible at the bottom of the picture), it is the last segment of land in the area to be made available for transformation as part of the London 2012 Olympic legacy.** NETWORK RAIL

PLANNING approval is being sought for the redevelopment of 30 acres of brownfield land at Bow Goods Yard in East London, which would include construction of the capital's largest integrated rail freight logistics hub.

Network Rail Property (NRP) has submitted an outline masterplan for the scheme, which is described as a "future model for rail freight site generation".

It says the hub would cater for construction industry traffic and offer warehousing for the last mile distribution of goods arriving by rail. The site has been in railway use since the 19th century and its railhead is regarded as vital to the local materials chains, being used to supply over a million tonnes of concrete a year.

### Road benefits

It was at the centre of construction work for the 2012 Olympics and NR says it facilitates the "sustainable movement" of materials to and from the area. It estimates this could lead to 90,000 fewer lorry trips each year on London's roads.

As well as improving its capacity and efficiency, rail and concrete batching operations would be screened from the rest of development, which is proposed to include a new hub for Network Rail and over 620,000sq ft of space for light and heavy industrial, leisure and hospitality use.

A greenway would provide access to two acres of open space around the development.




**GLASSWORKS-BOUND:** Over the last few months, GB Railfreight Class 69s have become a familiar sight on workings to and from Sibelco UK's silica sand quarry at Middleton Towers in Norfolk. On May 8, BR Rail Research Division-liveried No. 69004 makes its way through Saxilby station in Lincolnshire with a loaded train destined for the Guardian Glass manufacturing plant at Goole. TIM EAGLES

# Rail timber terminal public consultation carried out

TWO events were held in June to gather public feedback on plans for a rail terminal which would serve the West Fraser timber processing site at Morayhill, east of Inverness.

The company has submitted a proposal of application notice to The Highland Council. It intends to seek permission to build rail sidings and a link to the main Aberdeen-Inverness line (which runs alongside the plant), along with a gantry crane, new access road, hard standing areas and vehicle parking.

It has also proposed other associated infrastructure works and expects the project to involve the creation of fences, drainage and landscaping.

# Nexus puts software 'fix' in place for Class 555 Tyne & Wear issue

Testing of new Tyne & Wear Metro fleet steps-up to daytime mileage accumulation.

TYNE & Wear Metro operator Nexus has told *The RM* that a software modification has been made following the discovery of a traction problem during testing of its new Class 555 units on the system.

Nexus revealed details earlier this year, explaining that the anomaly surfaced when rail adhesion conditions were "unexpectedly poor". It and manufacturer Stadler, which is building 46 of the five-car trains to replace the system's current Class 599 fleet, have been involved in further trials, which were not part of the initial programme, in order to resolve the issue.

"We have worked closely with Stadler to complete the further tests required to ensure that the new trains perform to a high standard," said Nexus head of fleet and depot replacement Michael Richardson.

## Daylight movements

Following the successful conclusion of these tests, mileage accumulation began on May 15, bringing the first of the sets (seven of which have so far been delivered) onto the network during daylight hours.

They will run in between public services operated by the Class 599s. The Class 555s will carry signage and have netting in their doorways to prevent passengers boarding them when they stop at stations.

"There is still a lot of testing to do, with all 46 new trains completing a combined total of around 37,000 kilometres [22,990 miles] of fault-free running across the entire roll-out programme," added Mr Richardson.

"The purpose is to simulate passenger services and put the trains through their paces to ensure they are ready for day-to-day customer service. Based on experiences from other UK fleet introductions this phase of the project will inevitably bring up some unforeseen issues which Nexus and Stadler will need to resolve and manage as part of the process."



**Tyne & Wear Metro Class 555 unit No. 555005 is seen leaving South Gosforth depot in Newcastle with the 14.00 test run to St James on May 21. Notices warning passengers not to attempt to board can be seen displayed in windows throughout the length of the five-car set.** TREVOR HALL

A total of 480 staff will receive training on the Class 555s and Nexus estimates this will equate to 19,000 hours in total.

It expects the first of the trains to enter service later this year but was unable to give a more definite time frame.

# RAIB reports on Clapham Common incident

FOLLOWING the publication of the Rail Accident Investigation Branch report into the uncontrolled evacuation of a train on London Underground's Northern Line at Clapham Common on May 5 last year, chief inspector of rail accidents Andrew Hall said the incident demonstrated that learning from "past operational incidents needs to be retained".

The northbound train, which was leaving the station, came to a halt with two cars inside the tunnel and four alongside the platform after an emergency alarm was activated. Smoke and the smell of burning had been noticed by passengers, but its doors remained closed until around four and a half minutes later when they were opened by station staff. About 100 of those on board self-evacuated from the train in the meantime through interconnecting doors between cars and train windows, some of which were broken by people on the train or the platform.

"When passengers did not receive suitable information about the nature of the incident and the actions they should take, nor see action they would have expected to be taken, they turned to desperate measures to self-evacuate," added Mr Hall.

He explained that a similar situation at Holland Park in 2013, subsequently used as an example when training staff how to respond to 'out-of-course' events, had been removed from the training syllabus.

London Underground said it would monitor the build-up of brake resistor debris after an inspection of the train found traces of burnt residue and rail grinding paste.



**END OF THE LINE:** **Introduction of the first of the Tyne & Wear Metro's new Class 555s is still some months way, but over the course of the last year a start has been made on sending Class 599 'Metrocars' (which they will ultimately replace) for scrap, beginning with those which are unserviceable and have already had components recovered from them for reuse on other members of the fleet. Heavily spray-painted with graffiti and already battered, No. 4077 awaits its fate at the yard of J Denham Metals near Bishop Auckland in County Durham on May 28.** GEORGE STEPHENS

# Edinburgh Trams infrastructure maintenance deal agreed

A NEW £44.7million deal for the upkeep of infrastructure has been agreed between Edinburgh Trams Ltd and a joint venture comprising Siemens Mobility and Bilfinger UK.

Siemens has undertaken maintenance on the network since it opened in 2014 and the contract extension, which will run until 2035, includes overhead lines, track, signalling and its SCADA (Supervisory Control And Data Acquisition) system.

"This is a real testament to the team who have worked so hard over the last 10 years to offer the best service to maintain the tram infrastructure in Edinburgh," said Siemens' joint chief executive Sambit Banerjee.

The work sustains more than 20 jobs in the city and is expected to lead to the creation of additional roles for technicians, as well as some apprenticeships.




**Edinburgh Trams CAF Urbos No. 255 is seen working an Airport-bound service on November 21 last year at the Princes Street stop in the city centre.** TONY WINWARD

Compiled by **Chris Milner**

## SIDELINES

### Derailment blocks West Coast Main Line

THE derailment of three wagons on May 29 led to the blockage of the West Coast Main Line at Hardendale quarry, Shap. It is understood the wagons, which were foul of the up line, were destined for Margam and had come off the tracks as the train was being propelled onto the main line – as is normal practice – before heading south. It is expected the RAIB will report on the incident in due course. Services were fully restored the next day.

### Bridlington is step-free

THE installation of new lifts next to the historic lattice footbridge at Bridlington station has been completed, meaning improved accessibility for passengers. Network Rail has also replaced the deck and strengthened the footbridge, at the East Yorkshire station.

### Whittlesea upgrade plan

FENLAND District Council has accepted £3million from Cambridgeshire & Peterborough Combined Authority which could pave the way to improve Whittlesea station. It is hoped to take forward a plan devised more than 10 years ago which would see the manual level crossing replaced with automated barriers, lengthening of platforms and provision of a footbridge, ultimately encouraging greater use.

### Funding for Lanark roof

THE Railway Heritage Trust has provided a grant of £75,000 towards the £310,000 cost of restoring the roof and canopy on platform 2 at Lanark station. Both structures of the Grade B listed site had been in poor condition, with the rotted timbers presenting the risk of the Georgian wired glazing panels slipping and causing injury. Engineers undertook significant rot repairs and installed new slate coverings, lead flashings and a modern polycarbonate glazing system.

### Bridge plaque unveiled

A COMMEMORATIVE plaque by the walkway of Barmouth Bridge was unveiled on May 20 by Network Rail chairman Lord Hendy of Richmond Hill to mark the £30million restoration of the Grade II* listed structure. This was later followed by the naming of Class 97 No. 97304 *Talyllyn Railway/ Rheilfford Talyllyn* at Tywyn.

# Work delays pushing back Northumberland services

'Innovative' pricing revealed, with under-21s targeted.

ALTHOUGH it had been anticipated that services on the Northumberland Line from Newcastle to Bedlington and Ashington would begin in June, delays in the work are pushing the opening date back.

Some of the delays on the Government's Restore Your Railways project are due to poor ground conditions on land in the former coal mining area, with work to build two of the line's stations at Bedlington and also at nearby Blyth Bebside slipping behind schedule.

Since early spring there has been considerable efforts to complete level crossing work and major signalling, connecting the 18-mile line to the Tyneside Integrated Electronic Control Centre. Signalling between Bedlington and Ashington has gone live, and new level crossings have been installed at Bedlington North, Green Lane, North Seaton and Marcheys House.

Currently, Northumberland County Council, which is a key partner of the project, is saying the line is set to open in the summer, adding that driver training was due to begin in June. At time of going to press, Real Time Trains was showing driver training schedules from June 24.

The local authority has announced fares for the line with the maximum single from Ashington to Newcastle costing £3.80.

There will also be what has been called 'an innovative approach to pricing' to enable passengers to combine peak and off-peak tickets to get the best value.

Furthermore, there will be integrated fares with the Tyne & Wear Metro, with a daily cap for all four zones in the area of £6.20.

There is an emphasis on fares to encourage young people aged 21 and under to use the new services. Single trips using the 'Pop Blue' smartcard will be priced at £1 for travel anywhere on the Northumberland Line and Metro system, with daily caps of £1.70 for children under 16 and £2.20 for ages 17 to 21.

# Services to Ayr resume, Stranraer to reopen next

ELECTRIC services between Glasgow Central and Ayr resumed on June 17 following completion of many months of safety work at the at the fire-damaged former Ayr Station Hotel.

Since the blaze last September, and because of initial concerns over the safety of the remaining structure of the hotel and damage to the overhead electric equipment, EMU services have been terminating at Prestwick with an onward DMU connection. But in the final phases of work, the DMU has been replaced with a bus connection.

Passengers travelling south of Ayr towards Girvan and Stranraer have had only a replacement bus service since the fire, raising concerns over the future of the line, but Network Rail says the through DMU service is expected to restart in mid-July. This will allow time for Scotrail drivers to undertake route refresher training. In March, ScotRail had two marooned Class 156 DMUs removed from the line by road to undertake maintenance work.

In the lead up to the reinstatement of the electric services, teams were removing any remaining debris stemming from the demolition work.



**An aerial view of the site Ayr station site on June 7.** NETWORK RAIL

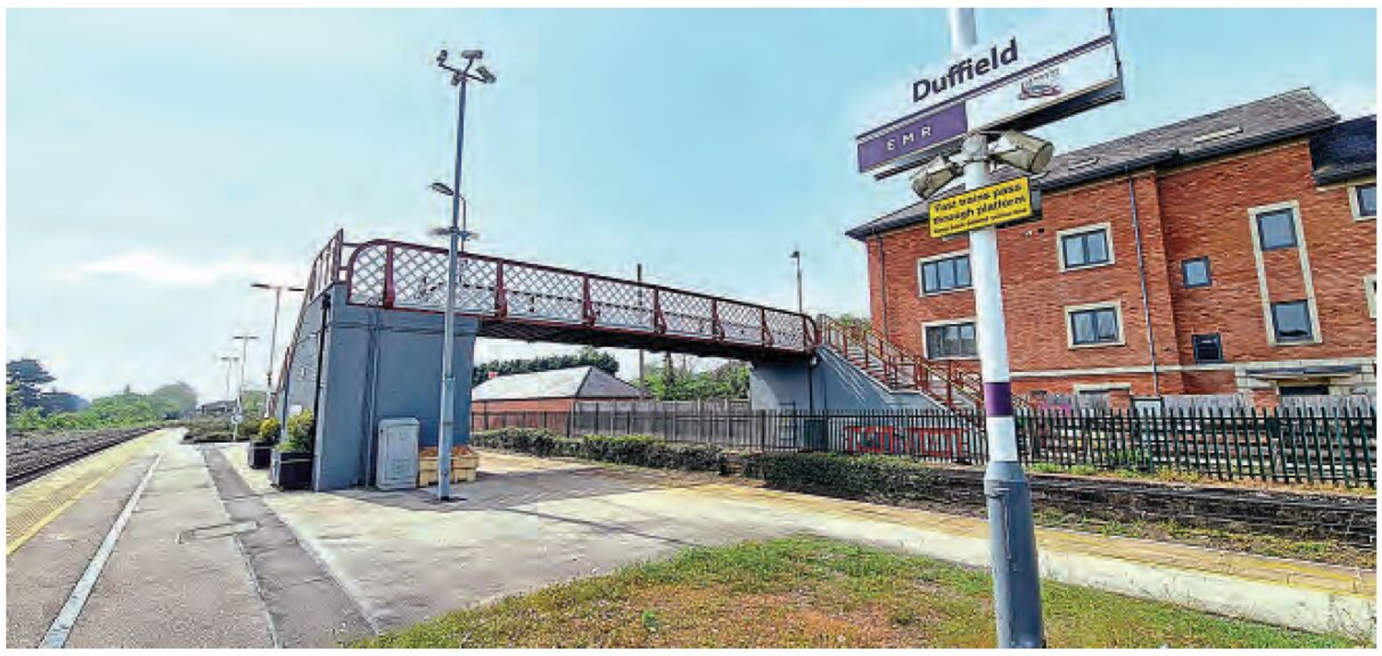
# £350million to enable 50 extra stations to go step-free

THE Department for Transport has announced that funding will be made available for a further 50 stations to become step-free under the Government's Access for All programme.

The DfT says that £350million has been reallocated from the cancelled HS2 northern leg.

More than 310 nominations were received from Network Rail, train operators and other strategic transport organisations, with the nominations selected based on the criteria of annual footfall, rail industry priorities, third party funding, local factors and geographical location.

The stations to benefit from this new tranche of funding are (in alphabetical order): Aigburth, Ash Vale, Battle, Bellgrove, Bodmin Parkway, Bredbury, Bushey, Castle Cary, Chinley, Church & Oswaldtwistle, Colchester, Dalston Kingsland, Dorchester South, Dudley Port, Dumbarton Central, Esher, Falkirk Grahamston, Flowery Field, Gunnersbury, Hedge End, High Brooms, Inverurie, Kew Bridge, Kidbrooke, Leagrave, Ledbury, Marden, Maidstone West, Neath, Newton for Hyde, Port Sunlight, Raynes Park, Rock Ferry, Ruabon, Sileby, Shotton, Sleaford, Small Heath, South Croydon, Stamford, Stroud, Swanwick, Thirsk, Ulverston, Upminster, Walton, Whitchurch (Salop), Wiveslfield, Wymondham and Yeovil Junction.




## DERBYSHIRE STATION STRUCTURE RESTORED:

**THE renovation of a 132-year-old footbridge at Duffield, Derbyshire, has been completed by Network Rail. The four-month project has cost £900,000, restoring the original splendour of the 1892-built bridge. While the main span of the bridge remains, it went through a significant modification in 1957 when the original ironwork staircases were replaced with brick. The latest work includes new handrails, stair treads, and cross beams, as well as masonry and drainage upgrades. The steelwork was prepared before being painted in maroon and cream to give a heritage appearance. A grant towards the work was provided by the Railway Heritage Trust.** NETWORK RAIL

# RAIB investigates Redcar level crossing collision

THE Rail Accident Investigation Branch (RAIB) has opened an investigation into the collision between a Northern Class 156 DMU and a car on Redcar level crossing on May 1. The car was substantially damaged, and its driver was injured in the incident.

In a release of its preliminary findings, the RAIB says the signaller had not closed the level crossing to road traffic before the train arrived. It adds that the driver of the train had been authorised by the signaller to pass a signal which was showing a red aspect. The signal involved provided protection to two level crossings, including Redcar.

The investigation will look at the actions of the signaller and the train driver involved and anything which may have influenced them; management of the staff involved in the accident, including their training and competence; engineered safeguards within the signalling and level crossing control system along with any underlying factors.

# Funding announced and name revealed for new Okehampton 'parkway' station

WITH funding worth £13.5million from the Levelling Up Fund confirmed, the name of the new station on the Dartmoor Line has been revealed as Okehampton Interchange.

The station will be at the edge of Okehampton and only a two-minute drive from the A30, thereby improving rail access for North Cornwall and West Devon. It will have a 200-space car park with charging for electric vehicles, step-free access from the car park, improved bus links, a drop-off area and better access by foot and bicycle.

Since the Dartmoor Line reopened in November 2021, service frequency has increased to hourly, and in its first year of operation more than 250,000 passengers used the service.

The balance of the £15m cost will come from Devon County Council (£1.4m), West Devon Borough Council (£120,000) and Network Rail (£25,000).

GWR regional growth manager David Whiteway said: "This really is super news for rail and wider sustainable transport choices across the South West.

"The new Okehampton Interchange will build on the massive success that the reopening of the Dartmoor Line has already had, better connecting people with jobs, students with education services, and leisure opportunities for all – providing valuable support for the community and local economies."



## GREATER HEADROOM FOR ELECTRIFICATON:

**Network Rail is raising the height of a Grade II listed bridge as part of the electrification of the Wigan to Bolton line. Constructed in wrought and cast iron in 1887 by Walker Brothers for the Lancashire & Yorkshire Railway, work to adjust the 150-year-old Deep Pit bridge to get the necessary clearance will begin in the summer and is planned to be completed in early 2025. Ramps will be added at each end to make the bridge step-free. The bridge is to the west of Hindley station.** NETWORK RAIL

# Heritage group to restore Norfolk station

FOLLOWING the signing of a basic asset protection agreement (BAPA) with Network Rail, heritage group the Middleton Towers Restoration Group has outlined the first stage of its plans to restore Middleton Towers station, which was built by the Lynn & Dereham in 1846.

Aiming to restore the station into a community asset which will include a tea room and railway museum, the group will clear vegetation from the station, pressure wash the platform, repaint the crossing gate posts and install fencing and an access gate.

One of the wooden crossing gates was destroyed on May 18 after it was hit by a sand train, and while a new bespoke gate is made abroad for installation in the autumn, a temporary gate is in place



**Middleton Towers station and platform, looking towards King's Lynn.** MIDDLETONTOWERSRG/CC

# Centenary of Manton tunnel tragedy marked

THE centenary of a relatively unknown railway tragedy was marked with a special event in Rutland on May 23 held by Network Rail and the University of Portsmouth.

On May 24, 1924 railway worker Richard Shillaker was filling lamps with oil near the Manton tunnel southern entrance when there was an explosion. The alarm was raised, and four track workers went to help, but as they did so a second, bigger, explosion followed, killing John Cockerill and William Hibbert, and injuring the other three men, George Buckby, Richard Shillaker and Thomas Shillcock.

Descendants of the men involved in the accident attended a special commemorative event, which took place by Manton Junction signalbox.

Dr Mike Esbester, a senior lecturer in history at the University of Portsmouth, has been investigating the accident as part of the Railway Work, Life and Death project, a collaboration between the University of Portsmouth, the National Railway Museum and the Modern Records Centre at the University of Warwick.

The project researches accidents involving British and Irish railway staff that occurred before 1939. He said: "Remembering is important and helps us to understand the human impacts events like these have on ordinary people's lives. Uncovering the untold stories of these everyday workers helps us relate to our ancestors."

# New station proposal for East Yorkshire

A PARTNERSHIP between East Riding of Yorkshire Council, Hull & East Yorkshire Local Enterprise Partnership, Network Rail, National Highways and Wykeland Group has developed outline plans to create a new transport interchange located at Melton between Brough and Ferriby.

The proposal is for a twin platform step-free station able to accommodate five-carriage trains with scope to increase this to 10-carriages in the future.

There would be a bus interchange, parking for nearly 500 cars with EV charge points, disabled spaces, car share spaces and provision for motor cycles, plus six taxi spaces.

Many new businesses have been established at Melton, but the station would also provide options for travel to Hull, Selby, Doncaster and York.

The next stage of the process will be a public consultation which could lead to the development of a business case.

Compiled by **Graeme Pickering**

## SIDELINES

### Welwyn-Hitchin route ETCS test run

IN the early hours of June 2, Great Northern Class 717 No. 717017 became the first train to be signalled between Welwyn Garden City and Hitchin using the European Train Control System (ETCS), which displays information to the driver in the cab, rather than via conventional lineside signals.

The journey, under test conditions, formed part of the initial stages of a proving process, to show that trains already fitted with ETCS are compatible with digital signalling infrastructure installed on that stretch of the East Coast Main Line.

### SWR 'committed' to '484s'

SOUTH Western Railway has told *The RM* that it is "committed" to returning all five of its Island Line Class 484 EMUs to service.

Nos. 484001 and 484003 have been out of use since sustaining flood damage last year, but the company says it is "continuing repairs".

A higher than expected rate of wheel wear affecting the rest of the fleet (Nos. 434002/004/005) led to the service frequency being reduced to hourly at the beginning of March while the problem was addressed. This was changed to 40-minute intervals from June 2.

An SWR spokesman said it was "testing and progressing a number of initiatives" in response to the issue.

### Hull Class 802 training

HULL Trains opened its Learning & Development Academy in the city's K2 building on May 31.

Facilities include a Class 802 driving simulator, which will be used to familiarise drivers with European Train Control System (ETCS) in-cab digital signalling before it is fitted to the company's five trains.

Hull and Manchester Piccadilly-based TransPennine Express crews are undertaking Class 802 training runs so that the units can be used on East Yorkshire diagrams.

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# Testing underway of Class 802 fitted with high-energy battery

Capable of delivering 700kW of power, the battery been installed on the five-car set in place of one of its diesel engines, as Hitachi examines potential for a battery-electric intercity train.



**TPE 'Nova 1' Class 802, No. 802207 is pictured at York on January 10, 2022. It was damaged in a shunting accident at Heaton depot in March that year and following repairs, returned to Hitachi's Newton Aycliffe factory where it has been fitted with a high-energy battery in place of its diesel engines to trial the viability of the system.** DAVID HUDSON

TRANSPENNINE Express Class 802 'Nova 1' unit No. 802207 is undergoing testing after being fitted with a high-energy battery in place of one of its three diesel engines at Hitachi Rail's factory at Newton Aycliffe in County Durham.

The collaboration between Hitachi, battery manufacturer Turntide Technologies, TPE and Angel Trains, which owns the Class 802/2 sets, will provide data for a business case for an entirely battery and electric-powered intercity train capable of covering up 60 miles of the railway network running in battery mode.

Hitachi says the battery can store sufficient energy to power 75 homes for a day and it is capable of the same acceleration and performance as the diesel engine it replaces. It also has the same power output as and is no heavier than the engine.

Testing of No. 802207 began on May 24 and it will be used in trials on TPE routes later this summer. Although planned for some time, it is the first UK trial to involve swapping a diesel engine for a battery on one of Hitachi's Intercity Express Trains (IETs).

### Investment

Hitachi, which has invested £15 million in research and development for the project, says it will test how the unit can enter and leave stations on non-electrified stretches of line using just the battery, reducing noise pollution and eliminating engine fumes. It predicts it could lower emissions and fuel costs relating to IET sets by as much as 30%.

The company sees potential to deploy the technology on unelectrified sections of intercity routes, as well as reducing a need for electrification in tunnels and over complex junctions.

"This project represents a significant investment in one of our newest fleets," said Angel Trains asset management director Matthew Prosser. "It will both support and draw upon the skilled jobs and expertise at Hitachi's Newton Aycliffe facility and enable us to demonstrate how battery retrofit technology can help us decarbonise our railways."

### Development

Hitachi sees it as an important step for the rail industry, both domestically and internationally, with potential for it to install the battery system into UK trains as well as exporting it. It proposes the development of charging infrastructure and all engines in Hitachi trains being replaced by batteries over the next two decades.

Siemens Mobility has also recently declared an interest in producing battery-electric bi-mode trains at its new factory in Goole. It claims they could save the domestic rail industry £3.5 billion and reduce carbon emissions by 12 million tonnes over 35 years. Based on extensive computer modelling, it says it could produce trains which could charge their lithium batteries to full capacity in 20 minutes while on electrified sections of route, and would require only 20-30% of a line to be electrified.

Siemens believes they would be suitable as a replacement for diesel trains operated by Chiltern Railways, Great Western Railway, Northern, ScotRail, TPE, Transport for Wales and on East-West Rail.




**D-DAY NAMING: On June 4, two days prior to the 80th anniversary of the Normandy Landings, South Western Railway Class 444, No. 444040 was named at Portsmouth Harbour station after the city's D-Day Story museum. SWR guards inspector Andy Dennis, who served for 22 years in the Army and had crewed the train on its journey from Waterloo, is pictured alongside Captain Lee McLocklan from Portsmouth Naval Base. SWR's customer and commercial director Peter Williams, and head of engineering Greg Kotecha (who served in the Army for seven years), are pictured either side of the city's Lord Mayor Coun Jason Fazackarley. SWR covered the admission cost for 100 local children to the museum, which tells the story of those involved in what was the largest seaborne invasion in history.** SWR

## Alstom wins £8.8m Class 357 'refresh' deal

ALSTOM has been awarded an £8.8 million contract to carry out repairs to and repainting of c2c's 74 Class 357 electric multiple units.

The work on the four-car units, which were built between 1999 and 2002 by Alstom's predecessors Adtranz and Bombardier at Litchurch Lane works in Derby, and are leased from Porterbrook (Class 357/0s) and Angel Trains (Class 357/2 and 357/3s), will be carried out over a two-year period at its Ilford depot.

It will include attention to corrosion on the body ends, side vents, sole bars and on the roof of vehicles, as well as repairs to huck bolt covers and repainting of the units.

Managing director of c2c Rob Mullen said the programme would give the Class 357s the "distinctive look and feel" of its dozen Class 720/6 units, which have entered service over the course of the last 10 months.

Around 120 people are employed at the Ilford depot and the contract could create work for up to 25 more.

Grand Central Class 180s diagrammed for workings between the North East and London visit Tyne Yard, alongside the East Coast Main Line on the south western edge of Gateshead, for servicing. On April 21, No. 180105 prepares to leave the yard and travel via King Edward Bridge East Junction and Heworth to Sunderland. From there it would form the 12.13 to King's Cross. GRAEME PICKERING

# Grand Central 'confident' fleet reliability will steadily improve

OPEN access operator Grand Central, which runs services between London King's Cross and Bradford/Sunderland, says it is "confident" that its programme to resolve issues and carry out heavy maintenance of its Class 180 'Adelante' diesel multiple units will result in "continuous improvement" of their reliability.

During 2023, challenges with the Arriva-owned company's own 10-strong fleet (which consists of Nos. 180101-108, 180112/114), reached a point where it decided to secure the temporary use of additional trains while it addressed some of the problems. Former East Midlands Railway Nos. 180110 and 180111, both of which have since been handed back to owner Angel Trains, arrived in August last year.

In summer 2023, it also arranged an initial 12-month lease of ex-Avanti West Coast Class 221 'Super Voyager' set Nos. 221142 and 221143 with Beacon Rail. The Class 221s have been used on Bradford services and GC has told *The RM* it is in the process of arranging an extension which will see it retain them for a further year.

GC has applied to the ORR for permission to run two additional daily return services between Bradford and the capital (bringing the total number to six) and an early morning departure from York to King's Cross, with a late evening return working, from May 2025.

It says its existing trains will be sufficient to cope with the additional services, but added that it "may look at alternate opinions in the future, depending on the outcome of the application."

# New and old motive power



**LOADED RUN FOR TRI-MODE:** Having completed two days of tests operating 'light engine', Stadler-built Rail Operations Group Class 93 No. 93001, is pictured at Kiveton Park while on the return leg of its first loaded test run between Worksop and Sheffield on May 30, 2024. Based at the Harry Needle Railroad Company depot in Worksop, it is the first of 10 members of the class to be delivered. The Class 93s have a maximum speed of 110 miles per hour and, with the ability to operate on electric, diesel or battery power, are the first main line tri-mode locomotive type in the UK. MICHAEL ANDERSON



**BR ERA BI-MODE:** Having been repainted into a version of BR Network SouthEast livery by Arlington Fleet Services at Eastleigh, GB Railfreight Class 73 No. 73128 was named *Kent & East Sussex Railway* on May 31, at the Rother Valley Railway's Robertsbridge station. It carries a plaque below its nameplate bearing the words: '50 Years of Heritage 1974-2024' and is pictured at the station the following day where it was in action at the 50th anniversary gala. Since-scrapped sister loco No. 73126 originally bore the name, given to it in 1991 to celebrate the extension of the K&ESR to Northiam and ultimate ambition of extending to Robertsbridge, No. 73128's naming marked the start of work which will ultimately join the two heritage lines. The naming was performed by GBRf chief executive John Smith. Attendees included K&ESR board members, three ex-NSE directors (Chris Green, Geoff Harrison-Mee and Alan Baker, who were involved in the original naming) and ex-Rail Minister Huw Merriman. CHRIS LIVINGS

# Rail firm unveils bold plans for Springburn works in Glasgow

## Gibson's Engineering intends 'The Caley' to be a 'one-stop shop' for train manufacturing, maintenance and repairs.

A SCOTTISH family-run company has outlined plans to create hundreds of railway vehicle engineering jobs at Springburn works in Glasgow.

Gibson's Engineering, run by father and son Dougie and Fraser Gibson, both of whom previously worked in management positions for Kilmarnock-based Brodie Engineering, was established two years ago and is working in partnership with businessman David Mousdale (founder of the Optical Express chain) who bought the site in 2021 with the intention of returning it to use.

### Workforce

The firm hopes to employ over 1000 people within the next five years, increasing to up to 5000 after a decade by developing the works into a 'one-stop shop' for the building of new trains, maintenance of fleets and carrying out repairs and overhauls. It wants to electrify the works branch, which connects to the Cumbernauld line south of Springburn station. It says £10 million has already been invested by Mr Mousdale in the purchase and refurbishment of the site and buildings.

### History

Known locally as 'The Caley', on account of beginning life in the 1850s as the Caledonian Railway's St Rollox works, Springburn works has been leased to a number of businesses since the privatisation of British Rail, the most recent being Gemini Rail. Following completion of modernisation work on ScotRail Class 156s, it closed down its rolling stock repair and refurbishment operations there in 2019, saying there was a declining market due to the number of orders being placed for new trains.



**Loco overhauls kept the works busy when it was run by British Rail Engineering Ltd (BREL). Class 26 No. 26028 is seen nearest the camera on June 5, 1982. Multiple unit refurbishment continued to provide a role for it until completion of modernisation work on ScotRail's Class 156 fleet in 2019. In addition to repairs and maintenance, Gibson's Engineering plans to manufacture trains there, too.** PHIL RICHARDS/CC BY-SA 2.0

Gibson's proposals have been endorsed by former First Minister of Scotland Lord McConnell, President of the Royal Academy of Engineering Professor Sir Jim McDonald and three-time Formula One World Champion Sir Jackie Stewart, but the announcement gave no indication of an envisaged timescale for initial recruitment or orders.

# Wagon Report

Compiled by **Steven Fredrick Lappage**

MIDWAY through the year, an overview of the wagon fleet shows that Ealnos type box wagons and intermodal flats dominate wagon orders. In turn, the supply of new stock comes largely from the Eastern European factories of USA-owned Greenbrier Europe. Continental builders contribute more specialist types, such as cement hoppers, with recent deliveries from Arbel in France and Feldbinder in Germany. Network Rail also favours Kirow for infrastructure wagons and cranes.

Domestic production of new stock is now solely down to WH Davis at Langwith Junction, although overhauls and refurbishments are undertaken by Arlington Fleet Services at Eastleigh and Wabtec at Doncaster. A new entrant has been Loram UK at Derby, which continues with the conversion of JNA-Y 'Hawk' gondola opens for Network Rail.

Of the freight operators, only DB Cargo UK has its own dedicated wagon works at Stoke, though Freightliner has sizeable facilities at Leeds and Southampton. Investment by GB Railfreight has also created a new depot at Peterborough largely intended for wagon repairs.

■ KIROW has supplied six 25 tonne diesel-hydraulic cranes to UK contractors. First to arrive were KRC 250 UK Nos. DRK 81621-622 (works Nos. 133000/200) for GrantPlant, plus Nos. DRK 81623-625 (works Nos. 133800 and 134000/200) for First Swietelsky in 2006. They are replacements for twin-jib track relayers.

A single improved KRC 250 S machine was delivered in 2016 to Swietelsky Babcock, No. DRK 81626 (works No.170702). This crane also carries EVN identity No. 99 70 9319 012-9. To operate with this machine, a KFA(F) flat No. TIPH 93330 is hired from Touax.

Twin-jib track relayers date from 1977-80 and were built by either Plasser & Theurer or Cowans Sheldon. Remaining in stock are Nos. DRP 78211-213/215-217/219/221-223 and Nos. DRC 78226/229/231/234/235. Original identities were Nos. DB 969044-046/048-050/052/054-056 and Nos. DB 969059/062/064/067/068.

■ RECENTLY deleted from stock at Crewe Basford Hall was ZVW 'Lowmac' No. ADE 230956. Dating from 1939, it was in use at Eastleigh as a cripple carrier before finding work at Crewe as a engine transporter. Donated to the Great Western Society, it now resides at Didcot.

The wagon originated from the batch of 'MacNV' low-machine flats built for the LNER in 1939 as Nos. 230913-967 to diagram 143. Vacuum fitted, they were rated to carry 20 tons, raised to 22 tons during the Second World War.

The wagons were a development of the pre-Grouping 'implement' flat, with small 2ft 9in diameter wheels allowing a rail to floor height of just 2ft 6in as compared to around 4ft 2in of a standard 'Lowfit' flat. Loads carried included farm machinery, bulldozers and road vehicles.

Remarkably in 1966, a programme saw 22 of the wagons fitted with framework to allow the conveyance of 20ft Freightliner containers. Recoded 'Conflat ISO' were Nos. E 230916/921/925/926/928/942-946/948-953/955/956/959/960/ 953/967. After a few years the frames were removed and the wagons entered departmental use carrying plant to track relaying sites.

■ DISPOSALS include OBA 'Bass' opens Nos. 110229/363, OBA rail puller/unloading chute flat No. 110375, OCA opens Nos. 112017/058/065/105, HKA aggregate hopper No. 300681, HTA/CGA^ coal/ biomass^ hoppers Nos. 310245/358/495/581/ 604^/627/641/710/888/890/892/976, Nos. 311028/081/083/102/130, MFA ballast and spoil carriers Nos. 391143/249/352/357/386/442/593, MHA/MPA* 'Coalfish' spoil opens Nos. 394181/691*, MTA opens Nos. 395065/079/148/338, SPA steel flats Nos. 460373/587/797, No. 461015, MTA steel tube carrier No. 950187, MXA 'Lobster' opens No. 950421/599/727, No. 951186, YWA railflats Nos. DB 996143/491/632/954/967.



**Balfour Beatty YRP twin-jib crane No. DRP 78219 in Bescot Yard on May 19.**



**Railcare YDA ballast feeder wagon No. 99 70 9552 020-8 in Bescot Yard in May 5.**

## POOL CODES

**EPRL** Europhoenix Rail Leasing

## LOCOMOTIVES

**Allocations**
37250 re-registered HQ/MBDL
37407 EPUK-EPRL
37424 KM/XSDP-BH/HNRL
37425 KM/XSDP-BH/HNRL
43050 SBXL-LSLO
43054 MBDL-LSLO
45118 LSLS-LSLO
66224 WBAI-WBAT
66591 LD/DFIN-FD/DHLT
69012 LR/UKRS-RR/GBRG

**Renumbered**
56077 – 69012

**Liveries**
**DB Cargo red:** 66133
**FL orange:** 59104
**GBRf:** 66313, 69010
**Network South East:** 73128
**TPE vinyls removed:**
68019/20/21/22/25/26/31

**Named**
59201 Westbury PSB 1984-2024
66309 *Charley Wallace*
66653 *Barry Needham*
73128 *Kent & East Sussex Railway 50 Years of Heritage 1974-2024*
73970 *W S Sellar*

**Name reapplied**
37407 *Blackpool Tower*

**Names removed**
60091 *Barry Needham*
68019 *Brutus*
68024 *Centaur*
68025 *Superb*
68026 *Enterprise*
68027 *Splendid*
68029 *Courageous*
68030 *Black Douglas*
68031 *Felix*
68032 *Destroyer*

**Sold**
**HNRC:** 37424/25



On its way from Toton to Radway Green (near Alsager, Cheshire) for storage, No. 60078 is pictured on the A50 in Uttoxeter on June 23. BRAD JOYCE

**Wensleydale Railway:** 47714

**Operational**
66224

**Stored/stopped locations**
**Barrow Hill:** 37419/22
**Radway Green, Alsager:** 60032/48/78/93
**Worksop:** 37716

## MULTIPLE UNITS

**Allocations**
156420/23 NH-HT
197003/24/33/37 newly delivered HQ/HLHQ
197114 newly delivered HQ/HLHQ
197114 HQ-CH
221107/10-18 HFHQ-EHHQ
317501 sent for disposal
323203/07/08/13/17/19/41/42/43 SO/ EJHQ-AN/EDHQ
398017 newly delivered HQ/HLHQ
555002/21 newly delivered GF/PXGG
720142 HQ-IL
730036/38/45 HQ-BY
730207/13/18/22/24 newly delivered HQ/EJHQ
777021/34/45/51 HQ-KD
777033/35/47 newly delivered HQ/HEHQ
777144 HQ-KD
805001-05/08-12 HQ-OY
805013 newly delivered HQ/HFHQ
810004 newly delivered HQ/EMHQ
62954 (442418) sent for disposal
77400 (442419) sent for disposal

**Liveries**
**Levenmouth vinyls:** 158719

**Named**
800024 *The Princess Royal*
802109 *Shania Train*

**Names removed**
323203 *Aston*
323206 *Barnt Green*
323207 *Bournville*
323210 *Shenstone*
323211 *Four Oaks*
323213 *Sutton Coldfield*
323218 *Lichfield City*
323240 *Erdington*
323243 *Longbridge*

**Renumbered**
458512 – 458412
458527 – 458427

**Formations**
458412: 67612+74012+74112+67712
458427: 67627+74027+74127+67727

**Now in passenger traffic**
197114
720142
730036/38/45
777021/34/45/51
777144

**Back in passenger traffic**
458533

**Sold**
**Ashville Holdings HQ, West London:** 153334

**Stored/stopped locations**
**Bournemouth:** 458412/27
**Nemesis Rail, Burton-upon-Trent:** 769002
**Cockshute:** 74402/04/25/27/51
**Derby:** 701503/04, 720144, 720505
**Doncaster Belmont:** 730205/14/19/22
**Donnington:** 197031/33
**Eastleigh T&RSMD:** 701012
**Eastleigh Works:** 458423/28
**Ely:** 175001, 175105/12/15
**Hornsey:** 379001/02/09/17/28
**Landore:** 175006/07, 175103/14
**Long Marston:** 197027/28/29/37, 701058, 730213/26
**Oxley:** 730207/18/24, 805013
**Pelaw:** 555002/21
**Taffs Well:** 398017
**Walton Old Junction:** 777033/35/47
**Widnes:** 458508
**Willesden:** 720140, 730029/37/39/40/41
**Wimbledon:** 701008/45/60
**Worksop:** 720511

**Disposals**
**Sims Metals, Newport:** Arrival date: June 18: 62954 (442418), 77400 (442419)







Respected railway photographer William Stuart Sellar, who sadly passed away in August 2023 aged 86, was commemorated at Bo'ness on May 24, when GBRf's No. 73970 was named *W S Sellar* in his honour. The naming was performed by Stuart's wife Annet and their son Stuart Sellar junior (pictured), along with GBRf boss John Smith. The accompanying plaque reads "Named in memory of Stuart Sellar 1937-2023. Career railwayman, photographer and founder member of the Scottish Railway Preservation Society." BOTH PHOTOS: DAVID HALL

## HAULED COACHING STOCK

**Liveries**
**Blue/grey:** 5921, 6042
**TPE branding removed:** TP09
**Maroon:** 3362

**Moved for further use**
9521 Ivy House Special School, Littleover, Derby

**Stored/stopped locations**
**Barrow Hill:** 1859, 3112, 4832, 38185
**Crewe:** 6702/04, 9809
**Great Yarmouth:** 5866, 5960, 17079

■ **STOCK CHANGES CORRECT AS OF JUNE 20.**

Compiled by **Ashley Butlin**

# The network's notable moves

## Avanti West Coast

Once again, heavy rain into the early hours of Thursday, May 23 caused flooding on the WCML north of Carlisle. This caused major disruption to the AWC's Anglo-Scottish services with many trains being cancelled between Preston and Glasgow. That day's first direct arrival from London Euston at Glasgow Central was at 18.29 when Class 390 No. 390122 arrived with 1S69 which had left Euston at 13.30.

The new Class 805 units entered service on June 2 with seven in traffic. Nos. 805001+805004 were on 1D83/10.36 Crewe to Holyhead, later No. 805004 joined with No. 805008 to work 1A42/12.48 Holyhead to Euston and 1J32/17.01 Euston to Wrexham General.

No. 805005 was on 1B38/11.15 Wolverhampton to Euston and 9G29/15.15 Euston to Birmingham New Street followed by 1B55/17.21 Birmingham New Street to Euston, while No. 805009 worked 1A16/10.14 Chester to Euston and 1D87 Euston to Holyhead. No. 805011 operated 1A36/13.32 Chester to Euston and 9G32/16.15 Euston to Birmingham New Street. Finally, No. 805012 1A48/13.38 Holyhead-Euston and 1D92/18.01 Euston-Holyhead.

## LNER

A visitor to King's Cross on Saturday, May 25 saw three Class 91 locomotives in the station: No. 91124 was at platform 7 at the head of the 1D17/14.03 departure to Leeds; No. 91106 was at platform 0 on the 1D18/14.35 to Leeds; and No. 91130 at platform 4 on the 1D19/15.03 to Leeds.

## Abellio Scotrail

An incident occurred at Inverness during the morning of Tuesday, May 14 when a gas leak was reported on a tank wagon in the yard which had arrived on the 4H47. Inverness station was closed along with parts of Eastgate Shopping Centre and Morrisons while emergency services dealt with the situation. By early afternoon things started to get back to normal.

The official inauguration of the reinstated Levenmouth railway took place on May 29 ahead of the start of passenger services on June 2, was widely reported. In connection with the re-opening, Class 158 No. 158719 received a new livery promoting the service.

The train shuttle service between Prestwick Town and Ayr was withdrawn from Sunday, June 2 to allow Network Rail to carry out essential works ahead of the resumption of an electric trains service.

Trains ran as normal between Prestwick and Glasgow, with buses operating between Prestwick Town and Ayr.

## Caledonian

The northbound Inverness sleeper on May 30 made it to Edinburgh three and a half hours late then got cancelled there as somebody had been hit by a train further north.

The derailed freight train in the Tebay area on the afternoon of Wednesday, May 29 caused many WCML services to be delayed or cancelled for the rest of that day and into the next. Among the delays were the two southbound Caledonian Sleeper services.

The Glasgow Central to London Euston service (1M11/23.40) departed from Glasgow on time pulled by Class 92 No. 92023 and arrived the following morning in London Euston 156 minutes late at 09.36. The Inverness and Aberdeen to London working (1M16), hauled by Class 92 No. 92020, was seen passing through Lancaster, also on that Thursday, at 09.09 running 301 minutes behind schedule and finally arrived in Euston at 12.37 290 minutes late.

## Merseyrail

Two further new Class 777 units Nos. 777030+777047 were moved from Dollands Moor to Wembley on May 29 by Class 66 No. 66020 before being taken forward to Walton Old Junction.

## Transport for Wales

No longer in service with TfW, the Class 175s are slowly making their way to Ely for storage pending further use. On May 9, Nos. 175011+175110 made the journey from Crewe South. Meanwhile, on May 16 No. 175113 was moved by Class 37 No. 37800 from Central Rivers to Landore. A further move to Ely followed on May 30 when Nos. 175112+175115 ran from Landore, followed on June 6 by Nos. 175001+175105 also from Landore.

Class 67 No. 67015 left Cardiff Central on the 17.14 to Holyhead 14 minutes late, on May 13. The lateness kept increasing, to a maximum of 44 minutes arriving at Chester. From there, the stops at Flint, Rhyl and Colwyn Bay were cancelled, calling only at Llandudno Junction and Bangor. As a result, the final arrival at Holyhead was reduced to being 26 minutes late.

## West Midlands Railway

While the Class 730s are now entering traffic, movements of the units between various locations continue on a regular basis.

On May 8, No. 730012 was moved by Class 37 No. 37601 from Old Dalby to Soho. Two days later, the Class 37 moved No. 730222 from Derby to Oxley. The next report was No. 730023 being moved from Doncaster Belmont to Willesden by Class 37 No. 37884 on May 16.

The Class 37 was in use again on May 21 to transfer No. 730024 from Doncaster Belmont to Wembley, followed by No. 730207 from Derby to Long Marston on May 25. A change on May 31 found No. 37800 move No. 730226 from Derby to Oxley before taking Nos. 730219+730214 from Oxley to Doncaster Belmont. No.



With the twin Blackpool landmarks of the Pleasure Beach (left) and Tower (right) in the background, Northern DMUs Nos. 156452+150123 approach Squires Gate with a Blackpool South to Preston working on June 8. ZAC HINCHCLIFFE



HST power car No. 43028 leads the 07.41 Glasgow Queen Street to Aberdeen across Skaitie Shore viaduct past Stonehaven Golf Course on May 17. STEVE SIENKIEWICZ

37601 was in use again on June 4 to move Nos. 730037+730039 from Doncaster to Willesden.

Class 172 No. 172003 ran from Tyseley to Ilford on May 13, returning on June 6.

Class 730/0, in their striking largely orange livery, have become a familiar sight at Euston. On Monday, May 20 several of the green liveried Class 730/2, including No. 730212, were noted, from a passing train, in the sidings at Camden. A further pass by Camden on Saturday, May 25 found Nos. 730210, 730212, and 730217, along with others, present. A passing trip to Harrow & Wealdstone station on May 30 found Nos. 730010, 730017, 730023, 730024, and 730033 present.

## Chiltern Railways

Class 168 No. 168110 was taken to Wolverton from Aylesbury on May 17 by Nos. 168108 and 168323, the same pair returning with No. 165004. This was the regular Hanson & Hall working.

## London Overground

Regular travellers on London Overground might suggest every day is a challenge, but the morning of Wednesday, May 15 proved particularly so for a correspondent.

Arriving at West Hampstead station at a little after 11.30 it was a surprise to see the information screens advertising the 11.30 service was 'On Time'. After waiting several minutes on platform 2 it was announced that the 11.30 was delayed and it eventually arrived 13 minutes late. Joining the service formed of No. 378227, with the intention of travelling to Hackney Central, this plan was thwarted when at Kentish Town West the driver announced the train would run non-stop from Camden Road to Stratford.

The service was 15 minutes late leaving Camden Road, but according to Realtime Trains was only six minutes late at Stratford. While waiting at Camden Road, the 2Y81/11.36 from Stratford to Clapham Junction, was seen standing by platform 1. On departure it was noted to take the line to Primrose Hill rather than taking its timetabled route through Kentish Town West. According to Realtime Trains it had terminated short at Camden Road due to a problem with the on-board safety systems.

The journey to Hackney Central was eventually completed using the 2N25/11.17 from Richmond to Stratford, formed of No. 378232, which was only four minutes after its booked time leaving Camden Road.

Less than a week later, on Monday, May 20, the Overground was having another bad day. The status update on the TfL website reported: "No service between Stratford and Camden Road and SEVERE DELAYS between Camden Road and Clapham Junction/ Richmond while Network Rail fix a signal system failure."

Arriving at Willesden Junction and needing to get to Richmond, it was disappointing for our correspondent to find the only Richmond train on the information screens was showing as 'Cancelled'.

Fortunately, the information screens were pessimistic and in less than five minutes it was possible to join the 2U52 to Clapham Junction which had left Camden Road at 14.29 formed of No. 378230. This was on-time in the revised timetable in operation.

A visit to Richmond station during the evening of Tuesday, May 21 found barriers placed across the entrance to platforms 4 and 5, used by London Overground services, and a notice on the forecourt: "London Overground – No service between Richmond and Willesden Junction due to a faulty train at Acton Central. Services are running from Clapham Junction."

Reviewing Realtime Trains showed the 2N45 to Stratford left Richmond on time at 15.56 but got no further than Acton Central. The following service, the 2N46, was terminated at South Acton. For the rest of the day all London Overground services from Richmond were cancelled.

## Govia Thameslink Railway

The Class 379s are being assessed at Hornsey, with pairs being delivered from store at Worksop on a regular basis, staying for a short time before being returned to Worksop.

Arrivals have been April 24: No. 379006; May 1: Nos. 379014/19; May 8: Nos. 379021/26; May 17: Nos.379017/23; May 21: Nos. 379024/25; May 24: Nos. 379003/12; May 27: Nos. 379020/29; May 29: Nos. 379007/10; May 30: Nos. 379008/22; June 4: Nos. 379005/30; June 5: Nos. 379013/15; and June 6: Nos. 379004/18.

Return dates: May 20: Nos. 379006/14; May 21: Nos. 379017/19; May 24: Nos. 379023/26; May 27: 379021/24; May 29: 379003/25; May 30: Nos. 379012/29; June 4: Nos. 379007/10; June 5: Nos. 379008/20; and June 6: Nos. 379005/22.

A 30-minute visit to Finsbury Park station on May 30 noted the following Class 717s working the route to and from Moorgate Nos. 717025, 717001, 717009, 717018, 717021 and 717008.

## Southern Railways

Class 387 No. 387224 was noted on the Brighton-Southampton-Havant-Portsmouth-Brighton driver training trip on April 28 in preparation for the new timetable as the 387s will be going to Southampton and Portsmouth.

On April 30, Class 377 No. 377402 working the 05.47 Southampton to Brighton terminated at Worthing due to smoke coming from underneath the unit. It eventually ran ECS to Brighton Depot. Unit No. 377310 was brought in to work the 08.31 Brighton to Southampton and 10.28 return before it went back to its original Brighton-Hove-shuttles. In turn, No. 377310 was replaced by No. 377443 which worked the 12.31 Brighton to Southampton as booked.

Unit No. 387225 worked the 06.45 Brighton to Littlehampton and 07.55 return instead of the more usual Class 377 on the morning of May 3.

Brighton played Chelsea at Falmer on May 15 and rather surprisingly there was not much in the way of strengthening East coastway services. Nos. 377113 and 377443 were noted on the Brighton-Lewes-Brighton shuttles, while Nos. 377311, 377315 and 377324 were on the Brighton-Seaford-Brighton services. Class 387 Nos. Nos 387213/17/19/20/21/25 were observed on the Brighton-Ore-Brighton services. After the match, two services were strengthened: the 20.56 Brighton to Eastbourne with Nos. 387217+387220 and the 21.36 Brighton to Seaford with Nos. 377311+377411.

West Coastway services were disrupted on May 17 due to a person being hit by a train at Fishbourne resulting in rolling stock and train crews being out of place. The 18.20 Bognor Regis to Streatham Hill Depot formed of No. 377142 was the unit involved with the incident. The 17.56 Bognor Regis to London was formed of No. 377308 due to a cab fault on No. 377424.

The 17.46 Victoria to Littlehampton formed Nos. 377116+377446+377434 was delayed at East Croydon due to a train fault. Passengers were transferred to the 18.16 Victoria to Littlehampton which ▶

was delayed by 15 minutes gaining entry to the station, like other services, while the faulty train was being attended to. The 17.46 eventually departed 54 minutes late and ran fast to Littlehampton via the Arun Valley arriving at Littlehampton some 30 minutes late. Meanwhile, the 17.54 Victoria to Eastbourne formed Nos. 377422+377429+377433 was delayed at Gatwick by 20 minutes due to alarms sounding on the train. The 18.05 Victoria to Bognor Regis, Nos. 377434+377210+377112, was also delayed at East Croydon running around 25 minutes late due to the faulty 17.46.

The West London Line was closed for a period of time on May 18 when No. 377701 working the 14.52 Watford Junction broke down in the Mitre Bridge area with a damaged pantograph and damaged overhead wires, resulting in Southern services between East Croydon and Watford Junction being suspended. No. 377707 was at Watford to work the 15.52 to East Croydon which was cancelled and sent to Mitre Bridge as a passenger transfer from No. 377701. In addition, No. 377702 was sent from Clapham Junction to collect the stricken No. 377701 and return it to Selhurst for repairs.

No Southern services ran between Chichester and Havant over the weekend of May 18-19 due to engineering work, with most of the services running into Bognor Regis. All services between Littlehampton and Bognor Regis were formed of four car Class 377s instead of the usual Class 377/3s, with Nos. 377102, 377414, 377423 and 377452 in use.

Observed at Chichester on June 4 were two Gatwick Express units on the new Brighton-Southampton service: No. 387221 with 11.13 Brighton to Southampton and No. 387215 with 11.20 Southampton to Brighton. In addition, the June timetable changes have introduced a service from Brighton to Chichester which reverses in the reception siding, waiting from xx.24 to xx.28.

## South Western Railway

The part diagram of timetabled services using the new Class 701s between Waterloo and Windsor & Eton Riverside introduced during April continued in May. On Wednesday, May 8 No. 701037 was seen approaching St Margarets station forming the 2U26/10.23 from Windsor & Eton Riverside to London Waterloo. On Monday, May 20 the same service was again formed of No. 701037, being seen between Barnes and Putney.

Further moves of the units between various locations continues on a regular basis. On May 8 No. 701003 was taken by Class 69 No. 69011 from Eastleigh to Long Marston. The following day the Class 69 moved No. 701019 from Wimbledon to Marchwood, and then took No. 701032 from Marchwood back to Wimbledon.

A move on May 16 found No. 69011 take No. 701038 from Marchwood to Wimbledon. The Class 69 took No. 701005 from Eastleigh to Long Marston on May 21, while on May 28 No. 701012 was moved from Derby to Eastleigh by Class 47 No. 47727.

No. 701044 was seen passing New Kew Junction on Thursday, May 9 when working as empty stock 5Q20/09.28 from Clapham Yard Sidings to London Waterloo via the Hounslow Loop. No. 701017 was noted to have suffered a graffiti attack in the sidings at Clapham Junction when seen from a passing train on Monday, May 20.

Engineering work taking place between Barnes and Twickenham resulted in no South Western Railway trains running to or from Richmond on Saturday and Sunday, May 18-19. Services to Reading and Windsor & Eton Riverside ran through Hounslow. On the Saturday, the Kingston Loop service reversed at Twickenham while on Sunday a half hourly Shepperton service called at Kingston Loop stations as far as Teddington.

## Charter Trains

It is unusual to see a steam charter on the Great Eastern Main Line (GEML) these days but on May 8 there was a Steam Dreams charter arranged from Colchester-Chesterfield. It was originally set for a 07.00 start, but possibly because of the ASLEF strike day on Greater Anglia the day before, started from Southall on May 8 at 04.20 and was scheduled to leave as 1Z26 from Colchester at 07.43, arriving into the station just 30 minutes earlier from its West London base.

At the head was LMS 4-6-0 No. 46100 *Royal Scot* and it looked majestic throwing out clouds of white smoke on the descent into Manningtree as our correspondent waited with just a few others as it thundered through on its journey to the next pick-up at Ipswich, and, somewhat luckily, although it was running six minutes late from Colchester, its viewing was not impeded as 1P13/07.05 Norwich – London Liverpool St. intercity service drew down the length of Platform 2.

Locomotive Services Ltd Intercity-branded Class 47 No. 47828 was on the rear of the 11-coach excursion that returned later in the evening after a short stopover at the Barrow Hill depot outside Chesterfield. And, just like the proverbial buses, after six years since BR '7MT' No. 70013 *Oliver Cromwell* was the last steam locomotive to grace the northern metals of the GEML, two steam charters occur in the same month when the doyen of the 'Britannia' No. 70000 *Britannia* itself, handled 1Z70/08.00 Windsor-Norwich Steam Dreams offering on May 28 with another LSL Class 47 No. 47805 *Roger Hosking MA 1925-2018* on the rear as potential back-up, although the trip was hampered by a 90 minute enforced stop at Forest Gate when plastic sheeting on overhead wires curtailed all train movements until it was removed. The return from Norwich, as 1Z71, started off just 13 minutes late.

Due to the track being flooded north of Carlisle on Thursday, May 23 the first mainline passenger carrying train to arrive at Carlisle on the WCML via Shap was when LSL's 'A4' Pacific No. 60007 *Sir Nigel Gresley* hauled 1Z44, a railtour from Crewe, with Class 47 No. D1924 (47810) on the rear, arrived at 12.31. Later that afternoon this same train formation (1Z98) left Carlisle at 15.08 via Settle and Chester back to Crewe. The same engine was observed heading north through Euxton on the morning of Thursday, May 23 on The Fellsman railtour being run to commemorate the 65th anniversary of the loco achieving the postwar world speed record.

In connection with the FA



**Beeston Castle, Cheshire, looks down on a three-car TfW Class 197/1 forming a Chester to Crewe working on June 8.** ROBERT FALCONER

Cup Final on Saturday, May 25, empty stock train 5Z84 from Wembley Central was seen arriving by platform 16 at Euston. This had run as train 1Z84, the 08.41 from Manchester Piccadilly to Wembley Central, to deliver football fans. The service was headed by Class 86 No. 86259/ E3137 *Les Ross*, looking good in electric blue, and No. 86401 *Mons Meg*, still in Caledonian Sleeper livery, at the rear of the train.



**Recently named No. 97304 *Rheilffordd Talyllyn Railway* and 97302 head an Aberystwyth to Bescot engineers' train of 10 autoballasters at Shrewsbury on May 19. Severn Bridge Junction signal box – claimed to be the largest mechanical box in the world – can be seen in the background.** ED WEAVER

## DB Cargo

Scrap metal trains reported include Class 66 No. 66035 on a Cardiff Tidal-Saltley-Cardiff Tidal diagram on May 7. Two days later, No. 66136 powered a regular Cardiff Tidal to Sunderland and return.

A similar move followed on May 16 when No. 66131 was on the diagram. On the same day, No. 66197 powered a Cardiff Tidal-Kingsbury-Cardiff Tidal working. A further run to Sunderland followed on May 23 powered by No. 66005. No. 66131 was in use again on May 28 working a Cardiff Tidal-Saltley-Cardiff Tidal diagram. Two trains off Tidal on May 30 saw No. 66050 going to Sunderland and No. 66148 to Kingsbury.

The regular Cardiff Tidal to Burton-on-Trent and return steel trains, all in the hands of Class 66s reported include No. 66198 on May 7, No. 66007 on May 21, and No. 66100 on May 28.

Class 66 Nos. 66168 and 66172 were seen on May 13 top-and-tailing a formation leaving the Stone Terminal at Ashburys due to the landslide incident in the New Mills Area, working 6H53 Ashburys-Dowlow Briggs Sidings Empty DB Stone Boxes.

Class 66 Nos. 66025 and 66185 *DP World London Gateway*, both looking smart in DB red livery, were seen stabled by Didcot Parkway station at about midday on Saturday, May 11.

The 6M35 overnight Humber Refinery to Kingsbury loaded tanks, was diverted via Scunthorpe and Derby on May 13 hauled by Class 66 Nos. 66119 and 66089.

Class 66 Nos. 66025 and 66076 were noted passing Barnham on May 21 working an Eastleigh to Kingswood via the Arun Valley-Selhurst-Clapham Junction-Brixton-Tulse Hill-Clapham Junction-East Croydon and Purley top-and-tailing an engineer's formation.

On Wednesday, May 22 Class 66 No. 66044, in DB red, was seen passing Tilehurst station at the head of the 6M48 from Southampton Eastern Docks to Halewood (Jaguar Cars).

Serious problems occurred on May 29 when Class 66 No. 66034 and wagons working 6V71 are reported to have rolled through catch points at Shap Hardendale and derailed, blocking the down line. The rear two wagons (furthest from the loco) derailed very close to the up line.

Class 66 Nos. 66015 and 66078 were seen passing through Heaton Norris Junction with 6H53 Ashburys to Briggs Sidings empty DB stone on May 29.

The DB Cargo Class 66s are gradually being re-liveried in red but about 50 members of the fleet still sport the original EWS logo with maroon bodyside with gold stripe. Two of the latter were seen at Kensington Olympia on May 30. Firstly, No. 66151 was observed working 6Z77/12.13 Hayes & Harlington Tarmac Sidings to Angerstein Wharf Tarmac red HRA hoppers and secondly, within the space of 10 minutes, No. 66169 on 6M26/10.47 Newhaven Marine to Langley Reception Sidings with loaded dredged sand conveyed in blue VTG-branded JNA box wagons.

The 5Z60/08.43 Stewarts Lane T&RSMD to Hamilton Steele EG was observed passing Thankerton on Sunday, June 2 comprised of a rake of 10 Belmond Pullmans top-and-tailed by Class 67 Nos. 67021 and 67024.

## Freightliner

Freightliner Class 66 No. 66544 was parked in Chichester Yard whilst the wagons were being unloaded as No. 59103 *Village of Mells* passed by with the Westbury to Crawley New Yard aggregates on Wednesday, May 8.

On the same day, Freightliner trains on the West Coast Main Line were able to run ahead of time while the ASLEF strike kept most passenger trains off the rails. Class 70 No. 70015 was noted, from a passing Southern train, in Wembley Yard at the head of train 4O38 from Lawley Street Freightliner Terminal to Southampton Maritime Container Terminal, having arrived at Wembley more than an hour and a half early.

The 4M63 from Felixstowe North Freightliner Terminal to Trafford Park Freightliner Terminal had yet to benefit from the quiet West Coast Main Line when seen passing Harrow & Wealdstone five minutes late powered by Class 90 Nos. 90008 and 90012. The 4O38 from Lawley Street Freightliner Terminal to Southampton Maritime Container Terminal, was seen again on Monday, May 20 this time passing Harrow & Wealdstone station and was on-time powered by Class 70 No. 70015.

On May 8 the 6O45 from Hanwell Bridge Loop to Tolworth Day Aggregates was seen passing Wandsworth Common station behind Class 66 No. 66560. Fellow Class member No. 66543 was seen heading the 7Z45 from Tolworth Day Aggregates to Wembley Receptions 1-7 through Clapham Junction on Friday, May 10. The 6M52 from Hanwell Bridge Loop to Churchyard Sidings was seen approaching West Ealing behind Class 66 No. 66589 on Friday, May 17.

On Monday, May 20 the 6H50 from Wembley Receptions 1-7 to Tunstead Sidings was seen passing Harrow & Wealdstone station headed by Class 66 No. 66619 with No. 66617 marshalled mid-way through the train.

Using a Southern East Croydon to Watford passenger working from Kensington Olympia on May 30, which negotiates Willesden and Wembley yard at a relatively modest pace, several Freightliner locomotives in various liveries were in evidence, with Class 90 G&W-liveried pairing of Nos. 90041 and 90009, the red livery of No. 59204, the Aggregate Industries blue-grey-green livery of No. 59004 *Kenneth J Painter* and the standard green and yellow of No. 66554 which had been noted earlier through Kensington Olympia working 6M56/11.19 Purley Y D Day Aggregates to Wembley Reception 1-7.

## DRS

Class 88 No. 88007 and Class 68 No. 68005 were observed with 4Z27 Coatbridge to Daventry containers at Duddeston Junction on May 4.

DRS Class 57 No. 57307, still carrying a pink backed *Lady Penelope* nameplate, ran light from Crewe (0Z57/13.14) to Carlisle Kingmoor depot on Monday, May 20. On the same day, Class 68 Nos. 68006+68007 pulled a single white FNA flask from Sellafield (6K73/17.38) via Ulverston to Crewe.

The DRS flask trip to Sizewell is traditionally a twice-yearly event, taking place in February/ March and September. While the first duly took place at the scheduled time, the second such trip in 2024 happened on May 21. Class 68 Nos. 68006 *Pride of the North* in its unique green 'Powering greener Britain' side-vinyls and 68007 Valiant took the 6L70/01.00 Crewe Coal Siding-Sizewell C.E.G.B. diagram and one flask in tow to the Suffolk nuclear power station.

The train was noted on its return journey 6M69/15.39 Sizewell C.E.G.B.-Crewe Coal Sidings(DRS), with No. 68007 leading the duo, at a rain-drenched Manningtree station at 17.37, just three minutes early. Whether it was an extra trip or a route-learning exercise is unknown, especially with the preparation groundwork for Sizewell 'C' nuclear power station having been given the Government go-ahead earlier in the year and future use of railway access for construction materials a definite possibility.

On May 30, while at Kensington Olympia 68009 *Titan* worked light engine through the station under 0Z02/11.32 Willesden Brent-Dungeness British Energy route-learner exercise.

Class 88 No. 88007 *Ariadne* and Class 68 No. 68004 *Rapid* ran as a light engine duo on Wednesday, May 22 on a 0C53/06.10 from Crewe to Sellafield via Ulverston.

Later that day, with No. 68004 leading, the same two locos pulled four white FNA flasks on a 6K73/17.00 Sellafield to Crewe.

With a section of the WCML north of Carlisle being flooded due to heavy rain on Thursday, May 23 many passenger and freight trains were cancelled or delayed. One of the few freight trains to run, later on that day, was the late starting Daventry to Mossend 'Tesco' (4S43) which, pulled by DRS Class 88 No. ▶

88005 *Minerva*, passed through Lancaster at 17.33 which was 481 mins behind normal schedule.

On Tuesday, May 28 a quartet of blue DRS Class 68s Nos. 68006+ 68007+ 68024+ 68025 ran light from Crewe Gresty Road Depot (0C68/11.25) on a 143 mile journey to Carlisle Kingmoor Depot, arriving at 14.04.

## GBRF

Weekend stopovers into Harwich Parkeston Quay yard have stabilised over the last month with a regular 4L43 from Doncaster i-Port arrival around midday on a Saturday and 4A28 from Felixstowe Port coming later in the evening.

Between May 4, 11, 18 and May 25 the former has been solely in the hands of Class 66 No. 66772 *Maria*, while the latter on May 4 was No. 66708 *Glory to Ukraine*, May 11 No. 66780 *The Cemex Express*, May 18 No. 66708 again, May 25 No. 66744 *Crossrail*.

The departures on the following Monday (or Tuesday following a Bank Holiday) are now 4M64 at 04.30 to Ditton (O'Connor) by the 4A28 arrival and the later one 4R43 at 09.30 to Felixstowe by 4L43 incumbent, although on May 28 4M64 was cancelled and No. 66744 worked back round to Felixstowe on 4Z64 at 22.54 before resuming its 4M22 schedule from Felixstowe on May 29.

The following weekend of June 1 it was all change, No. 66705 *Golden Jubilee* taking over on 4L43 from Peterborough, and No. 66775 *HMS Argyll* working in with 4A28.

There were no Harwich Refinery – North Walsham tanks runs on the week commencing May 8 – the week of the ASLEF strike on Greater Anglia – but the following week on Monday, May 13, No. 66785 *John Ellis* arrived at the Refinery under 0L41 from Ipswich Reception Sidings and then worked down to North Walsham and back on May 14 before working the same diagrams on May 15-16 before then exiting to Whitemoor under 0E06 at 19.22.

On Monday, May 20, No. 66784 *Keighley & Worth Valley Railway 50th Anniversary 1968-2018* worked 4Z15 from Whitemoor to Ipswich Storage Sidings. It then proceeded at 11.22 to work down to Harwich Refinery and extracted 10 of the 16 empty condensate wagons in the Refinery grounds' sidings by 13.30.

The Class 66 waited with the consist in Harwich PQ yard until it left 6F41/16.30 to Wellingborough Up Sidings GBRf.




**UK Railtours''Blythe & Tyne' tour on June 8 ran from Finsbury Park to Bedlington Sidings (east of Morpeth on the Blyth & Tyne route) with unusual traction in the form of back-to-back RailAdventure power cars No. 43468+43480. The working is seen at Preston le Skerne, north of Darlington.** ALEX AYRE

Two days later, on May 22, it was noted that No. 66725 *Sunderland* was allocated 0P41 from Whitemoor to Harwich Refinery, removed the other six tanks, and left as 6F41, again for the Wellingborough Up Sidings destination.

No. 66784 worked other diagrams in the intervening period before returning to Wellingborough over the Bank Holiday weekend and on Tuesday, May 28 worked 6P64/13.44 Wellingborough Up Sidings-Harwich PQ yard arriving at 20.45 where it was already prepared for the next morning's 6P41 trip to North Walsham and returned the loaded consist on May 29, departing for Peterborough MPD late that evening as usual.

The 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard was seen passing St Margarets station on Wednesday, May 8 double-headed by Class 69 No. 69002 *Bob Tiller CM&EE*, in BR blue with large logo, and Class 66 No. 66732 *GBRf The First Decade 1999-2009 John Smith MD* in GBRf blue and orange livery. The service was seen again on Monday, May 20 between Barnes and Putney with No. 69002 working alone.

On May 9 Class 66 No. 66754 *Northampton Saints* was seen pulling away from the signal stop at New Kew Junction when working train 6O82 from West Ruislip HS2 Stop Boards to Grain Thamesport.

A special private train operated on May 10 for John Smith's wife Lesia's birthday. Hauled by appropriately-named Class 66 No. 66737 *Lesia*, the full working for the day was: 0Z60/02.57 Doncaster Roberts Road-Crewe HS; 5Z60/07.13 Crewe HS-Wellingborough Yard; 3Z60/10.22 Wellingborough Yard-Kettering; 1Z60/10.58 Kettering-Oakham via Market Harborough; 5Z61/12.04 Oakham-Wellingborough Yard via Corby; 3Z62/15.33 Wellingborough Yard-Oakham via Market Harborough; 1Z62/17.18 Oakham-Kettering via Corby; 5Z63/18.07 Kettering-Wellingborough Yard; 5Z64/19.00 Wellingborough Yard-Crewe HS; and 0Z64/22.52 Crewe HS-Doncaster Roberts Road. The carriages were Nos. 3330+6708 *Mount Helicon*+9479+6311.

Class 66 No. 66768 was seen while passing through Stockport on May 13 with 6G91 Crewe Basford Hall to Ravensthorpe GBRf Engineers for an engineer's possession. It was followed later by No. 66778 on a similar diagram. On the same day, Class 66 No. 66788 *Locomotion 15* was also seen passing through Stockport instead of the usual GBRf Class 60 on 6E24 Liverpool Biomass Terminal-Drax Aes Loaded Biomass.

MoD traffic reported in recent weeks includes Class 66 No. 66792 on a Marchwood to Eastleigh diagram on May 14 before running from Eastleigh to Ditton the following day. The same loco was reported again on May 29 on a Marchwood-Donnington-Eastleigh circuit. The next day it went north light engine and Carlisle NY, returning south to Marchwood the following day with a loaded 01.45/4O45.

Scrap trains reported include Class 66 No. 66781 on a Small Heath Yard to Saltley and Liverpool on May 15. A similar diagram on May 20 was worked by No. 66758 which had No. 66797 on the rear, coming off at Bescot. The next day No. 66302 on the Liverpool-Saltley-Liverpool with the same loco on a Liverpool-Attercliffe-Liverpool on May 24. Observed on May 31 was No. 66777 on the regular Liverpool-Attercliffe-Liverpool diagram.

Class 66 No. 66795 *Bescot LDC* was seen on Monday, May 20 between Barnes and Putney when running light engine 0Y62 from Eastleigh East Yard to Tonbridge West Yard.

Class 66 No. 66748 was seen passing Tilehurst station at the head of 6Z59 from Tytherington to Appleford Sidings on Wednesday, May 22.

The 4Y19 from Mountfield Sidings to Southampton Western Docks is normally one of the regular performers through South West London, but has not run since the beginning of May. It is reported the train has been cancelled while British Gypsum is undertaking work but will run again later in the year.

## Colas Rail

Class 70 No. 70009 hauled 6M57 Lindsey Refinery to Kingsbury loaded tanks, through Nottingham on May 11.

On Saturday, May, 18 Colas Rail Class 70 Nos. 70806+70809 double-headed a set of grey Land Recovery mineral wagons on a 4C31/13.09 from Longport to Carlisle New Yard.

Class 37 No. 37405 pulled on Friday, May 31 a single grey unmarked liquid-carrying wagon from Arpley Sidings in Warrington on a 6Z37/08.45 to Workington Docks. Later the loco returned light engine 0Z38/15.21 from Workington to Shrewsbury.

Engineering work took place between Barnes and Twickenham resulting in no South Western Railway trains running to or from Richmond over the weekend of May 18-19. A visit to Richmond during the afternoon of Saturday found Class 56 No. 56094 at the head of an engineer's train by platform 2. This had apparently arrived overnight as 6C02 from Eastleigh East Yard which had set out late on Friday, May 17. Returning to Richmond the following day, No. 56094 was seen again on an engineer's train by platform 2.

## DC Rail

Cappaugh-liveried Class 60 No. 60028 formed a 0Z60/11.39 Willesden DC to Chaddesden light engine move on May 3, the working being 30 minutes early at Market Harborough.

Class 60 No. 60029 *Ben Nevis* in grey livery, was noted from a passing train, at North Pole Junction when hauling the 6Z71 from Grain Foster Yeoman to Willesden DC Rail Sidings on Wednesday, May 8.

Class 60 No. 60028 in Cappagh livery hauled 24 box wagons of stone from Tunstead to Leicester Humberstone Road on May 4.

Class 56 Nos. 56103 and 56098 in BR large logo livery hauled 18 box wagons of sand and 2 empty box wagons from Middleton Towers to Chaddesden via Loughborough on May 11.

Class 60 60029 *Ben Nevis* hauled 24 box wagons of stone from Tytherington to Appleford Sidings via Bath, Reading West and Didcot avoiding lines on May 2. On the same day No. 60046 *William Wilberforce* hauled 24 empty box wagons from Appleford Sidings to Tytherington via Didcot West curve.

## West Coast Railway Co.

Having arrived empty at Crewe on Thursday, May 16 on 3Z62/04.13 from Carnforth, WCR's Pullman liveried Class 57 Nos. 57313+57315 top-and-tailed a matching set of coaches to later depart on 1Z63/06.16 on a 273 mile journey via

Warrington Bank Quay then Liverpool Lime Street destined via Shap for Edinburgh. This formation later returned south on 1Z64/17.03 from Edinburgh running directly to Crewe and finally terminated at Liverpool Lime Street at 23.18 having run from Crewe via Runcorn.

On Thursday, May 30 WCR's Class 57s Nos. 57313+57601 top-and-tailed an empty rake of Northern Belle coaches from Carnforth (5Z25/11.04) to Bristol East Depot. On the following day this formation ran from Bristol Temple Meads (1Z26/11.51) to Cardiff and Swansea. From Swansea (1Z27/14.13) this train ran to Gloucester, Bristol and to Cardiff. From there this formation returned empty (5Z28/19.23) via Hereford to arrive back at Carnforth at 23.44.

## ROG

Main line testing of Class 93 No. 93001 commenced on May 28 when the loco ran under its own power light engine from Worksop to Sheffield, making a reported four return trips. The following day it was working off Sheffield to Worksop and back with a rake of six ERS coaches. Following testing, the loco returned to Worksop.

## RailAdventure

RailAdventure had the job of moving a Plasser & Theurer USP5000 ballast regulator from Slough to Plasser UK at West Ealing on Friday, May 17. Viewed from the footbridge to the west of West Ealing station, the move was first seen pausing in West Ealing Loop.

After a few minutes the train, formed of power cars Nos. 43467 and 43423, coupled back to back and in faded blue livery, hauling No. DR 77910, in Colas orange, drew forward to West Ealing station from where it reversed in to the Plasser works. A little later, now at West Ealing station, Nos. 43467 and 43423 were seen running light engine as train 0Z46 from West Ealing Plasser Sidings to Wembley Holding Sidings.

Making a rare appearance on the WCML on Friday, May 31 were two silver-liveried Rail Adventure Class 43 Nos. 43465+43480 coupled back-to-back running south from Kilwinning (0Z45/13.39) via Shap to King's Norton following the delivery of stone blower No. 80215 from Worksop the previous day.

## Locomotive Services Ltd

Arriving at Carnforth in the evening of Saturday, May 18 at 18.47 was LSL's Class 47 No. 47712 *Lady Diana Spencer* which had run light (0Z38) from the Down Goods Loop at Preston. Then into Carnforth at 19.12 came SR 'West Country' Class 4-6-2 No. 34046 *Braunton* which had pulled, with Class 47 No. 47828 on the rear, a rake of Mk.1 coaches from Carlisle (1Z71/15.30) via Whitehaven.

No. 34046 was then uncoupled from 1Z71 and, together with a red and cream Mk.1 support coach set off at 19.41 (5Z41) bound for Crewe. Finally, at 19.56 with No. 47712 leading and with No. 47828 on the rear, 1Z71 left Carnforth southwards via Manchester Piccadilly (21.06), Derby (23.18) to Nottingham to arrive at 23.51.

The Midland Pullman, top-and-tailed by Class 43 HST Nos. 43055+43047, passed through Market Harborough on May 12 heading home as the 5Z46/13.05 Cricklewood to Crewe HS empty stock after working a charter service the day before.

## Balfour Beatty

A very unusual working on May 23 by two Class 20 Nos. 20901+20905 in Balfour Beatty blue and white livery, top-and-tail an engineer's train from Crewe to Oxenholme.

## Sims Metals, Newport

Recent arrivals for disposal are on May 7 Class 507 Nos. 507028+507033 delivered from Birkenhead by Class 37 No. 37884. These were followed on May 13 by Nos. 507011+507015, also from Birkenhead and brought south by Class 37 No. 37800.

## Tyne & Wear

It is reported daytime testing of the new Class 555 trains began on Wednesday, May 15, when No. 555005 operated in the gaps between timetabled services provided by the current fleet on Metro's coastal route between Newcastle and North Tyneside.

While the introduction of the new units cannot come soon enough, the ageing fleet continues to decline as more of the units are taken out of service.

Eight units have been sent for disposals to date: No. 4022 at Nemesis Rail, Burton on Trent (2020); 4055 and 4062 at EMR Tyne Dock June 2023; 4002/70/77/83/88 at J Denham Metals, Shildon during November 2023 and May/June 2024. In addition, 10 units have been withdrawn: Nos. 4001/07/10/20/34/40/60/61/76 and a further 10 Nos. 4025/37/42/51/52/63/64/69/72/80 currently stored – all at Gosforth.

## Porterbrook

Two of the stored Class 769 units Nos. 769935 and 769949 have been moved from Long Marston to Doncaster Wabtec, reportedly for conversion for parcel traffic.

The two units at Brodies, Kilmarnock Nos. 769922+769959 were out on regular tests runs during the week commencing June 3 working from Kilmarnock to Glasgow Central then via the WCML to Carlisle before returning to Kilmarnock via the G&SW line.

## Loram

Harwich Parkeston Quay Network Rail depot is a sub-depot of Whitemoor in Cambridgeshire and comprises a small semi-circular prefabricated shed.

In April one tamper seemed to be stored in the adjacent siding but during May other NR track machines have come to reside there and noted on May 8 while passing through the yard on a local Greater Anglia service, were Nos. DR73115, and ballast regulators Nos. DR77904, DR77905 and DR77906, and by May 30, seven such track vehicles were now located there as well as an unidentified rail grinding machine that had arrived 4Q02 from Rayleigh overnight.

Track machine No. DR98008 formed a 3Z07/12.58 Cricklewood Sidings to Derby RTC move on May 11.

A pair of East Midlands liveried Class 153 Nos. 153379+153384, now working as Network Rail Visual Inspection Units, was seen at Liverpool Street on Wednesday, May 15 running as 2Q30 from Wickford Down Siding to Chingford Country End Sidings on arrival by platform 6 at Liverpool Street. After a brief stop, the pair departed.

On Tuesday, May 21 NR's yellow liveried Class 43 Nos. 43013+43062 top-and-tailed the NMT northwards from Derby (1Q26/06.12) via Shap and Glasgow Central to Edinburgh. Also, on the same day running in the opposite direction, NR's Track and Geometry unit No. DR98008 ran from Slateford Depot in Edinburgh (3Z07/09.00) to Derby.

DR98916 and DR98966 were seen passing platform 1 at Crystal Palace station on Tuesday, May 21 while working as train 3Z02 from Horsham Up Terminal Complex to Horsham Up Terminal Complex, via Sutton, Herne Hill, Victoria, Selhurst, Beckenham Junction and Sutton.

On Wednesday, May 22 Plasser & Theurer Unimat 09-4x4/4S dynamic No. DR75011 *Andrew Smith*, in Colas livery, was seen coming to a halt by platform 7 at Reading station when running as train 6Q59 from Chipping Sodbury to Reading Triangle Sidings.

Two NR yellow liveried tampers Nos. DR73117+DR73307 ran on Tuesday, May 28 from Preston (6U48/10.09) to Carlisle and back to Preston where they arrived at 15.53.

Observations on May 13 produced Nos. DR79265+DR79264+DR79274 stabled in the siding at Haywards Heath. In the yard at Tonbridge was Snowplough No. ADB965211 while Nos. DR79501+DR79502 parked at the Eastern end of Tonbridge Station likewise Nos. DR98921+DR98971, DR98928+DR98978 and DR98931+DR98981. More GPVs were noted in Tonbridge West Yard but could not be identified.

## Our thanks

*The Railway Magazine's* thanks for information go to: Paul Atkinson, John de Boer, Neil Challen, Gene Collins, Mike Cooper, Andrew Culliford, Kevin Driscoll, Barry Knock, Sean Morris, Richard Moxon, Dorian Porter, Mark Reynolds, Craig Wellum and Chris West. ■



LSL ran a route learning trip from Crewe to Cardiff Ninian Park via the Heart of Wales Line on June 10, the train being formed of Class 20s Nos. 20107 and 20096 top-and-tailing Mk.2 coach No. M17159. They are pictured coming off the Heart of Wales Line at Llandeilo Junction (east of Llanelli) before reversing and heading to Cardiff. JOHN HEADON



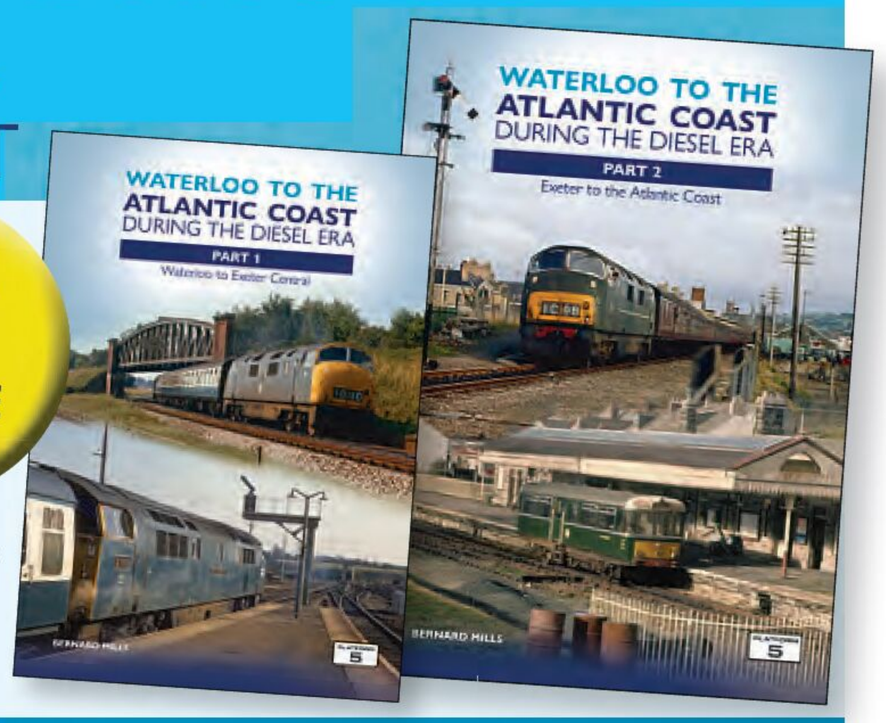
Left: A GBRf route learning trip from Tonbridge to Bowes Park in North London on May 25 was formed of electro-diesels Nos. 73201 *Broadlands* and 73213 *Rhodalyn* with No. 66794 *Steve Hannam* in tow. The 0Z26 working is seen near Camden Road. IAN SINCLAIR

PLATFORM 5

# www.platform5.com

## WATERLOO TO THE ATLANTIC COAST

### Part 1: WATERLOO TO EXETER CENTRAL
### Part 2: EXETER TO THE ATLANTIC COAST



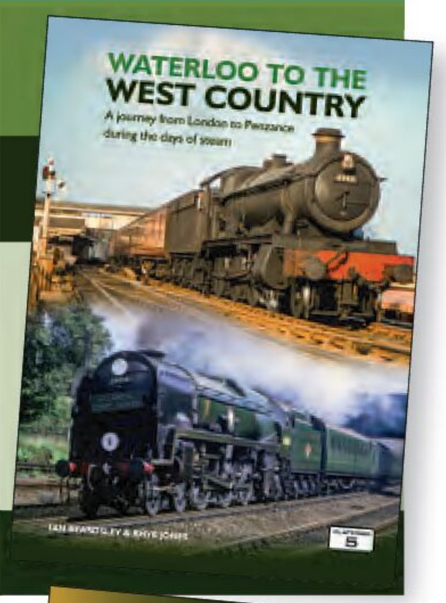

**PART 2 NOW AVAILABLE**

This two-part work follows the course of the renowned Atlantic Coast Express from London Waterloo to destinations on the north coast of Devon and Cornwall, including Ilfracombe, Bude and Padstow. Prolific railway photographer and historian Bernard Mills presents a wonderful selection of colour images featuring a large variety of diesel-hydraulic locomotives and plenty of diesel-electric classes. Through very detailed captions and some personal anecdotes from his lengthy career with British Rail, the author outlines the history of the route with a focus on the 1960s to the 1990s, when diesel-hauled trains were the order of the day. **A4 size. 96 pages.**

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## WATERLOO TO THE WEST COUNTRY

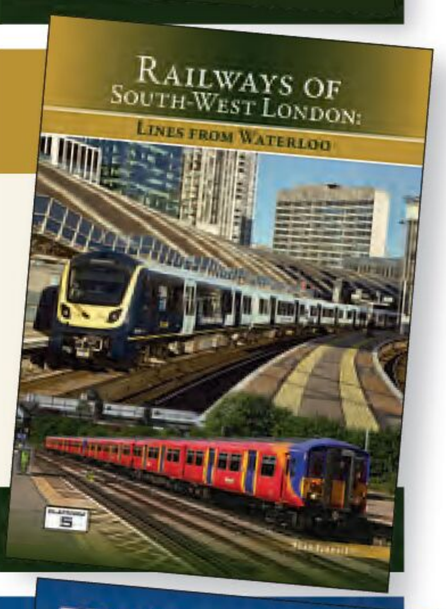
### A journey from London to Penzance during the days of steam




A journey from London to Penzance, predominantly using colour photography from the late 1950s and early 1960s. Follows the former L&SWR line from Waterloo to Exeter, then via the route along the Dawlish sea wall and over the south Devon banks. Some of the long-lost West Country branches and the "Withered Arm" of the Southern are visited along the way. **A4 size. 144 pages.**

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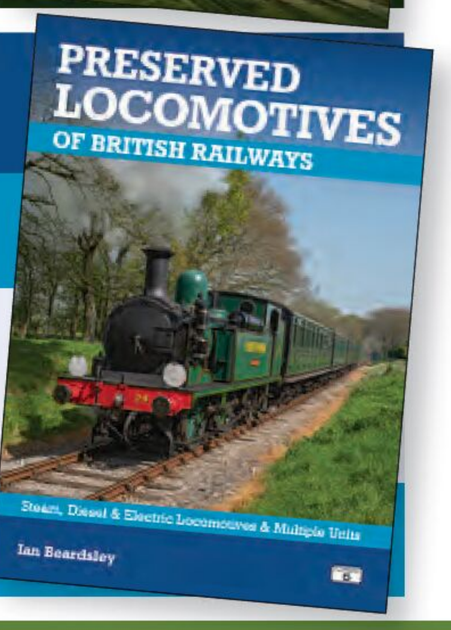
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# Cork improvements progress

## Electrification and new stations for Cork Commuters a step closer with the award of a €50m contract

THE delivery of eight new stations, electrification and a new depot for the Cork Area Commuter Rail Programme moved a step closer on May 24, following an announcement by Irish Transport Minister, Éamon Ryan TD.

It was confirmed that consultants TYPSA and Roughan O'Donovan were awarded a €50 million contract by Iarnród Éireann (IÉ) as multi-disciplinary consultants for the design, planning and construction of the next phase.

Funded by the National Transport Authority under Project Ireland 2040, it will see eight new stations – three between Cork and Mallow at the former station at Kilbarry (near Blackpool), at Monard (which is earmarked for a new town), and a park-and-ride Station at Blarney (with three platforms and a turnback siding) to support major residential growth at Stoneview. East of Cork stations will be delivered at a new site in Tivoli (where significant residential growth is planned on Port of Cork land), and at Carrigtwohill West, Water Rock, and Ballynoe. There will also be a park-and-ride station at the IÉ-owned North Esk site at Dunkettle.

The consultants will look at electrification, initially using BEMUs as currently on order from Alstom for the DART in Dublin, and the delivery of a new maintenance depot, to cater for an electrified fleet of up to 150 carriages. Development and review will take place prior to confirmation of the preferred depot location, thought to be near Carrogtwohill on the Midleton line.

IÉ and the consultants will develop the design of the stations, depot and electrification and other associated infrastructure, before applying to An Bord Pleanála for a Railway Order (the equivalent of planning permission) by the end of 2025. Subject to the granting of the Railway Order and funding it is hoped that all the work will be completed by 2030.

Work is on-going to deliver by 2026 an additional platform at Cork, the €90m project to double the line between Glounthaune and Midleton and the €180m signalling project to deliver a five-minute frequency between Cork and Glounthaune, 10 minutes from Glounthaune to Cobh and Midleton and north of Cork to Mallow.

Éamon Ryan TD said: "It will transform transport in and around the city, increasing train capacity and connecting communities from Cobh to Midleton to Mallow along a sustainable and reliable rail spine. This is a good day for Cork and is another stepping-stone to introduce a new age of rail."



**RARE VISIT:** The 201 class introduced 30 years ago made its first visit on a passenger train to Rosslare Europort on June 15. The Railway Preservations Society of Ireland '201@30' tour starting at Dublin Heuston, ran to Kildare where No. 219 took over for the leg to Rosslare Europort via Connolly, and is seen at the station on arrival. The Iarnród Éireann-owned port is currently going under redevelopment and expansion which will include the reclamation of 20 hectares of land and the potential reintroduction of railfreight to the port in the long-term. HASSARD STACPOOLE



**BUBBLE CAR SET TO BE REACTIVATED:** Single bubble car Class 2700 DMU No. 2751 was moved from storage in Cork and brought to Limerick for exams to take place to allow its return to service as an internal service vehicle at Laois depot. The unit was hauled by Nos. 2605+2616 with No. 2751 at the rear and is seen heading for Limerick at Kishyquirk near Killonan Junction with the 1235 Cork to Limerick transfer on May 20. HASSARD STACPOOLE

## DART+ Coastal North is go!

ON May 21, the Irish Cabinet gave approval for the DART+ Coastal North to enter the planning system which will extend the overhead line equipment by 37km, from Malahide to Drogheda.

Following approval, a Railway Order (planning application) is expected to be submitted to An Bord Pleanála by July.

Subject to planning permission and funding arrangements, construction works on the route could commence later this decade, taking approximately three years to complete.

# Bord na Mona locos enter preservation

SEVERAL Bord na Mona (BnM) diesel locomotives have recently entered preservation – with the Cavan & Leitrim Railway taking delivery of two locos on June 6, representing two generations of BnM diesel peat haulage.

No. LM340 was the last of the Wagonmaster type to be built by Hunslet in 1981, the design dates to the 1960s and has a six-cylinder Ford engine with mechanical gearbox. The loco is thought to be the last original Wagonmaster (with Ford engine) that hauled a peat rake and was last based at Kilberry.

Built in 1986 by Hunslet, No. LM384 is a diesel hydraulic with a six-cylinder Ford engine and famously hired to the Tralee and Blennerville Railway for a period. It last worked at Coolnagun and was collected from Mountdillon.

Stradbally Woodland Railway acquired 1981-built Wagonmaster No. LM335 which had been a stalwart of the nearby Coolnamona system and was delivered on June 14.



**Left: No. LM384 is being unloaded at Clooncolry on to Cavan & Leitrim railway on June 6, having been delivered along with LM340 which has already been unloaded.** DARRAGH CONNOLLY

# Hourly Dublin to Belfast service to be introduced in the new timetable

FREQUENCY enhancements to several key Iarnród Éireann (IÉ) services are on course to be introduced in the coming months.

IÉ's consultation for its proposed new timetable to go live from August 25 included several significant changes. Following the online consultation with passengers, which closed on June 13, it is planned that the proposed timetable will be signed off by the National Transport Authority.

The timetable proposes several service improvements including:

- Seven additional Galway/Dublin services, including a later evening last service of the day in each direction, and a first service from Dublin arriving pre 0900 in Galway.
- Seven new services to be introduced to allow a move from the current two-hourly to an hourly Belfast/Dublin service (from October 7). Belfast services will operate to the New Grand Central station when it opens in the autumn.
- Revised DART and Commuter departure times, including Phoenix Park Tunnel services to accommodate hourly Belfast services and improve punctuality performance.
- All Sligo trains will call at Broombridge to connect with Luas Green Line.
- Improvements to Waterford/Dublin service which sees a later last service of the day in each direction and the introduction of five trains in total in each direction on Sundays.
- In Cork, additional weekend Cobh and Midleton services. On Saturdays, Cork/Cobh will be clockface half hourly service for most of the day and on Sundays along with Midleton services will be hourly.

The hourly, Dublin Belfast services will be serviced by the existing De Dietrich fleet and supplemented by IÉ's Rotem Class 22000 and Translinks CAF Class 3000 fleets. IÉ and Translink have issued a €650m tender for eight new trainsets to enter traffic in 2028/29.

Compiled by **Keith Fender**

# Visit to Vietnam's veteran diesels

## Tourists experience modern traction thanks to UK tour operator.

A GROUP of enthusiasts recently enjoyed the chance to see and hear an eclectic mix of modern traction in South East Asia as part of a visit arranged by a British company.

In April, operator PTG Tours ran its first enthusiast trip to northern Vietnam which featured a variety of diesel locos.

The tour took 'Alco' design, Indian built, Class DE13E locos to the border with China on the lines to Đong Đăng and Lào Cai, as well as the line to Haiphong for the first – and probably the last – time. The Vietnamese Class DE13E is an export version of the Indian YDM4 Class; 25 locos were built by Indian Railways DLW (Diesel Locomotive Works) at Varanasi in three batches, two batches in 1983/84 and a further 10 locos in 2001-2002.

The locos which have a 1350HP DLW ALCO 251D-6 six cylinder engine are mainly used for freight. Some have been given MTU engines.

PTG plans to run a second trip to the south of the country during 2025, which should feature the Belgian-built Cockerill Class D18E freight locos along with Class DE13E.

Vietnam has an extensive metre gauge rail network, the majority of which was built during the period of French colonial rule in the 19th and 20th centuries. Much of the rail network was badly damaged during the Vietnam War which ended in 1975 but has since been rebuilt and the country now has a busy rail network with locos from all over the world in use.

Some USA-built locos, used by the former South Vietnam in the 1960s/70s and Czech, Romanian or Russian built locos used by North Vietnam in the same period remain in use. Most of the more modern locos were built in China or in India, although Siemens built 16 'Asia Runner' CoCo diesels in Munich from 2004 which are in use as Class D20E. Second-hand locos have been bought from Australia and China.




**Chinese-built No. D10H-028 performs shunt moves in the station at Lào Cai on April 10 after No. D13E-721 had arrived there with the special train from Gia Lâm in Hanoi on day four of the PTG tour. The D10H design is also used north of the border (as China Rail Class DF21) on the remaining metre gauge lines from Kunming–Hekou, which like the lines in Vietnam were originally built by French contractors in the 19th century. Both classes were built in China at Sifang Locomotive Works. Vietnam Railways bought 30 of the Chinese Class DF21 locos in 2006 and renumbered them as Class D10H. They rarely work passenger trains and are mostly used for shunting and trip freight work.** JONATHAN LEE




**Imported from India, loco No. D13E-721 works in top-and-tail with No. D13E-717, both locos dating from 2002. The train is seen at Yên Trach while working from Hanoi to Đong Đăng on the freight only line to the border with China, during day one of PTG Tours 'Let's Clear Vietnam – Part 1' tour on April 7.** JONATHAN LEE




**The first batch of DE13E locos imported from India were given a distinctive red livery. Loco No. DE13E 701 (DLW I6026-301/1983) seen in Saigon [Ho Chi Minh City] on March 12, 2023.** MARK TORKINGTON

## SIDELINES

### Uruguay reopening

THE 273km rebuilt Central Railway from Paso de Los Toros to the port of Montevideo in Uruguay opened on April 16 after five years of construction work.

The line is double track for 26km north of Montevideo and single with 12 passing loops north of there. The rebuilt route will mainly be used for freight carrying cellulose pulp and chemicals on behalf of Finnish forestry company UPM-Kymmene. These trains will be hauled by seven new Stadler Euro 4001 CoCo diesel locos built in Valencia, Spain.

Plans to reintroduce passenger services on the southern section between Montevideo and 25 de Agosto in the future have been announced.

## British steam loco back in Belgium 40 years on

LEIGHTON Buzzard Railway-based Kerr Stuart 0-4-0ST *Peter Pan* visited the Stoomtrein Maldegem in Belgium for the heritage line's annual gala event in May which saw four standard and two narrow gauge locos in steam.

This was not the loco's first visit as it had been taken there in 1984. To commemorate the return visit, 40 years later, the Flemish regional government Minister responsible for heritage presented *Peter Pan's* owner Graham Morris with a certificate and was allowed a supervised driving experience on the railway's short 2ft gauge line.



***Peter Pan* is seen on the 2ft gauge line in Maldegem station on May 4 alongside standard gauge 0-4-0T *Yvonne*, built by St Leonard in Liege (947/1893) which is resident at the Maldegem line.** KEVIN HOGGETT

## Lineside fibre optic protection for elephants in India

INDIAN Railways is introducing detection systems to warn train drivers of elephants on the track in an attempt to reduce the number of the mammals killed and injured by trains every year.

Rail technology company Sensonic has supplied an Artificial Intelligence-enabled system using acoustic sensing which listens for vibrations from the elephants' footsteps transmitted through trackside fibre optic cables. The system is being introduced on a 400km section of line on the East Coast of India.

# Mixed progress with European overnight train expansion

PRIVATE overnight train operator European Sleeper has extended its Brussels / Amsterdam – Berlin service (which began in May 2023) to and from Prague since March of this year.

Branded as 'the Good Night Train' the service runs from Berlin via Dresden and is being hauled by a Class 186 Traxx Multi-System electric loco hired from Belgian freight operator Lineas all the way from Brussels to Prague.

European Sleeper is leasing older carriages and its trains include seated coaches, couchettes and sleeping cars. The company is planning further routes with Amsterdam/ Brussels to Barcelona next on its list, although it is currently encountering significant problems getting agreement for train paths across France.

## Planned Paris services are abandoned

In May it was announced another new overnight train operator was abandoning its plans altogether, blaming the obstruction of its plans from existing state railway companies.

Paris-based new operator Midnight Trains had planned to offer overnight services from Paris to Spain, Italy, Portugal, Germany and Denmark and had secured support from the European Commission to offer services between Paris and Venice as part of EU plans to improve cross border connections (European Sleeper is also supported by this programme for its planned service to Barcelona).

Plans initially announced by Midnight Trains to offer Edinburgh to Paris services were abandoned in 2023 due to the complexity of approvals required for operation in the Channel Tunnel.

It had been reported an un-named UK-based leasing company had agreed to finance the new trains planned for Midnight Trains services.




**Lineas Traxx-MS loco No. 186 291 is seen at Praha Holešovice with train ES452, the 18.04 Praha hl.n to Brussels Midi, 'European Sleeper' service on April 4. The first public service from Brussels arrived in Prague on the morning of March 26. Initially the service to Prague only runs three times a week.** SHAUN WALLACE



**A Staten Island Railway R44 EMU set led by driving vehicle No. 430 arrives at Clifton on May 24 with a service from Tottenville to St George. Despite being operated with 'Subway' trains, almost the entire line is above ground.** KEITH FENDER

# Replacement for New York's oldest 'Subway' cars

TRAINS dating from 1973 are due to be replaced by brand new EMUs later this year on the isolated section of the New York Subway which runs the length of Staten Island.

The Staten Island Railway (SIR) line which opened in 1860 built as a mainline railway by rail financier Cornelius Vanderbilt, who also then owned the ferries connecting the island to New York City, was later joined by two more lines; one of which linked the island to the rest of the American rail network via bridge to New Jersey.

The lines were electrified in 1925 in anticipation of a new 'Subway' tunnel to Brooklyn which was never finished and remained in the hands of mainline rail companies and ultimately the Pennsylvania Railroad before being sold to the city of New York in 1971.

The passenger service on the two shorter lines ceased in 1953 but, following protests at planned closure, services remained on the main line from St George to Tottenville. Freight via the mainland connection ended in 1991 but restarted at the far western end only in 2006.

In 1973 the latest New York Subway trains – the R44 type, built by the St Louis Car Company – were introduced, replacing the 1925 vintage trains in use. These trains are no longer in use anywhere else in New York and will be replaced from later this year by new type R211S EMUs being built by Kawasaki at its Yonkers, New York factory.

A fleet of 75 vehicles is on order for the SIR, equipped with different signalling to the more than 1,100 similar vehicles on order for the rest of the New York Subway system. The first of the new trains was delivered earlier this year to the SIR workshops at Clifton.

Readers interested in visiting should note the Staten Island ferry from Manhattan is free of charge (and has excellent views of the city and the Statue of Liberty) as is travel on the railway – except at the two stations nearest the ferry where normal subway fares apply (currently $2.90). Payment can be made with a debit or credit card on the ticket gates.

# Slovak 'Parrot' goes on tour

FORMER Czechoslovak State Railways (ČSD) 4-8-4T No. 477.013 made a rare trip from Slovakia to the neighbouring Czech Republic – where it was built – during May.

ČSD introduced the large and powerful tank locomotives for suburban traffic around major cities in what are now the Czech Republic and Slovakia from 1951 onwards. Their striking blue, red and white livery gave them the nickname 'Papoušek' (parrot).

The first 38 locos left the ČKD works in Prague in 1951/52 numbered as 476.101 – 138 featuring mechanical stokers and roller bearings, neither commonplace in eastern Europe immediately after the Second World War. Later, the Class 476 locos were rebuilt with additional water tanks near the front to improve stability and they were re-numbered as Class 477. A second batch of 22 locos numbered as 477.039-060 followed in 1955. Visually these had full length side 'tanks' although actually the casing hid brake equipment as well as water tanks. Class 477 was in daily use into the 1970s and the last loco to be withdrawn survived until 1981.

Three locos are preserved; two in working order; No. 477.043 in the Czech Republic and No. 477.013 in Slovakia where it was returned to operation in 1999 by enthusiasts at Poprad Tatry following a near decade-long restoration.



**During the first weekend in May Slovak based loco No. 477.013 was in operation in the north of the Czech Republic working public excursions from Česká Lípa. The loco is seen with train Sv 91181 (Česká Lípa - Liberec) near Velky Grunov on May 5.** AD VAN STEN

HELJAN

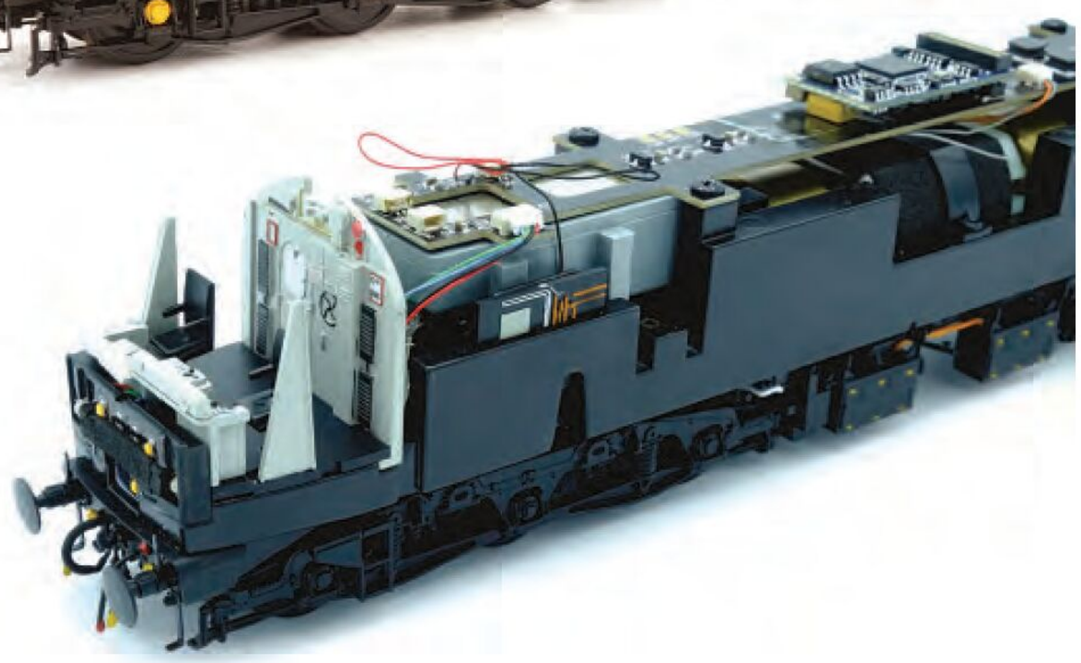
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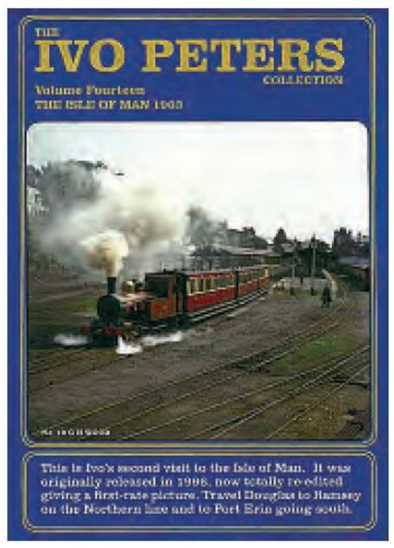
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# The Isle of Man 1963

## The Ivo Peters Collection Volume Fourteen




FILMS shot by the late Ivo Peters, which were originally made available in video tape form, have in more recent years been progressively remastered and issued as DVDs.

This 48 minute programme is devoted to footage shot during six days of filming in the summer of 1963 of the Isle of Man steam lines. Opening with a map locating the stations on the routes from Douglas to Port Erin and Douglas to Ramsey, the action begins with a number of locomotives, all carrying Indian red livery at this time, shunting around the yard at Douglas.

Perhaps a highlight is seeing the powerful one-off 2-4-0T *Mannin* in steam. Ivo was there just in time, this locomotive last ran in the following year (1964). If all goes to plan, a current project to restore it to operation could come to fruition in 2026.

Footage continues of trains progressing along the Port Erin line, although they were only filmed as far as Port St Mary. It is fascinating to see how much has changed over the intervening 60 years – while probably inevitable, whether for the better in some instances may perhaps be debatable!

The action then switches to the now long closed northern lines to Peel and Ramsey, although coverage ceases at Sulby Bridge short of the old Ramsey terminus. The final five minutes returns to shunting carriages at Douglas at the close of a day's operations.

The footage inevitably does not present the crisp images of modern filming but is a wonderful historic record of times past. In this reviewer's view, the nostalgic and very atmospheric feel is enhanced by retention of the original commentary employed on the video tapes, not updated to reflect subsequent changes. CT

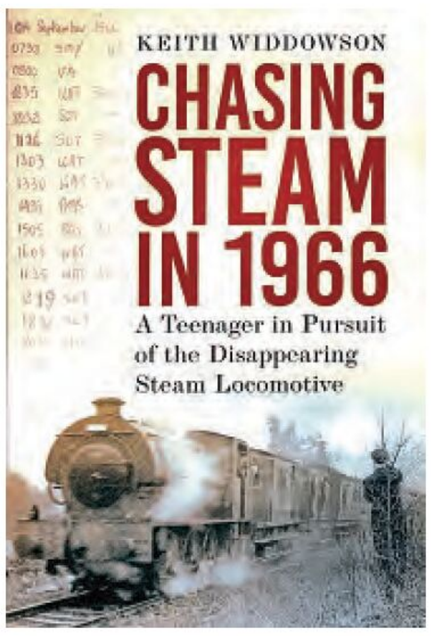
*The Ivo Peters Collection*
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## Chasing steam in 1966

**By Keith Widdowson**

HERE is a really vivid trip down memory lane to a long-vanished world. Ex-railwayman Steve Widdowson describes his 47,000 miles of travel on the BR network using his travel season ticket in 1966 to experience the steam era on our railways before it finally ended.

By 1966, steam locomotives were being withdrawn in huge numbers and at the same time the network was contracting following the 1963 Beeching Report. The author travelled all over Britain to experience riding behind as many different steam locomotives as possible. Already many famous loco classes were extinct on BR so his mission was 'now or never'.



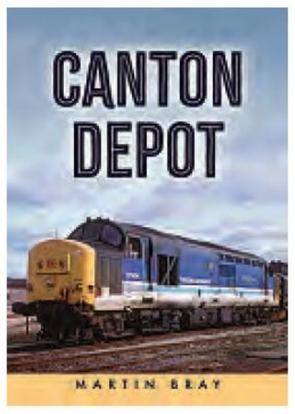

The journeys taken were extraordinary and, in the course of 57 nights away from home travelling the network, the teenage author amassed numerous precious haulage 'catches' of his beloved steam locomotives. His expeditions ranged far and wide – to Shanklin, Exeter, Carlisle Birkenhead, Aberdeen, Stranraer, March and Blackpool – just to mention a few locations. It is a real tale of dedication and commitment in an era with no access to internet-based rail information or even the TOPS system!

Including many evocative monochrome images, the book certainly captures the frenetic pace of change during this year and is a fascinating insight into our railway system as it used to be. This is true time travel – definitely recommended! RSS

*Published by The History Press*
*www.thehistorypress.co.uk*
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## Canton Depot

**By Martin Bray**




CANTON TMD in Cardiff opened almost 60 years ago and was home to many locomotives in its 40 operating years from opening in 1964 to closure by EWS in 2004. This is a photographic tribute to the locomotives associated with the depot, by a retired railway engineer that had a close working association with the depot.

Using the author's own extensive collection of photographs, classes featured range from '08' and '09' shunters, through Type 2, 3, 4 and 5 diesels to Classes 66 and 67 – although most images are of those mostly associated with South Wales through the period, Classes 08, 37, 56 and 60.

The images are high quality and well reproduced, making this an excellent reminder of what was one of the country's largest diesel depots.

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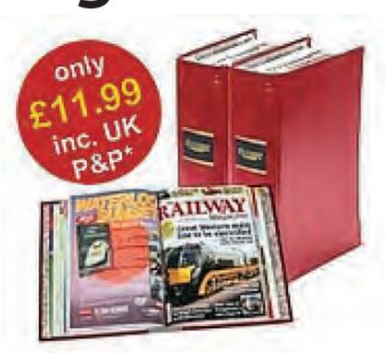
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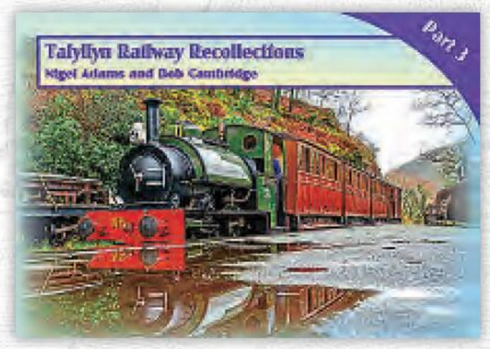
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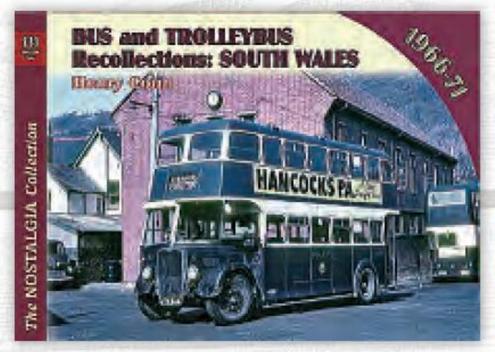

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# Bachmann expands Mk.1 range

## Detailed coaches fill gap in range.



**Mk.1 BSO to Diagram 183 is one of three brand-new coach models that will suit layouts dating from 1955.**

THREE brand-new models of BR Mk.1 coaching stock not previously produced under the Branchlines label have been announced by Bachmann for release this summer.

They comprise a Diagram 183 Brake Second Open (BSO), Diagram 73 First Open (FO), and Diagram 24 Restaurant Buffet car (RB) – the latter being the most numerous of the various Mk.1 catering vehicles.

Prototype models show a difference in the design of the coaches compared to earlier Bachmann Branchlines Mk.1 stock. The fixing method for the separate roof moulding does not have the tab above the gangways and the bodyshell appears to not use the modular side assembly system. Further, the bogies have been retooled for the same style of stub axle current collection as employed in its EMU range.

The pictures of the BSO shows the use of numerous small fittings for underframe equipment. Wire is used extensively for handrails and filler pipes, while the interiors are also modelled along with flush fitting glazing.

Liveries include BR maroon, crimson and cream along with regional liveries. Each is priced at £67.95.



**The two-car Class 101 in SPT livery.**

## Hornby's classic First Generation DMUs

TWO Class 101 models from the Privatisation era have arrived from Hornby.

No. 101695 is a two-car set dressed in SPT livery and adorned with ScotRail 'Whoosh' logos from the National Express franchise. The model stands up well with neat flush glazing, a heavy powered car and interior detail.

Network Rail yellow No. 901002, known as Iris 2, is a close fit to the Railroad range model. The various grilles and features relating to the unit's departmental role are printed in place.

The two-car sets are priced at £134.99.

## Special edition DRS 'Cool' Class 88

RAILS of Sheffield has showcased a special edition OO gauge Class 88 model as No. 88010 *Aurora* in DRS Refrigerated Rail… Cool Move livery, which is applied to the brand-new model being developed by Dapol.

It will be available towards the end of 2024 along with No. 88001 *Revolution*; No. 88003 *Genesis* and No. 88007 *Electra* finished in DRS compass livery.

No. 88010 *Aurora* is available in DCC ready; DCC Fitted and DCC sound onboard. The DCC models are equipped with working pantographs. Prices start at £199.95 for the DCC-ready model.




**The Rails of Sheffield special edition model of No. 88010 *Aurora*.**

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## HOP21 wagons announced

A SIGNATURE wagon for the BR era has been revealed by Accurascale, a wagon that will fit neatly in its Powering Britain range due to its extensive use in coal traffic.

The first model will cover Diagram 1/146, the standard BR hopper wagon type when first introduced. It was a development of the 1935 LNER riveted design, and featured a welded hopper body with five ribs per side and Morton brakes.

Eventually 16,800 wagons were built (some with minor detail differences) making the BR HOP21 to this diagram an important development for a model, given its widespread use throughout the North East and eventually many other parts of the rail network where they could be found working in block trains of industrial coal and as small sets and single wagons within mixed freights with domestic coal. They were progressively withdrawn from domestic coal traffic as HBA (HEA) wagons were introduced and air braking became standard.

Accurascale has indicated that the Diagram 1/146 wagon in both five-rib and rebuilt form with vacuum brakes is the start of a series of models based on this design. The first batch includes six packs of three wagons of both the original and rebuilt designs, with the latter consisting of five packs of HTVs in BR bauxite and one in grey.

The packs of three individually numbered wagons are priced at £99.98 each with an anticipated delivery in the third quarter of next year.



**Almost 17,000 HOP21 wagons were produced by BR.**

## Retooled BR Class 47

THE replacement for the original Heljan Class 47 has arrived with dealers in several forms.

No. 47214 in Railfreight red stripe livery is one of the mid-life Class 47 models with full bufferbeam fairing, underframe tanks and associated details. Bufferbeam mounted brake hoses and the coupling are fitted to both ends of the model at the factory.

The new model is seen as an improvement over the original which, despite being slightly over-width, was welcomed by most modellers as the first '47' model to feature a heavy metal chassis, frame-fitted motor and twin bogie drive. The new model follows the same drive format with upgraded electronics.

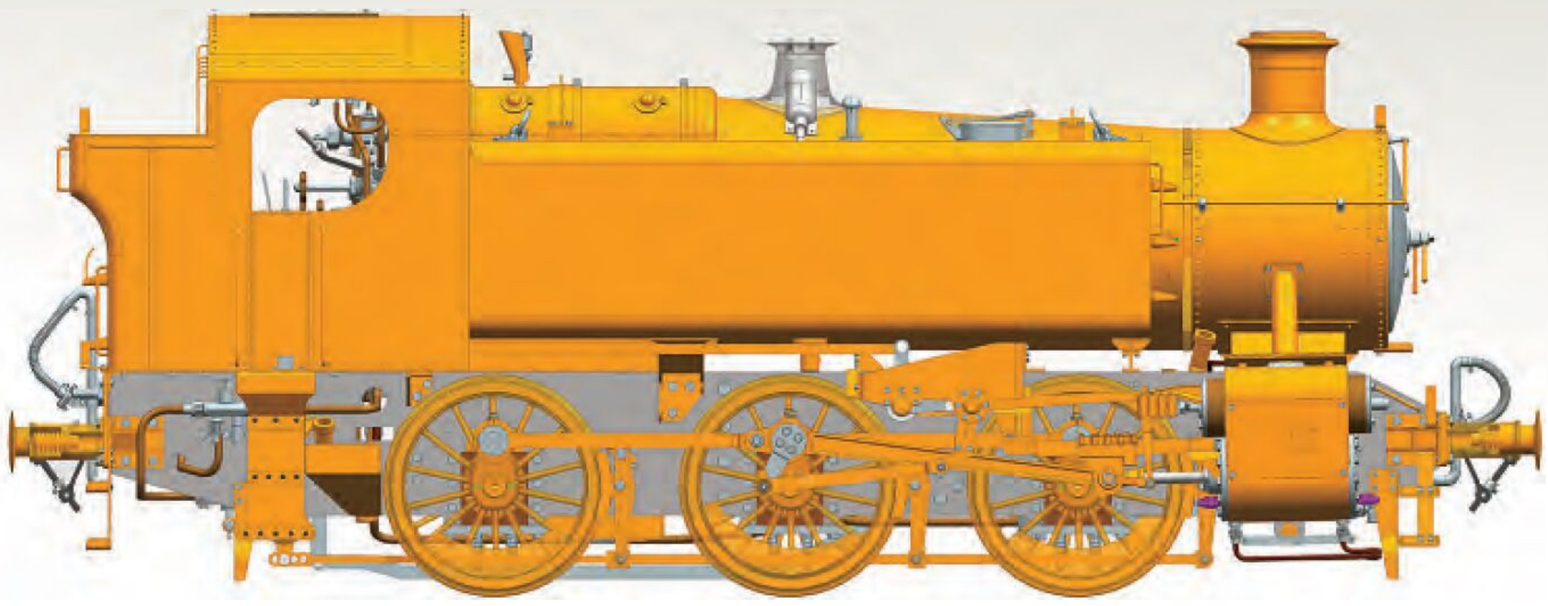
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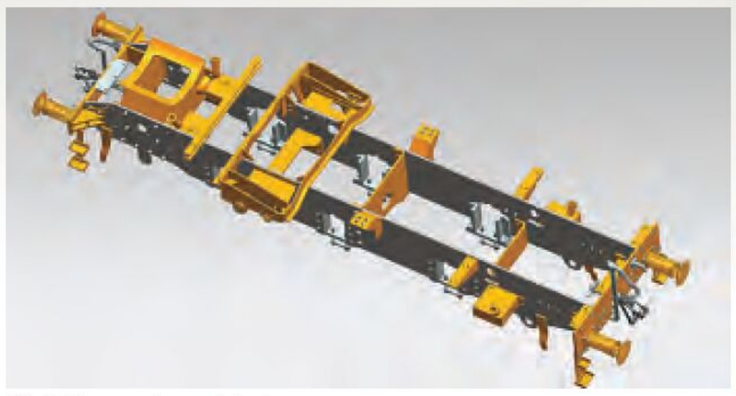
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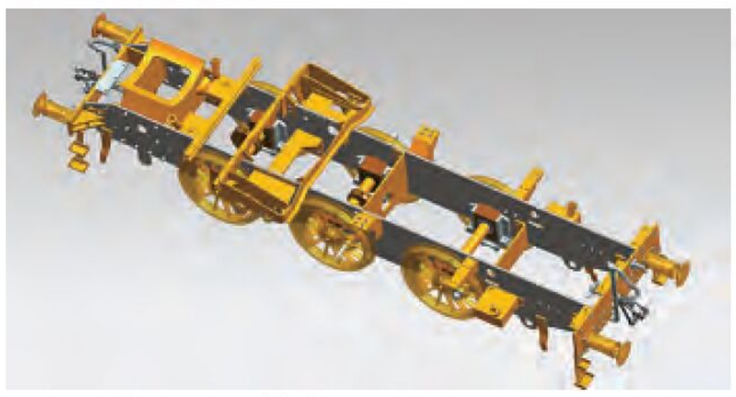
# GWR 15xx CLASS FOR 5" GAUGE

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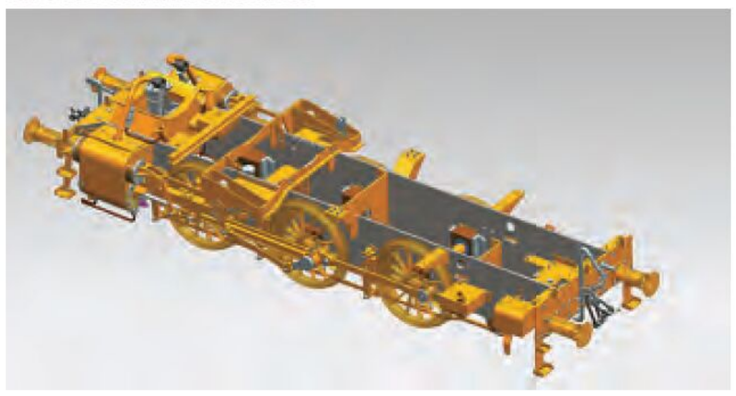




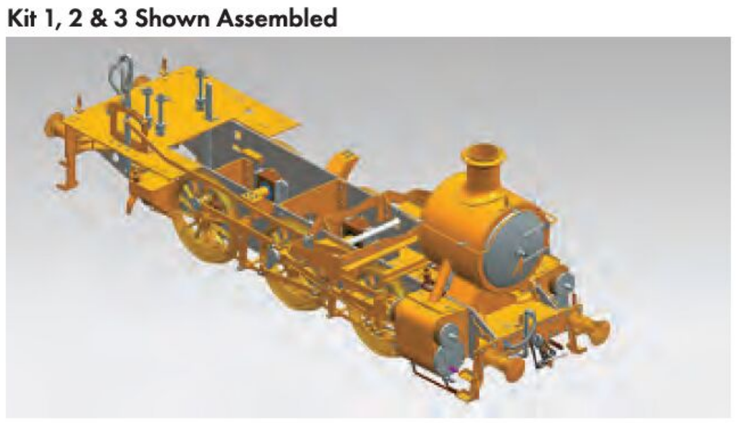
Kit 1 Shown Assembled



Kit 1 & 2 Shown Assembled



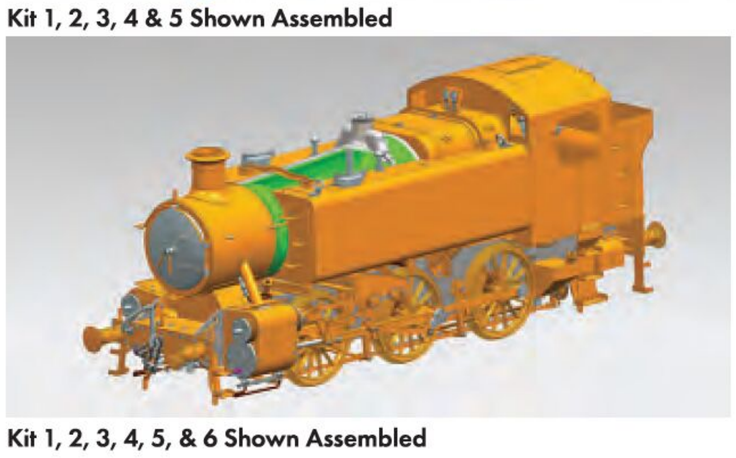
Kit 1, 2 & 3 Shown Assembled



Kit 1, 2, 3 & 4 Shown Assembled



Kit 1, 2, 3, 4 & 5 Shown Assembled



Kit 1, 2, 3, 4, 5, & 6 Shown Assembled

## The GWR 15xx Class

All ten locomotives of the class were constructed in 1949 at Swindon and entered service on the Western Region of British Railways. They were employed on heavy shunting duties at London Paddington. Numbers 1501/2/9 were later sold to the National Coal Board for use in collieries. The 15xx was turned out in different liveries including lined black and NCB maroon.

## The 15xx Model

We have chosen the 15xx Class as our first fully machined, bolt-together, kit model. It is a substantial tank engine with two outside cylinders and Walschaerts valve gear. You will receive the model in a single delivery with every component required to build a complete model. The kit is divided into 6 sub-kits. See illustrations here showing the build stages. It is suitable for the novice builder who will benefit from illustrated assembly instructions and an instructional video. The kit is delivered fully painted in the livery of your choice. The model is also available ready-to-run. Boilers are silver soldered and UKCA marked. All components benefit from a 5 year warranty.

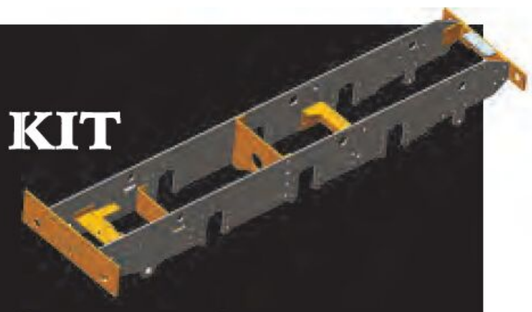
### Summary Specification

- 5" Gauge, coal-fired, live steam
- 2 outside cylinders
- Outside Walschaerts valve gear
- Stainless steel motion
- Silver soldered copper boiler
- Boiler feed by axle pump, injector and hand-pump
- Multi-element superheater
- Drain cocks
- Safety valve
- Etched brass body
- Choice of liveries
- Mechanical lubricator
- Reverser

### Approximate Dimensions

- Length 35"
- Width 10"
- Height 14"
- Weight 51kg

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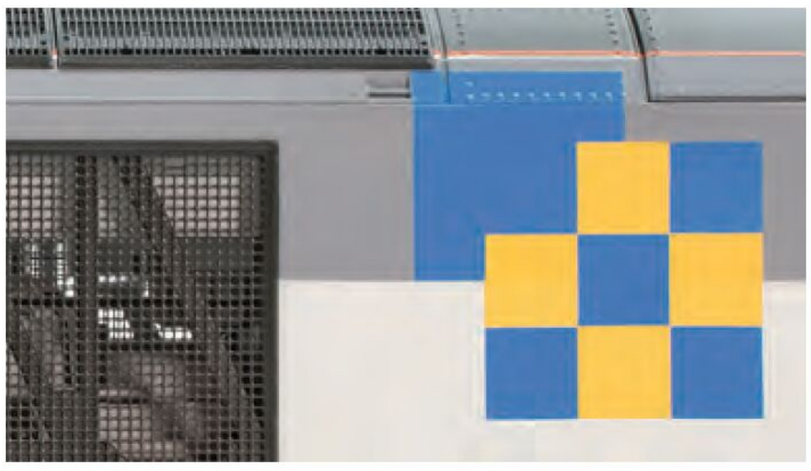
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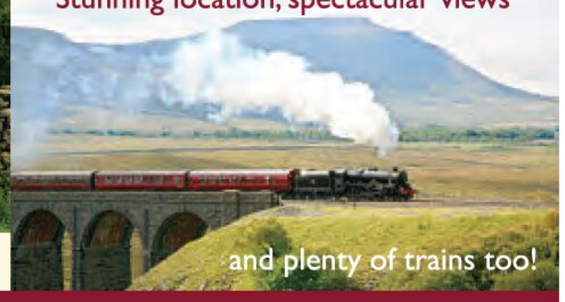
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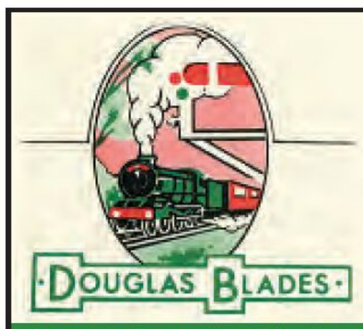
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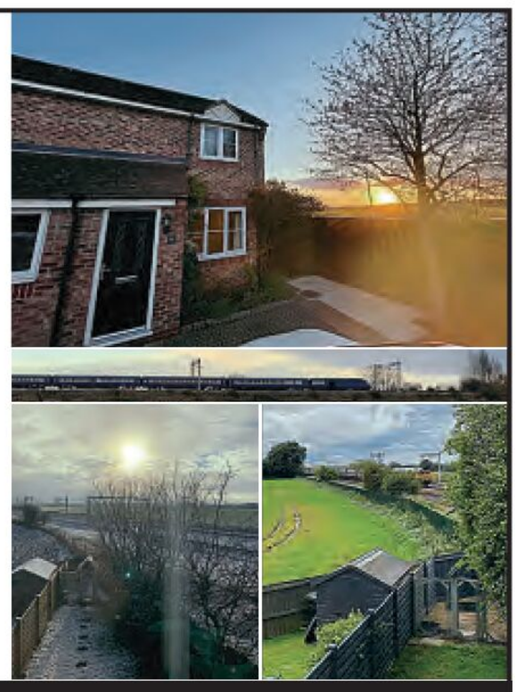
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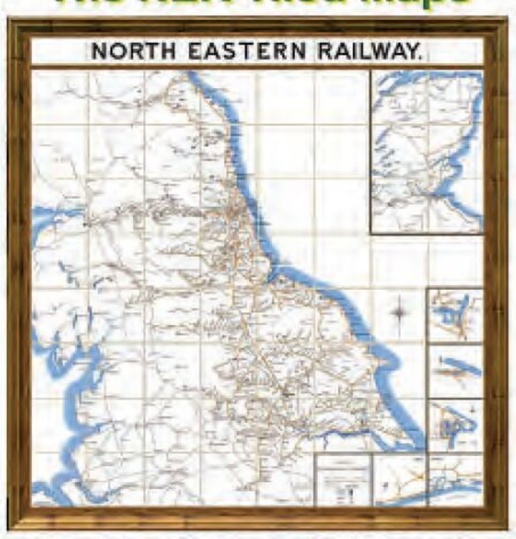
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# CROSSWORD & NEXT MONTH

Puzzle compiled by **Will Adams**

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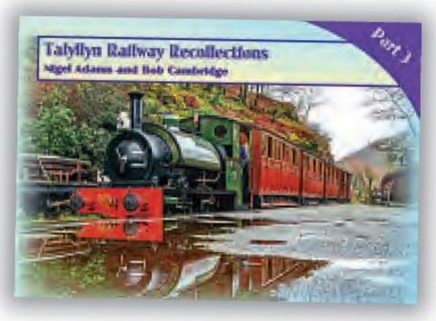
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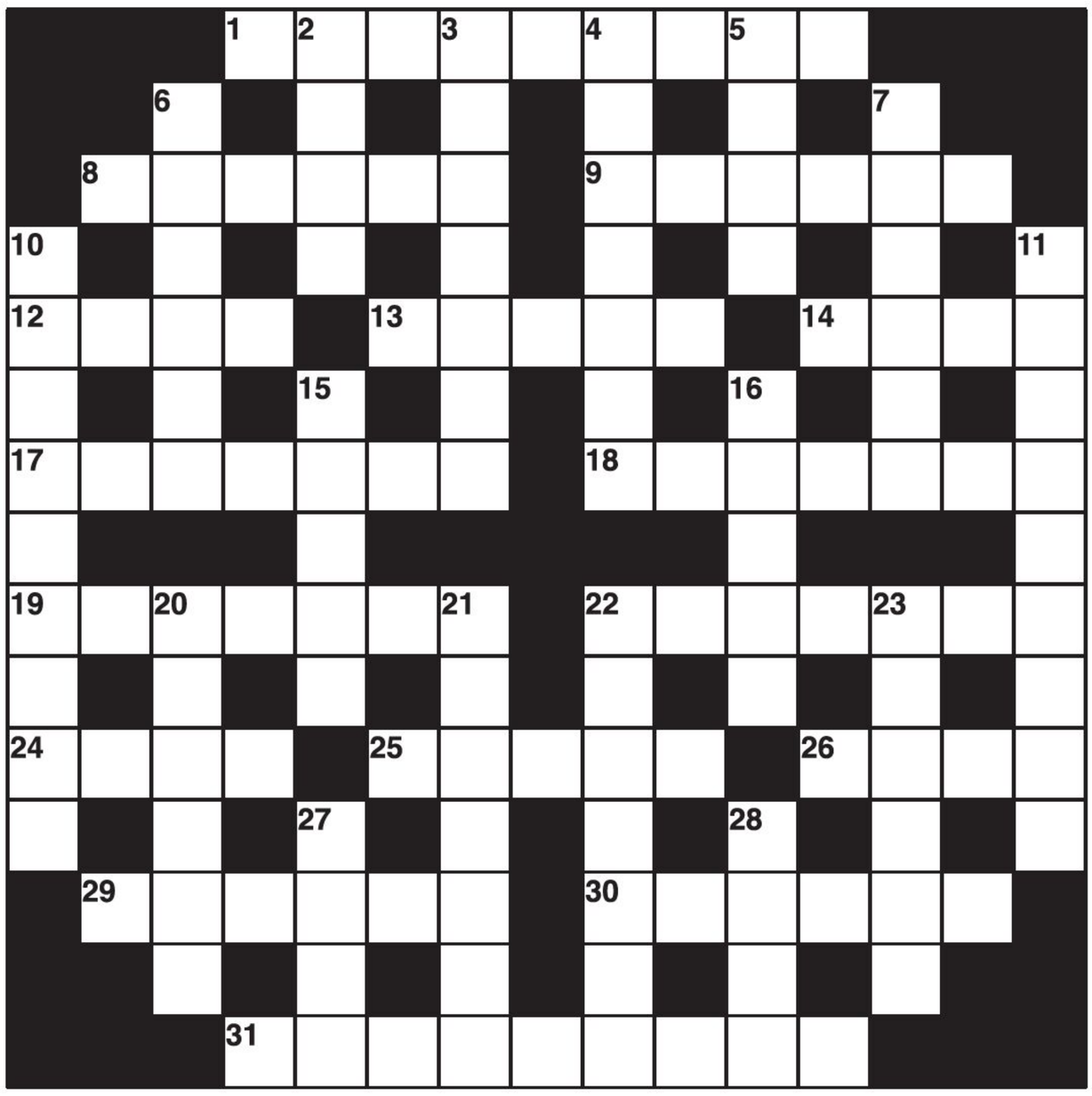
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## Across

1 GWR No. 5082, formerly *Powis Castle*, and modern codename for a ballast box wagon (9)
8 and 9 New-build No. 6880 (6,6)
12 ___ Road, former London Underground power station (4)
13 and 14 Chilly sounding West London junction, and former Eurostar depot (5,4)
17 'Warship' No. D810 (7)
18 Midland Main Line station south of St Albans (7)
19 Class 60 No. 60015 (3,4)
22 City that had General and Northgate stations (7)
24 Surname of the author of 'Red for Danger' (4)
25 and 5 down *The* ___, formerly preserved Class 33 No. 33056 (5,4)
26 See 29 across
29 and 26 across Former CLC Stockport station (6,4)
30 Prototype electric loco No. 89001 (6)
31 ___ *Guardsman*, 'Royal Scot' No. 46110 (9)

## Down

2 See 15 down
3 and 20 down Dr Patrick ___, late railway photographer and author (7-6)
4 and 22 down 'Battle of Britain' No. 34064 (7,7)
5 See 25 across
6 Member of Class 55 (6)
7 ___ *Castle*, GWR No. 5080, preserved as *Defiant* (6)
10 Station serving Clitheroe-Manchester and Preston-Burnley lines (9)
11 Headquarters of the Kent & East Sussex Railway (9)
15 and 2 down Early steam pioneer commemorated by Class 60 No. 60060 (5,4)
16 ___ *Manor*, preserved No. 7828 (5)
20 See 3 down
21 Former station between Bletchley and Bicester (7)
22 See 4 down
23 '___ Belle', pre-electrification Pullman train from London Victoria to Margate and Ramsgate (6)
27 Lymington station after Town (4)
28 ___ Valley Line, linking Sheffield with Manchester (4)

## July crossword entry form

Name .....

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Send completed form (photocopies are accepted) to: July 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 September 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 May issue.

**Across:** 1 Dickens 5 Pebble 9 Leander 10 Parsley 11 Hay 12 Amber 13 Raleigh 14 Gnu 15 Durango 17 Skye 21 Port 24 Swanage 27 RMT 28 Thistle 29 Stamp 30 Van 31 Tornado 32 Hengist 33 Saddle 34 Eastnor

**Down:** 1 Dollands 2 Chatburn 3 Elder 4 Sir Hugo 5 Papyrus 6 Burnley 7 Lillie 8 Hythe 16 GNR 18 Kew 19 Marazion 20 Dempster 22 Outward 23 Trevone 24 Stanhoe 25 State 26 Sierra 29 Sands

**May winner:** M D Rayner, Attleborough.

**Runners-up:** A J Baldwin, Tiptree; Colin Brooks, Thetford.

**The closing date for this month's crossword is Friday, August 9, 2024.**

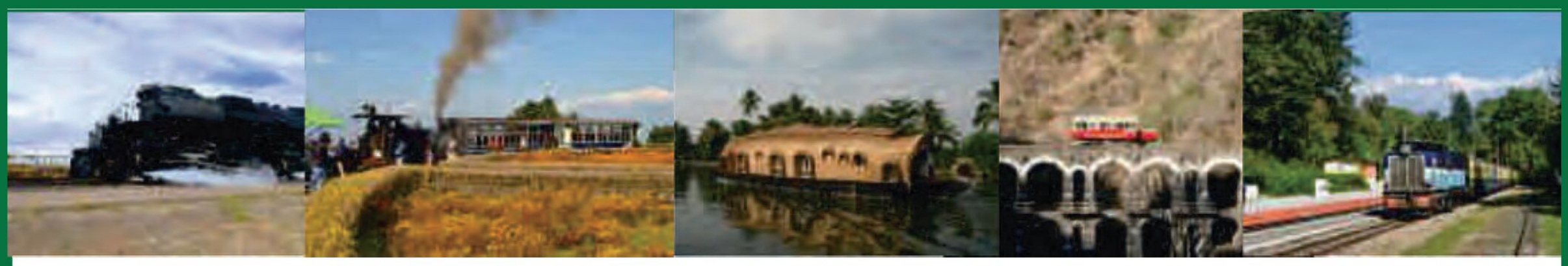
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# Coming up next month...

THE August issue features a special report from Tuzla in Bosnia Herzegovina, an area of opencast coal mines which is now thought to be the last place in the world where multiple steam engines can be seen in daily service following the end of steam operations at Sandaoling Mine in China last autumn.



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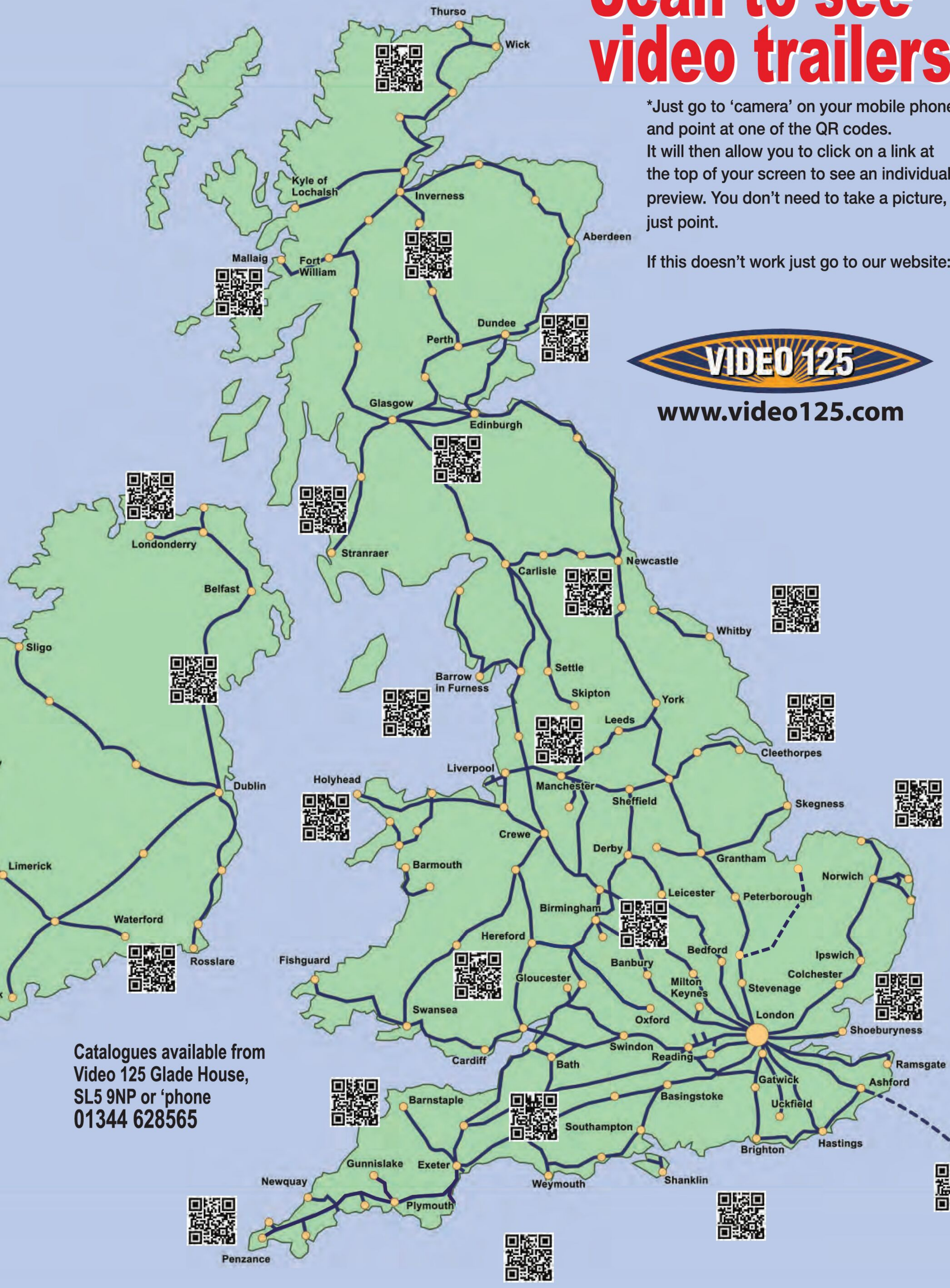
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