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■ **COVER:** 'Peak' No. 45118 *The Royal Artilleryman* is seen at York with the Bristol Temple Meads to York 'Diamond Jubilee Express' charter on July 27. CHRIS GEE

The RAILWAY Magazine

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

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

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01507 529529
Monday-Friday: 8.30am-5pm
Answerphone 24hr
help@classicmagazines.co.uk
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Archive enquiries
Jane Skayman 01507 529423
jskayman@mortons.co.uk

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Prepare for GBR

AS widely predicted, The Labour Party swept to power on July 4, and the new Government quickly set about making changes. In the King's Speech at the subsequent State Opening of Parliament, it was announced that the plan to create Great British Railways would be an early objective – initially by taking control of passenger contracts held by private companies as those deals expire, but then later integrating management of those operations with the infrastructure responsibilities currently held by Network Rail.

Whilst there are arguably advantages of having one national operator, such as the potential for simplified ticketing and better interchangeability, the positive effects of private investment over the past 30 years cannot be overlooked, because that has led to the vastly better service and younger fleet we have now compared to what we had at the end of British Rail days in the 1990s – even allowing for the setbacks caused by the Covid-19 pandemic.

Therefore, the Government has stopped short of full nationalisation, meaning rolling stock leasing companies, freight operators, and open access providers will continue in the private sector. Renationalisation of these would have been very expensive too, running into many tens of billions of pounds.

Our railways have been in something of a rut ever since the pandemic, so a change at the top can only be a good thing. That said, one reason why previous Governments have shied away from this kind of renationalisation is that responsibility for any problems will fall immediately at their feet, rather than being at arm's length. So it's a bold move then, and we wait to see whether the gamble will pay off.

Making history

Although this magazine has been published continuously since 1897, every now and again something genuinely astonishing and unexpected pops up – such as the new photos of the final days of 'Black Five' No. 44781 on pages 22-26. This loco was one of the four used on 1T57, BR's farewell to steam that ran 56 years ago this month, but it was the only one not to be preserved. The story of its demise at Bartlow on the Cambridgeshire/Essex border is well known, but the fact that new photos can come to light after so much time – including what might well be the last ever photo of it being scrapped – is truly incredible.



Paul Bickerdyke,
Editor

OUR WRITING TEAM



GARETH EVANS
Deputy editor



CHRIS MILNER
Contributing editor



GRAEME PICKERING
Senior correspondent



NICK PIGOTT
Consultant editor



JOHN HEATON
Practice & Performance



CLIFF THOMAS
Narrow gauge



IAN SMITH
Industrial steam



JACK BOSKETT
Classic Traction



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Great British Railways plan is go

New Government wastes no time publishing public ownership bill.

By 'Industry Update'

THE new Labour Government wasted no time in publishing proposals on July 18 for legislation to take back direct control of passenger services rather than use private company franchises or National Rail Contracts.

This is not a far reaching change to the industry, as it is confined to amending the 1993 Railways Act in respect of franchising, while leaving independent regulatory functions in place. This means there will still be private freight operations, passenger charters and approved open access services.

What it does do, however, is to prohibit franchise extensions and the granting of new franchises – although there is a caveat that franchise extensions will be allowed if it is not reasonably practical to transfer these to the public sector. The provisions also apply to Wales and Scotland, where franchises have already ended in favour of control by the devolved Governments. Whether devolved local mayors will continue to grant concessions to operate the likes of the Elizabeth Line and Merseyrail is currently unclear.

The practical effect is that National Rail Contracts, the first of which are due to expire at the end of March 2025, will be transferred to management by the Department for Transport's Operator of Last Resort team. This will add Govia Thameslink, Southern and Great Northern and Chiltern Railways to the portfolio, which currently includes LNER, Northern, TransPennine Express and Southeastern.

Other contract expiry dates or break clauses in 2025 are South Western Railway (May 28), Great Western Railway (June 22) and c2c (July 20). During 2026, the expiry dates are Avanti West Coast and East Midlands Railway (both on October 18). The CrossCountry contract is due to continue until October 15, 2027 with Merseyrail continuing until 2028.

Greater Anglia and West Midlands Trains both received new contracts in September 2021, with the intention at the time that these would extend for five years until 2026, but break clauses exist to allow termination in September this year. Legislation will not become law within that timescale, so some interim arrangement will be needed.

GBR legislation

A much greater change will follow with the enactment of a new Railways Act, which will establish Great British Railways (GBR). The draft Bill was published earlier this year and outlined changes in the responsibilities of the DfT in overseeing the directly operated and National Rail Contracts. At some point the management of passenger services will be absorbed into the GBR structure, and then we can expect a challenging period of integration.

The stated aim of the legislation is to "create a unified and simplified rail system that relentlessly focuses on improving services for passengers, delivering better value for money for taxpayers, ending years of fragmentation and waste", with GBR providing leadership and focus on delivering for passengers and freight customers.



LNER is already run by the Government, and there was a very rare in-service failure to one of its 'Azumas' on July 1, when No. 801216 failed at Huntingdon while working 1E01, the 05.40 Edinburgh to King's Cross. Rescue came four hours later in the form of classmate No. 801229 – the combined empty stock working seen working south from Huntingdon. ALISDAIR ANDERSON

The benefits are likely to be overstated, as NR and the train operators have already increasing operated joint control and made real-time decisions to optimise services, particularly during times of disruption, which are a continuing feature of day-to-day operations.

The latest statistics for compensation paid as a result of the delay repay agreements included in National Rail Contracts show that, in the financial year to the end of March, delay claims rose by 30%. It is evident that, while passenger numbers continue to recover from the pandemic, operational performance is suffering a hangover from staff shortages brought by vacancies, sickness, and absenteeism.

New factors brought by the Railways Bill include a reform of the ticketing system under GBR, a statutory duty to promote rail freight, and to increase the role of open access operators to drive competition. Track Access contracts for existing open access operators are in place until 2026 for Grand Central, 2031 for Lumo, and 2032 for Hull Trains.

Ongoing issues

Although resistance to change in working practices continues, the reality is that it is no longer possible to run a reliable timetable that is dependent on staff volunteering to work at weekends. Traincrew rostering has to be based on a seven-day working week, with sufficient financial reward for agreeing to that obligation.

The new Government gives an opportunity for a fresh start, but we are yet to find out if there will be a new change from the previous position that any pay increase must be linked to significant changes in the terms and conditions of employment.

At the State Opening of Parliament on July 17, the King's Speech included the High Speed Rail (Crewe – Manchester) Bill, which was previously intended to grant legal powers to build HS2 north of Birmingham, but will now be repurposed to improve rail connectivity in the North of England.

The Government explicitly states that its inclusion does not mean the reversal of the decision to cancel HS2 Phase 2, but will provide powers to construct important rail infrastructure in the Manchester conurbation, including new stations at Piccadilly and the airport.

Industry bodies react to Labour's railway plans

ANDY Bagnall, chief executive of passenger and freight trade body **Rail Partners**, said: "To change the railway for the better, we must correctly understand the causes of the current challenges to get the right solutions – and full nationalisation is a political not a practical solution, which will increase costs over time.

"We welcome the recognition that private sector freight and open access operators have a lot to offer, but passenger train companies also have a track record of growing the railway. They want to partner with the government to achieve this success again, within the new framework."

Martin Fleetwood, Strategic Rail Policy Group chairman at the **Chartered Institute of Logistics & Transport UK** said: "We would encourage any light rail solutions to remain within the GBR balance sheet and not become local authority obligations just because it is light rail. We also look forward to seeing proposals for fares and ticketing solutions to accompany the transfer of passenger services to national ownership."

Paul Tuohy from transport charity **Campaign for Better Transport**, said: "The Rail Reform Bill will finally pave the way for the much-needed reforms to the railways that passengers and the country needs. Establishing GBR – something we campaigned for and has broad support – will be the first step. We are saddened to see no commitment to reinstating the Northern leg of HS2, however."

Railway Industry Association chief executive Darren Caplan said: "Accelerating new train orders and low carbon network upgrades can fast-track growth by boosting jobs and skills across the UK and we would encourage the new Government to prioritise such investment."

The Cabinet Secretary for North Wales and Transport Ken Skates welcomed plans to bring rail services into public ownership across Great Britain. He said the plans support the Welsh Government's longstanding call to retain the Wales and Borders rail service within the public sector.

A 'TEDDY BEAR'S' FEAST: The Ecclesbourne Valley Railway staged a four-day Class 14 gala on July 25-28 to mark the diesel-hydraulic class's 60th anniversary. Taking part were Nos. D9537 and non-operational D9525 (home-fleet), D9523 (Wensleydale Railway), D9551 (Severn Valley Railway), D9504 (Kent & East Sussex Railway), D9529 (Nene Valley Railway) and D9553 (Caledonian Railway). A highlight of the event was the last train of the day from Duffield on July 27, which had all seven 'Teddy Bears' head the train and they are seen arriving at Wirksworth with No. D9523 leading. I S MITCHELL

ORR issues 'Evero' improvement notice

Avanti West Coast lodges appeal regarding regulator's stance on automatic speed supervision system for Class 805 and 807 trains.

By Graeme Pickering

THE Office of Rail & Road has received a formal appeal from Avanti West Coast against an improvement notice it issued to the operator concerning the lack of an automatic speed supervision system on its new Hitachi-built Class 805 and 807 'Evero' trains.

Avanti's Class 390 'Pendolino' electric units and Class 221 'Super Voyager' diesel units, which form the rest of its fleet, are fitted with Tilt Authorisation and Speed Supervision System (TASS). This works in conjunction with balises placed in the 'four foot' between the rails on the West Coast Main Line to manage the speed and tilting of the trains (which, due to their tilting capability, can operate at a maximum speed of 125mph on the route).

The ORR's concerns are based on the fact that speed supervision is installed on these existing trains, but not on the yet-to-be introduced Class 807s (10 seven-car electric sets) and the 13 Class 805s (five-car bi-mode units), the first of which were introduced in June. Its ruling that it should also be fitted to the new 'Evero' fleet came just over six months after it authorised entry into service of the Class 805s.

A two-year deadline for compliance has been set. The units will be allowed to remain in service in the meantime, however the ORR says this will require "additional risk control measures in place, such as reduced running speed". As with other non-tilting trains, they are already subject to a maximum speed of 110mph on the WCML.

The RM understands that driver training on the 'Everos' is designed to highlight the lack of speed supervision equipment, and that there have been no speeding incidents to date. Hitachi Rail said the ORR notice confirmed there was no immediate safety risk.



Avanti 'Evero' bi-mode No 805012 passes through Llanfairpwll, Anglesey, on June 27 with 1A50, the 12.48 Holyhead to Euston. PAUL BIGGS

"Our fleet has the necessary relevant certification and safety systems mandated by industry standards," commented an Avanti spokesman, adding that the trains had the same operating systems as other similar Hitachi fleets in use across the network, and that the notice related to "further enhanced safety controls".

"Avanti West Coast will continue to work with the ORR to understand what additional requirements they believe necessary on the Class 805 fleet."

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Former GWR set No. 769949 is dragged through Derby by ROG's No. 37800 *Cassiopeia* on May 14, while working from Long Marston to Wabtec Doncaster. SAM PEDLEY

Class 769s for parcels work

Handover expected in September.

By Graeme Pickering

PORTERBROOK has told *The RM* it expects to hand over two of the Class 769/9 multiple units originally destined for Great Western Railway to a freight operator next month, for use on parcels movements.

Hauled during May from Long Marston (where they had been in storage) to Wabtec at Doncaster, Nos. 769935 and 769949 have been undergoing conversion into express freight units. As this issue went to press, Porterbrook was unable to reveal the identity of the freight company that will use them, but said it was looking at "other options" for conversions.

The Class 769s were themselves converted from redundant Class 319 EMUs with the addition of diesel power packs to the driving trailer vehicles, giving them the ability to run in either diesel or electric modes. Eight were used by Transport for Wales (TfW) prior to the arrival of its new Class 231s, and a further eight were allocated to Northern. Nineteen were given the Class 769/9 designation with the intention of being used as tri-mode units (third rail, overhead electric and diesel) on Thames Valley services – including those between Reading, Redhill and Gatwick Airport – but GWR announced the cancellation of the plan in December 2022.

■ Nos. 769922 and 769959 were moved last autumn from Long Marston for attention at Brodie's Caledonia Works in Kilmarnock. Reliveried in plain blue, the pair were involved in running trials from March 25-June 19 this year, reaching destinations including Dumfries, Ayr and Glasgow, and working between Glasgow and Carlisle via the West Coast Main Line.

Porterbrook could not confirm what would happen to them next, but said it was "unlikely" they would follow Nos. 769935/949 into the freight conversion programme.

Ex-TfW set No. 769006 was transferred from storage to Kilmarnock on July 16. Porterbrook declined to give specifics regarding the future of the former Welsh units, but expressed its intention to return further Class 769s to passenger or freight use.



BEHIND THE SCENES AT KINGMOOR: An open day at DRS's Carlisle Kingmoor depot on July 6, saw more than 1500 people attend. Over £65,000 was raised for charity, which included the auction of 17 former Class 37, 66 and 68 namplates. Eighteen locos were on show (Nos. 57309, 66421/424/429/431, 68001/6/7/16/17/19/21/24/25/33/34, 88005/8), while No. 66429 was named *Charlie Birse* after the company's late engineering team leader, and No. 66431 was named *Kingmoor TMD*. This view shows Nos. 68021, 68025, and 68016 inside the shed. RICHARD GENNIS

Royal Mail to withdraw its Class 325s EMU fleet

THE need to replace the ageing Class 325 postal units has led Royal Mail to announce that the traffic will be transferred to road from October 10, *writes 'Industry Update'*.

The 16 dual-voltage EMUs were built at Derby in 1995/6, and were technically similar to the Class 319s but with cabs based on the 'Networker' fleet and were capable of locomotive haulage.

They were built as part of Royal Mail's £150 million Railnet modernisation plan, which was conceived by Rail Express Systems, formerly BR's Parcels sector. This recognised a need to provide dedicated services rather than the previous practice of conveying mail using passenger trains.

The Railnet contract was not renewed by Royal Mail in 2003, as road-based distribution was considered more competitive – partly due to the development of large mechanical sorting offices, which led to the end of the Travelling Post Office network in January 2004.

For the future, reference is made to the continued use of commercial rail services, although it is not obvious how this can be achieved as there is no suitable rolling stock.

Rail has become less competitive where electric haulage is used, due to the escalating cost of Network Rail's EC4T (Electricity for Traction) tariff, which has had the effect of making diesel traction a cheaper option.

SIDELINES

New role for Par 'box

THE future of Par signalbox in Cornwall, which was decommissioned in March this year, has been secured with an agreement to use it as a railway training facility. A ceremony was held on July 22, when Network Rail's operations team handed over the keys to the maintenance team.

The Grade II listed 'box was built in 1879 and will now continue to serve the railway for decades to come. It will be used to help train new signallers, with skills gained in mechanical signalling equally valuable on a digital system.

Third gala guest

CALEDONIAN Railway 0-4-4T No. 55189 has been announced as the third guest loco for the Chinnor & Princes Risborough Railway's September 13-15 gala.

The Scottish Railway Preservation Society-owned loco will join Small Prairie No. 4555 and 'Manor' No. 7820 *Dinmore Manor* on the roster. Steam driver experiences on No. 7820 are also available on September 10 and 21.

Sir Kenneth Grange

DESIGNER of the HST, Sir Kenneth Grange, passed away on July 21, aged 95. Although he was responsible for the look of a wide range of items from food mixers to lamps, he is best known in the railway world for the iconic styling of the InterCity 125 sets.

Sir Kenneth set up his own design consultancy in 1956, with an early commission being the classic Venner parking meter of 1958. In 1972 he joined with four others to found the design group Pentagram, which aimed to be a 'one-stop shop' for graphic design, advertising, architecture and product design.

The HST was a key element of BR's strategy to win back passengers in the 1970s, and his genius was to improve on the prototype by getting rid of the buffers and hiding the couplings inside the nose cone. GWR power car No. 43002 was named after him in 2016.



SIDELINES

Photo exhibition

PHOTOGRAPHER and *RM* contributor Jack Boskett has an exhibition of his photographs on show at Tetbury Goods Shed, Gloucestershire, from August 14 to September 21.

Jack had his first photo published in *The RM* in 2005 while still at school, but has been a professional photographer since 2010. In the exhibition, Jack unveils his most cherished works.

The venue is open Wednesday to Sunday from 10am-4pm and admission is free – although occasionally the main hall may need to be closed for other events, so please check before travelling.

Website update

THE Railway Performance Society has launched a major upgrade to its website, which now includes member-only and public sections.

The member-only sections include access to the society's line charts, archives, *Milepost* magazine and many other features. The free public sections include a list of all trains in the UK scheduled to average 100mph, and the ability to do a basic search of the archives to find the fastest time on record between any two stations (UK or beyond).

See www.railperf.org.uk for more details.

Sleeper competition

CALEDONIAN Sleeper has launched a competition for the best photographs of its overnight trains from London to various destinations in Scotland.

The competition is open until October 31, with the first prize being a return journey in an en-suite Club Room plus a £500 Amazon voucher. Second place will receive a £250 Amazon voucher and third place a £100 voucher.

To enter, see the website at www.sleeper.scot/.

SVR footplate trips

THE Severn Valley Railway is offering short footplate rides at Bewdley station on August 3, 10, 17, 24 and 31 from 12.15 to 15.00. Subject to availability, the rostered loco on those dates will be 'Saint' No. 2999 *Lady of Legend*.

Lasting approximately 10 minutes, participants will travel up and down platform 1. Costing £15 per person, each trip can accommodate up to two people, and children under 17 must be accompanied by a parent/guardian.

RPSI locomotive steamed for first time in 20 years

The restoration of S Class No. 171 nears completion.

By Hassard Stacpoole



GNR S Class 4-4-0 No. 171 *Slieve Gullion* moves for the first time in over 20 years following an extensive overhaul at the RPSI's base at Whitehead base. Preserved in 1966, the locos is seen on July 27 passing the replica signal cabin built in 2015. CHARLES FRIEL

A DECADE-long overhaul reached fruition on July 27 when GNR S Class 4-4-0 No. 171 *Slieve Gullion* made its first movements under its own steam since 2002.

No. 171 was lit up the previous morning at the Railway Preservation Society of Ireland's main engineering base at Whitehead, and brought slowly into steam for a series of static tests. First the hydrostatic lubricator, vacuum brakes, main steam pipes, superheaters and whistle were tested, then the injectors and both worked satisfactorily.

Fully oiled

The fire was relit the following day and, following completion of the static tests, No. 171 made its first move in over 20 years under the control of RPSI driver Phil Lockett – moving just far enough so that parts of the motion not previously oiled could be reached.

With all preparations complete, No. 171 moved up and down the platform road at Whitehead, marking the completion of an overhaul that was started in 2014.

Restoration was initially funded by the Antrim GROW fund but, due to lack of capacity in the RPSI workshop, the work was tendered out. In January 2014, the loco went to Railway Restoration Northeast in Shildon, which began the overhaul until it ceased trading and then No. 171 was returned to Whitehead in 2015 until restoration work recommenced in October 2019.

Outstanding items include painting, electrical work and working through the list of about 30 minor defects that were noted during the test.

The expectation is that the loco will be transferred by road to Dublin to allow it to be run in with Iarnród Eireann in the autumn.

It will be paired with tender No. 73, one of five GNR tenders owned by the RPSI and fitted with the various radios and other safety equipment needed for main line running. The tender was most recently paired with withdrawn V Class 4-4-0 No. 85 *Merlin*.

Thousands of fare dodging convictions could be quashed

By Chris Milner

AROUND 75,000 cases where passengers have been fined for fare evasion are likely to be quashed after it emerged at least two train operators used an incorrect procedure.

Northern and Greater Anglia have been using the Single Justice Procedure (SJP), a fast-track justice system where cases are decided by magistrates behind closed doors rather than in open court, and without the defendant having to appear. It is a process aimed at speeding up the throughput of legal action, with typical cases including TV Licence and some motoring offences.

The SJP was created in 2015 and allows train operators to bring private prosecutions for fare evasion under railway byelaws, but crucially they are not allowed to use SJP for cases brought under the Regulation of Railways Act 1889 as this was not included in SJP legislation. Campaigners have outlined how train companies have been using the Regulation of Railways Act unlawfully in SJP prosecutions for a number of years.

Rail passenger Christian Waters from Leeds has spent several years challenging Northern after he was threatened with prosecution for travelling without a ticket because the ticket machine at his station was broken.

He has been instrumental in bringing to light the misuse of the SJP courts. "This news is a vindication of what we have been saying from the start," he said. "I think there needs to be oversight of private prosecutions. The CPS has strict oversight of its prosecutions, but there is no equivalent for private prosecutors, and they don't even have to be legally trained."

A number of test cases were heard at Westminster magistrates court on July 19 before Chief Magistrate Paul Goldsmith, where it was agreed by the parties that the prosecutions were unlawful.

High Court deferral

The cases were adjourned until August 15, when Mr Goldsmith is expected to hand down a judgment, and he may defer the decision to the High Court.

In any event, it is expected that millions of pounds in fines and costs will be repaid to passengers who were unlawfully prosecuted – but this in itself will be a massive administrative undertaking.

Both Northern and Greater Anglia have accepted they have made errors. Brian O'Neill KC, representing Northern, told Westminster magistrates the company "wishes to apologise to the court and all interested parties for having fallen into error in the exercise of its prosecutorial powers".

The train operators have accepted that all the previous convictions should now be overturned, and any remaining live prosecutions ended. There is now growing concern about the role train operators are taking in private prosecutions, particularly in the wake of the high-profile Post Office Horizon system scandal, which was also unsupervised by the CPS.

So far Northern has identified 29,180 incorrect prosecutions and Greater Anglia 5936 dating back seven years. Other train operators are understood to be involved, although the exact number of cases has not yet been revealed. However, it is known that some operators did use the correct process.

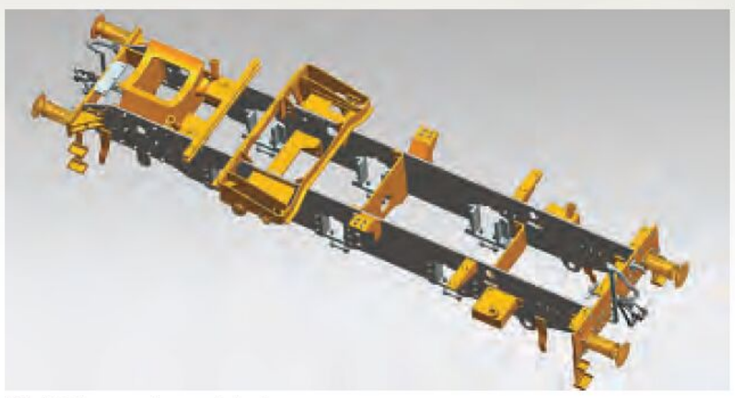
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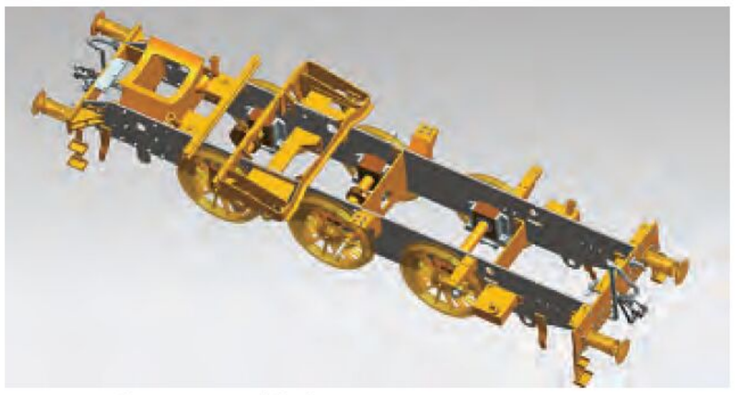
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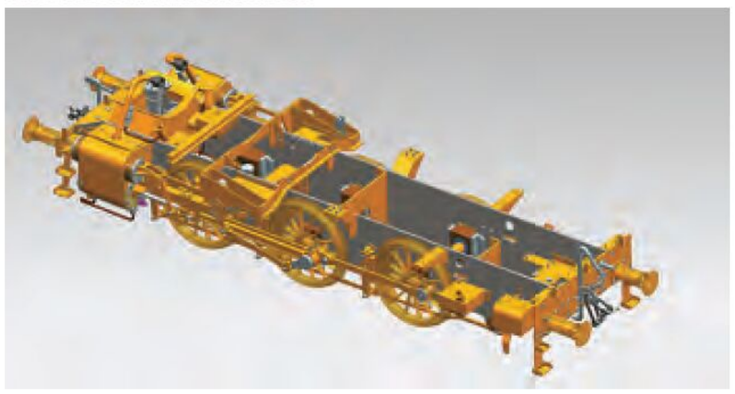
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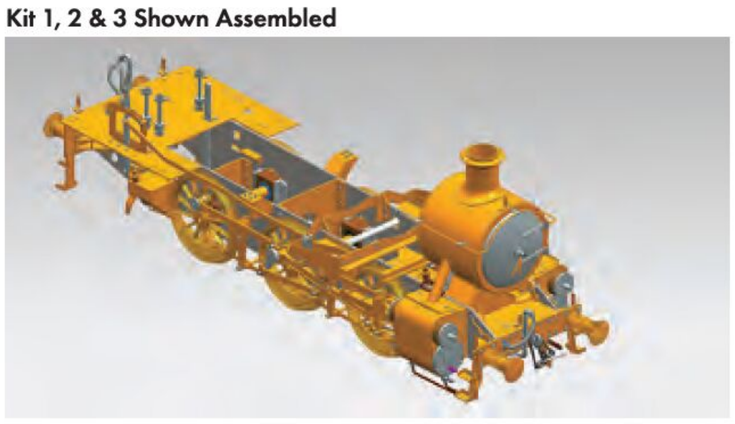
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Kit 1, 2 & 3 Shown Assembled



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Kit 1, 2, 3, 4, 5, & 6 Shown Assembled



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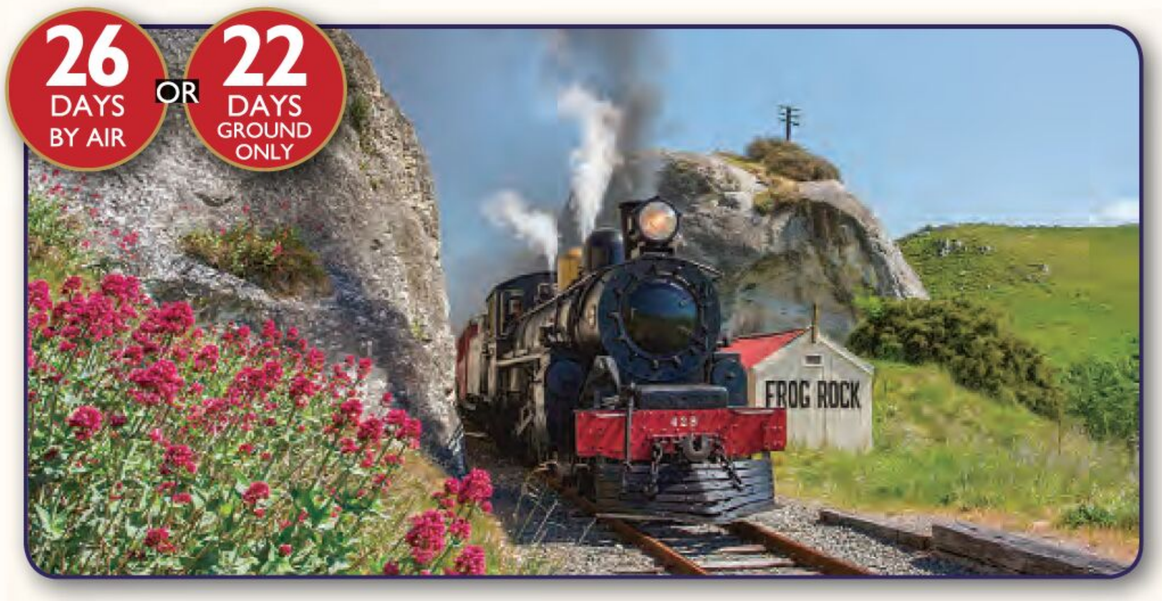
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An aerial view looking north over the new Northampton Gateway terminal, with the Northampton loop line on the left, and groundworks on the right for eight large warehouses. NETWORK RAIL

Northampton Gateway takes shape

New logistics terminal connected to the Northampton loop.

By Phil Marsh

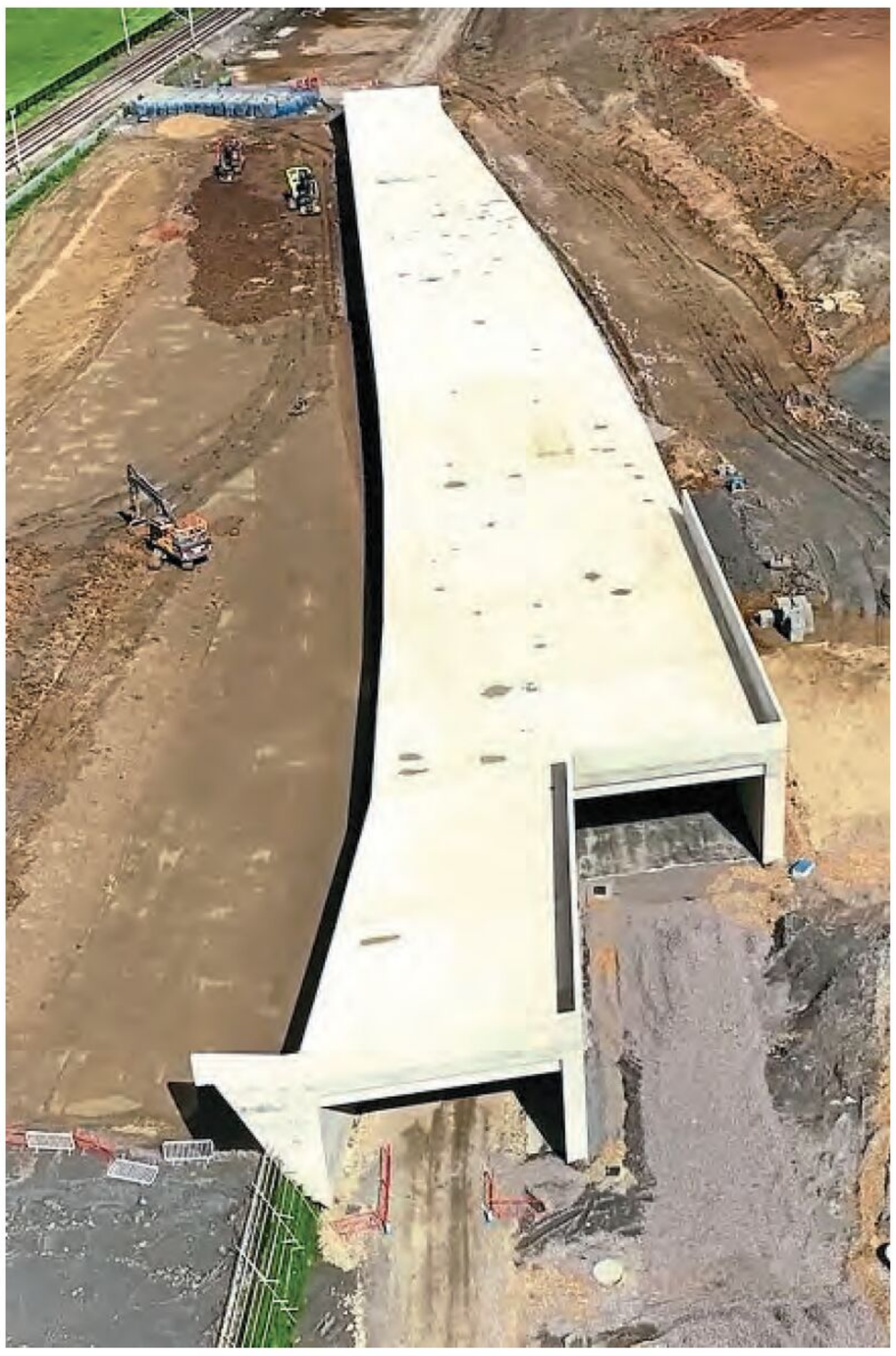
AFTER much local opposition, a huge new rail-served logistics park just south of Northampton is entering the final stages of construction and getting ready to accept its first freight services.

Segro's Northampton Gateway Logistics Park is adjacent to the Northampton loop just north of Roade, with rail connections at its north and south ends. The southern connection (at milepost 61 and 30 chains) has been named Courteenhall Junction and the northern one (at milepost 62) Collingtree Junction. Both junctions will be commissioned in the autumn.

Collingtree Junction connects to the terminal through a short tunnel, which has been under construction for two years and clearly visible from passing trains. It appeared initially as a standalone concrete box, but has now been covered in earth as part of a large embankment that hides the terminal from the main line and surrounding area. Major earthworks and construction of this earth bund, or 'green wall', took place last year while the rail terminal's slab works and track were progressively installed.

Tracks from the terminal to Courteenhall Junction were laid in a cutting and connected to the Northampton loop in May. A footbridge has been installed over the cutting, which will potentially offer a good vantage point to photograph freight services in the future. The 35-acre (14.5 hectare) rail terminal will have capacity for up to sixteen 775 metre (848 yard) trains a day.

The new terminal means the Northampton loop will become even busier given the existing traffic to Daventry International Rail Freight Terminal (DIRFT) at its northern end between Long Buckby and Rugby.



The tunnel at the north end of the site as-built before it was covered in a large earth embankment. NETWORK RAIL



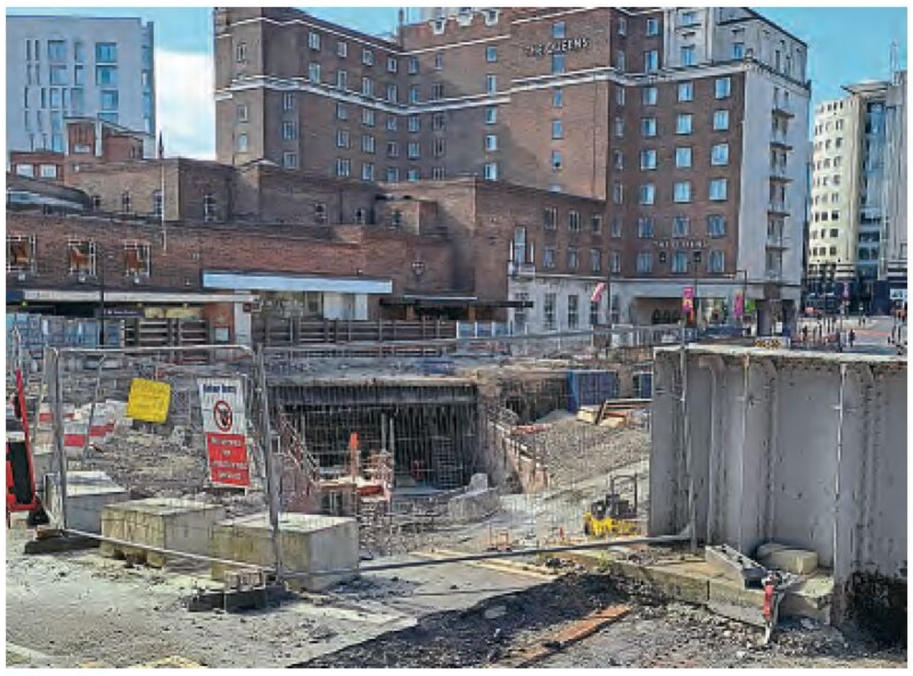
The tunnel seen soon after construction from a passing train on the Northampton loop on July 3, 2022. PHIL MARSH



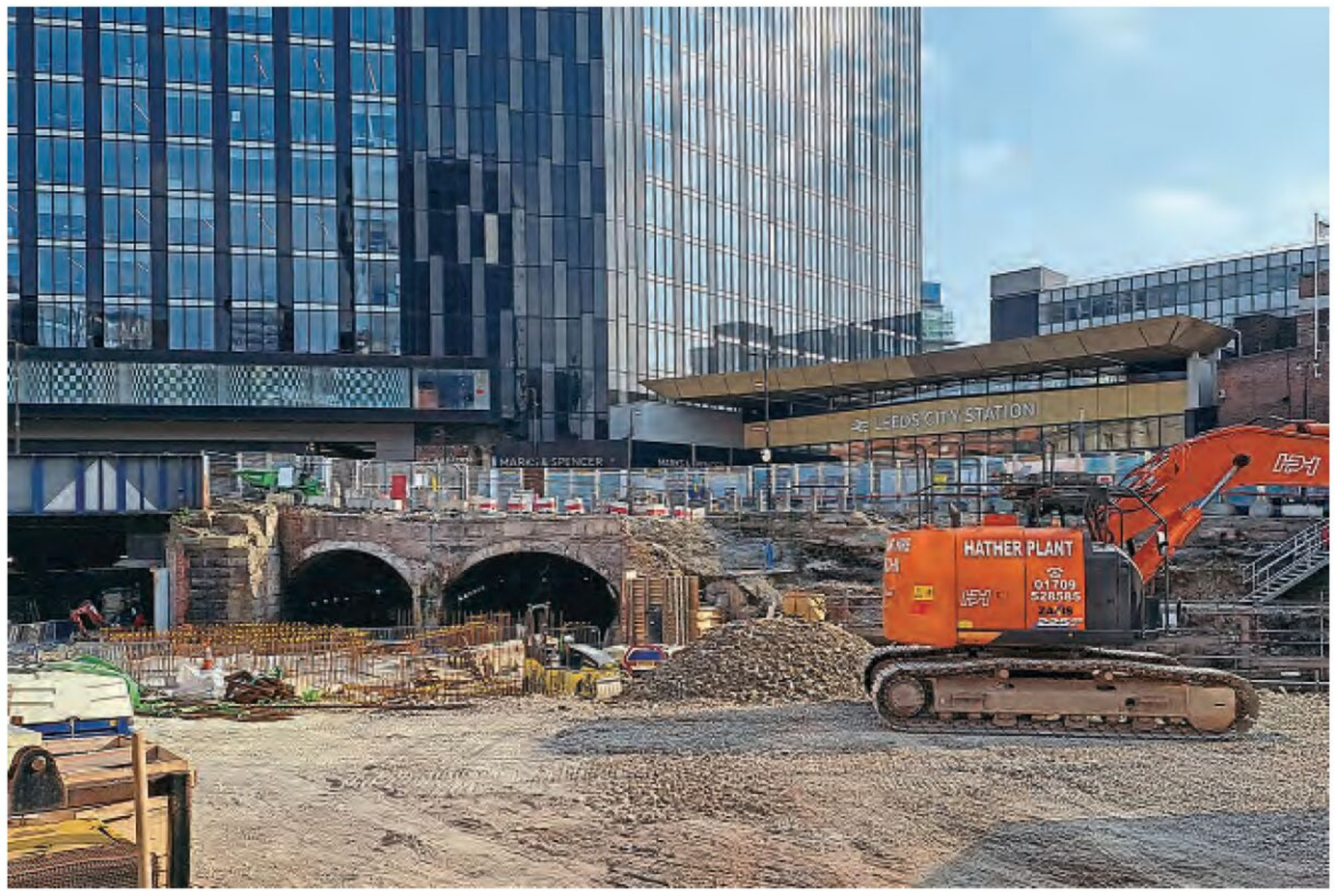
How the finished tunnel looked on May 31, 2024 with tracks laid from the new main line connection at Collingtree Junction. PHIL MARSH



The new terminal's southern approach at Courteenhall Junction, seen from the Northampton loop. Note the footbridge over the connecting line. PHIL MARSH



ABOVE: Looking down from New Station Street on June 3 to the disused Mill Goit, which will be transformed into a cycle hub for 600 bicycles.



RIGHT: Works to build the new gateway outside Leeds station on May 17, looking up from Bishopgate Street and showing some of the newly uncovered vaults.

Leeds City uncovered

Work to build a new 'gateway to the city' at Leeds station has uncovered underground structures hidden from view for decades.

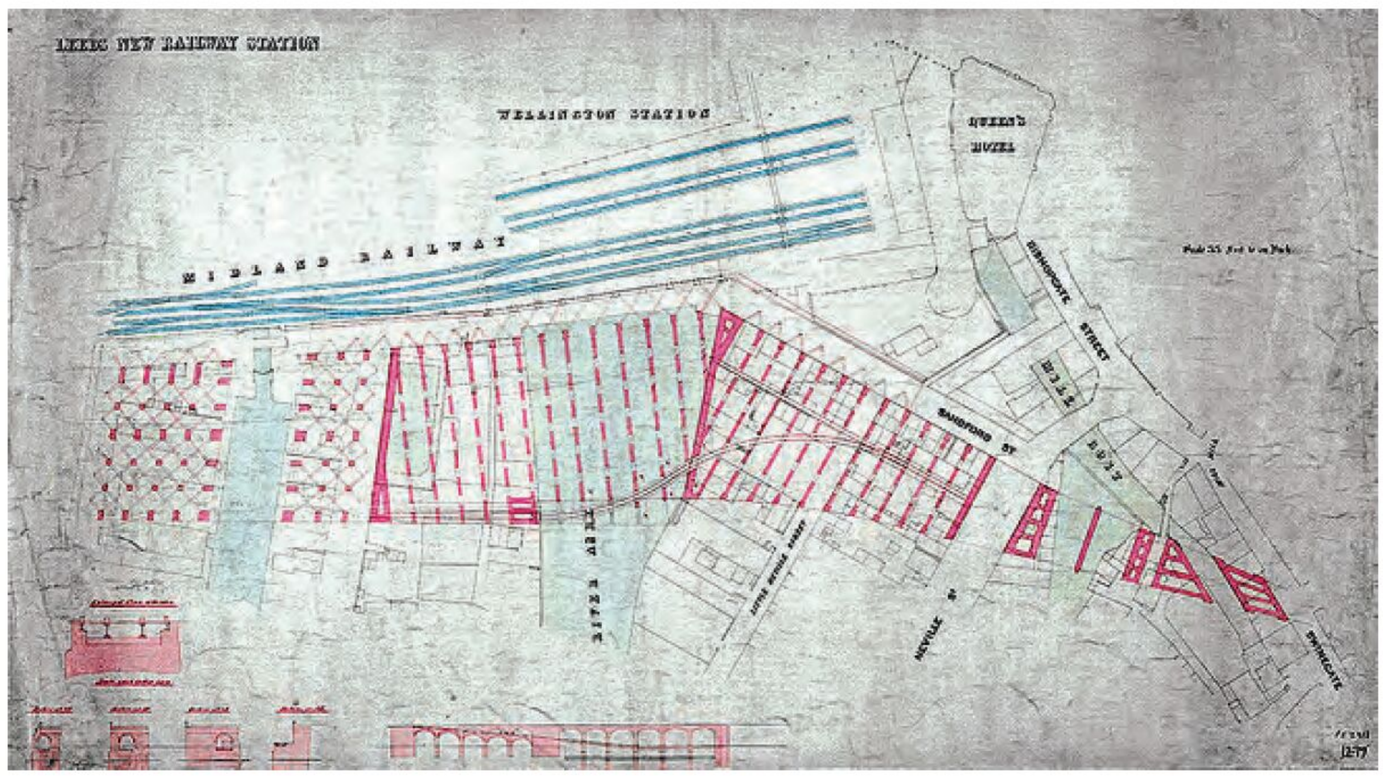
By Paul Bickerdyke

SUPPORTING vaults and a lost Mill Goit have been uncovered during work to transform the main entrance to Leeds City station.

The somewhat cramped approach, formerly shared by pedestrians and road traffic, is being opened out in a £46m scheme to create a pedestrian-only 'gateway' to the city.

The previous cycle hub and rotunda steps outside the station have already been demolished, exposing some of the vaults under the station and a disused waterway hidden away for decades.

The Mill Goit is a man-made channel that took water from the nearby River Aire to power a long-demolished mill. It is now being repurposed as a cycle hub with space for around 600 bicycles. Other works include two passenger lifts connecting the upper level on New Station Street to the lower level Bishopgate Street, where the resited taxi rank will be. There will also be a series of stairs connecting both levels, plus a stepped seating area.



An early plan of Leeds New Station (today's City station) showing the network of vaults and arches (in pink) that support it. The lines to the now closed Wellington terminus are above in blue. NETWORK RAIL

The current station can be traced back to 1869 when it was called New Station, a joint venture between the North Eastern Railway and London North Western Railway that created a through-line across the city. It is famously built on an extensive system of bridges and viaducts over the River Aire, some of which can be seen in a public area under the station, known as the Dark Arches.

The project is being delivered by Leeds City Council on behalf of Network Rail and in partnership with the West Yorkshire Combined Authority. It is funded through the Combined Authority's Transforming Cities Fund, which aims to make it easier for people to walk, cycle and use public transport, and is due for completion in 2025.

■ See also Practice & Performance and pages 44/45 for more on Leeds railways.



An impression of how the 'gateway' will look from above, with the taxi rank on Bishopgate Street at the bottom, and the lifts and stairs connecting it with the upper level on New Station Street. NETWORK RAIL



How the new 'gateway' will look from Bishopgate Street, with the taxi rank on the left, lift tower in the middle, and steps on the right. NETWORK RAIL

New lines open for Paris Olympics

Capacity added in time for the Games.

By Keith Fender

PARIS expanded its rail, metro and light rail network for the 2024 Olympic and Paralympic Games, with events being held at locations across the city.

The automated Metro Line 14 has been extended at both ends as part of the Grand Paris Express programme, which is building several completely new metro lines around Paris, mostly due to open in the 2030s. French President Macron opened the extended line on June 24, which now covers 28km (17.5 miles) from Orly Airport in the south to Saint-Denis-Pleyel in the north. Line 14 is expected to handle 700,000 passengers a day during the Games and will run all night on busy days, as are the Metro's other two automatic Lines 1 and 4.

Alstom is building a fleet of type MP14 rubber-tyred EMUs (72 eight-car trains) for Line 14; 52 of which were delivered by the end of June. A major new bridge over the approach tracks to Paris Gare du Nord linking Saint-Denis-Pleyel (and the Olympic Village) with the Stade de France opened in May.

Also opened on June 13 was the 6km (3.75 mile) extension of Line 11 open from Mairie des Lilas to Rosny-Bois Perrier in the east.

Fifteen existing Metro stations have been renamed for the duration of the Games after various Olympic sports, such as Sèvres Babylon to Sèvres Badminton and Victor Hugo to Victor Judo. Paris transport operator RATP has hired 5500 extra staff, with around 10 million rail journeys forecast during the Games.

Mainline extension

The first 8km (5 mile) western extension of cross-city RER Line E opened on May 6, providing connections from central Paris to Porte Maillot, La Défense and Nanterre La Folie. The new line is almost all in tunnel and provides connections to Metro and other RER lines at each station. A further extension is planned to open in 2026 to join up with the suburban network west of Paris.

With some Olympic events taking place in other French cities, French Railways (SNCF) is running additional services on busy days and routes. SNCF and Belgian Railways (SNCB) have also introduced a loco-hauled service between Brussels and Paris using the classic route via Mons and Aulnoye, offering lower fares than Eurostar's high-speed services.



One of the first RER NG Class Z58000 EMUs – set No. 004 – used on the RER Line E extension, is seen at Hausmann St Lazare on April 15, 2024. KEITH FENDER

■ THE day of the Olympics opening ceremony on July 26 saw the high-speed rail network around Paris sabotaged in a concerted effort to cause mass disruption. The TGV lines to Paris from the North, East and South West were closed after lineside equipment was set on fire in the early hours of the morning, while that from the South East escaped by chance when rail workers spotted a suspicious van-load of people. Disruption continued for days, although no group had claimed responsibility for the attacks as this issue went to press.

Railways in Parliament Compiled by **Jon Longman**

Great British Railways

DEFEATED Southport MP Damien Moore had asked in his last House of Commons question what steps the Department for Transport (DfT) planned to take to increase public awareness of the potential impact of changes in the responsibilities and role of Great British Railways on journey times.

Transport Minister Huw Merriman, who did not stand for re-election to the House of Commons, said: "The Government is reforming the railways to ensure they are fit for the 21st century. Central to this is the establishment of Great British Railways (GBR). The legislation needed to establish GBR is currently undergoing pre-legislative scrutiny and we have published the Government's response to the legislation consultation. Once established, GBR will bring infrastructure, operations and strategic finance decisions together, better addressing customers whilst delivering a simpler and better railway.

"In advance of legislation to establish GBR, we have reorganised the DfT, creating an integrated Rail Services Group, bringing together most of Passenger Services and Rail Infrastructure Group, focussed on the day-to-day operational performance of the railway. This is part of paving the way to an integrated rail body which will put customers at the heart of decision-making.

"Ministers regularly speak about rail reform and ahead of the creation of GBR, the Great British Railways Transition Team (GBRTT) has been created to lay the foundations for GBR while also promoting the benefits of rail reform."

West Coast woes

WELSH life peer Lord Wigley asked the departing Conservative Government what discussions they have had with Avanti West Coast executives in relation to their performance in maintaining scheduled direct passenger services between London and Holyhead, and London and Wrexham.

Transport Minister Lord Davies of Gower replied: "Avanti West Coast (AWC) has made significant progress in recovering from recent poor reliability and punctuality, but we are clear that performance is still not good enough and there is more to do.

"Officials continue to closely monitor and review AWC's progress to a sustained recovery, restoring services reliably on the West Coast Main Line and delivering good value for the taxpayer. Officials regularly meet with AWC senior management to review performance and we will always hold AWC to account for matters within its control."

Fraud tops £240 million

BARONESS Randerson asked the Government what their estimates are for money lost to rail companies by ticket fraud and evasion and what measures they plan to implement to reduce this.

Lord Davies replied: "The Government takes the issue of fare evasion and fraud very seriously. We do not hold estimates for 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 value of the penalty fare to £100, plus the price of the single fare to the intended destination. Department of Transport operators are also contractually incentivised to reduce ticketless travel on their network."

Midlands finance

LORD Ravensdale wanted to know what strategic plans Whitehall has to increase private investment in the Midlands Rail Hub.

Lord Davies replied: "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 £123 million 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."

Oswestry opening

NORTH Shropshire MP Helen Morgan, re-elected to the Commons, asked what progress has been made on the reopening of the Oswestry to Gobowen line.

Transport Minister Merriman replied: "Under Network North, it was announced that the Oswestry to Gobowen line Restoring Your Railway scheme would progress to delivery, subject to successful business cases.

"Progress is being made with Network Rail and others on next steps, including on a schedule for development work and costs. The DfT expects that such work will begin in the coming months."

SIDELINES

Firms shortlisted for dispatch system

THREE bidders have been invited to tender for contracts to supply and maintain station train dispatch systems for HS2.

As part of the formal procurement process, which began in October 2023, Hitachi Rail GTS UK (formerly Thales Ground Transportation Systems), Siemens Mobility and Indra Sistemas have been shortlisted. HS2 Ltd intends to select a single winner to fulfil two contracts relating to the system, which will be awarded next year. One will cover its design, installation, testing and commissioning and the other will be for up to 15 years of maintenance and technical support.

Platforms will fit a two-set (16-car train). Those at Euston, Old Oak Common, Interchange and Birmingham Curzon Street stations will be monitored by a network of cameras linked to central control rooms which will ensure that passengers have safely boarded trains before the signal to close the doors and depart is given.

At the intermediate stations (Old Oak Common and Interchange), dispatchers will also monitor the cameras and use the system to give the go-ahead for platform edge doors to be closed. As terminus stations, Euston and Curzon Street will not have platform doors and dispatch authorisation will be sent directly to the train.

Curzon 2 bridge progress

CONTRACTORS have completed the four concrete piers of the Curzon 2 bridge in Birmingham.

Curzon 2 will carry the high speed route over the existing railway route between Birmingham New Street and Duddeston stations. The structure will have a 25m (82ft) high curved truss including a light installation designed by artist Liz West.

Its deck will be moved into place following assembly of the piers of the adjacent Curzon 1 viaduct.

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Excavation of station box at Old Oak Common completed

The process has taken three years and required the extraction of 1.3 million tonnes of London Clay.



Old Oak Common station box during the final stages of excavation in June. HS2

THE excavation of an underground box that will accommodate the HS2 platforms for the new 'super hub' station at Old Oak Common in West London has been completed after three years of work and removal of 1.3 million tonnes of London Clay.

Creation of its walls (formed of a total of 1.12 miles of fibre-reinforced concrete) began in June 2021. Excavation started from both the east and west sides, meeting in the middle.

The bottom is 20 metres (more than 65 feet) below ground level and has a base slab of concrete up to 2m (6.5ft) in depth.

Assembled by hand on-site, 32,000 tonnes of steel reinforcement bars were used to complete the box, along with 160 reinforced concrete columns within the outer wall to help support the structure. HS2 Ltd says that most of the concrete used was produced at a batching plant on the site which reuses rainwater.

A conveyor, forming a link with HS2's London Logistics Hub at Willesden, was used to move the London Clay for onward delivery by rail for reuse. HS2 Ltd estimates that this avoided the need for more than 75,000 lorry journeys during the year-and-a-half that it was in operation. Some of the clay has also been used in local art projects, including one where young people are making 100 plates and the same number of bowls for a massive dinner service.

The final clay was extracted using a golden shovel by Miguel Jardim, the 1500th apprentice to start work on HS2.

Station platforms

Completion of the excavation allowed the pouring of the final base slab sections for the station box. Six 450 metre (492 yard)-long platforms will be constructed within it. Although Old Oak Common will ultimately be an intermediate calling point for HS2 services, until completion of the station to serve the high-speed route at Euston, it will serve as a temporary terminus. A further eight platforms for Elizabeth Line, Great Western Main Line and Heathrow Express services will be built above ground.

The eastern end of the box has been handed over to Skanska Costain STRABAG joint venture, the contractor responsible for HS2's London tunnels, in preparation for the boring of the tunnel that will link it to Euston. Government confirmation is awaited regarding the timing and funding of this tunnelling work. The two tunnel boring machines that will perform the task are due to be lowered into the box later this year before work begins on building the station roof.





LIFTING OPERATIONS: Nine steel beams forming the structure of a 112m (122yd) bridge have been lifted into place over the HS2 alignment near Quainton in Buckinghamshire (left). They will carry Edgcott Road over the high-speed route and the currently disused ex-Great Central Railway line which runs northwards alongside it for five miles from the Buckinghamshire Railway Centre to Calvert. As one of 24 structures being built to accommodate both alignments, the new bridge gives scope for the line (which could provide a connection to the East West Rail route at Claydon) to reopen. The old Edgcott Road bridge can be seen behind the new one.

By mid-July, 83 concrete beams weighing a total of over 1500 tonnes had been positioned onto the 91m (298.5ft) wide Carol Green bridge (right), which will take HS2 over the West Coast Main Line near Kenilworth in Warwickshire. When completed, it will have a span of over 20m (over 65ft) and will be used temporarily as part of a haul road for HS2 construction vehicles before the trackbed is completed. HS2

‘Tin can’ built to extract Northolt TBMs

A high water-table around Greenford means special arrangements are needed to remove four tunnel boring machines when their work is done.

By Phil Marsh

CONSTRUCTION of HS2’s Northolt Tunnel in North West London passed the halfway point in July, and work is now under way on a system to extract the four Tunnel Boring Machines (TBMs) when they reach the mid-section ventilation shafts.

Northolt Tunnel will run for 13.7km (8.5 miles) from West Ruislip to Victoria Road Crossover Box near Old Oak Common, making it the second longest on the high-speed route from London to Birmingham after the 16km (10 mile) Chiltern Tunnel.

Two parallel single-bore tunnels, called East and West, are being excavated by two pairs of TBMs currently working inwards from both ends. The bores are due to meet at the Greenpark Way ventilation shafts in Greenford, which are roughly 8km (5 miles) from the West Ruislip end.

The first of the 2000-tonne, 140-metre (460 feet) long TBMs, named *Sushila* after a local teacher, was launched eastwards from West Ruislip in October 2022, followed a month later by *Caroline*, named after astrologer Caroline Herschel, to excavate the adjacent tunnel.

Emily, named after Emily Sophia Taylor, began its journey west from HS2’s Victoria Road Crossover Box in February this year, joined in May by *Anne*, named after Lady Anne Byron.

Sushila is expected to arrive at Greenpark Way in November, with all four completing their work over the following nine months. They will then need extracting from the 45-metre (150 feet) deep Greenpark Way shafts (one shaft for each single-bore tunnel).

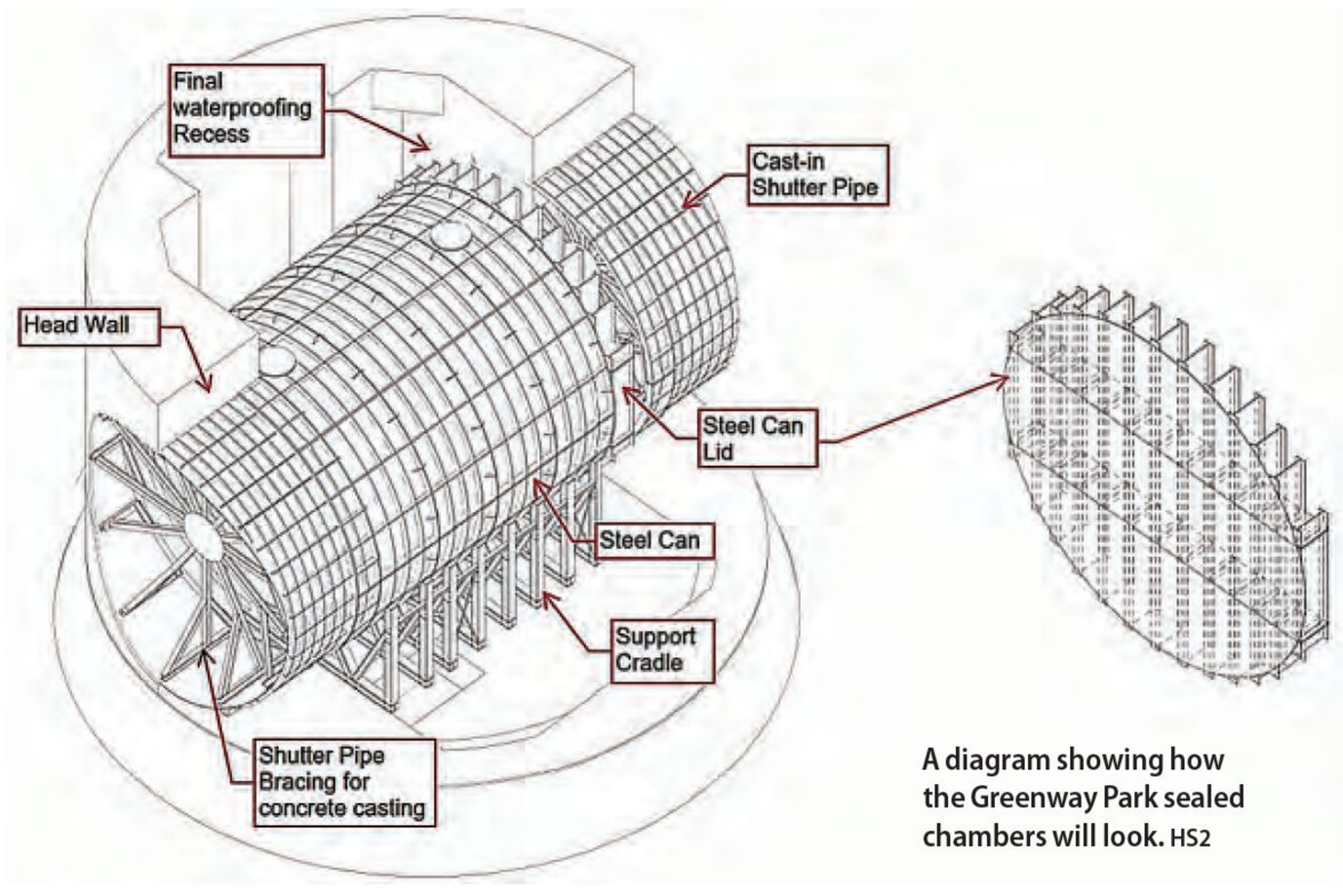
Normally, the TBMs would work into an open shaft, but a high water-table in the area means that special waterproof steel reception chambers – a bit like giant tin cans – are being built underground and embedded into the tunnel bore headwalls to make a seal.

TBMs cut their way through the ground and install the outer tunnel concrete lining behind them, but there is a small gap immediately behind the cutters, which at Greenford could allow unacceptable water ingress. So instead, the TBMs will move into the sealed chambers, after which a lid on the chamber will be opened and the TBM lifted out of the shaft. This is said to be the first time such a method has been used on HS2, but also possibly in the UK generally.

Steelwork to build the chambers was lowered into the shafts in July, and is being welded together ready for the arrival of the TBMs. Once all four boring machines have been extracted, the shafts’ role will be for ventilation equipment and to access the running lines for maintenance and emergencies. Meanwhile at ground level, the top of the shafts will be finished to resemble adjacent industrial units.



The base of one of the two Greenpark Way ventilation shafts on July 10, showing what will become a HS2 running line. Initial construction has begun of a sealed chamber that will be used to extract the tunnel boring machines when their work is done. The ‘spokes’ are temporary supports while the concrete ring of the tunnel headwalls in the shafts are being finished. ALL PHOTOS BY PHIL MARSH



A diagram showing how the Greenway Park sealed chambers will look. HS2



ABOVE: The chamber lids and segments waiting to be lifted into the Greenpark Way vents on July 10.

RIGHT: A view from the personnel-carrying cage that is craned in and out of the ventilation shafts, which is the only way to access the construction site at the base.



Darlington revamped

Relaunched Hopetown museum celebrates the history of the Stockton & Darlington Railway, as **Paul Bickerdyke** reports.

THE former Head Of Steam museum in Darlington has reopened as an enlarged heritage site renamed Hopetown Darlington following completion of a two-year, £37 million upgrade.

The new site brings together a previously disparate group of buildings under a single banner, ahead of major celebrations in the town next year to mark 200 years of the Stockton & Darlington Railway (S&DR).

The main museum in the North Road station building has been revamped, while the refurbished former Goods Shed and Carriage Works are now open to the public. As part of the scheme, the A1 Steam Locomotive Trust has moved into a purpose-built engineering shed called Darlington Locomotive Works, which is connected to the museum by a new footbridge and lifts over Network Rail's branch line to Bishop Auckland.

The work has been funded by £20 million from the Tees Valley Combined Authority, with other contributions from the National Lottery Heritage Fund, Arts Council England, Historic England, Railway Heritage Trust and Art Fund.

Work began in March 2022 to build the two-road engineering shed for the A1SLT, which was previously based in the Carriage Works, while the former Head of Steam Museum closed its doors to the public at the end of December 2022.

Tees Valley Mayor Ben Houchen said: "Hopetown Darlington is a fantastic new attraction which honours our region's incredible history as the birthplace of the modern railway. We want places such as Darlington to be renowned for having world-class attractions – where people from across Teesside, Darlington, Hartlepool, the rest of the UK and beyond will want to come and explore."





Above: Looking towards the south end of the main museum building, with 1885-built NER 2-4-0 No. 1463 nearest the camera.

Right: The S&DR's 1833 Goods Shed has been refurbished as the museum's main entrance, shop and cafe.

Major attractions

The Grade II* listed 1833 Goods Shed is now the main entrance to the site, including a ticket office, shop and cafe. It is said to be the world's earliest surviving example of a single-level railway warehouse, and was the main location for handling of goods on the S&DR from 1833 to 1857.

From there visitors can head to the Grade II* listed North Road Station Museum, which opened in 1842 and closed as a station in the 1960s, although local trains still call here on the remaining outside platform. The end walls of the building have been rebuilt mainly in glass to give the impression of how it used to look as a through trainshed, while the exhibitions have been restaged with many interactive educational elements about the history of the S&DR and railways in general. One of the star exhibits is 0-6-0 loco *Derwent*, which was built on site by Kitching's Foundry in 1845.

The nearby Grade II listed Carriage Works of 1853 houses a temporary exhibition space in one half, beginning with a world of transport showcase built from LEGO bricks, while the other half is called The Store and displays objects in the collection that have previously been hidden away.

A short distance north of the A1SLT base is North Road Locomotive Works, formerly the 1861 Shed. This was built to hold 12 locomotives and was one of the last S&DR buildings to be completed before the company merged with the North Eastern Railway in 1863. The shed later became a wagon repair and paint shop, but is now the new base for the Darlington Railway Preservation Society and the North Eastern Locomotive Preservation Group (NELPG), and is open to the public on selected days. ■

DARLINGTON LOCOMOTIVE WORKS

THE new home for the A1 Steam Locomotive Trust is connected to the main museum site by a dedicated footbridge and lifts. Besides being a modern, two-road engineering facility with space for up to four Pacific or Mikado locomotives, there is an upper-level viewing gallery, allowing visitors to look down on progress with new-build 'P2' No. 2007 *Prince of Wales*.







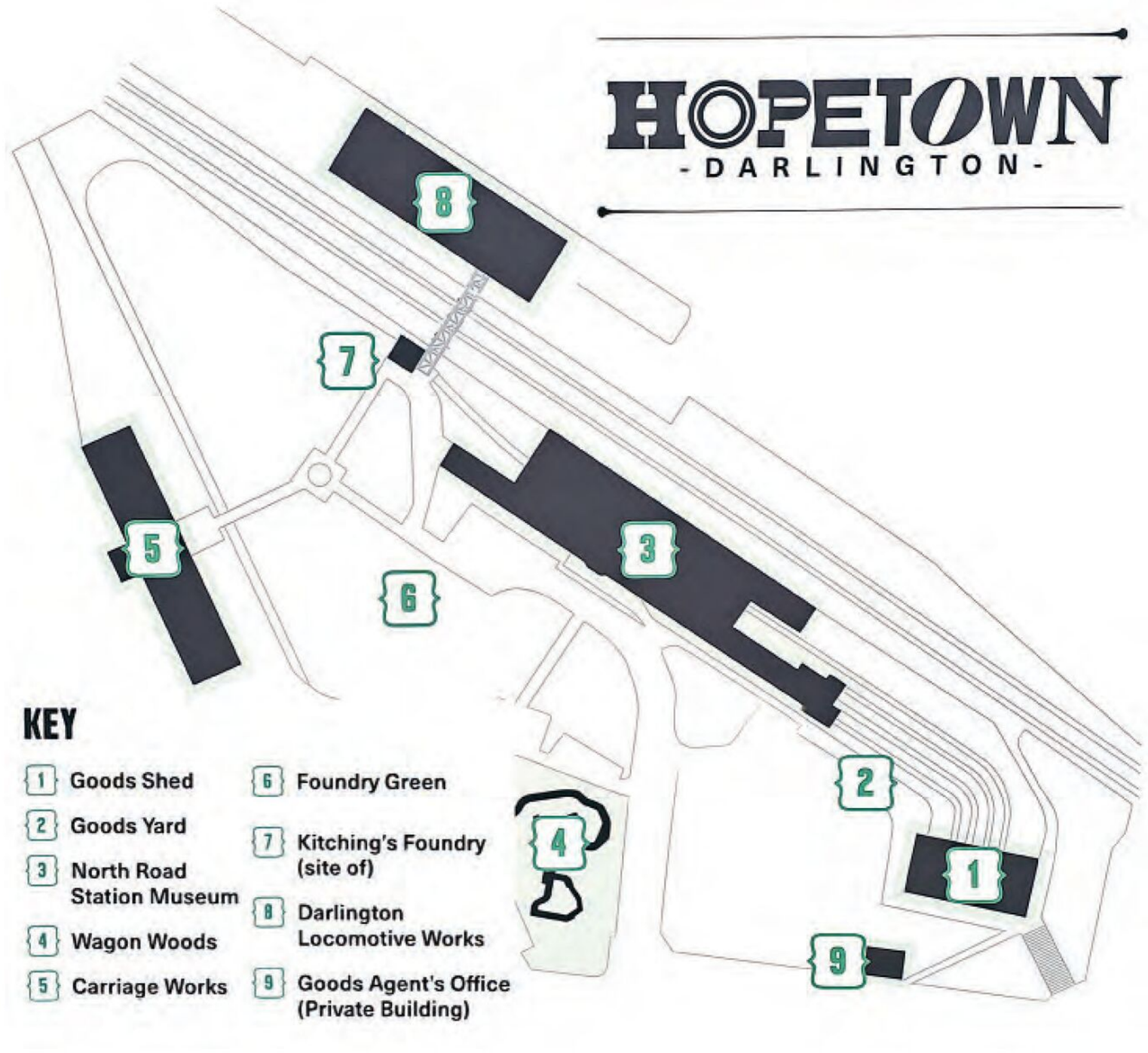
The revamped museum features many interactive exhibits, including this set showing some of the wider social impacts of railways – such as the formation of football teams.



Some original features can be explored, including the booking office and Victorian lavatories!



The North Road Station museum building seen from the Goods Shed, with the still-active National Rail platform alongside, as a Class 158 DMU calls on its way to Bishop Auckland.



Above: A plan of the major buildings that make up the Hopetown site in Darlington.



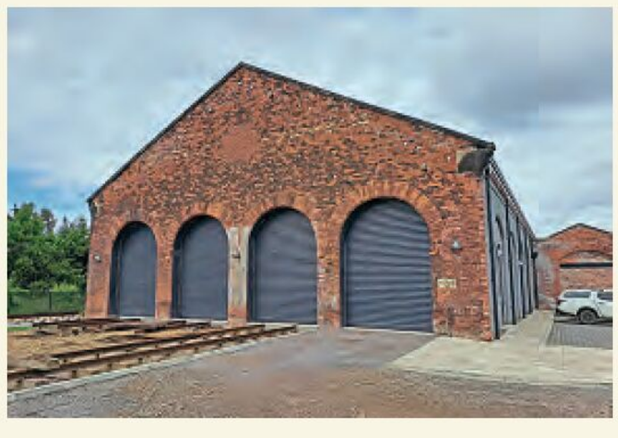
The cafe inside the revamped 1833 Goods Shed.



The north end of the main museum building, with 1845-built loco *Derwent* on the right and a replica of *Locomotion No. 1*.

NORTH ROAD LOCOMOTIVE WORKS

FORMERLY the 1861 shed, the double-ended building is now home to the North Eastern Locomotive Preservation Group (southern end) and Darlington Railway Preservation Society (north end, pictured). A main line connection is being added alongside, with a run round loop large enough to handle a full-length visiting railtour.





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The one that got away!

New pictures have emerged of the fate of 'Black Five' No. 44781, one of the four locos that brought down the curtain on British Rail steam in August 1968, but the only one not to survive into preservation, as Paul Bickerdyke reports.

OF the four locomotives used to haul the very last train of the British Rail steam era, three have been saved for preservation, but the fate of the fourth took it down a line to the axeman.

The 'Fifteen Guinea Special', better known by its famous headcode 1T57, ran from Liverpool Lime Street to Carlisle and back 56 years ago this month on August 11, 1968 and featured 'Black Five' No. 45110 from Liverpool to Manchester Victoria (and back), 'Britannia' No. 70013 *Oliver Cromwell* from Manchester to Carlisle via Settle, and 'Black Fives' Nos. 44781 and 44871 from Carlisle to Manchester, again via Settle.

Today No. 70013 is part of the National Collection and, although currently out of action being overhauled at GCR Loughborough, it has seen regular main line use since being preserved immediately after 1T57. No. 45110 was also preserved soon after the final special, spending five decades at the Severn Valley Railway before being acquired by a private buyer in August 2023 and moved to West Coast Railway's base at Carnforth for restoration.

Above: The glorious end to BR steam on August 11, 1968, as Nos. 44871 and 44781 haul the Carlisle to Manchester leg of 1T57 – the 'Fifteen Guinea Special' – towards the summit at Ais Gill on the Settle & Carlisle Line. V C K ALLEN

Inset: The inglorious end to No. 44781 as it is dismantled in rural East Anglia in early 1969 following a starring role in 'The Virgin Soldiers' film, and a failed preservation attempt.

Classmate No. 44871, based at the East Lancashire Railway, is currently one of the most active steam locos on the main line, working trains to destinations as far apart as Kyle of Lochalsh and Par in recent months.

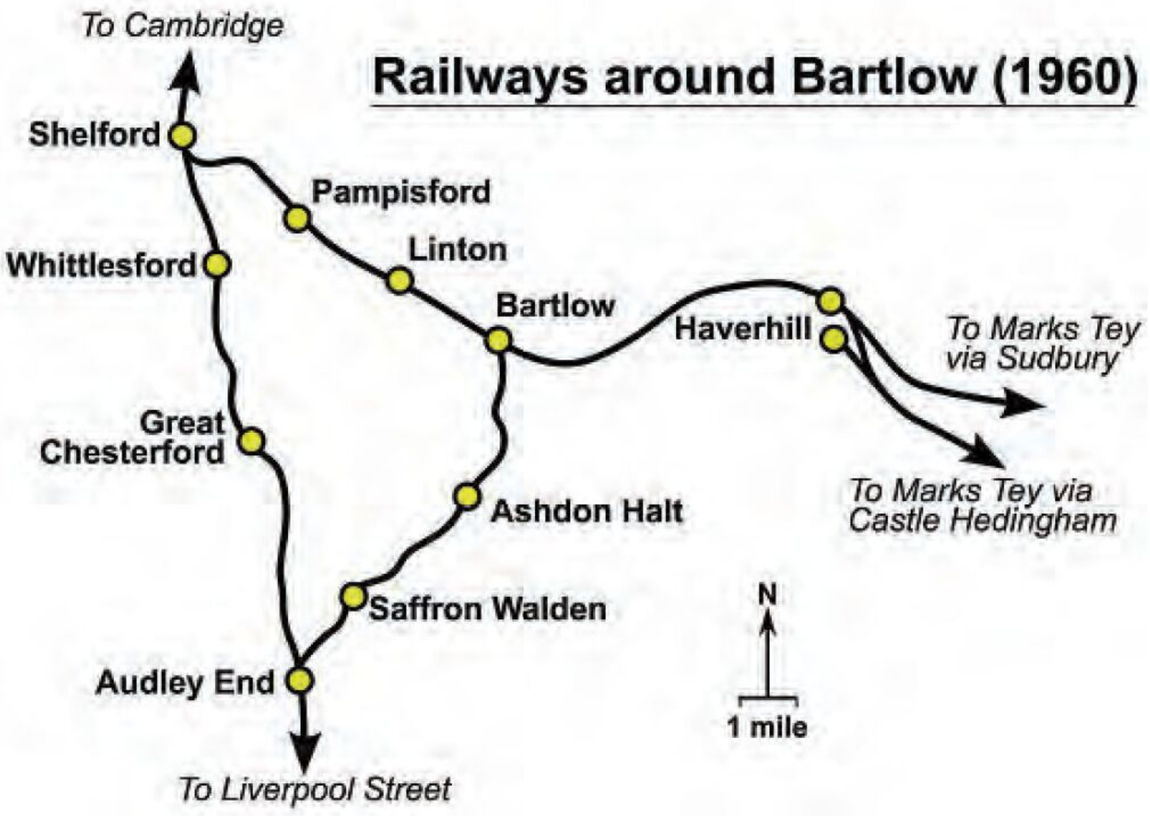
No. 44781, however, was to have no such luck. After working 1T57, it enjoyed a further brief moment of fame before a preservation attempt failed and the scrapmen were there to pick up the pieces, quite literally.

Inciting incident

The end of BR steam coincided with Columbia Pictures producing a film called 'The Virgin Soldiers', a comedy-drama set in 1950 about British soldiers serving abroad in what is now Malaysia. The film features a train crash and, for ease of production, this was filmed in Britain but staged to look like the Far East.

A train was therefore needed and Columbia acquired No. 44781 in full working order from BR, along with four ex-LMS carriages. A location was also needed, and negotiations led to Bartlow, a closed station that ▶







"All we have are photographs like these and the memory of what might have been"







1: No. 44781 and two of the ex-LMS coaches in the Stour Valley Line platform at Bartlow in September 1968, looking in the Cambridge direction towards the junction signalbox. The coaches have already been repainted into the livery of Federated Malay States Railways and given verandahs and window shutters.

2: A view of No. 44781 after arrival at Bartlow, barely cold after working on the last day of BR steam on August 11, 1968, and still in operable condition.

3: An unidentified Brush Type 2 (Class 31) shunts the loco and stock from the Stour Valley Line platforms to the stub of the Saffron Walden branch, where filming would take place.

4: A view from the tender of No. 44781 over the engine, looking towards the disused Bartlow signalbox and the closed line to Cambridge.

5: No. 44781 (minus its chimney) and one of the ex-LMS coaches after being shunted onto the former Saffron Walden branch at Bartlow.









“Despite appearances, the ‘Black Five’ survived the film shoot largely intact and undamaged”

straddled the Cambridgeshire-Essex border. Bartlow had been a junction station on the Stour Valley Line from Cambridge/Shelford to Sudbury/Marks Tey via Haverhill, with the branch line going to Audley End via Saffron Walden. The Saffron Walden branch closed at the end of 1964 and the Stour Valley Line in March 1967, but the latter was not lifted until 1970.

Filming would take place on the stub of the former branch line at Bartlow, but staged to look like the train carrying the soldiers had been blown up in a guerrilla attack. A real Malaysian steam-hauled train was filmed on location in that country, with static shots of the ‘lookalike’ train at Bartlow cut in.

One major problem was the Malaysian rail network was metre-gauge and, while much of the rolling stock at the time was British made, they did not look like Stanier-designed locos and coaches. However, a little bit of ‘movie magic’ would create enough of an illusion to pass.

Point of no return

After being acquired by Columbia in full working order, No. 44781 was towed from Carnforth to Cambridge shortly after its 1T57 role, where it joined up with the coaching stock and then all were taken from Cambridge to Bartlow by diesel shunter No. D3611 (the future No. 08496), being deposited at the Stour Valley Line platforms.

After work was done to the coaches to make them look more foreign – including a repaint into Federated Malay States Railways (FMSR) livery and the addition of end verandahs – an unidentified Brush Type 2 (Class 31) was sent to shunt the loco and coaches across to the remaining stub of the Saffron Walden branch. Later an unidentified EE Type 3 (Class 37) hauled the Cambridge breakdown train to Bartlow, and Cowans Sheldon 45-ton steam crane No. DE330133 was used to place the vehicles into derailed positions, simulating a crash.

No. 44781 was given dummy side tanks, headlight and cowcatcher, and renumbered No. 531.01 to match the FMSR Class L loco seen previously in the film. Despite appearances, the ‘Black Five’ survived the film shoot largely intact and undamaged.

Filming was done during October 1968, in the evenings to simulate night time, with bamboo and other suitable plants being added to the scene to make it appear more like a Malaysian jungle.

Epilogue

Columbia had only acquired the ‘Black Five’ as a film prop, so had no further need for it once shooting had finished. The company therefore agreed to sell the loco to local businessman Gerald Pagano for preservation. The fee was reportedly £1700 – its scrap value – which is equivalent to around £25,000 today, but BR scuppered the deal by asking an unaffordable £5000 (£75,000 today) to rerail the loco and take it back to Carnforth.

The preservation plan thus came to nothing, and so the loco was sold instead to scrap dealers A King & Sons of Norwich, which cut No. 44781 on site in early 1969 after dealing with the coaches at the end of 1968. The same firm also won the contract from BR to lift the track from the closed Stour Valley Line.

How great would it have been to have all four 1T57 ▶

1: Cowans Sheldon 45-ton steam crane No. DE330133, part of the Cambridge breakdown train that was brought to Bartlow by an unidentified Class 37, was used to position the coaches and ‘Black Five’ into specific positions as dictated by the film’s director and crew.

2: Looking back from the cab of No. 44781 in the direction of Saffron Walden, showing the full train of four ex-LMS coaches.

3: Here one of the coaches and loco tender have been ‘derailed’, but work on positioning No. 44781 has yet to begin.

4: The derailed lead coach and loco tender, with No. 44781 still on the rails.



5



6



7



8



9



10

5: No. 44781 in its carefully posed 'derailed' position, as it begins its transformation into a FMSR locomotive with the addition of wooden dummy side tanks. Although it looks precarious, the loco was actually propped on a stack of sleepers covered in earth.

6: The realistic staging of a derailed coach.

7: The 'crash' scene is further dressed to represent Malaysia, with No. 44781 renumbered as Class L No. 531.01, and some tropical plants are added to the local vegetation.

8: A wider shot of the 'crash' scene – although the carriage underframe gives away its LMS origins.

9: Looking towards Saffron Walden, a view of the derailed loco and coaches as the film crew make final preparations for shooting.

10: Rails were blown up to simulate the attack on the train, but the 'Black Five' was undamaged by the blast.



A still from 'The Virgin Soldiers' film showing the crash scene and the soldiers under attack. Despite the side tanks, headlamp and cowcatcher, the loco is clearly still a 'Black Five' – although it was only seen fleetingly in full view like this. COLUMBIA PICTURES



No. 44781 was standing in for Federated Malay States Railways Class L locomotive No. 531.01, which is now preserved at the National Museum (Malaysia) in Kuala Lumpur, seen there on August 14, 2023. There are more differences than similarities between the two types of locomotive, not least the Class L being a 4-6-2 (versus a 4-6-0) and having an eight-wheel tender (versus six). BAHNFREND (CC BY-SA 4.0)



1: After filming was complete, a preservation plan was scuppered when BR demanded an unaffordable fee for rerailing the loco and hauling it to Carnforth. So instead, Columbia sold the 'Black Five' to Norwich-based scrap firm A King & son, who dismantled it on site in early 1969.



2: Could this be the last ever photograph of No. 44781? The partly dismantled loco and tender were captured still in the 'derailed' positions they were placed in for filming.

3: The sad sight of the axeman at work in the former cab of No. 44781.

locos survive today, something that came agonisingly close to reality? There was one small addendum to the story in 2019 when parts from the scrapped loco were discovered at Bartlow – including a section of cab roof and a boiler tube – presumably overlooked or abandoned by the scrapmen. But sadly, apart from those items, all we have left are photographs like these accompanying this article, and the memory of what might have been. ■



"A preservation attempt failed and the scrapmen were there to pick up the pieces, quite literally"

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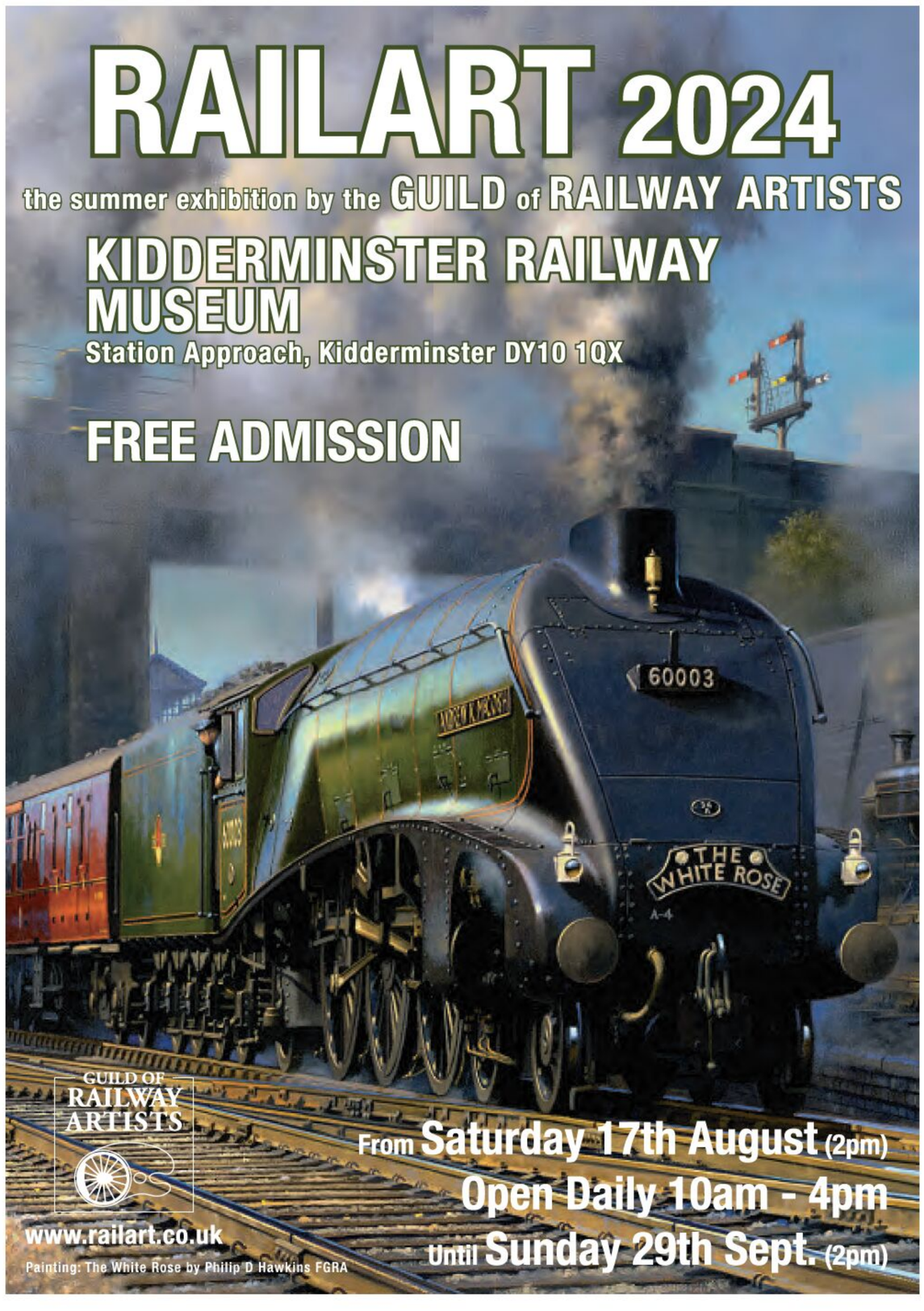
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‘Our’ loco at 25

July marked the 25th anniversary of ‘our loco’, Freightliner’s No. 66503, entering service. Chris Milner looks at the background to the Class 66 order and how the loco got *The Railway Magazine* name.

RAIL Privatisation in the mid-1990s saw the mail and freight companies Rail Express Systems, Loadhaul, Mainline, Transrail and Railfreight Distribution all acquired by Wisconsin Central, which traded as North & South Railways until changing its name to English, Welsh & Scottish Railways in April 1996.

The new company inherited a mixed fleet of more than 1000 locomotives, ranging from the Class 31s and 37s that were already well over 30 years old, to the more recently-built Class 60s, which were then less than six years old. The reliability of some classes was questionable, with availability down to 65% and locos working an average of just 16 days between failures. Repair and overhaul costs were high, and it was not the ideal basis for a business whose core activity was moving freight around the country.

EWS undertook a detailed study of the Class 59, the fleet of then privately-owned and operated heavy freight locos built by General Motors’ Electro-Motive Division (EMD). This led to the design of what EMD called the JT42CWR model – essentially a Class 59 bodyshell but with a different engine and traction motors, and self-steering bogies that would reduce track wear. The new design would be designated as Class 66.

Main: ‘Our’ loco No. 66503 after it was rededicated at Freightliner’s Leeds Midland Road depot on August 9, 2022, to mark this magazine’s 125th anniversary.
PAUL BICKERDYKE

EWS placed a £375 million order for 250 Class 66s in May 1996, the locos to be built at EMD's plant in London, Ontario (Canada) – newer Class 66s have been built in Muncie, Indiana (USA). Compared to what EWS inherited, the promise on specification was high, with a target of 95% availability and an average of 180 days between failures. Having one main class rather than many older types also helped save time on driver and depot staff training.

The new fleet arrives

The first EWS Class 66 loco arrived at Immingham in June 1998, and the development was noted by rival freight firm Freightliner. Wisconsin Central had rejected an offer for Freightliner as not being profitable enough, and the business was instead bought by a private equity-backed management buyout in May 1996.

Much like EWS, Freightliner had inherited a mixed fleet of locomotives, many of them well past their prime. Its intermodal trains were worked mainly by Class 47s, often double-headed on heavy workings, with a sprinkling of Class 37s working double-headed, plus a few Class 56s, Class 86s and Class 90s.

Faced with a growing volume of intermodal traffic, Freightliner set about upgrading its fleet, with Brush Traction being commissioned to upgrade six Class 47s with reconditioned EMD power units and upgraded Class 56 alternators. The first of these – reclassified as Class 57/0 – emerged in July 1998 in what became Freightliner's familiar green livery, and a year later another six were ordered. There had been an intention to order 25 in total, however Freightliner began looking at purchasing a version of the Class 59, as used by Foster Yeoman, which meant the full proposed compliment of Class 57s did not materialise.

Impressed by the performance of EWS's Class 66s, with more than 70 examples then in traffic, speculation grew in the spring of 1999 that Freightliner would place an order for '66s' rather than more '59s'. EMD's London (Ontario) works was fully employed in the EWS build, which led to intense negotiations to juggle the production line – but in June 1999 (and as reported in *The RM's* July 1999 issue) an order was confirmed for five Class 66s, Nos. 66501-505, financed by Porterbrook Leasing. ▶

Above: **A few months after being named, No. 66503 hauled Hertfordshire Rail Tour's *RM*-sponsored 'Freight Liner' charter from King's Cross to York on September 11, 2004 – seen at its destination.** CHRIS MILNER

No. 66503's Timeline

Spring 1999	Built at EMD's plant in London, Ontario (Canada), exact dates unknown.
July 17, 1999	Unloaded and started up at Newport Docks.
February 17, 2004	Named *The Railway Magazine* at Lawley Street terminal, Birmingham.
November 2019	Repainted into Genesee & Wyoming orange and black livery at Eastleigh Works.
August 9, 2022	Rededicated with additional *Celebrating 125 years 1897–2022* plates at Freightliner's Leeds Midland Road depot.



***TRM* staff and contributors at the loco's initial naming at Birmingham Lawley Street on February 17, 2004. From left (and with their roles at the time): John Slater (consultant editor), Chris Milner (deputy editor), Jon Longman (sub-editor), Brenda Brownjohn (secretary), Nick Pigott (editor), John Cormack (World News editor), Peter Semmens (Practice & Performance compiler) and Michael Timms (Classic Traction editor).**

It was not known at the time of that report just how advanced the Freightliner order was, as the five locos were unloaded at Newport Docks shortly after on July 17, 1999! No. 66502 was the first to touch UK soil and, just 85mins after landing, it had been fuelled and started up. No. 66503 was similarly commissioned soon afterwards.

Even before this first batch had landed, Freightliner had ordered another 15 locos, which followed the award of a contract from Railtrack (the predecessor of Network Rail) for ballast and other infrastructure movements. Freightliner's revolution was beginning.

Between 2000 and 2007, the operator continued to order new Class 66s in batches of between five and 13. The fluidity of the freight market has subsequently seen Freightliner sell some of its locos to Colas and GB Railfreight, while others were exported to work for the company's Polish operation and remain there.

The RM is honoured

The decision to seek a locomotive to carry the name of *The Railway Magazine* stemmed from the transfer of HST power car No. 43197 from Virgin CrossCountry to Midland Mainline in late 2003, when 'Voyagers' were replacing CrossCountry's HST fleet.

Power car No. 43197 had proudly carried the name of the magazine since November 1996, when it was named at Plymouth to mark the magazine's forthcoming centenary year in 1997, but on transfer to Midland Mainline the name was removed.

The RM's editor at the time, Nick Pigott, made approaches to a couple of operators and Freightliner were happy to assist. Nick was keen to have the magazine's name on one of the first batch of Freightliner Class 66s, but also wanted it to be a low number so it was near the top of listings in spotters' books. As Nos. 66501 and 66502 had already been named, No. 66503 was asked for and granted. An alternative idea had been to name a loco that had a number ending in '97' to match the founding year of the magazine, but nothing was available.

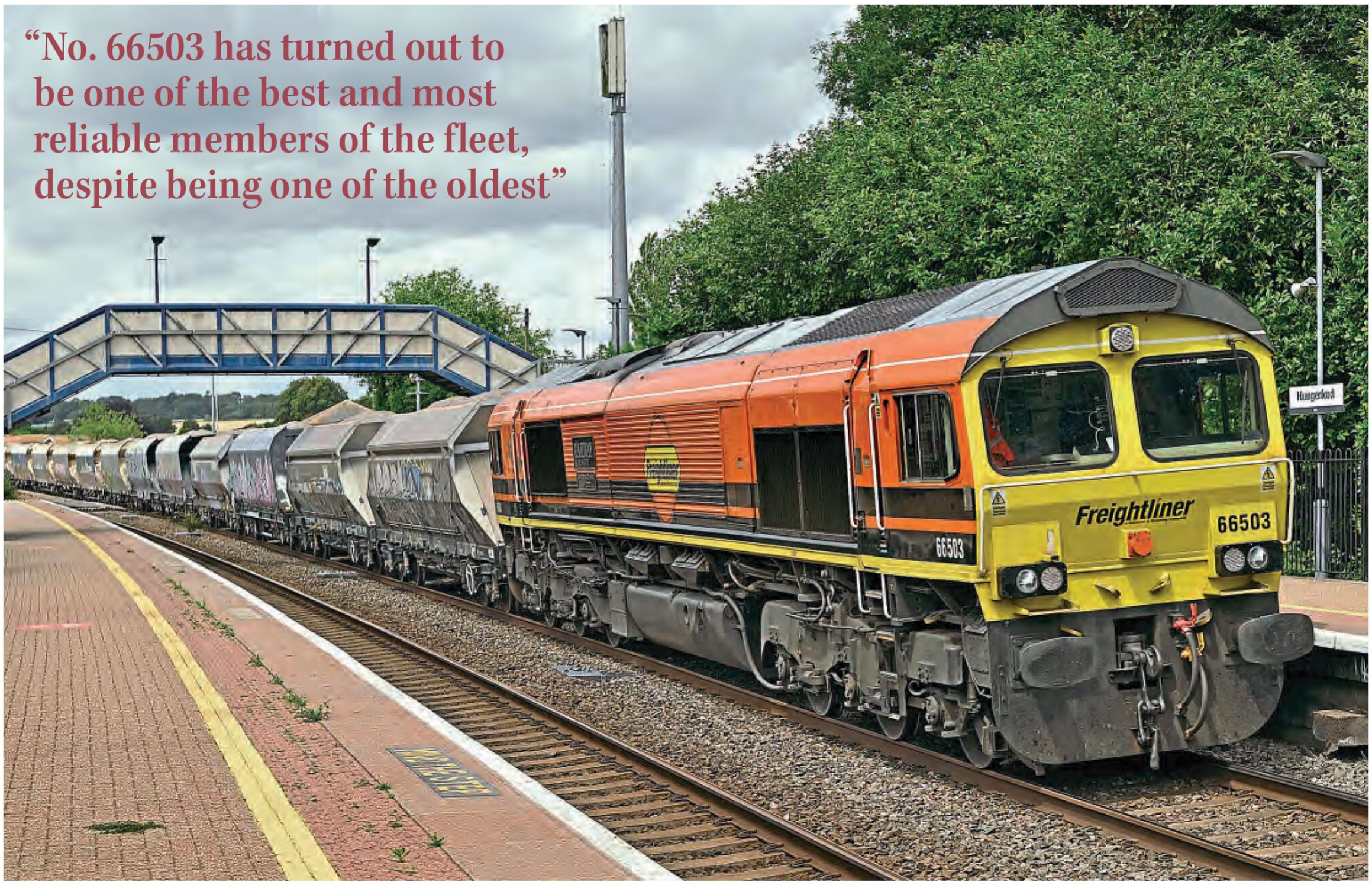


Above: Intermodal work is No. 66503's 'bread and butter', such as here at Pilning on January 23, 2007 as it heads working 4O51 from Wentloog to Southampton Millbrook. RICHARD GILES

Plans were made through Freightliner's corporate communications manager Alison Bown and Porterbrook's Stuart Cutmore for a naming ceremony on February 17, 2004 – with Newton Replicas commissioned to cast the nameplate carrying the magazine's revised logo. With the naming date being driven by the loco's diagramming, the nameplates were fixed to the loco at LNWR's Crewe workshops the day prior to the naming, before the loco moved light engine to Birmingham.

The event was held at Lawley Street freight terminal

"No. 66503 has turned out to be one of the best and most reliable members of the fleet, despite being one of the oldest"



Standing in for a booked Class 59, No. 66503 was employed on stone traffic from Whatley Quarry (Somerset) to Appleford (Oxfordshire) on July 18, 2023 – seen passing Hungerford having gained eight minutes on schedule over Savernake summit. TONY BARTLETT

in Birmingham after a reception in the boardroom at Birmingham City Football Club. Nick Pigott and myself jointly unveiled the nameplate watched by other *TRM* contributors and staff, together with Freightliner and Porterbrook employees.

Speaking to Nick last month, he said: "I was picking a five-year-old loco with a fairly high mileage rather than a shiny brand new one fresh off the boat, such as No. 66570, but I didn't want our title to be buried among a load of miscellaneous names in the depths of a huge fleet list. I'm very relieved that No. 66503 has turned out to be one of the best and most reliable members of the fleet, despite being one of the oldest, so the gamble paid off."

Much has changed

It is quite sobering to look back to when No. 66503 arrived some 25 years ago, with the loco being named a little over 20 years ago, as so many aspects of the overall railway scene have changed in that time – and not always for the better.

During its 25-year working life, No. 66503 has been a stalwart on Freightliner's intermodal services, working heavily-loaded container trains from Southampton, Felixstowe or London Gateway to inland terminals including Lawley Street, Leeds, Bristol, Trafford Park, Garston and Cardiff Wentloog. During that time, the name on the side of the loco has been seen by countless enthusiasts and members of the public.

Although the mainstay of No. 66503's working life has been intermodal traffic, the loco has often been called in to work on infrastructure trains as part of Network Rail's weekend engineering work. This alterative work has taken the loco to pastures new, including Hull, Crediton, Devon and even a foray into Scotland. The loco even made an appearance on the Bredbury to Runcorn Folly Lane 'Bin Liner' train in January this year.

Additionally, the loco has made a couple of appearances on enthusiast railtours. Its tour debut was on September 11, 2004, when it worked *The Railway Magazine*/Hertfordshire Rail Tours 'Freight Liner' tour from King's Cross to York via Peterborough, Oakham, Shirebrook and the South Yorkshire Joint Line, returning to the Capital via Gainsborough Lea Road and Newark Northgate. The loco carried a 'Route 66' headboard throughout.

Another railtour outing was on March 7, 2020 when it worked the Bolton to Collyhurst Street (Manchester) leg of Pathfinder Railtours' 'The Hacienda'. The loco was also used to 'drag' a Virgin Trains Class 90 on August 27, 2000, from Rugby to Crewe after the failure of the 20.55 Euston-Liverpool service. The loco also made a star appearance at *The RM*-backed Crewe open day on June 5, 2019, which was held at the headquarters of Locomotive Services Group.

In November 2019, No. 66503 visited Arlington Fleet Services at Eastleigh for repainting into the orange and black colours of Freightliner's parent company, Genesee & Wyoming, which had acquired Freightliner in 2015. Despite the passage of time, and that some of these locomotives are more than 25 years old, No. 66503 remains one of less than 10 of the class carrying G&Y livery.

To celebrate the 125th anniversary of *The Railway Magazine* in 2022, a secondary plate Celebrating 125 years 1897–2022 was unveiled by current editor Paul Bickerdyke on August 9, at Freightliner's depot in Leeds, again with staff and contributors to *The RM* watching.

As regards the future, it's likely to be very much of the same for this solid workhorse. Reports of sightings and pictures of 'our' loco are always welcome, and can be emailed to railway@mortons.co.uk ■

Right: The loco was repainted into Genesee & Wyoming orange and black livery at Eastleigh Works in November 2019, then Freightliner kindly agreed to rededicate it with additional nameplates to mark *The Railway Magazine's* 125th anniversary. Standing in front of the new plates at Leeds Midland Road depot on August 9, 2022 are (from left) *TRM* editors Nick Pigott, Paul Bickerdyke and Chris Milner. KAREN RICHARDSON



No. 66503 data panel	
EMD type	JT42CWR(M -T1)
Works No	998106-3
Wheel arrangement	Co-Co
Length	21.39 metres
Width	2.63 metres
Height	3.91 metres
Fuel capacity	6550 litres
Engine	EMD 12N-710G3B-EC two-stroke V12 diesel
Power output	3200 hp
Power at rail	2480 hp
Tractive effort	58390 lbs continuous at 15.9 mph
Weight	127 tonnes
Max speed	75 mph

Below: Back on its more regular traffic, No. 66503 passes Rearsby (Leicestershire) heading for Syston East Junction on January 1, 2024 with 4M81, the 08.01 Felixstowe to Crewe. PAUL BIGGS





LMS 'Royal Scot' No. 46109 *Royal Engineer* negotiates Leeds City Junction as it departs Wellington station (Leeds City North) with the down 'Thames-Clyde Express' in the 1950s – the same loco that worked into Leeds with the Up Glasgow sleeper in Noel Proudlock's survey. The train has just crossed over the Leeds & Liverpool Canal, with the signalbox just out of shot on the left. The lines on the right are those from New station (Leeds City South). ERIC TREACY

On the Night shift

The night shift at Leeds City Junction in 1952 was no easy matter, not least when dealing with the four overnight sleepers that reversed at the former Wellington station in the space of an hour, as John Heaton FCILT describes.

THE fog was so thick outside Leeds City Junction signalbox, it was impossible to see what moves were taking place except by observing the operation of the track circuits shown on the large diagram above the lever frame.

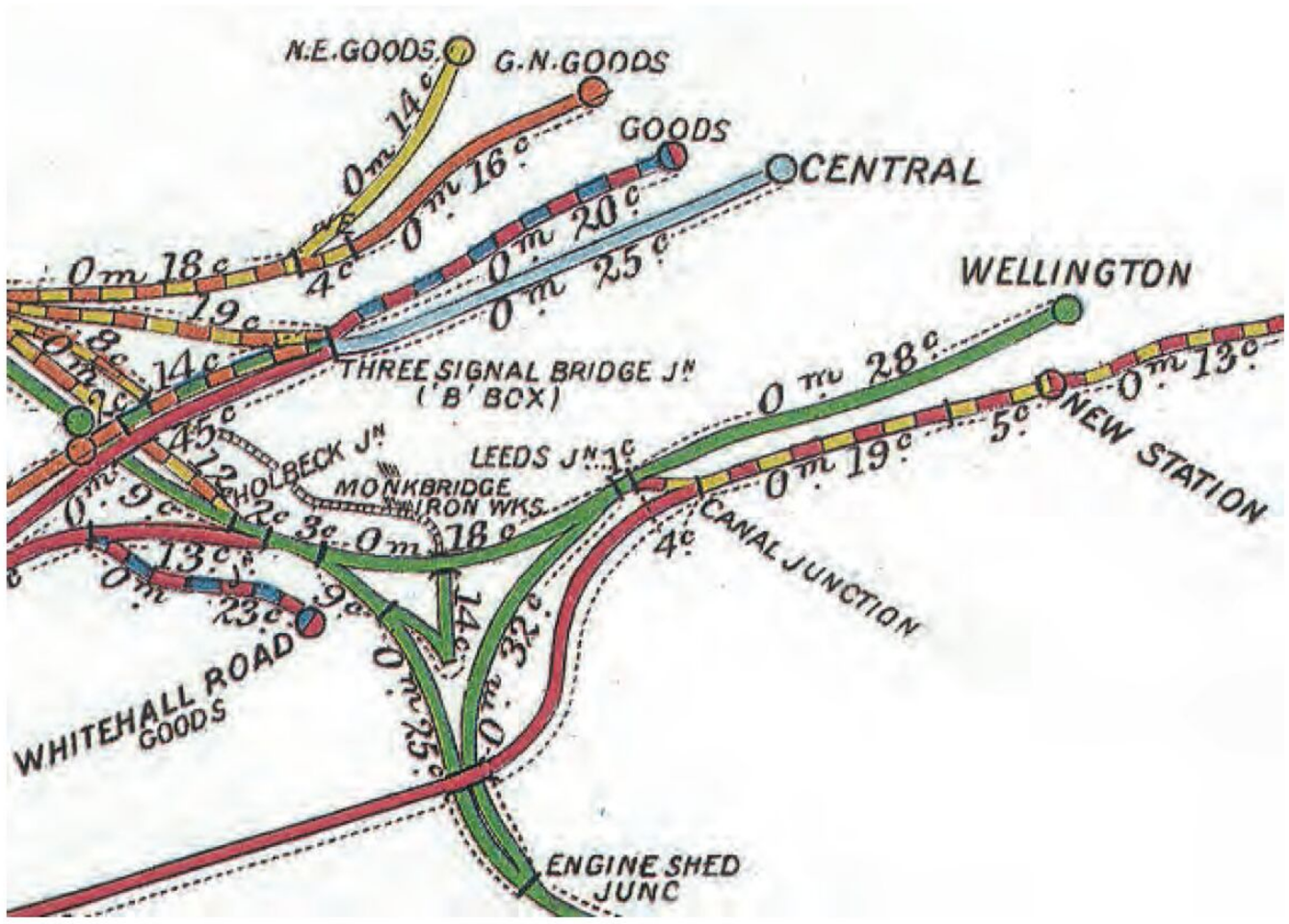
Noel Proudlock, still in his teens, had been seconded on behalf of the District Office for four nights in February 1952, to record all train movements in and out of Leeds Wellington station. The first two nights had been foggy, but on the third it was impossible even to see which locomotive was moving where, let alone record its number. Luckily on the fourth night, February 28/29, it was clear enough to record the following account.

Signalman Perkins was working the night shift single-handedly, as booked, in contrast to the double-manned day turns. Modern observers might be forgiven for thinking the workload would have been correspondingly reduced, but that was far from the case at this complicated location. Moves across the western throat of Leeds City conflicted with access and egress from the former Midland Leeds Wellington terminus – the latter having been extensively rebuilt in the 1930s with a remarkable Art Deco concourse that remains to be admired even today (even if this temple has now become a den of fast food outlets).

By 1952, Leeds Wellington had become better known to railway operators as Leeds City North, with the North Eastern section, that had sported its Leeds 'New' soubriquet since its 1869 rebuilding, was known as Leeds City South. Services on former LNER and Lancashire & Yorkshire routes continued to use Leeds Central, a little further away down Wellington Street, until that station's absorption by City in 1967. The state of confusion this created persists, with a well-known hotel chain and at least one charter train company erroneously calling the remaining main line station 'Central'.

The task ahead

Far from being an easy few hours' work, the night shift at Leeds City Junction required high levels of skill and concentration – even without the hindrance of fog off the adjacent River Aire and Leeds & Liverpool Canal mixing with factory smog. The chief task was to turn round the four principal Anglo-Scottish sleeping car trains that used the Settle & Carlisle Line (St Pancras to Glasgow/Edinburgh and vice versa) with the minimum of delay.



An extract from a Railway Clearing House map of central Leeds in the pre-Grouping era, showing the three main stations Central (GNR, L&Y, LNWR, NER joint), Wellington (Midland Railway) and New (LNWR, NER joint) plus various goods yards. Wellington and New became Leeds City North and South respectively in the late 1930s, while Central was closed in 1967.

"Delay had become endemic and the exemption from keeping a train register was inhibiting a study of how the working could be improved"



Above: LMS 'Jubilee' No. 45590 *Travancore* departs platform 6 at Wellington/City North around 1957 with the Up 'Thames-Clyde Express'. Stanier 2-6-2T No. 40169 is in the South Sidings on the right. ERIC TREACY

There were six 'dead-end' platforms at Wellington, but only Nos. 5 and 6 could accommodate these sleeper services. After each arrival, a replacement locomotive had to be attached to the rear and, after departure, the inbound locomotives had to be cleared for a subsequent arrival. All these manoeuvres had to take place in less than an hour from 02.29, with an Up Derby and Down Bradford sandwiched between them. See Figure 2.

Despite everyone's best efforts, delay had become endemic and the exemption from keeping a train register was inhibiting a study of how the working could be improved, hence the reason Noel Proudlock was given his task. This itself was far from an easy job, as the Up and Down pages of the standard train register book scarcely catered for a layout where two consecutive trains on the same line could often be alternately classified as Up or Down, quite legitimately.

Noel created his own system and set to work. He spent shifts observing the method of working with signalmen Enderby, Hillyard (Noel remarks, 'the younger, the elder was a relief signalman') and Perkins – all of whom, he remembers with admiration, were on top of their job and remained good-natured and helpful as they were questioned about the technicalities of working the signalbox.

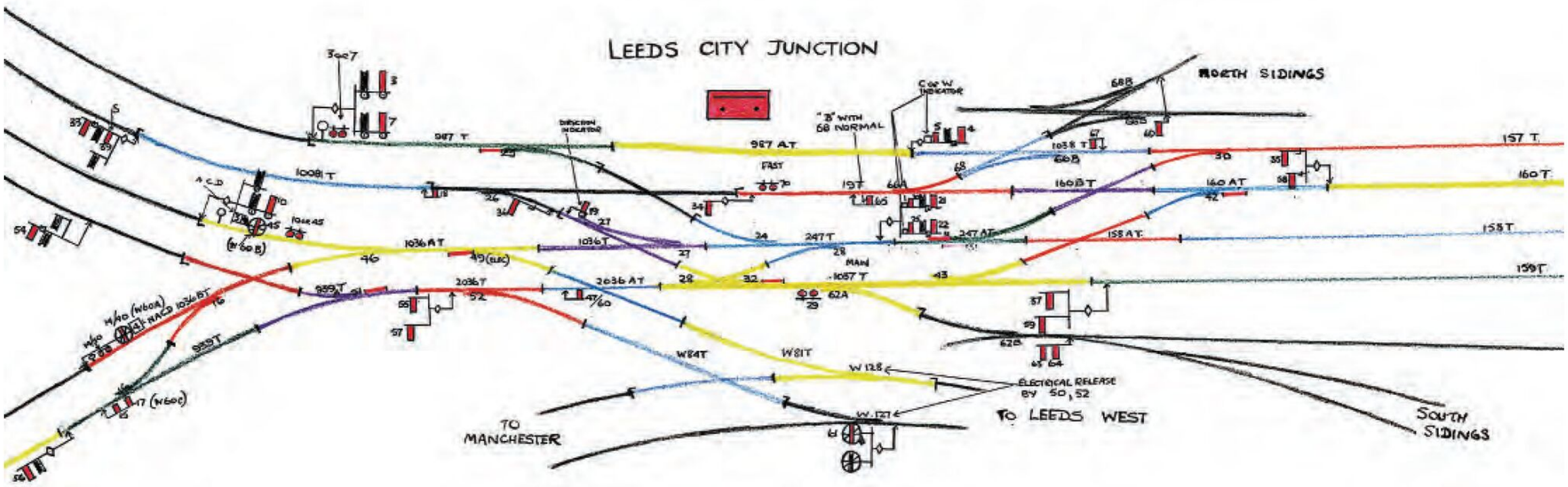
Table 1: Leeds City Jct Special Train Register Book Extract: February 29th, 1952 from 01.07 to 04.48

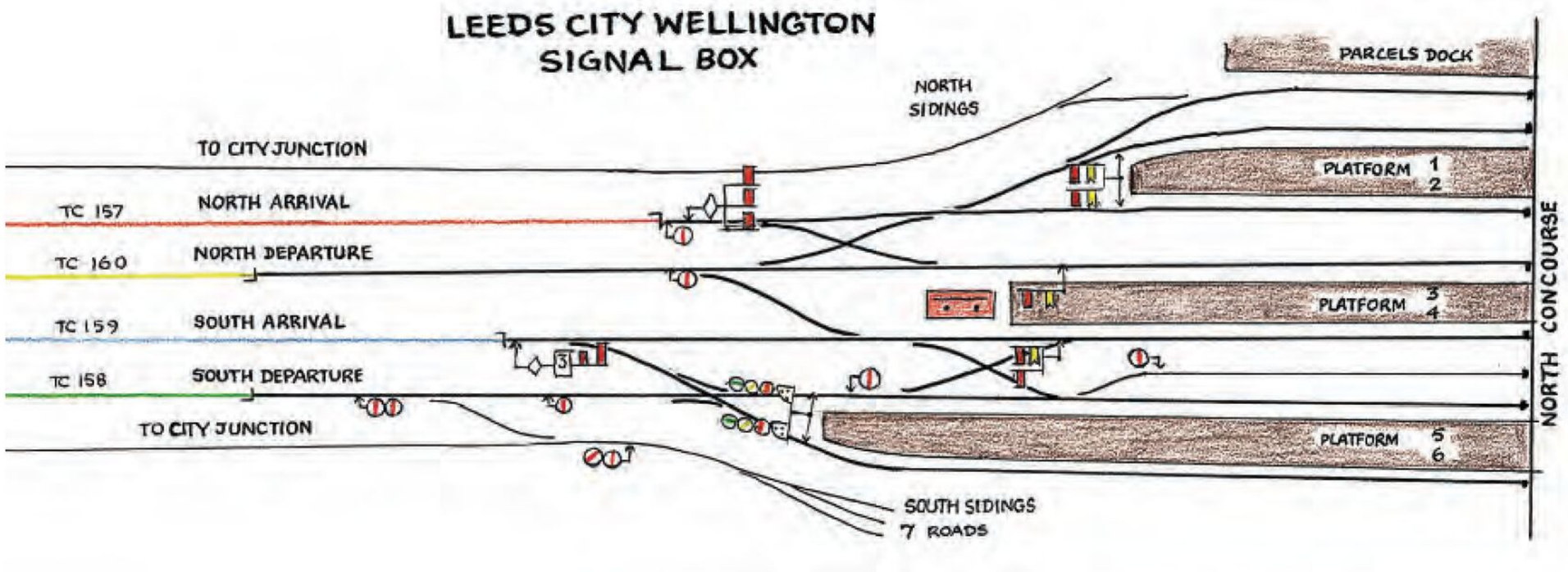
Time	Train	Direction	Line	Loco	Class	Shed	Name	Notes
1.07	PCL	IN	S	67266	G5	Neville Hill		
1.09	LE	OUT	S	(4)3301	3F 0-6-0	Manningham		
1.19	PCL	OUT	N	43039	Ivatt 2-6-0	Holbeck		
1.31	F	IN	S	61432	B16	Neville Hill		
2.05	P	IN	N	40148	LMS 2-6-2T	Holbeck		1.45 ex Bradford F S
2.05	LE	IN	N	41040+45739	Comp/Jub	Holbeck/ Holbeck	*-/Ulster*	
2.08	PCL	IN	N	44726	Back 5	Kingmoor		
2.10	LE	IN	N	45569	Jubilee	Holbeck	*Tasmania*	
2.13	LE	OUT	N	41067	Compound	Manningham		
2.17	F	IN	S	45076	Black 5	Farnley Jct		
2.19	F	OUT	S	64819	J39	Neville Hill		
2.21	PCL	IN	S	61216	B16	Neville Hill		
2.24	P	OUT	S	60081	A3	Neville Hill	*Shotover*	
2.28	P	IN	N	46109	Scot	Holbeck	*Royal Engineer*	Up Glasgow in
2.34	LE	OUT	S	45079	Black 5	Farnley Jct		
2.39	P	IN	N	44853	Back 5	Holbeck		Down Edinburgh in
2.44	LE	IN	N	44666/44774	2xBlack 5	Saltley/ Holbeck		
2.45	P	OUT	N	45569	Jubilee	Holbeck	*Tasmania*	Up Glasgow out
2.47	LE	OUT	N	46109	Scot	Holbeck	*Royal Engineer*	
2.49	P	IN	N	45667	Jubilee	Derby	*Jellicoe*	Down Glasgow in
2.52	P	OUT	N	45739	Jubilee	Holbeck	*Ulster*	Down Edinburgh out
2.54	LE	IN	N	45675	Jubilee	Holbeck	*Hardy*	
2.56	LE	IN	N	46113	Scot	Holbeck	*Cameronian*	
2.59	P	OUT	N	44666	Black 5	Saltley		Up Derby out
3.01	PCL	OUT	N	41040	Compound	Holbeck		
3.03	P	OUT	N	46113	Scot	Holbeck	*Cameronian*	Down Glasgow out
3.05	LE	OUT	N	44726	Black 5	Kingmoor		
3.06	LE	OUT	N	45667	Jubilee	Derby	*Jellicoe*	
3.08	P	IN	N	46117	Scot	Holbeck	*Welsh Guardsman*	Up Edinburgh in
3.18	P	OUT	N	44774	Black 5	Holbeck		03.00 to Bradford FS
3.20	P	OUT	N	45675	Jubilee	Holbeck	*Hardy*	Up Edinburgh out
3.21	LE	OUT	N	46117	Scot	Holbeck	*Welsh Guardsman*	
3.24	LE	IN	N	40351	2P 4-4-0	Holbeck		
3.24	LE	OUT	N	40148	LMS 2-6-2T	Holbeck		
3.26	LE	OUT	N	44853	Black 5	Holbeck		
3.35	F	IN	S	64819	J39	Neville Hill		
3.40	LE	OUT	S	?	?	?		
3.52	P	OUT	N	40351	2P 4-4-0	Holbeck		
3.56	LE	IN	N	40148	LMS 2-6-2T	Holbeck		
4.05	P	OUT	S	62748	D49	Neville Hill	*The Southwold*	04.07 to Ripon
4.07	P	IN	N	44743	Black 5	Barrow Road		02.10 from Sheffield 30L
4.09	F	OUT	S	44241	4F 0-6-0	Stourton		
4.11	LE	IN	N	?	?	?		
4.11	P	OUT	N	40148	LMS 2-6-2T	Holbeck		04.00 to Skipton
4.26	LE	OUT	S	49657	7F 0-8-0	Sowerby Bridge		
4.38	LE	OUT	N	44743	Black 5	Bristol Barrow Rd		

F=Freight,LE=Light Engine,P=Passenger,PCL=Parcels,N=North,S=South

The first sleeper

Although there was approximately a 1 min offset between the station and signalbox times, the 'box times have ▶





Above: A track and signalling diagram of Leeds City Junction used by trains to and from Wellington/City North and New/City South stations.

Right: A track and signalling diagram of Leeds Wellington terminus. Only platforms 5 and 6 were long enough for the four Anglo-Scottish sleeper trains that reversed here.

been used except where otherwise stated, and Table 1 shows details of the most intensive part of the night shift.

Starting at 02.05 and finishing two hours later at 04.11, signalman Perkins conducted no fewer than 40 moves. Although there were four running lines, three-quarters were conducted over the 'North' lines, starting with Holbeck's Stanier 2-6-2T No. 40148, one of the few fitted with a higher capacity boiler, arriving with the Class A 01.45 from Bradford Forster Square. This was closely followed by a classic LMS pair of light locos, comprising Midland Compound No. 41040 and 'Jubilee' No. 45739 *Ulster* – the latter being destined to become one of the class's last survivors, ending its days at Wakefield (and I last saw it working a westbound military special at Huddersfield on August 20, 1966). Two or more light engines require the train entering section '2' bell signal to be followed by '2-2' for each additional loco – more work for the signalman, and I have always wondered why there was no discrete bell signal.

Viewed from 70 years' distance, this Compound/'Jubilee' pair look like an ideal combination for an overnight express, but that proved not to be their purpose. Having arrived at 02.05, the 'Jubilee' was allocated to the Down Edinburgh sleeper at 02.25, with the Compound booked for a parcel train at 03.01. Perhaps here was one of the keys to the express punctuality problem – sending locomotives from the depot too early with a small number of platforms and minimal available 'bolt holes' to accommodate them. Young Noel identified that sending engines to the station before the arrival of their train in these circumstances created unnecessary obstacles to timekeeping.

However, it could well be the case that the real congestion took place at the depot exit, which could be experiencing even more congestion than at the station. If the station's convenience was to be prioritised, what does the depot do when late running alters the order of train arrivals? Shuffle the pack or let the signalmen sort it out... along with any other unexpected events?

On the survey date No. 40148, after arriving at 02.05, was not released from its arrival platform until 03.24 (after the 18 min late departure of its stock on the 03.00 back to Bradford). After disappearing, presumably to Holbeck, the 2-6-2T returned at 03.56 to work the 04.00 to Skipton via Bradford, which left 11 min late. On Noel's familiarisation night shift (February 20/21), the duty had been worked by Holbeck '2P' 4-4-0 No. 40323 (built in 1914 as Somerset & Dorset No. 71), which had remained at the station and

Table 2: Leeds to Sheffield

Loco		'Jubilee' No. 45675			'Peak' D34			'Peak' 46022		
Vehicles/ tare/gross tonnes		7/230/240			7/230/-			6/197/-		
Train		10.25 Bradford Forster Sq-St Pancras			07.02 Bradford Forster Sq-Penzance			14.45 Leeds-Plymouth		
Date		December 29, 1954			August 11, 1966			February 15, 1975		
Recorder		D Twibell			J N D Proudlock			R Hill		
Miles	Timing Point	Sch	M S	M P H	Sch	M S	M P H	Sch	M S	M P H
0.00	LEEDS d	0	0 00	½L	0	0 00	½L	0	0 00	T -/45
1.84	Hunslet		4 55	42/55		5 06	50/66		5 33	15tsr
5.99	Woodlesford		10 13	50	[2]	9 07	63		9 42	64/77
8.55	Methley Jct		13 30	31tsr		13 42	30tsr/20tsr		11 47	66/64/68
9.59	Altofts & W		15 53	-	14	15 25	40			
10.88	NORMANTON		18 45	15	16½	18 00	22/30	13	14 01	50/68
12.71	Snydale		22 52	34/26tsr	[10]	22 30	22tsr/25tsr/53			
14.84	Sandal		26 59	37tsr		26 25	30tsr/39/30tsr			
18.68	Royston		32 33	45		33 05	55/tsr40		-	71/50tsr
20.91	Cudworth		35 33	42tsr/51	36½	36 02	50	22	23 23	60/86
24.66	Darfield		40 59	40tsr/48		40 55	20tsr/40	[2]		
28.10	Wath Rd Jct		45 55	20tsr	49½	49 22	15tsr	30	29 12	72/86
28.90	Swinton		47 39	-		52 05	25			
30.06	Kilnhurst		49 02	55		53 57	62			
32.04	Parkgate & R		51 10	57		55 49	65			
34.00	ROTHERHAM M a		54 10							
34.00	d/p		54 58		60	58 45	20	35	34 14	25
34.44	Holmes Jct		56 58	-	[2]	59 51	38/55	[3]	35 09	31
36.10	Wincobank		59 34	42		62 00	30tsr			
36.64	Brightside		60 23	sigs		63 09	25tsr/40		37 39	67/69
38.55	Attercliffe Road		63 03			66 35	30		39 34	50
39.48	SHEFFIELD a	65	65 09		70	69 05		46	41 39	

[x] = minutes of recovery time

turned in the yard. Noel suggests No. 40148, having a bunker rather than a tender, went for coal as water could have been obtained at the station.

Five minutes into the busy period at 02.10, another light engine was belled in – Holbeck 'Jubilee' No. 45569 *Tasmania* for the Up Glasgow sleeper. This was 18 min earlier than its train, which pulled in early behind Holbeck 'Royal Scot' 4-6-0 No. 46109 *Royal Engineer*, having completed its Settle & Carlisle journey from Glasgow St Enoch. *Tasmania* backed on to the sleeper and left, after a 7 min loss on its dwell time, at 02.45. Two minutes later, the inbound 'Scot' followed the train out.

A busy interlude

In the 18 min gap between the arrivals of *Tasmania* at 02.10 and No. 46109 at 02.28, Manningham Compound No. 41067 departed light, Class K freights crossed with Farnley Junction's No. 45076 and Neville Hill's 'J39' No. 64819, and the latter depot's 'B1' No. 61216 departed with a parcel train.

There then appeared a Gresley thoroughbred filly with the departure of 'A3' Pacific No. 60081 *Shotover* (named after the 1882 Derby winner, odds of 11/2) at 02.24 on a train that Noel has been unable to identify. He had long wondered how the Neville Hill 'A3s' that worked the Leeds to Newcastle route were balanced, and this was the missing piece to the jigsaw puzzle. Speculation suggests it could have been Manchester-printed newspapers for (or via) Ripon, but any suggestion concerning the train's identity would be welcome. Whatever its destination, it cut a fine sight with the loco still in its postwar British Railways blue livery, which it was to retain for another year until repainted into BR green and also altered to left-hand drive.

Farnley Junction 'Black Five' No. 45079 passed light engine towards its home depot at 02.34 before the arrival of the next priority sleeper train, the Down Edinburgh, 24 min late at 02.39. This was hauled by Holbeck 'Black Five' No. 44853 – surprisingly, as the train was booked for a Sheffield Millhouses 'Jubilee'.

A 9 min dwell time was a tough proposition for this train, with substantial parcel and postal work to be done, especially as its booked path had disappeared, but it was to be exceeded by just 4 min. The patient 'Jubilee' *Ulster* was coupled to the rear of the arrival to leave just 7 min behind *Tasmania* on its Up Glasgow.

Pivotal depot work

While No. 44853 and *Ulster* were exchanging custody of the Down Edinburgh, further moves were needed. Two coupled 'Black Fives', Nos. 44666 and 44774 of Saltley and Holbeck respectively, arrived at 02.44 to work an Up Derby Class A at 02.59 and the previously mentioned 18 min late 03.00 Down Bradford.

But the main event was the arrival of the Down Glasgow sleeper behind Derby 'Jubilee' No. 45667 *Jellicoe*, 14 min late at 02.49. In common with the Down Edinburgh, its Glasgow counterpart had also brought an unusual locomotive, as the train was booked for a Kentish Town 'Jubilee'. The train had an 11 min dwell time, but where was its onward-working locomotive?

Five minutes behind *Jellicoe*, a light engine appeared in the form of 'Jubilee' No. 45675 *Hardy*, but this was the loco for the yet-to-arrive Up Edinburgh sleeper. Train out of section was sent for Hardy and another light loco was offered – Holbeck's 'Royal Scot' No. 46113 *Cameronian*, thankfully for the Down Glasgow, which was able to drop directly onto its train but still slightly exceeded its station allowance.

Two factors are immediately apparent. First, how the work of Holbeck Depot was pivotal. I spent a short time training there in 1969 under legendary shedmaster Ted Geeson (of whom it was said that, when out with his depot's breakdown crane, he only needed to glare at derailed wagons for them to jump back onto the track), but the workload of the impressive then-diesel depot was probably only a shadow of that leap-day early morning in 1952. Second, how did the night turn signalman keep a track of which locos were for which train, even without the intervention of fog? Because of the terminal working and reoccupation issues at the two long platforms for the key trains, each shift was unique and, although I realise this can be said of any signalbox, there was no working timetable for which move was to be placed where and how to stop one move stymieing another.



Above: Having just left platform 6 at Wellington/City North, 'Jubilee' No. 45649 *Hawkins* takes the South Departure line with a Bradford Forster Square to St Pancras train in the 1950s. ERIC TREACY

After *Cameronian's* departure on the Down Glasgow at 03.03, 16 min late, Carlisle Kingmoor's 'Black Five' No. 44726 departed light at 03.05, having arrived at 02.08 on a parcel train. *Jellicoe* followed it light engine off the inward Down Glasgow, both moves being squeezed in before the arrival of the final sleeper train, the Up Edinburgh, two minutes later. Holbeck 'Royal Scot' No. 46117 *Welsh Guardsman* was in charge of this, gliding past Leeds City Junction box 5 min late, with *Hardy* on hand to work forward 7 min late. The 'Scot' was then immediately released, followed by the Down Edinburgh's inward 'Black Five' No. 44853.

High platform occupancy

The sleeping car trains had all been safely dispatched, but the signalling workload continued, beginning to ease after the departures of 4-4-0 D49 Class 'Hunt' No. 62748 *The Southwold* with the 04.07 to Ripon and a light engine move by an as yet unrepresented class, LMS '7F' 0-8-0 No. 49657 of Sowerby Bridge.

Here was plenty of information for District Office to digest, although it is disappointing that its conclusions were not divulged. With regard to the four sleeping car trains, punctuality had been a disappointing average of 15 min late, from a 12 min late arrival average. Given the constraints of the layout, this is hardly surprising. Congestion would have been reduced by timing the trains further apart at this reversal point, but the times were probably determined by commercial preferences at origin and destination cities.

Concentrating on the occupation of the two longest platforms, the first to be used was occupied from arrival of the Up Glasgow at 02.28 until the inward engine departed light at 02.47, only to be reoccupied by the Down Glasgow from 02.49 to 03.06, then again by the Up Edinburgh from 03.08 to 03.21. The other one was blocked from the ▶

"How did the night turn signalman keep a track of which locos were for which train, even without the intervention of fog?"

arrival of the Down Edinburgh at 02.39 to the departure of its 'Black Five' inward engine No. 44853 at 03.26. Taking the hour from 02.28 to 03.28, that is 120 min of platform capacity but with 80% occupation – or higher if the time to clear and set up routes is included.

Looking at this task, the Leeds City Junction signalman had to make seven lever pulls for a move from the Down Main to the North Arrival, and this was by no means an unusually high amount of work. The frame had 70 levers of which, in contrast to many rationalised signalbox layouts, included only four spares.

There were no block instruments to and from the station, but trains were still rung in and out by standard bell codes. There were other special routing code complications to the standard bell codes, such as receiving Copley Hill to Neville Hill trains as 1-2-4 beats and forwarding them as 3-4. North Eastern Region trains were not distinguished by their classification, simply passenger/freight/light/empty.

Sheffield stagger

Although this article has concentrated on signalling, it would be remiss not to look at some of the work performed by the locomotives mentioned, as recorded in the Railway Performance Society archives.

The first log shows No. 45675 *Hardy*, which appears in Noel's survey working the Up Edinburgh south of Leeds. This 'Jubilee' was based at Holbeck from November 1948 until its withdrawal in June 1967, not quite reaching the longevity of last-surviving classmate No. 45562 *Alberta* (withdrawn November 1967).

The RPS archive contains 37 runs behind *Hardy* and Table 2 shows the loco working the 10.25 Bradford Forster Square to St Pancras south from Leeds as far as Sheffield, recorded by Doug Twibell on December 29, 1954. It was a lightweight, seven-coach train of 240 tons gross (that was made up to 10 vehicles and 350 tons from Sheffield), which took 65 min 9 sec for the 39½ miles of the classic Midland route via Methley and Cudworth.

The average speed was 36mph, after having suffered a dead stand for signals at Rotherham Masborough and no fewer than six Temporary Speed Restrictions (TSRs), quite likely to be subsidence slacks on this colliery-lined route.

"This account could be interpreted either as a tribute to heroic personal efforts in overcoming adversity, or the description of a system circling the plughole"

However, it should not be assumed that these conditions made their impact on punctuality, as the hardy crew of the 'Jubilee' lost just 9 sec, arriving ½ min late. Such precision of timetabling and locomotive handling in these conditions is remarkable.

Some trains on this route in the 1950s failed to register even a conservative 50mph top speed, but not our redoubtable Holbeck veteran, which Mr Twibell noted at speeds touching 'as high as' 55mph approaching Woodlesford and an 'eye-watering' 57mph at Rotherham Parkgate.

In diesel days, the story was even worse. Noel Proudlock recorded a run in 1966 with Holbeck's latest express loco class, 'Peak' No. D34 (which became No. 45119 under TOPS). The load of its 07.02 Bradford Forster Square-Penzance 'Cornishman' was the same as that of 'Jubilee' *Hardy*, as was its route. Departure from the main Leeds 'South' station was 25 sec late with 11 TSRs recorded and a time of 69 min 5 sec to Sheffield, a loss of just 5 sec. To use a modern idiom: 'This was the pits.' The highest speed was 66mph, in the vicinity of Woodlesford (Table 2).

Other routes were used instead for a while, but the Cudworth line was largely repaired by 1974 and the timings accelerated. Table 2 also shows the fastest time achieved between the two principal Yorkshire industrial cities by a diesel locomotive, 41 min 39 sec with two TSRs (net 40 min) timed by R. Hill with Sulzer 'Peak' variation No. 46022 hauling only six coaches on a 46 min timing that included 5 min recovery time. The RPS fastest known 'Voyager' times were recorded by John Rishton in 35 min on a 39½ min schedule via Moorthorpe, assuming a 2 min Wakefield Westgate dwell time. No. 46022's run compares well considering the 'Voyager' had no TSRs and touched 100mph twice.



Below: Carlisle Kingmoor-based 'Black Five' No. 44669 and BR Standard Class 5 No. 73065 approach the main section of Leeds City Junction with the Up 'Thames-Clyde Express' on August 8, 1959. Ivatt 2-6-2T No. 41267 is to the right of the train. R J FARRELL



Above: Ex-MR/LMS 4-4-0 No. 40758 leaves Leeds Wellington/City North with a St Pancras to Bradford Forster Square working around 1948. The 1904-built loco was withdrawn and scrapped in 1951.
ERIC TREACY

Tabel 3: Carlisle to Leeds via Ingleton

Loco		'Royal Scot' No. 46117		
Vehicles/tare tons		9/296		
Train		4pm Glasgow St Enoch-Leeds City North		
Date		October 23, 1954		
Recorder/Position		J N D Proudlock		
Miles	**Timing Point**	**Sch**	**M S**	**M P H**
0.00	CARLISLE d	0	0 00	25½L
0.89	Carlisle No. 12		3 35	30
4.83	Wreay		11 05	33/30
7.31	Southwaite		15 27	35
10.71	Calthwaite		20 50	38
12.95	Plumpton	21	24 15	45/50
17.76	PENRITH a	28	34 00	
0.00	d	29	34 45	
3.20	Eden Valley Jct		7 15	38
4.18	Clifton		8 55	34
8.34	Thrimby Grange		16 20	33
11.51	Shap		22 00	37/38
13.54	Shap Summit a		26 10	sig stop
13.55	d	25	27 50	
16.10	Scout Green		33 30	61/65
19.03	TEBAY a	32	38 00	
0.00	d	33	39 00	
0.98	Dillicar		2 30	52/sigs15
4.50	Low Gill Jct	7	8 00	25/58
8.75	Sedbergh		14 30	53/45
14.88	Barbon		21 50	55
18.00	Kirby Lonsdale		25 30	50
23.15	Ingleton	30	31 40	50
27.38	Clapham Jct (Yorks)	37	38 02	35
30.49	Eldroth		43 02	39/33
33.03	Giggleswick		47 10	42/43
34.84	Settle Jct	49	50 10	30
36.85	Long Preston		53 50	40
38.10	HELLIFIELD a	53	57 00	
0.00	d	55	57 50	
1.26	MP 230		3 20	28
3.43	Bell Busk		7 00	61
6.28	Gargrave		9 48	62/61/63
10.00	SKIPTON a	15	14 00	
0.00	d	20	17 30	
2.99	Cononley		5 25	54
4.35	Kildwick		6 53	56
6.18	Steeton		8 50	60/62
9.19	KEIGHLEY a	15	12 42	
0.00	d	17	15 05	
3.23	Bingley		4 55	59/60
6.35	Shipley Leeds Jct	8	8 25	30
10.10	Apperley Jct		14 01	61
14.11	Kirkstall Jct		17 53	63
16.08	Wortley Jct		20 25	20
17.00	LEEDS C North	23	23 55	

* Schedule equated to 'Limited Load' timings as if booked via Ingleton

The long-short way round

Looking at RPS Archive 'Royal Scot' runs, my attention was drawn to a run timed by Noel from Carlisle to Leeds using the Midland Railway's original (pre-Settle & Carlisle) route from Scotland over the now closed line from Tebay/Low Gill Junction to Clapham via Ingleton. The locomotive was 'Royal Scot' No. 46117 *Welsh Guardsman*, which had worked the Up Edinburgh sleeper over the normal (actually 1¾ miles longer!) Settle & Carlisle route in his 1952 Leeds survey. Some 70 years on, our recorder clearly recalls the circumstances. He had taken the morning Down Edinburgh express with Haymarket's 'A3' No. 60096 *Papyrus* (1923 Derby winner, odds 100/15) on Saturday, October 23, 1954, 'ridden' by Holbeck driver Walker on a special test of through-engine working.

The driver's return duty was the 4pm Glasgow St Enoch-Leeds City (North), which on Mondays to Fridays was a Corkerhill outbound lodging turn, but not on Saturdays because there was no Sunday equivalent return leg available. By departure time, flooding at Mallerstang had blocked the Settle & Carlisle and, after some time deciding which route should be taken, the rebuilt 'Royal Scot' set off via Shap 25½ min late at 7.15½ pm with its Appleby passengers having decamped to catch the '7.5pm slow'.

The maximum speed before a Penrith stop was just 50mph and then only 38mph on the 1-in-125 southbound climb to Shap, with just nine vehicles weighing 296 tons tare. Noel was unaware of any route conductors having been supplied. Road knowledge criteria were less tightly controlled in the 1950s, with what was effectively a system of self-certification being administered. However, he recalls that Holbeck crews went via the old Midland route in the snows of early 1947 and, I suspect, top link drivers probably had such diversionary lines etched in their memory having been learned when young.

Nevertheless driver Walker did not unduly rush, with a maximum of 62mph briefly near Kirkby Lonsdale, but speeds mainly around the 55mph mark. After rejoining the 'Little North Western' Morecambe-Settle Junction line at the more northerly (and less busy) of Britain's Clapham Junctions, the train proceeded much in the same manner (see Table 3).

It was a long shift, especially for the fireman, and even in the Aire valley 63mph was judged to be quite fast enough, yet only a further 17 min were lost by the diversion, most of which Noel felt could have been avoided by more urgency.

The working of Leeds City Junction and the insights of locomotive working away from Leeds station, show the conditions to be overcome in the first half of the 1950s with an organisation struggling to overcome the effects of war, but failing to modernise at the pace of the competition. When investment came, it was not always wisely spent. This account could be interpreted either as a tribute to heroic personal efforts in overcoming adversity, or the description of a system circling the plughole. Let us hope the industry is not presently repeating itself. ■

Years apart... Leeds

Our occasional series looking at past and present scenes.



Above: Until May 1967, Leeds was served by three main stations – the termini at Central and Wellington (or City North) and the through-station New (or City South). But then Central station was closed and passenger operations were concentrated at City South (which became just Leeds City), which is essentially the one still in use today, albeit with a number of changes over the last six decades. Five years before Central closed, 'A1' No. 60120 *Kittiwake* – based locally at Copley Hill shed – makes a storming exit from Leeds Central with the up 'Yorkshire Pullman' on February 3, 1962. JOHN WHITELEY

Below: After Central station closed, it was soon demolished along with around half of its approach viaduct, the land being used today for an office, retail and residential development called Wellington Place. The surviving western half of the approach viaduct has also recently been redeveloped into an elevated public space called Monk Bridge Viaduct Garden, surrounded by a residential and retail development called The Junction. This is the view of the new gardens and flats on May 13, looking in the direction of Wellington Place and the site of the former Central station. One unlikely survivor is the bracket signal post seen in the 1962 shot, which is just about the only link between the two images. PAUL BICKERDYKE

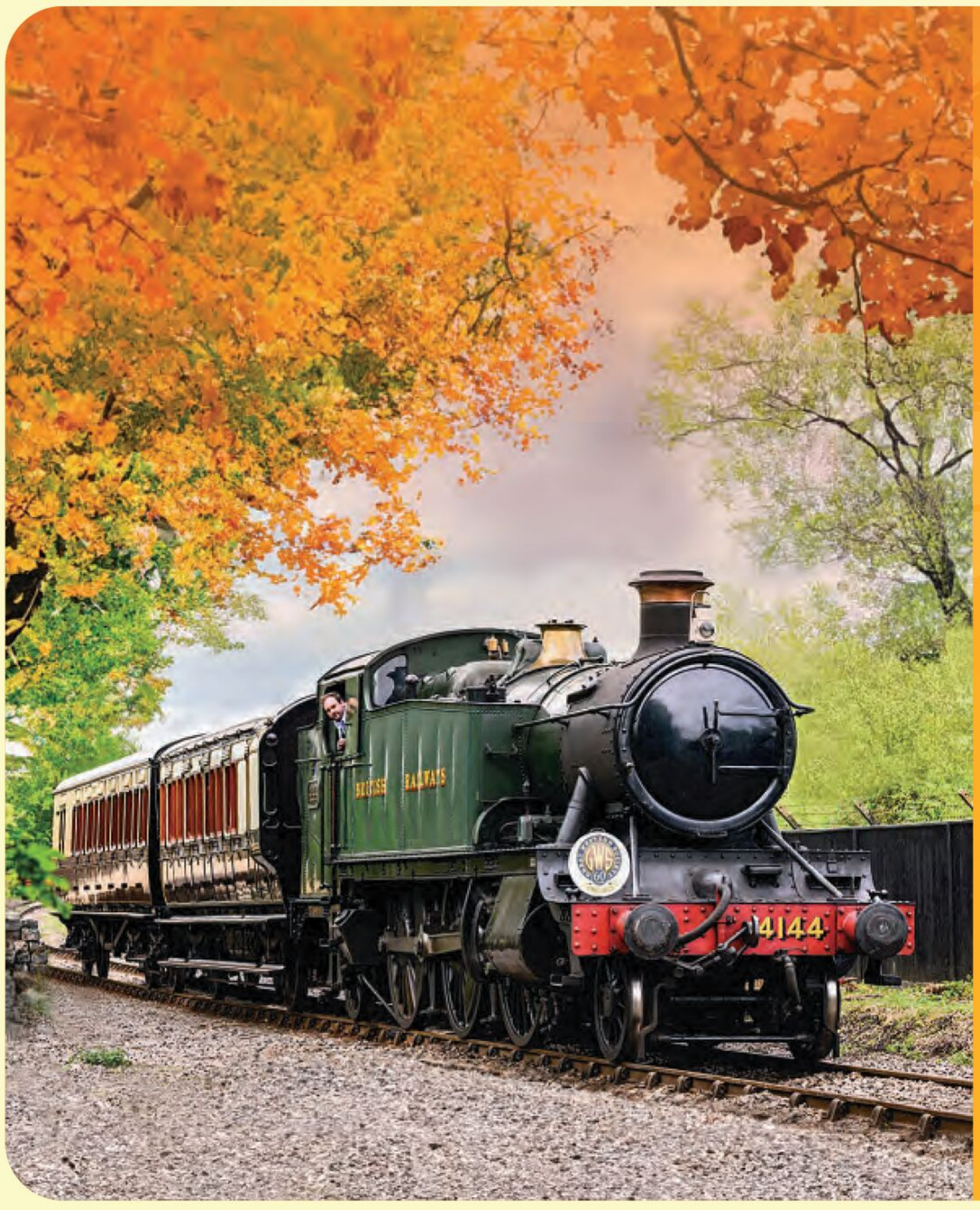


Above: Meanwhile on the eastern side of Leeds city centre, these two shots were taken just three years apart. Leeds claims to be the fastest growing city in Britain, with the economy of Greater Leeds (essentially West Yorkshire) worth almost £70 billion and set to rise by more than 20% over the next 10 years. Growth in the city centre is concentrated on an east-west axis roughly parallel to the railway and River Aire, and this view is looking north over the railway as it runs on the two-track Marsh Lane Viaduct bottleneck. The photo shows HST power cars Nos. 43295/43102 and six Mk.3s running empty from Neville Hill depot to form East Midlands Railway's 14.34 Leeds to St Pancras on March 14, 2021, a time when new building work was concentrated on the north side of the line.

Below: This photo, taken on May 9 this year, shows how building work has since moved to the south side of the line – so now, instead of there being a gap in the buildings the length of a 2+6 HST, there is only room for a single-car Class 153. Network Rail's No. 153376 passes with 2Q40, the 08.17 Peterborough to Leeds (which later formed 2Q41, the 14.30 Leeds to Derby). BOTH PHOTOS: PAUL BICKERDYKE


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The last gasp for working steam

Paul Stanford FCIRO visits Bosnia to see steam-powered coal operations around Tuzla.

FOLLOWING the end of steam operations at Sandaoling Mine in China last autumn, the honour of being the last place in the world where multiple steam engines are operated in service each day has fallen to Tuzla, the third largest city in Bosnia-Herzegovina.

The area in the north-east part of the Balkan country is home to a number of opencast coal mines that generate rail traffic to coal-fired power stations. The mines produce lignite (brown coal), which is principally burnt in Kreka Power Station, just south of Tuzla, but other power stations are also supplied – including some in neighbouring Serbia.

Opencast coal mines at Sikulje, Banovici and Dubrave each have steam locomotives to shunt coal wagons, the mines and locomotives being owned by Kreka Mining. Until around 2015, the standard gauge colliery steam locomotives would routinely haul trains from the Sikulje mine to the main line station yard at Lukavac, and similarly from the Dubrave mine to Ljubace. Now, however, they are usually confined to the colliery railway infrastructure, with Federation of Bosnia Herzegovina diesels bringing trains to the mines' exchange sidings.

Right: Srebrenik on February 11, and Kreka Mines Kriekslok No. 33-248 prepares to haul a freight charter to Lukavac Marshalling Yard. ALL PHOTOS BY PAUL STANFORD

Below: The area around Kreka Power Station is an important node on the Tuzla rail network, with lines radiating to Lukavac, Serbia, Dubrave, Banovici and Tuzla. Here Class 33 No. 33-248 shunts a freight charter on February 14.

At Banovici, some 20 kilometres (12.5 miles) south of Tuzla, the situation is different and quite unique. Narrow gauge Bo-Bo diesels haul coal trains down a branch line through a wooded valley from the mines to the loading and coal washing complex at Oskova. The wagons are then shunted by steam for the last part of the journey into the discharge and washery area, after which the coal is transferred to standard gauge trains for onward movement.

Oskova also has the honour of being the last place in the world to host a working 0-6-0 USA tank loco, although it is one of the copies manufactured by Slavonski Brod. These days it is spare to the standard gauge six-wheel diesel, and only used when the diesel has failed or is being serviced.

Standard gauge G16 'Kennedy' Co-Co diesel locomotives, built by General Motors between 1962 and 1972, operate



most trains on the national network – including main line coal trains to and from Kreka Power Station, formed of air-braked long-wheelbase four-wheel or bogie box wagons.

The diesels also operate other railfreight traffic in the area, such as coal products to and from Lukavac coke works (behind Lukavac station and yard), wagonload traffic in four-wheel and bogie box vans, and chemicals traffic in tank wagons. Cement and soda traffic also operates around Lukavac.

At each coal mining location, the 'Kennedy' locomotives arrive with rakes of empty wagons then leave with pre-prepared loaded trains. The colliery steam locos do the local shunting in operations reminiscent of those in South Wales and the North East England in the 1970s and 80s – albeit at Sikulje and Dubrave it is not an 0-6-0 tank officiating, but the Bosnian equivalent of a '9F'!

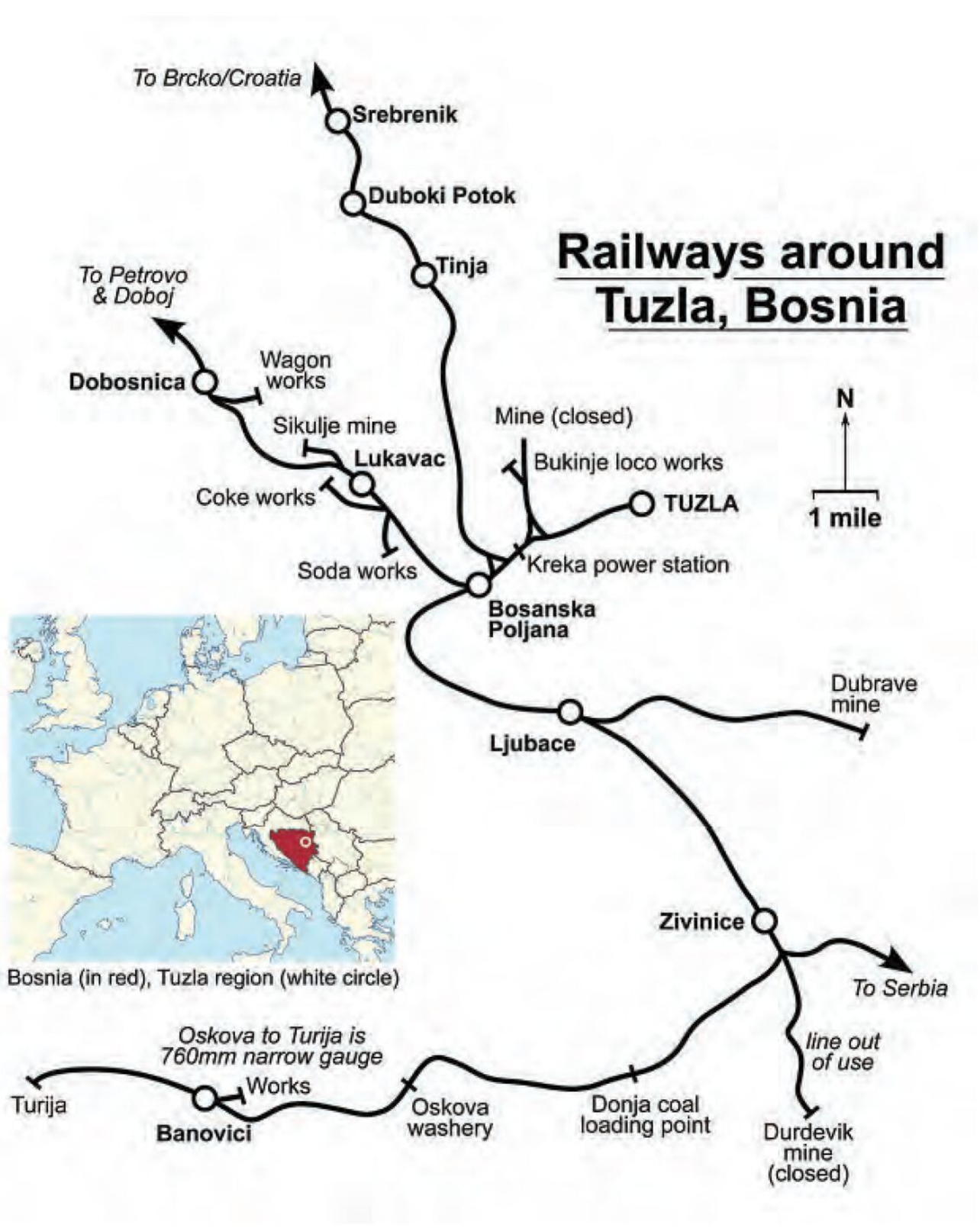
No passenger services

There are no passenger services in the area since the Doboj to Tuzla service ended in December 2019. Passenger trains still operate on the route from Doboj (pronounced 'Dob-boy') towards Tuzla as far as Petrovo, but this is just short of the border between Republika Srpska and the Federation of Bosnia, the two regions that together make up the country of Bosnia-Herzegovina ('Bosnia'). Local rail staff around Tuzla indicate that political differences between the regions led to the end of these 'cross-border' passenger trains.

The make-up of Bosnia-Herzegovina is an example of the complex geography, politics and history of the Balkans. As a result of the wars in the 1990s that led to the break-up of Yugoslavia, the 1995 Dayton Agreement saw the country of Bosnia-Herzegovina defined as comprising the largely Serb-populated Republika Srpska and mainly Croat-Bosniak-populated Federation of Bosnia and Herzegovina.

In railway terms, two separate operators were aligned to this split: Railways of Republika Srpska (ŽRS), and Railways of the Federation of Bosnia and Herzegovina (ŽFBH). The ŽRS Doboj to Petrovo passenger trains are usually operated with elderly DMUs, but occasionally a 'Kennedy' loco and coaches will appear instead. There is also a limited number of cross-border freights that operate from Republic Srpska to Serbia each day, and these are routed via Doboj, Petrovo and Lukavac. ▶

"The last place in the world where multiple steam engines are operated in service each day has fallen to Tuzla"



Right: Dubrave Mine on February 15, as Class 33 No. 33-248 doubleheads with classmate No. 503 a loaded coal train amounting to 1400 tonnes. At rear is the coal loading point, which is only around 2km (1.25-mile) from Tuzla airport.

Below: Lukavac Yard on February 16 as EMD G16 'Kennedy' loco No. 316 arrives with a loaded coal train from Sikulje Mine, about 2km (1.25-mile) west of the yard.



"The make-up of Bosnia-Herzegovina is an example of the complex geography, politics and history of the Balkans"

Traction and maintenance

The fact that German built 2-10-0 Kriekslok locomotives dating from the Second World War (so now around 80 years old) are still operating is a testament to their robust design. The locos were supplied to what was then Yugoslavia after the Second World War and designated Class 33, most retaining their original numbers to this day.

A pool of five Kriekslok 2-10-0 locomotives meet the standard gauge shunting needs of the mines at Sikulje and Dubrave, with one in use daily at each mine using a pool of five steam drivers and a similar number of firemen. At times, locos are required on three shifts a day to cover round the clock working. The loco repair works at Bukinje, which is within sight of Kreka Power Station and served by a small branch line, is used for washouts, maintenance and overhauls of the Krieksloks.

Remaining with standard gauge, the USA tank loco at Banovici is spare to a diesel, but operable. There is also a Skoda 0-6-0 tank loco here, but presently this has a twisted frame leading to uneven axle box wear. It is awaiting overhaul at Banovici Works, but as this is not served by standard gauge, it will have to be taken there by road.

On the narrow gauge line to Turija, a pool of three steam locomotives are based at Banovici, with one in use each day to shunt coal at Oskova Washery, the second as an operable spare, and the third generally out of service and under overhaul in Banovici Locomotive Works. During ▶

Above: The short branch Lukavac Yard to Sikulje Mine has been diesel worked since 2015, but a reversion to steam occurred on February 13, as No. 33-248 brings a train past the attractive semaphore signals protecting Lukavac Yard.



Left: Oskova Washery on February 13, with Skoda-built 0-6-0 tank No. 25-30 raising steam for an afternoon of shunting loaded coal wagons over the coal drops.

Right: Sikulje Mine on February 13, with the amazing sight in 2024 of two 80-year-old wartime freight locos in steam for shunting coal traffic. Nearest is Class 33 No. 33-064, with classmate No. 248 behind.



my visit in February on a tour organised by Far Rail Tours, both the standard gauge USA tank and narrow gauge Skoda 0-6-0 tank loco were shunting coal trains at Oskova – a unique spectacle in the 21st century.

Also seen on the trip was a classic former Yugoslavian narrow gauge Class 83 loco under overhaul at Banovici Works, while a Kriekslok Class 33 had entered the works at Bukinje for attention, with a classmate in the works yard for a boiler washout.

The Kriekslok locos visit Bukinje Works every two to three months for attention, including boiler washouts, there being no sheds at either Sikulje or Dubrave – although the latter is equipped with an inspection pit. The locomotives remain in steam for long continuous periods at these mines to reduce the thermal stress on the boilers of continuously warming up and cooling as fires are lit or dropped. Shunting operations can also be needed day or night, so the ready availability of a steam loco is key. In total over a 24 hour period, the locos probably work for about an hour over that time, moving wagons.

Some 'Kennedy' diesel locomotives were seen multiple times each day at differing locations, servicing the pits and feeding Kreka its coal needs. The vintage locos make a throaty roar and are an impressive sight carrying a derivative of the former Yugoslav Railways dark green livery with yellow stripes.

Above: Banovici Locomotive Works on February 12 with classic Yugoslavian narrow gauge loco No. 83-159 having a boiler washout. This type of loco was once widespread across the former Yugoslavia on the extensive narrow gauge network.

Left: Inside Banovici Locomotive Works on February 13, with the heartening sight of a steam locomotive being overhauled for further industrial use. No. 83-158 has just had its wheels turned.

Right: Bukinje Locomotive Repair shops on February 12, with Kriekslok No. 33-236 receiving attention to its right-hand cylinder. Routine maintenance and overhauls occur at this location.

The future of steam

It is unknown how long steam operations will last in Bosnia. Clearly the ready availability of coal and the ongoing loco overhauls is a good sign, providing employment and keeping fuel costs low. From an engineering perspective, major loco firebox renewal of course spells the end of steam.

However, wider world pressure to reduce the impact on the environment may be a factor against using steam locos and the industrial facilities they serve. At present however, Bosnia only has coal-fired power stations for power generation.

Permits are necessary to visit the mines, and Kreka Mines will only issue these to organised groups. However, some limited views are possible, from public roads, of the steam locomotives at Sikulje Mine and Bukinje Workshops. Similarly, some limited views are available at Banovici, but Dubrave is virtually impossible, with houses backing onto the colliery lines and strict security in place.

Semaphore signalling still prevails in the Lukavac area so, along with wagonload and trainload freight and the charming station buildings, there is much of interest to see aside from the steam and vintage diesel locos. ■





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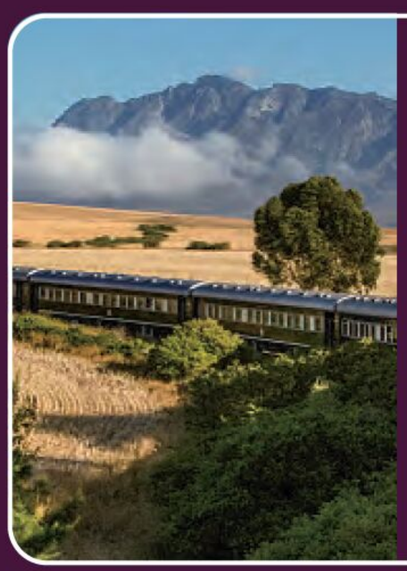


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Leeds Central museum signs

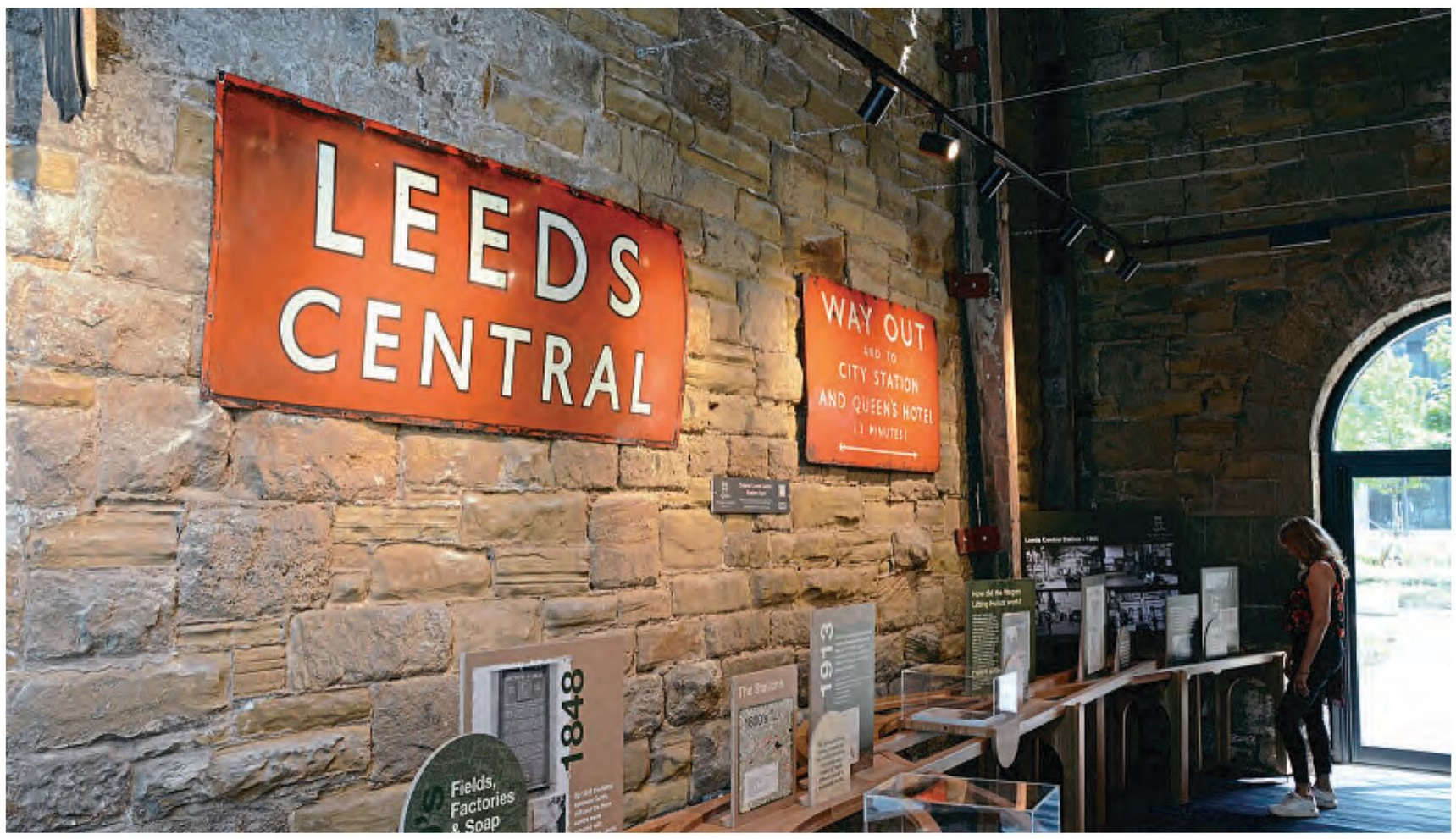
IT was good to see a feature on the new 'mini museum' at Wellington Square in Leeds (June issue). It may interest readers to know that both of the tangerine signs in the museum have been loaned to the developers by the Middleton Railway Trust.

The Middleton Railway has had these signs in its possession for many years, but have been stored with no real use in our own museum, which concentrates on the Middleton Railway and the Leeds locomotive building industry.

When we heard of this project, we realised that we could finally give these signs the attention they deserve and, at the same time, open up our railway to a new audience via the QR code which the developers have provided alongside their acknowledgment of the signs' ownership.

This partnership has been a win-win for both parties and we hope people will be able to enjoy them for many years to come.

Ian Smith, MRT vice-president



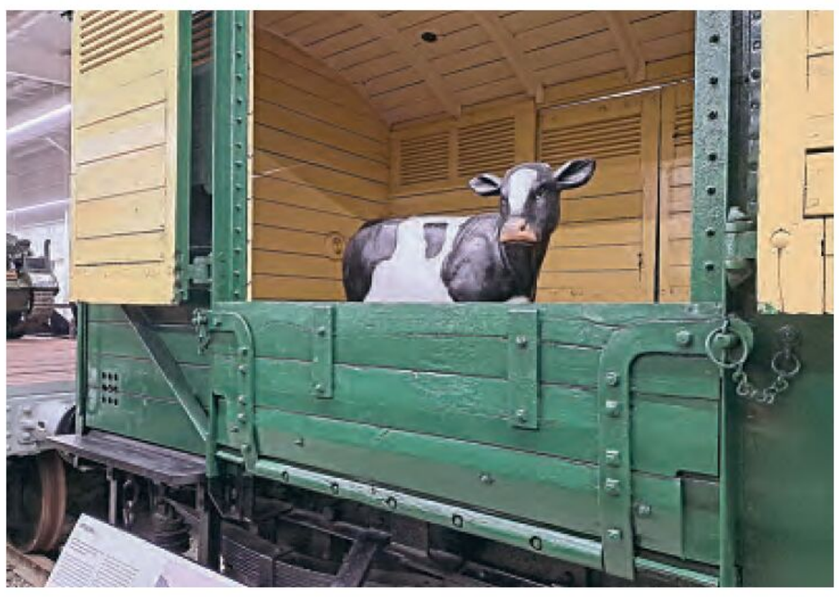
Weymouth connections

I ENJOYED your article on Weymouth Quay in the June issue, which brought back fond memories of journeys along it whilst going on holiday to Guernsey as a child. These journeys were possible as my father was a railway employee entitled to a free pass.

One thing I remember was a comment made by my father that whilst the engine for the quay was changed, the couplings between the coaches were slackened for the curvature of the branch.

Having read the article, I wondered if my father was correct. Can any reader help please?

Clive Washbourne, Bristol



Where is it? Our pictorial quiz, for fun only

LAST month's photo (shown again right) shows the Scapa Flow steam crane, believed to be the last standard gauge railway vehicle on the Orkney Islands and therefore the most northerly surviving standard gauge vehicle in Britain (as all those on the Shetlands were narrow gauge). It was taken by former *TRM* editor Nick Pigott who notes that, during the Second World War, the crane not only performed



normal dockside duties but was used for lifting and pulling of anti-torpedo nets.

For this month's quiz (above), where might this cow-and-wagon combo be found?

Preserving more of the past

I REFER to your current editorial and article/correspondence on preserving, for posterity, digital photographs (June issue).

There are other, equally important, 'railwayana' aspects to which I draw attention –such as loco/shed plates, loco nameplates and totems. But there are other things too and over the years I have collected all of the late, great Peter Handford's 'Sounds of the Steam Age' in LP/EP, tapes and CD form, plus many other CDs of steam locos at work in the late 1950s/early 60s.

When I'm gone, I would hate it for all these to be binned by my will executors, but have no idea to where I can direct them, irrespective of whether that would be for sale or donation! Can any *TRM* readers help me?

Andrew Millward, Lichfield

THE information panel on page 32 (June issue), which listed some other specialist photo libraries, did not mention the extensive Historical Model Railway Society photo archive.

I understand that not all railway collections can be mentioned, but we have approximately 50,000 listed on our website catalogue at hmrs.org.uk, and have equally as many being worked on, whether prints, negatives and more recent 'born digital' – including major collections from various collectors and photographers from the past.

We also have a similar number of drawings catalogued and much of our archive listed on the website too.

Ivor Lewis, HMRS IT Manager

Keeping it in the family

YOUR April issue has just arrived in the shops here in Australia, and on p61 there is an article about a mother and daughter narrow gauge footplate crew.

In the state of New South Wales, we have a mother and daughter crew that are qualified to operate standard gauge steam locos on the main lines equivalent to running *Flying Scotsman* from Euston to the North in the UK. The mother gained her driver's ticket on the Zig Zag railway just outside Sydney.

Greg Goold, by email

Leafy Devon

HAVING recently toured Devon on a Day Ranger ticket, I can well believe that foliage struck the butterfly valve of May's *Clun Castle* railtour (July issue) as a large part of my journey was like travelling through a tunnel of trees that were constantly swiping both sides of the train.

The journey from Okehampton to Crediton provided no view for most of the journey.

As summer is here, I can only see it getting worse until there is a real attempt to clear it. Brushing by the rolling stock only pushes it away, not breaking it.

Robert Margetts, by email

Isle of Woe

ASIDE from the closure (again) of Ryde Pier mentioned in the article in the July issue, an Isle of Wight newspaper recently quoted an Island Line spokesman as saying that the whole line between Shanklin and Ryde Pier Head will close completely for a month from early September for "vital maintenance".

That such a recent upgrade requires yet more and disruptive work falls in the "you couldn't make it up" category!

Roy Freeman, by email

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EDITOR'S NOTE

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

West Coast door locking

I RECENTLY enjoyed a steam-hauled trip around Kent. All the Mk.1 and Mk.2 vehicles were fitted with Central Door Locking (CDL), so it can be done (and afforded) if the will is there.

West Coast Railways has had many years in which to plan and start installation of CDL, but it has chosen to assume it would be granted permanent exemptions. In the meantime, other operators of heritage rolling stock got on and fitted it.

The logical extension of Eric Bush's letter (July issue) – saying WCR should not have to install CDL as trains are safer than the roads people use to get to the station – is that railways should not bother improving their safety at all.

Indeed, taking it to an extreme, perhaps they should let safety slip until it matches that of roads!

Michael Donovan, by email

German inefficiency

I THOUGHT readers would be interested in a recent trip I took to Dreden with three friends, with all continental trains running late.

On June 26, the 06.56 Doncaster to London was on time; the 11.04 Eurostar to Brussels was 10 mins late; and the 14.25 Brussels to Cologne was 20 mins late leaving Brussels but 2hrs 45mins late arriving in Cologne. Then on June 28, the 11.09 Cologne to Dresden left 40 mins late and arrived 1 hour late in Dresden.

Coming back on July 3, the 07.10 Dresden to Cologne was 15 mins late; the 15.40 Cologne to Brussels was 35 mins late; the 18.51 Brussels to London was 10 mins late; and the 21.00 King's Cross to Doncaster was on time.

Not all was bad, however, as the local rail network in Germany was regular and seemed to keep time with the digital platform displays, although these were not always in accordance with the printed timetable. The Dresden narrow gauge steam railways kept perfect time

Godfrey Pell, Sheffield

MEETINGS

Compiled by **Jon Longman**

WEDNESDAY, AUGUST 7

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'Pick and Mix: A selection of the slides of Peter Fox, Alan Lovecy and Andy Barclay': Andy Barclay.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. Test track night.

FRIDAY, AUGUST 9

Slough & Windsor Railway Society (SWRS). The Manor, Slough station. 19.30. Members' presentation evening.

SATURDAY, AUGUST 10

Watercress Line Heritage Railway Trust (Woking and Guildford group). Outing to Richmond Light Railway and Spa Valley Railway.

SATURDAY-SUNDAY AUGUST 10/11

Wells Railway Fraternity. Wells Town Hall, Wells, Somerset. Saturday: 10.30-17.30; Sunday 10.00-16.30. 'Railwells' model railway exhibition.

SUNDAY, AUGUST 11

RCTS (Hitchin & Welwyn Garden City branch). Visit to Chinnor & Princes Risborough Railway.

MONDAY, AUGUST 12

Lincoln Railway Society. St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30. 'Fifty Years with the Fifties': Geoff Hudson.
Southern Electric Group (Sussex branch). Deall Room, Southwick Community Centre, Southwick BN42 4TE. 19.30. 'A photographic ramble around the UK and Europe': Simon Jeffs.
Watercress Line Heritage Railway Trust (Woking and Guildford group). United Reformed Church, 83 Portsmouth Road, Guildford GU2 4BS. 19.45. Members' evening.

TUESDAY, AUGUST 13

LCGB. St John's Church Hall, St John's Street, Bedford MK42 0DL. 'Chairman's Day Out'.
Pewsey Vale Railway Society. Woodborough Social Club SN9 5PL. 19.30. 'GWR Gas Turbine Locomotives': Steve Davies.
RCTS (Thames Valley branch). 13.00-18.00. Observation at Eastleigh station.
The 8E Railway Association (Northwich branch). The Gladstone Club, Station Road, Northwich CW9 5RB. Day out to be confirmed. www.8erailwayassociation.org.uk

WEDNESDAY, AUGUST 14

LCGB. Friends Meeting House, Butter Hill, South Street, Dorking RH4 2LE. 14.00. Walk around Vauxhall and Nine Elms.
RCTS (West Riding branch). Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ. 18.30. Visit to Bradford Model Engineers.
RCTS (Sheffield branch). Observation at Chesterfield station. 12.00-16.00
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'An evening with Les Ross'.

THURSDAY, AUGUST 15

Barrow Hill Roundhouse. Campbell Drive, Barrow Hill, Chesterfield S43 2PR. 19.30. The Great Railway Time Machine: 'Travels of the late Alan Lovecy': Andy Barclay.
Marlow & District Railway Society. Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX or on Zoom. 19.30. Members free, non-members £3. 'Student Life and Trains in the Mid '70s', Martin Stoolman. Visit www.mdrs.org.uk

FRIDAY, AUGUST 16

Great Western Society (Taunton Group). Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30. 'Steam Re-creation (South)': Don Bishop.
LCGB. Keen House, 4 Calshot Street, London NW1 9DA. 18.30. Members' Images.
SWRS. The Manor, Slough station. 19.30. Members' presentation evening.

SATURDAY, AUGUST 17

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

WEDNESDAY, AUGUST 21

Bradford Railway Circle. Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 14.00. '50 Years of Scottish Railways and Travel': Chris Davis.
Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30 '3D Steam – Doncaster, Darlington': Steve Armitage.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Images from 2023 and 2024': Clive Pipe.

THURSDAY, AUGUST 22

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

FRIDAY, AUGUST 23

SWRS. The Manor, Slough station. 19.30. Members' presentation evening.

WEDNESDAY, AUGUST 28

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. 'Films from the Society's library': Mike Newport.

THURSDAY, AUGUST 29

Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'Travels around the Ukraine by Steam': Michael Smyth.

FRIDAY, AUGUST 30

SWRS. The Manor, Slough station. 19.30. Members' presentation evening.

SUNDAY, SEPTEMBER 1

Railway Club of the New Forest. Village Hall, Highwood Road, Brockenhurst. 19.30. Club outing to Twyford Water Works. www.railwayclubofthenewforest.org.uk.

MONDAY, SEPTEMBER 2

Peak Rail Association (Sheffield branch). Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Sheffield to Rotherham by Tram': Paul Fox.
Watercress Line (Croydon regional group). St Mary Magdalene Church, Canning Road, East Croydon CR0 6QD.19.30. '9F 92240 on the Bluebell Railway': David Riviere.

TUESDAY, SEPTEMBER 3

Enfield Transport Circle. Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ. 20.00. 'Every picture tells a story – volume 3': John Baxter.
Locomotive Club of Great Britain (LCGB). St John's Church Hall, St John's Street, Bedford MK42 0DL. 19.30. 'The Railways of Devon and Cornwall': Michael Clemens.
RCTS. Library Leatherhead, Station Approach, Leatherhead. 11.00-16.00. Archive and Library open day.
RCTS (Watford branch). Beechen Grove Baptist Church, Clarendon Road, Watford WD17 1JJ. 19.00. 'Those Were The Years Those Were (with apologies to Geoff Plumb)': Michael Reade.

WEDNESDAY, SEPTEMBER 4

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30 'A Blast from the Past': Robin Havenhand.

THURSDAY, SEPTEMBER 5

Great Central Railway Society (Sheffield branch). The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Great Central Machines and Metals': Steve Armitage.
Lutterworth Railway Society. The Pavilion, Recreation Ground, Coventry Road, Lutterworth LE17 4RB. 19.30. 'Pre Grouping Railways in Colour': Martin Bloxham.
RCTS (Milton Keynes branch)/ Institution of Mechanical Engineers. Network Rail - The Quadrant: MK, Elder Gate, Milton Keynes, Bucks MK9 1EN. 19.30. 'Varamis Rail – Faster, Cheaper, Greener': Phil Read, CEO of Varamis Rail.

FRIDAY, SEPTEMBER 6

Kettering & District Locomotive Society. Corn Market Hall, London Road, Kettering NN15 7QA. 19.45. 'The Midland accesses Swansea, Part 2': Chris Jones.
RCTS (Bristol branch). St Teresa's Church Hall, 71 Gloucester Road, North Filton, Bristol BS34 7PL. 'The End of Steam on British Railways 1966-67': Michael Smyth.
SWRS. The Manor, Slough station. 19.30. TBC: Bob Stonehouse.

100 YEARS AGO AUGUST 1924

Mass exodus

THE Great Western Railway mechanics, with their wives and families, numbering in all 29,000, constituted the biggest excursion in the world when they entrained at Swindon recently for their annual holiday.

Some 19,000 adults and 10,000 children were conveyed to Penzance, St Ives, Newquay, Torquay, Ilfracombe, Taunton, Weston-super-Mare, Weymouth, Bournemouth, Portsmouth, the Channel Islands, Worcester, Wolverhampton, Manchester, Birkenhead, Pembroke Dock, Swansea, Aberystwyth, with five train loads going to London.

They were accommodated in 31 trains totalling 520 coaches.

50 YEARS AGO AUGUST 1974

Evaluation trials of HST

THE prototype High Speed Train (HST) set of British Railways has now completed the first stage of its evaluation programme by running 100,000 miles in some nine months. This has included regular running at 125mph between York and Darlington and frequent trips from Leeds to Edinburgh, but no passengers have been carried.

Following three months' work at the Railway Technical Centre, Derby, the prototype HST will move to the Western Region so that drivers and other staff – including maintenance teams – can become experienced in working it in readiness for its introduction into revenue-earning service on the WR later this year.

Steam train at Strathspey

THE first Strathspey Railway steam train from Boat of Garten to Aviemore was run on April 6 for the benefit of directors and shareholders attending the company's annual general meeting at Boat of Garten.

Made up of a non-gangwayed corridor coach and a six-wheel brake van, the train was hauled by Andrew Barclay 0-4-0 saddle-tank *Clyde*. A similar train was run in connection with the annual meeting of the Strathspey Railway Association later in April, and the same combination will probably be used on steam days throughout the summer.

20 YEARS AGO AUGUST 2004

Last EWS mail train…

BRITAIN'S last mail train, 1M78 from Low Fell to Willesden PRDC, made its final run on the evening of June 4/5. This was the sole survivor from the controversial demise of the Royal Mail's rail operation, its final working being witnessed by a handful of enthusiasts.



'Pendolino' set No. 390035 *City of Lancaster* at Manchester Piccadilly after working the first tilting passenger service for the class on June 14, 2004. CHRIS MILNER

…but GBRf trains on '325s'

THE protracted 'will they won't they?' debate over GB Railfreight's anticipated takeover of certain mail services took a major leap forward in June with the start of driver-training operations using Royal Mail-owned Class 325 EMUs.

A number of runs have been made between Willesden and Peterborough using set No. 325012, confirming that the two companies are close to an official announcement on whether GBRf will be taking over some of the payloads lost in controversial circumstances last year by EWS.

Initially, services are expected to operate between Shieldmuir and Willesden, but the only comment the firms will make is that negotiations are "ongoing". However, the fact that many of the 16 EMUs were moved between Willesden and Crewe IEMD by EWS for maintenance checks during June adds weight to the theory that a start date is imminent.

'Pendolino' tilts in service

TILTING electric trains in passenger service have started on the West Coast Main Line for the first time since the ill-fated Advanced Passenger Train project of the 1980s.

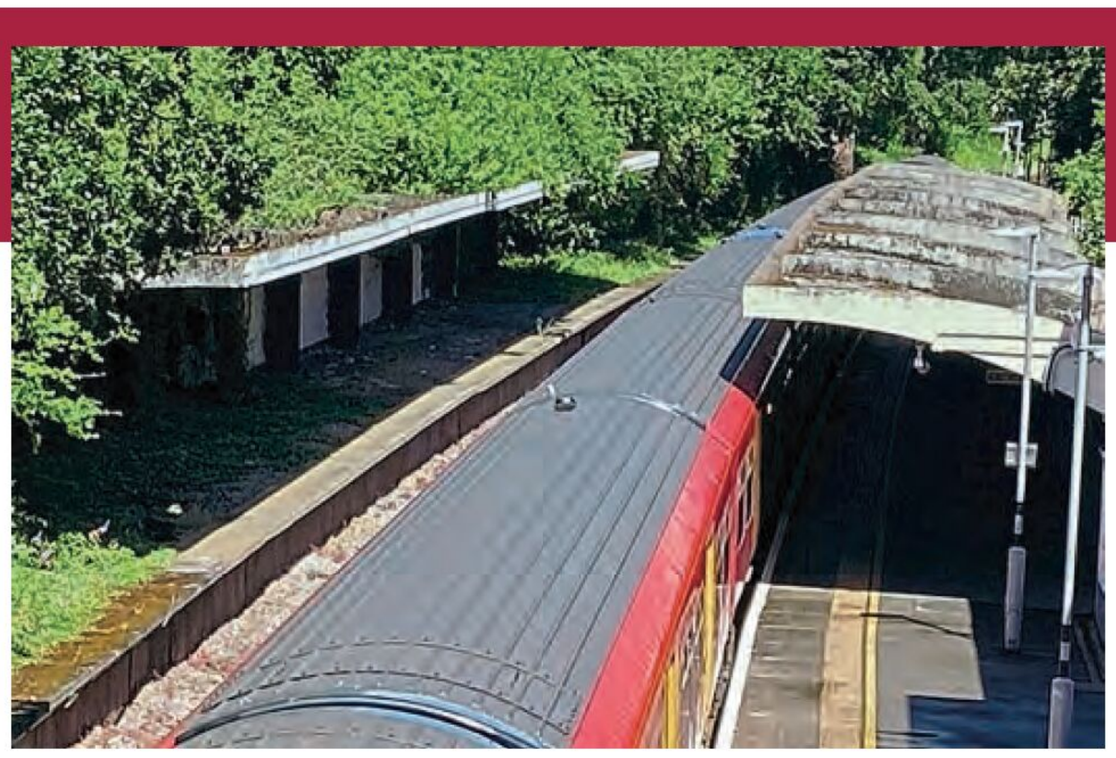
Following approval from the Railway Inspectorate, Virgin Trains' 09.52 Euston to Manchester on June 14, formed of set No. 390035 *City of Lancaster*, became the first 'Pendolino' to tilt with fare-paying passengers at 125mph. Passengers were each given a commemorative certificate.

The train arrived 12 minutes early and Chris Green, Virgin's chief executive, described the feat as "a milestone".

RCTS

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The RCTS: then and now



Chessington South on July 7 with 13.05 service to Waterloo about to depart formed of Class 455 units, and the unused Up platform on the left. KEITH MERRITT/RCTS

THE construction and development of the British railway network was well featured in the *Railway Observer* and, as late as 1938, the map was not yet finished as the Southern Railway suburban network was still under construction.

A new branch line through what was then countryside south of Wimbledon was opened in May 1938 and connected Chessington with the existing Raynes Park to Epsom line, joining at Motspur Park Junction (between Motspur Park and Worcester Park stations). Stations along the route are Motspur Park, Malden Manor, Tolworth, Chessington North and Chessington South. The line was electrified from the start and, apart from the later introduction of colour light signalling, little has changed today.

The Southern Railway civil engineers of the day described the construction as 'being built through undulating countryside'. How true this was, because in 1929 – when the construction was agreed by Parliament – the Surrey countryside started just to the south of Wimbledon, before the start of the 1930s house building programme that was eventually called suburbia.

This new build of houses reshaped areas such as Raynes Park, New Malden, Tolworth, Kingston and Stoneleigh, which were previously unconnected. In fact, it was the building of the Kingston Bypass (A3 road) that set the scene for the rapid transformation of the surrounding pastureland, to the all-familiar urbanisation we know today.

Once the railway had reached Chessington South, the foundations were laid for at least one mile beyond the station in preparation for the proposed extension to Leatherhead, which would complete another chapter in the Southern Railway's electrified suburban network. With the onset of the Second World War, however, all new schemes were put on hold to be reviewed after hostilities had ceased.

After the war, there was no money available for this project and the proposed route through to Leatherhead was never built. The former Up platform at Chessington South (which is where the line has always terminated) can still be seen today, constructed in readiness for the station becoming a through station.

The track was laid through the Up platform and electrified, although it has always been used as a siding. It is useful during times of disruption or stock changes or as a stabling point.

It is interesting to note that the proposed route through to Leatherhead was not built on until the 1980s, with part of the old formation now occupied by the Surrey section of the M25 motorway.

The stations along the route to Chessington South were modelled on typical 1930s Southern Railway construction (including lift shafts that were never used), and they were completed ahead of schedule. In the 1930s, the local Odeon cinema appeared much the same as the nearby station. Many of our suburban stations built by the former Southern Railway retain this integrated look to this day, or hints of it at least.

The train service frequency has always been based on two trains per hour from Waterloo, with morning and evening peak additionals. Signalling was controlled from Motspur Park 'box, then from April 1991 it was transferred to the new Wimbledon Area Signalling Centre.

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


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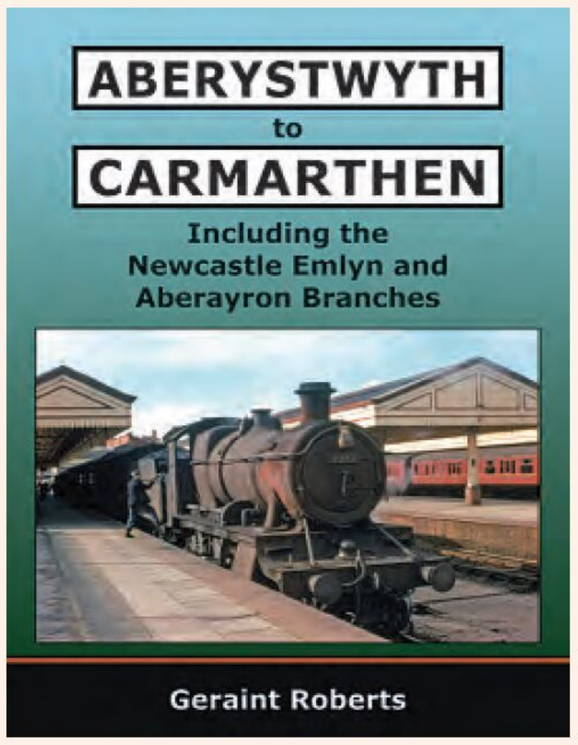
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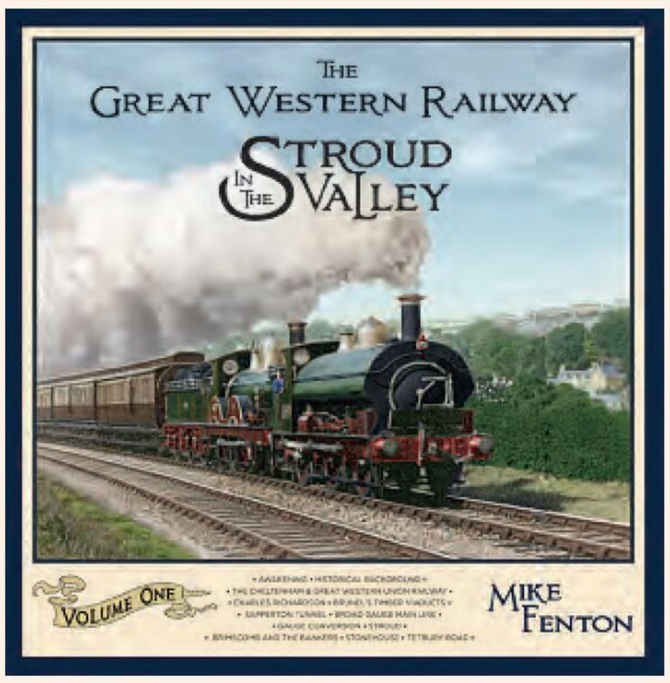
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In terms of railway use, a journey from Aberystwyth south involves a lengthy detour via Shrewsbury. Once there was a direct route – although 'direct' would be perhaps a flattering description. Like many of Britain's railways, it evolved haphazardly, depending on funding, topography and land purchase. What for most of the twentieth century was referred to as the Aberystwyth to Carmarthen railway, was created by the endeavour of three companies that culminated in a network consisting of one line between the two towns, and two quiet branches to Newcastle Emlyn and Aberayron (Aberaeron). Even under the dreaded Beeching axe (aided and abetted by the elements), the line did not go quietly, and part of it was used for dairy and other goods traffic until 1973.







The Great Western Railway in the Stroud Valley

Volume One Mike Fenton

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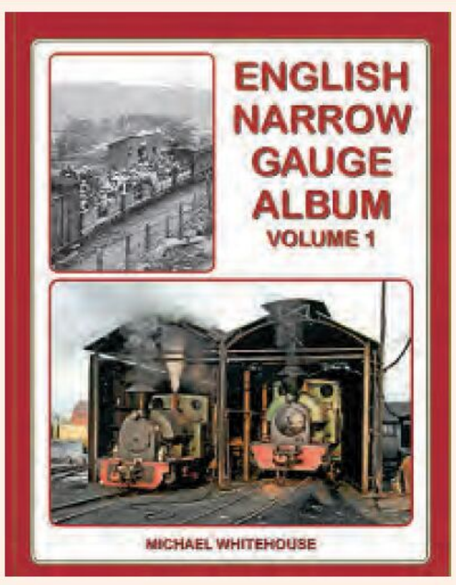
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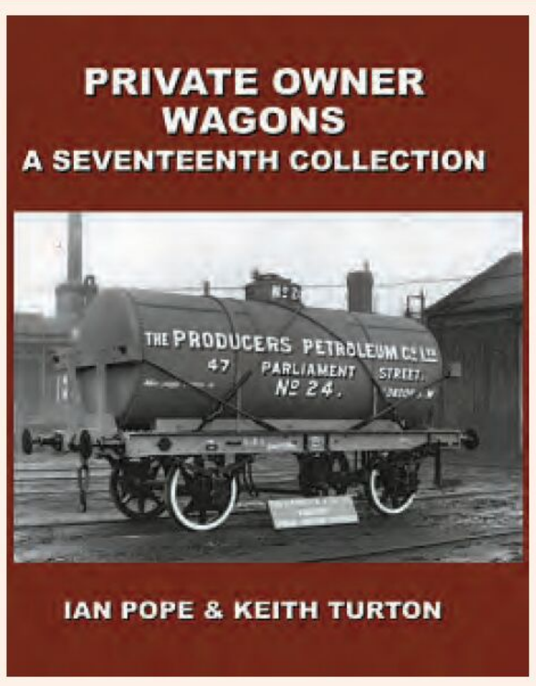
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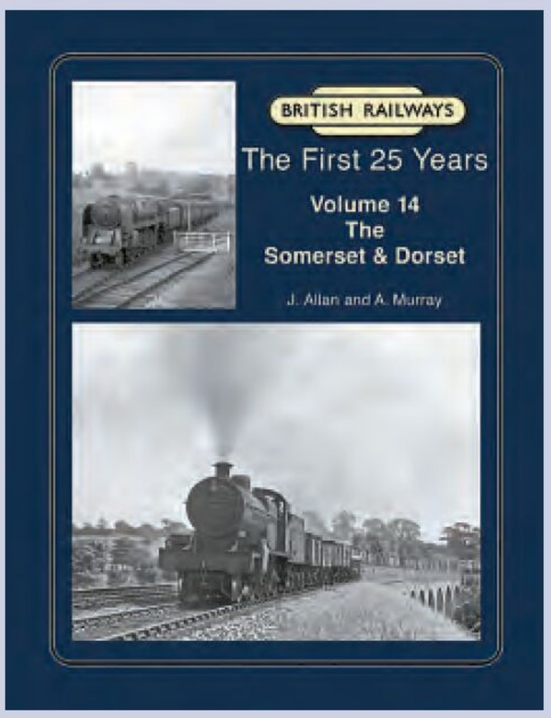
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British Railways The First 25 Years

Volume 14: The Somerset & Dorset

J. Allan & A. Murray

The fourteenth in the series of books depicting the first 25 years of British Railways, this is the first volume to concentrate on a single line. It covers the Somerset & Dorset, which captured the imagination of enthusiasts out of all proportion to its size and importance, and achieved cult status. Most attention was on the 26¼ miles between Bath and Evercreech Junction. In contrast, the line south of Templecombe to Bournemouth was very much a poor relation with enthusiasts. Except for summer Saturdays, when through holiday trains ran, the Somerset & Dorset was essentially a secondary line with a fair amount of goods and coal traffic on the northern section. We hope to have struck a reasonable balance between the two aspects of this rather Jekyll and Hyde line. Our journey begins at Bournemouth West, joining the L&SWR main line at Branksome, passing through Poole and heading north to Broadstone Junction. Here, the Somerset & Dorset's own metals commenced and we head then to Blandford Forum to reach Templecombe, where the Somerset & Dorset passed beneath the L&SWR main line to the West Country. S&D trains used a platform in the L&SWR station, requiring some unusual shunting manoeuvres that kept enthusiasts entertained right up until closure. After visiting the engine shed, we leave Templecombe and continue northwards to Evercreech Junction, from where we travel along the branch to Highbridge and Burnham-on-Sea and from Glastonbury to Wells. We then resume the journey north from Evercreech Junction over the steep climb to Masbury to finally reach Bath after a journey of 71½ miles, passing over the GWR London to Bristol line before arriving at Green Park station, where we also visit the Somerset & Dorset's principal engine shed. For the first half of the 20th century, Midland Railway designs provided the bulk of the motive power with Class '2P' 4-4-0s, 0-4-4Ts, '3F' and '4F' 0-6-0s, and '3F' 0-6-0Ts the mainstays, together with the Somerset & Dorset's own iconic '7F' 2-8-0s. After 1930, LM&SR versions of the Midland Railway types arrived together with a handful of Stanier Class '5' 4-6-0s. In the early 1950s came Ivatt Class '2' 2-6-2Ts and for a short time, SR Bulleid Pacifics, before the first of several classes of BR 'Standards' arrived, culminating in the use of '9F' 2-10-0s in the summers of 1960-62; ex-GWR '2251' 0-6-0s and pannier tanks appeared after the Western Region takeover in 1958 but after through services ended in 1962, 'Standard' Class '4' 2-6-4Ts and Ivatt 2-6-2Ts saw out the final years until closure in March 1966.

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1
2

1
DOCKS 'TUG': GBRf Class 60 No. 60047 *Robert Owen* (still in former owner Colas Rail's livery) crosses the swing bridge at Preston Marina on July 14, heading back up the docks branch after visiting the Ribble Steam Railway with UK Railtours' 'North West Freighter' from Watford Junction. No. 57306 was on the rear of the train. STEVE SIENKIEWICZ

2
NEWQUAY HST: With the booked Class 150 unavailable on July 16, its Newquay branch diagram was covered by a 'Castle' HST set with power cars Nos. 43186/43187, which is seen crossing the old A30 at Goss Moor (west of Roche) with 2C09, the 09.15 Newquay to Penzance. JON HIRD

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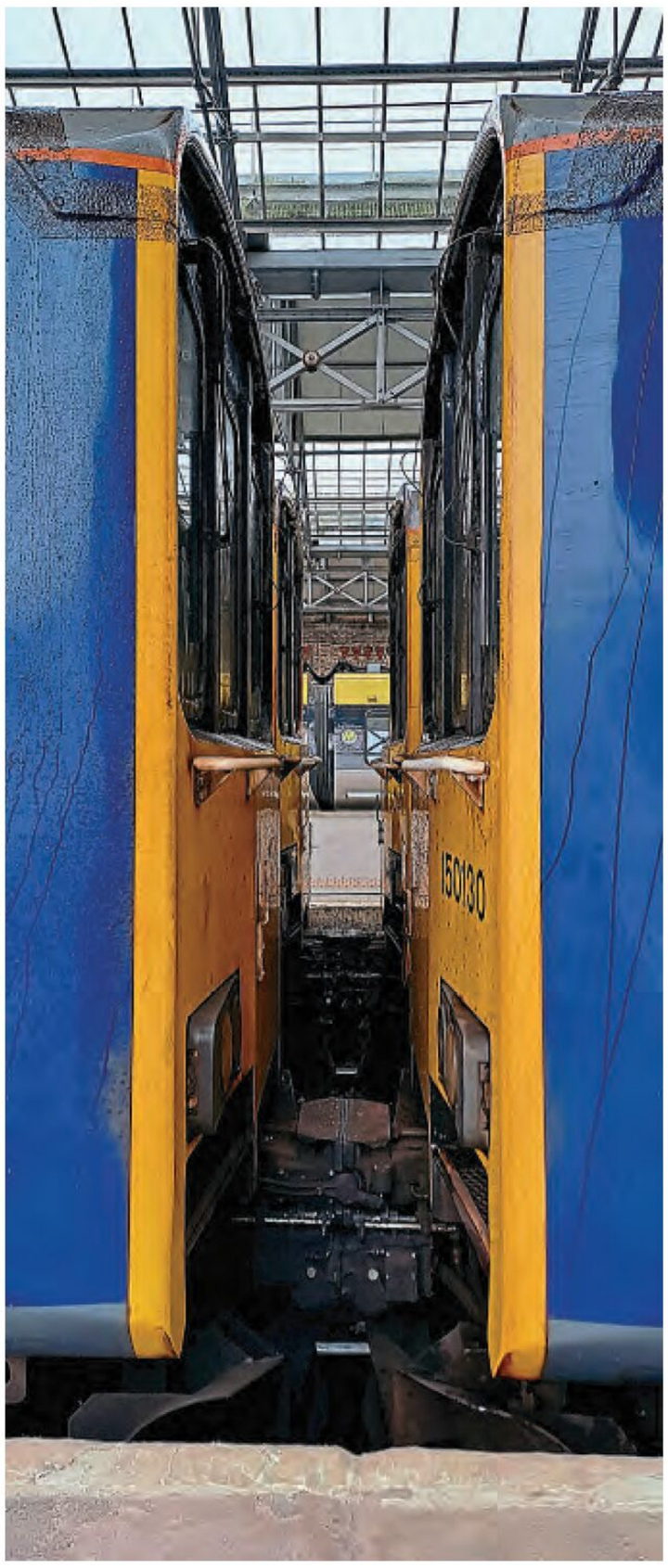
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1
MOOR STREET VIEW: Neatly framed by the roof and canopies at Birmingham Moor Street on June 16, are Chiltern units Nos. 165031+165033 with the 10.37 (1D37) service from Marylebone, and No. 168106 forming the 12.37 (1H45) to Marylebone. The disused Platform 5 at Birmingham Moor Street was famously home to GWR '2884' Class 2-8-0 No. 2885 from 2003-2013, the loco now being restored at nearby Tyseley Locomotive Works. JOHN BINCH

2
SOLO 'NETWORKER': Southeastern's two-car Class 466 'Networker' EMUs have not been permitted to run singly in passenger service since 2021 as they only have one, non-wheelchair accessible, toilet on board – hence they are normally paired up with a Class 465 that does have accessible facilities. Therefore solo shots are now rare, but on June 20 an unidentified '466' was captured near Rippers Cross (between Ashford and Pluckley) forming the 13.04 empty stock move from Ashford Down Sidings to Slade Green Depot. DAVID STAINES

3
SLAB ENDS: Class 150s are now amongst the oldest trains still running in everyday service, dating back four decades to the mid-1980s. Pictured neatly lined up at Southport on June 24 were these non-gangwayed Class 150/1 pairs Nos. 150128+150130 (nearest the camera) and Nos. 150144+150143, with an unidentified Merseyrail Class 777 EMU behind. PHIL WALLIS

4
RAF ON THE TYNE: Viewed from Gateshead Quays, Northern DMU No. 156480 (in the RAF livery) crosses the High Level Bridge over the Tyne on its way to Newcastle Central station on July 6. JAMES GROUNDWATER





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TRACKRECORD

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'WESTERN' ON THE FRONT
WR diesel-hydraulic No. D1062 *Western Courier* crosses Oldbury Viaduct with the 15.35 ex-Bridgnorth during the Severn Valley Railway's 1940s Weekend on Saturday, July 6. KEVIN WHITEHURST

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Compiled by **Gareth Evans**

SIDELINES

'Duke' on course

THE overhaul of No. 71000 *Duke of Gloucester* for main line operation continues to progress at Tyseley Locomotive Works – the outstanding work being mainly labour. It is hoped the Pacific will be complete by the end of September, when it is planned to move the loco to the to the Severn Valley Railway for a month to check all is well. No. 71000 will then head to Crewe to carry out a number of loaded test runs, followed by painting at Crewe, which is planned for late November.

Brewery service

CAMBRIAN Heritage Railways is operating its 'Brewery Service' trains on Saturday evenings this summer, until September 7, connecting Oswestry with the Stonehouse Brewery, adjacent to Weston Wharf station. Stonehouse produces its own real ale, gin, cider, whisky and vodka, as well as offering a selection of food. Trains depart Oswestry station at: 17.30, 18.00 and 18.30. The last train back from Weston Wharf leaves at 20.30. Adult return fares for the service cost £6, which can be purchased from Oswestry station on the evening. Rover tickets bought for daytime journeys are also valid on the evening services.

Management confirmed

TWO heritage lines have appointed senior leaders who have hitherto performed their respective roles on an interim basis. The North Yorkshire Moors Railway (NYMR) Trust Board announced the appointment of Laura Strangeway as chief executive officer of the NYMR after performing the role of acting CEO since the resignation of Chris Price in 2023. Meanwhile, Graham Hukins has been appointed general manager of the North Norfolk Railway. The line's managing director, Hugh Harkett, has retired after 17 years in the role.

Roof repair appeal

THE Midland Railway – Butterley is seeking to raise £40,000 to repair the roof and guttering on its main exhibition hall, the Matthew Kirtley Building. Donations can be made online at gofund.me/8ffc70a4. Currently closed to visitors, it is hoped the building will reopen to the public by spring 2025.

Reunification plan awaits local authority approval

Revised proposals for Great Central Railway reconstruction in Loughborough.

THE project to reunify the surviving Leicestershire and Nottinghamshire sections of the Great Central Railway (GCR) has reached its latest milestone after a planning application was submitted to Charnwood Borough Council.

Three parts of the scheme have already been completed and millions of pounds raised, but planning permission is required to construct further phases.

It was initially planned to reinstate the lengthy section of missing embankment. However, rail designers Cass Hayward were asked to look again at the section north of the canal bridge and a revised scheme has now been developed.

Working from south (GCR Loughborough station) to north, the Reunification project will see double track head over the canal bridge for a distance of approximately 80 metres. It will be an on an embankment, where the ground level is relatively high and while there is a decent width of land available, it will have steep sides.

Next comes a new metal span, single track bridge across the Sever Trent culvert and sewer, enabling the utility to continue accessing its infrastructure below.

Revised civil engineering

After that comes the big change – a 200 metre viaduct comprising 20 metre concrete spans supported on pillars. This will require far less piling and rather than being a solid wall of infill, it should be better visually. The formation will be moved eight metres away from the Preci-Spark factory and by using continuous welded rail, vibrations in the factory will be reduced. Furthermore, it should be cheaper and simpler to build without disturbing migration routes for wildlife.

As the route heads north towards Railway Terrace, the track will climb while the height of the local ground falls. At the end of the viaduct the line will cross Railway Terrace at the correct height (5.3 metres). Then a concrete viaduct will take over again to cross the Preci-Spark car park before reaching the Midland Main Line (MML) bridge.

Railway Terrace and the car park crossing are what the GCR has referred to as the Factory Flyover. The entirety of the new structure has been designed as one in order to look more appealing visually.

That does not mean Factory Flyover will not still appear first – it will come down to finance and the most sensible and effective way to spend available funds.

The Reunification project was kick-started by acquiring two redundant bridge decks as Network Rail (NR) remodelled Reading station. It was initially hoped to use them across the MML but when plans changed, they were retained in case they had a future use. Unfortunately, they do not fit with the new proposals and would need expensive alteration – to the point where it will be more prudent to purchase new spans.

The decks will be disposed of – but GCR is keen to stress that the project would not be where it is now if the bridge components had not been generously donated by NR and brought to site all those years ago.

The full planning application is now online at Charnwood Borough Council's planning explorer. Navigate to www.charnwood.gov.uk and click on the planning portal button and search for application P/24/10782/2.

A planning consultant has led the GCR through the process with many experts contributing reports. Stakeholders and neighbours have been approached.

Next steps

While it is expected that the determination will take several months, the GCR plans to forge ahead with further technical surveys on the route of the reinstated railway. These will assist in turning the designs into engineering documents, helping to get the next phases 'shovel ready' as soon as possible.

Since showcasing new plans for the proposed railway link in April 2024, an additional £50,000 has been raised by supporters towards the next phase of work.

Donations can be made online at gcrailway.co.uk/unify or by post with a cheque made payable to 'David Clarke Railway Trust' marked 'Reunification' on the back. Cheques can be sent to Lovatt House, 3 Wharncliffe Road, Loughborough, Leicestershire LE11 1SL.



LBSCR 'H2' Atlantic No. 32424 *Beachy Head* is seen hauling a test train near Horsted Keynes on the Bluebell Railway on July 9. CHRIS LIVINGS

New-build Atlantic to be launched into Bluebell traffic

THE entry into public service of new-build Atlantic No. 32424 *Beachy Head* is to be marked at the Bluebell Railway on August 24-26, with a celebration of locomotives associated with Brighton Works.

While the 4-4-2 is Britain's newest standard gauge steam locomotive, the original 'H2' of the same name was constructed at Brighton Works in 1911, withdrawn and scrapped in 1958.

Other performers during the event are due to include SR Bulleid Pacific No. 34059 *Sir Archibald Sinclair*, constructed at Brighton in 1947, which recently returned to service after overhaul; 'Terrier' 0-6-0T No. 72 *Fenchurch*, built at Brighton in 1872; and BR '4MT' 2-6-4T No. 80151, representing the final design to be constructed at Brighton Works, which was completed in 1957.

A special timetable will be in operation throughout the three-day event – and the railway said in a statement that it expected there to be a "a surprise or two."

'JUBILEE' IN THE PEAK DISTRICT: LMS 4-6-0 No. 45596 *Bahamas* approaches Darley Dale with a Peak Rail service on July 6. The 'Jubilee' is to star in the line's August 10/11 steam gala. ALAN WEAVER

Blue Peter is back on the main line!

WELL-WISHERS gathered at London King's Cross station on Saturday, July 13, to watch the rededication of No. 60532 *Blue Peter* following a seven-year extensive overhaul.

After the ceremony, the 'A2' Pacific hauled a private train to York for invited guests and trustees of the Royal Scot Locomotive and General Trust, which owns the loco – the trip being to celebrate the 4-6-2's return to full mainline operations.

Chairman and founder of Royal Scot Locomotive & General Trust, Jeremy Hosking, said: "Today marks the return to mainline service after a 22-year absence of No. 60532 *Blue Peter*, one of the most powerful steam locos ever built in this country. I would like to thank my fellow trustees for bringing this seven-year, £5 million, project to completion, and to our engineering colleagues at Crewe.

"All of us are also indebted to the Drury family, who rescued *Blue Peter* from the scrapman's torch in 1968."



No. 60532 *Blue Peter* departs King's Cross station following its ceremonial rededication on July 13, with a private train bound for York. JACK BOSKETT

Help SVR '8F' return to steam

THE Stanier 8F Locomotive Society, owner of Severn Valley Railway-based '8F' No. 48773 is looking to recruit new members to take an active part in the organisation.

Following a successful initial series of 'Meet the Engine' events held in the Engine House at Highley, on the SVR, the footplate of No. 48773 will again be open to visitors on August 10/11, September 21/22 and on October 19/20. Visitors will have the opportunity to talk to existing Society volunteers.

Opportunities

The 2-8-0 has been awaiting overhaul since 2008. The Society is intending to return it to working order, but to do that it needs to increase the active membership, especially in the younger adult age group. To enable interested members to make a practical and worthwhile contribution to the future of No. 48773, several opportunities will be available to serve on the Board of the Society.

Discounted membership fees will again be available to visitors on the day and junior membership fees are always available to applicants of up to 25 years of age.

Visit www.8fsociety.co.uk for more information.



SHED TAKES SHAPE: The construction of the Dan Do carriage shed at Abergwili Junction has been undertaken as a joint venture between the Welsh Railway Trust and the Gwili Railway Company. The doors have recently been fitted, along with glazing into the apex. Once complete in the autumn, one side of the building will house the railway's Mk.1 set, while the other road will be used to store a large part of an historic carriage collection. SIMON JONES/GR

Fourth 'Black Five' for Riley main line fleet

A QUARTET of 'Black Fives' is set to be operated by Riley & Son (E) Ltd, after agreement was reached with a preservation group to complete the restoration of a former Barry scrapyard resident.

LMS 4-6-0 No. 45163 will effectively become the fourth 'Black Five' in the fleet of the Lancashire-based engineer and main line operator, along with Ian Riley's own Nos. 45407 and 44871, plus No. 45212 which is on loan from the Keighley & Worth Valley Railway.

Owning group 45163 Ltd, which has been restoring the Stanier loco from scrapyard condition at the Colne Valley Railway (CVR) in Essex, has signed an agreement with Riley & Son (E) Ltd that will see the loco return to Network Rail metals in 2027. The deal has been prompted by the increasing age profile of the group's membership and the desire to see the locomotive run again in a short timescale.

Under the deal, 45163 Ltd will retain ownership of the engine which has been in its hands for over 30 years, but Riley & Son (E) Ltd will complete its restoration – and pay for the fitting of air-braking and main line electronic equipment – in return for the long-term loan of the locomotive.

The hire agreement will run for 23 years, with an option to extend it to 25 years, and will end with the return of the locomotive to 45163 Ltd in working order. Provision has also been made for it to visit preserved lines, including the CVR and the West Somerset Railway.

The first parts of the '5MT' are due to be moved north to the works of Riley & Son (E) Ltd at the beginning of September, while 45163 Ltd volunteers will continue work on the remaining components at the CVR.

Gearing up for gala season

Visiting locos set to provide variety at a host of heritage line enthusiast events.

WITH the end of the peak summer operating period on the horizon, several heritage railway venues are preparing themselves for the traditional autumn gala season.

Two visiting main line steam locos are to be among the attractions at the **Pontypool & Blaenavon Railway's** September 13-15 Annual Steam Gala.

Bodmin Railway's GWR '4575' 2-6-2T No. 5552 is due to operate alongside the Keighley & Worth Valley Railway's BR '2MT' No. 41241. They will be joined by three resident locos – Hunslet 0-6-0ST *Jessie* and Hudswell Clarke 0-6-0T No. 1857 and Barclay 0-4-0ST 'Caledonian Works'.

An extensive passenger timetable will be supplemented by the demonstration coal train in operation, plus static locomotive displays in the car park, and driver for a tenner.

The following weekend, No. 41241 is booked to head east to star in **Didcot Railway Centre's** September 20-22 Autumn Steam Gala, alongside fellow BR Ivatt 2-6-2T No. 41312, which is visiting from the Watercress Line.

The '2MTs' are due to be in steam alongside resident Large Prairie No. 4144 and 0-4-0ST No. 1340 *Trojan*.

In addition to passenger trains, the event will feature the rare chance to ride on the centre's Wickham trolley, goods workings, and demonstrations of the 70ft turntable traverser and loco coaling process.

Visitors will also be able to see Didcot's original 50 ton hoist in use – booking for which is essential due to limited spaces.

Midland and Western Region motive power will form the core of the **Severn Valley Railway's** September 19-22 Autumn Steam Gala line-up. LMS 'Jubilee' No. 45596 *Bahamas* and LMS Mogul No. 13268 are set to join GWR 'Saint' No. 2999 *Lady of Legend*, GWR 'Hall' No. 4930 *Hagley Hall*, GWR 0-6-0PT No. 7714 and BR 'Standard' No. 75069 in action at the gala. Early morning and late evening services, plus non stop expresses, goods trains and double-headers are due to feature in the event.

More at the Moors

Didcot's No. 4079 *Pendennis Castle* is to make its debut on the **North Yorkshire Moors Railway** (NYMR) during the line's September 26-29 Annual Steam Gala.

Returning to the NYMR as a guest is No. 2253 *Omaha* courtesy of the Dartmouth Steam Railway and Peter Best. At least one further visiting locomotive is expected to be added to the roster.

Resident performers are expected to include BR '9F' No. 92134, SR 'Schools' No. 926 *Repton*, BR '4MT' 2-6-4T No. 80136, 'J27' 0-6-0 No. 65894, Lambton 0-6-2T No. 29 and Cockerill 0-4-0VBT No. 8 *Lucie* – plus 'Black Fives' Nos. 44806 and No. 5428 *Eric Treacy*.

Saturday, September 28, will see the **Gwili Railway** host its Autumn gala, which is due to feature GWR 0-6-0PT No. 6430 in action alongside 0-6-0ST No. 47 *Moorbarrow* and Class 03 diesel No. D2178.

Members of the public will have the opportunity to buy footplate ride passes for the two steam locos.

Other attractions will include classic bike displays, demonstration goods trains, on-train bar, barbecue, craft stalls, miniature railway and trade and display stands from railway societies and groups. Evening journeys will include the option to purchase fish and chips in advance.

The **Great Central Railway** has confirmed it plans to hold its Autumn Steam Gala on October 3-6. The event will feature an intensive passenger and freight timetable with visiting locomotives. Further details are set to be announced.

The **Keighley & Worth Valley Railway** is set to run its Autumn Steam Up on October 4-6. More information is to be announced in due course, including confirmed home fleet and guest locomotives. At the time of writing, the line-up is due to include 'Jubilee' No. 45596 *Bahamas*.

Britain's oldest working standard gauge steam loco, Furness Railway No. 20 is now confirmed to be joining the roster at the **East Lancs Railway's** October 11-13 Autumn Steam Gala.

The 0-4-0 will join the previously announced guest loco, NYMR-based BR '9F' No. 92134, as well as members of the home fleet.

The weekend will see an intensive, all-steam timetable with attractions including express and goods trains, shunting demonstrations and brake van rides.

At the opposite end of the country on the same weekend, Gresley 'A4' No. 60007 *Sir Nigel Gresley* is booked to star in the **Bluebell Railway's** Giants of Steam Gala.

Meanwhile, the **Swanage Railway** has announced it plans to hold its Autumn Steam Gala on October 25-27, but further details remained to be confirmed at the time of writing.



Visiting from Didcot Railway Centre, GWR 2-6-2T No. 4144 arrives at Groombridge with the 10.00 from Tunbridge Wells West during the Spa Valley Railway's Summer Steam Weekend on July 14. NICK GILLIAM

Impressive summer steam selection on the roster at Spa Valley Railway

VARIETY has not been in short supply at the Spa Valley Railway this summer, with the line operating several steam locomotives visiting from elsewhere and those resident at Tunbridge Wells West (TWW).

In recent weeks the line has welcomed GWR Large Prairie No. 4144 courtesy of the Great Western Society, which was rostered alongside Caledonian 0-6-0 No. 828 during the line's July 13-14 Summer Steam Weekend. Southern Locomotives Limited-owned Bulleid Pacifics No. 34072 *257 Squadron* and No. 34053 *Sir Keith Park*, both of which are now resident on the line, were displayed in the yard of the former BR 75F shed at TWW.

In the coming weeks, two 'Caley' locos are to be reunited at 75F – when Scottish Railway Preservation Society-owned 0-4-4T No. 55189 will visit to help mark the 125th anniversary of No. 828 on August 30/31 and September 7/8.

Three in steam for Mid-Norfolk gala

AFTER an absence of several years, a steam gala returned in style to the Mid-Norfolk Railway (MNR) on June 28-30 – the event featuring three former BR locomotives.

Resident BR '4MT' 2-6-4T No. 80078 was joined by Southern Locomotives Limited's Spa Valley Railway-based 'Battle of Britain' Pacific No. 34072 *257 Squadron* and Didcot's GWR Large Prairie No. 4144.

For the first time in the history of the MNR, two trains were operated using matching maroon vacuum braked Mk.1 and Mk. 2 carriages.

Another feature of the gala was a return of steam-hauled trains heading north towards Hoe crossing and County School. This extra service added more than two miles to the round trips and followed work by the MNR's Permanent Way team which had brought this section of track back into service.

In addition to the gala, the event on the Sunday also included trains stopping at the privately owned Hardingham station, which allowed travel from Wymondham, Dereham and the surrounding area, to visit the traditional summer fete held annually in the village.

On arrival at Hardingham, passengers were met by the station owner and MNR member Nigel Teulon in his role as station master, before boarding a preserved 1980s Van Hool Alizee T8-bodied Volvo B10M touring coach which was operating a shuttle service to the village fete.

The MNR said planning for next year's steam gala is under way.



SR 'Battle of Britain' Pacific No. 34072 *257 Squadron* is seen at Wymondham loop on June 30. PETER SINGLEHURST/MNR

Tender and motion progress for new 'P2' locomotive

THE construction of the new-build 'P2' by the A1 Steam Locomotive Trust (A1SLT) has taken two key steps towards completion, after milestones were reached on both the tender and the valve gear.

In late June, the tender frames for 'P2' No. 2007 *Prince of Wales*, which have been manufactured off site, were delivered to the A1SLT's Darlington Locomotive Works (DLW). The completed frames were dispatched from Ian Howitt's works in Wakefield on June 12, for final gritblasting, preparation and painting in primer. This was undertaken at a specialist contractor DLW to save mess and cost and the process was complete on Wednesday, June 19.

The frames were delivered to DLW two days later, signifying a major milestone in the project to build the 2-8-2. Further fitting out will be required for pipework and conduits, with discussions around European Train Control Systems (ETCS) requirements ongoing. The tender tank – delivered in 2020 – will be fixed to the frames as the tender takes shape. The tender wheelsets also require balancing but can be trial fitted before that occurs.

Of the £450,000 required to finish the tender, so far over £250,000 has been spent, with around half of that being raised by the dedicated fundraising effort of The Tender Club. The remainder has been funded by regular 'P2' donations, which A1SLT said diverts spend away from other areas of the project and affects the rate of the build. With work still required to attach the tank to the frames, affix piping and electricals and balance the wheels, support from well wishers is still required.

Meanwhile, just two months after its launch, the Valve Gear Club has raised over £50,000. Reaching this initial milestone enables work on manufacturing drawings to be finalised and the production of a prototype and test rig to prove the technology, before it is fitted to No. 2007.

The A1SLT said achieving this fundraising milestone so quickly is significant as it allows this aspect of the build to gain momentum. However, a further £250,000 is required to complete the valve gear for all three cylinders.

The design and manufacture of the unique cylinder monobloc, delivered to DLW in autumn 2023, was the first step towards building the powerhouse of the 'P2'. With that work complete, attention has turned to the other side of that same coin – the valve gear. No. 2007 will be fitted with rotary cam, Lentz-Franklin poppet valve gear.

The Valve Gear Club seeks to raise these funds through donations of £1000 in a lump sum or smaller instalments.

Visit www.a1steam.com for details.

South Devon launches freight train experience

PASSENGERS on the South Devon Railway (SDR) can enjoy a wholly different perspective of the line this summer and autumn, by travelling on the veranda of a brake van on a demonstration goods train.

Marketed as the Freight Train Experience, it includes a return trip between Buckfastleigh and Totnes behind a steam or diesel locomotive, with passengers travelling on the open veranda of a 1930s 'Toad' or 1950s 'Shark', providing unrivalled views of the countryside and railway.

On one leg of the journey, participants will be at the rear of the train and on the other, directly behind the loco.

While some undercover space is available, the best experience can be achieved by standing on the open veranda, so passengers are advised to dress accordingly.

The fare is £29 per person and the ticket includes unlimited travel on other SDR passenger services during the day.

Steam is booked to run on August 18, September 22 and October 20, while diesel is allocated to August 11 and October 13.

Due to occasional rough movements, this experience is not recommended for young children or the infirm. Children under the age of 16 must be accompanied by an adult.

Visit www.southdevonrailway.co.uk/freight-train-experience/ for details.



TAKING SHAPE: The overhaul of BR '5MT' No. 73050 *City of Peterborough* continues to progress at the Nene Valley Railway. The cab has been temporarily fitted and more pipework paths established. While the upper slidebar shimming on both sides has been fitted for some time, the fit has recently been confirmed by running taught wire through the centre of the cylinders and checking that the slidebars are parallel to the wire. A start has also been made on fitting controls back to the driver's pedestal. The 4-6-0 is seen inside Wansford workshop on July 11. GARETH EVANS

SIDELINES

Cheltenham back at NRM

SR 'School's No. 30925 *Cheltenham* returned to the National Railway Museum (NRM) at York on June 24, after being on loan to the Mid-Hants Railway (MHR) since 2010. The 4-4-0 was withdrawn from traffic at the end of 2022 following the expiry of its boiler certificate. With the current list of projects, the MHR decided it was unlikely to be able to commit to do anything with *Cheltenham* for several years – and in the absence of covered accommodation, it was agreed the best outcome for the loco was for it to be displayed at York. No. 30925 remains on the NRM's list of locomotives which could potentially operate.

Oswestry renovation

CONSENT has been given to repair the Grade II listed former Cambrian Railways Company headquarters building at Oswestry station, part of which is used by Cambrian Heritage Railways. Approving the repairs, a Shropshire Council planning officer said the work was necessary to secure the long-term preservation of the building. The asbestos roof tiles will be replaced with Welsh slate, the guttering will be fixed and repainting will also be carried out. Shropshire Council will spend £270,000 on the project with the remaining £630,000 coming from Government funding. Work is expected to be completed before March 2025.

Crossing upgrade required

OPERATION of the Middleton Railway's Balm Road branch has ceased for the foreseeable future, pending the upgrading of level crossing equipment. The branch crosses Moor Road, an important access route to the M621 motorway. The railway was previously permitted to operate six days per annum on the Balm Road branch using red flags. While updating its risk assessment for the crossing, it has been identified that modern 'wig wag' lights will be required to alert road users. The Middleton Railway Trust is looking into ways of raising funds to cover the cost of this work and allow the historic branch – which dates from 1881 – to be returned to use as soon as possible. The Trust said it will announce its intentions in due course.

DIARY

AUGUST
Until Aug 11 Peak Rail: *Bahamas* visits
Aug 6, 13, 20, 27 Isle of Wight Steam Railway: Fish & Chips Evenings
Aug 11 & 18 North Norfolk: Victorian Sundays
Aug 10-11 Battlefield Line: Models Weekend
Aug 10-11 Great Central: Railways at Work
Aug 10-11 Keighley & Worth Valley: Vintage Train
Aug 10-11 Peak Rail: Steam Gala
Aug 10-11 Severn Valley: Vintage Transport Extravaganza
Aug 11 East Anglian Railway Museum: Steam Day
Aug 11 Kent & East Sussex: Bus Rally
Aug 11 Lincolnshire Wolds Railway: Teddy Bears' Days
Aug 11 North Yorkshire Moors: Demonstration Goods Train
Aug 15 Mid-Norfolk: Dino Squad Express
Aug 17, 24-25 Churnet Valley: Murder Mystery Trains
Aug 17-18 Keighley & Worth Valley: Vintage Train
Aug 17 Llangollen Railway: Gin Train
Aug 18 East Anglian Railway Museum: Steam Day
Aug 23-26 Mid-Norfolk: Beer Festival
Aug 23-26 South Devon: Summer Rails & Ales
Aug 23-26 Isle of Wight Steam Railway: Island Steam Fair
Aug 24-25 Great Central: Vintage Vehicle Weekend
Aug 24-25 Severn Valley: Food & Craft Fayre
Aug 24-26 Aln Valley: Beer Festival
Aug 24-26 East Anglian Railway Museum: Days Out with Thomas
Aug 24-26 Peak Rail: Meet the Dinosaurs
Aug 24-Sep 1 North Norfolk: A Festival on Rails
Aug 25-26 Mid-Suffolk: Model Mania and Hornby Collectors' Day
Aug 25 North Yorkshire Moors: Demonstration Goods Train
Aug 25 Whitwell & Reepham: Bank Holiday Steam
Aug 26 Didcot: Paddington at Didcot
Aug 26-28 Epping Ongar: Peppa Pig & George
Aug 26-28 East Somerset: Teddy Bears' Picnic
Aug 31-Sep 1 Helston: Heritage Transport Weekend

SEPTEMBER
Sep 1 Epping Ongar: Autumn Bus Event

Scotsman at Locomotion

Famous 'A3' to offer rides and cab visits in County Durham this month.

LOCOMOTION at Shildon is hosting a six-week summer festival, which includes a four-week visit from 'A3' No. 60103 *Flying Scotsman*.

The Pacific was due to be at the National Collection's County Durham rail venue from July 20 until August 18, with the wider festival being held until September 1.

Flying Scotsman steam rides are available to book, including a cab ride experience, the chance to ride in a brake van hauled by the 4-6-2 and behind-the-scenes tours of the support coach.

Steam rides with a replica of the seminal Stephenson's *Rocket* or an '08' diesel shunter will also run, as well as an opportunity to view *Flying Scotsman* on static display and climb aboard the cab.

A 'Shildon-by-the-Sea' pop-up beach, street food stalls and a host of make-and-do kids' activities will also be on offer to guarantee an unmissable summer day out.

Lead sponsor Hornby will display a special model railway layout at the museum during the festival. Train operator CrossCountry has also sponsored the event.

The availability of experiences varies across the festival according to the date of visit. Free general admission booking is essential to guarantee entry. Full dates, details and booking details are available now on the Locomotion website at www.locomotion.org.uk.

Special curator-led evening tours of *Flying Scotsman* are also on offer, while photographers can beat the crowds with exclusive early access to the museum's exhibits.

Early-morning sessions for visitors with sensory needs who wish to explore the museum in a quieter environment are also available. Locomotion has recently been fitted with an accessible 'changing places' facility for visitors with additional access needs.

> "Without their tireless hard work and commitment, last year's centenary programme would not have been possible and the locomotive would not be in the condition it is today."

Operations

Northern Steam Operations Limited, run by Northern Steam Engineering Limited based in Stockton-on-Tees, has recently been selected as the new custodian of *Flying Scotsman*.

The contract will run until January 2032 and includes responsibility for maintenance and day-to-day operations, as well as provision for a future mechanical overhaul to enable the locomotive to continue operating on the main line rail network.

The successful bid from Northern Steam committed to frequent, shorter trips to enable more people to access *Flying Scotsman* without increasing the number of running days.

Judith McNicol, director of the National Railway Museum (NRM), said: "I would like to take this opportunity to thank the previous custodians, Riley & Son (E) Ltd for their efforts over the past decade. Without their tireless hard work and commitment, last year's centenary programme would not have been possible and the locomotive would not be in the condition it is today. I look forward to working with Northern Steam and the new team as we plan a calendar of activity for 2024 and beyond."

Representatives from Northern Steam and the NRM will spend the next few months developing a calendar of activity for the locomotive, with a mix of static display and operational trips at heritage lines and on the main line. The contract will see up to 30 days of static display, 15 heritage railway operating days and 20 main line excursion days per annum.

The competitive tender was administered online via the Science Museum Group's procurement team and received three completed bids, running from March 23 to April 18, with the award made on May 30, 2024.

The tender involved written responses followed by interviews and assessed factors such as prior experience, costs, the scope and nature of operational plans and proposed rail tours, as well as technical and conservation considerations.



BACK IN ACTION: LMS 'Jinty' 0-6-0T No. 16440 (47357) was relaunched into traffic at the Midland Railway – Butterley on June 29, when the venue's flagship '3F' hauled its first solo passenger trains in 16 years. It follows the completion of its overhaul, which has been undertaken by volunteers and external contractors over the past five years. No. 16440 is seen arriving at Swanwick Junction on the day of its relaunch. ALAN WEAVER



BR '2MT' 2-6-0s Nos. 46464 and 46512 *E.V. Cooper Engineer* arrive at Boat of Garten on the delayed 10.30 Aviemore to Broomhill service on June 22. GORDON KIRKBY

'Carmylie Pilot' returns to traffic at Strathspey Railway

AFTER an absence of more than 40 years, BR Ivatt Mogul No. 46464 'The Carmylie Pilot' has returned to service at the Strathspey Railway, following the completion of its overhaul.

The 'Mickey Mouse' has received an extensive renovation since the year 2000 when the loco's owning group, the 46464 The Carmyllie Pilot Company Ltd, took on the project following discussions with David Fraser, son of the late Ian Fraser, who bought the engine from BR service in 1966.

The engine never carried the name 'Carmyllie Pilot' – it was bestowed by locals as the loco ran from Arbroath to Carmyllie, among other routes.

No. 46464 was formally relaunched on Saturday, June 22. However, there was a last minute change of plans on the day regarding No. 46464's return to traffic. This was down to the fact that the line's sister loco, No. 46512, was declared a failure at Aviemore just prior to departure of the first service train of the day to Broomhill, with a failed super-heater element.

A quick repair job was carried out on No. 46512 at Aviemore shed to remove the defective element – which delayed No. 46512's planned departure at 10.30 and it was not until 11.40 that the train eventually departed.

The original plan was for No. 46464 to run light engine from Aviemore to Boat of Garten at 10.45 following behind the service train, but with the delay caused by the repairs to No. 46512 it was decided to double head the first service train of the day as far as Boat of Garten where No. 46464 was detached and prepared to haul its official return to service three-coach special for invited guests to travel on.

Susan McDonald and her older brother Arthur – grandchildren of Alexander (Sandy) Whyte, No. 46464's regular driver and good friend to Ian Fraser – carried out the unveiling of No. 46464's smokebox numberplate at the ceremony.

New Peterborough station plans progress

THE project to reconstruct the historic Wansford Road station building at the Nene Valley Railway's (NVR) Peterborough terminus has reached a key milestone.

The structure has now been dismantled and removed to a storage compound. The project is being carried out by the Wansford Road CIO (Charitable Incorporated Organisation) – whose prime purpose is to move, build and operate the gateway to both Railworld and NVR.

As previously reported, the former Wansford Road station was built in 1869 for the Stamford and Essendine Railway, which linked Stamford with Wansford on today's NVR, the station closed along with the route in 1929. Located in the path of a new dual carriageway on the A47 between the villages of Wansford and Sutton in Cambridgeshire, National Highways launched a project to save the station. The NVR and Railworld were awarded the future use of the building, which had to be dismantled and rebuilt elsewhere.

The first phase of reconstruction will see the re-creation of the station building, using, where possible, materials from the original structure. However, that will not be possible in some areas. For example, to meet modern building regulations, the walls will be of cavity construction with an outer skin to match to original appearance, but there will be insulation in the cavity and an inner skin of modern block.

The roof requires replacement slates because the existing ones have been refitted more than once and many of the fixing holes are enlarged beyond reuse. Once the shell of the building is complete and watertight, which it is hoped will be around Christmas this year, fitting out in early January will include the provision of a ticket counter, cafe and shop.

At the time of writing, an inspection report was awaited to confirm that the ground is free from contamination. Work can then get underway. Piles will be driven into the ground, before beams are fitted between the piles to underpin the building.

It has been decided to call the building Woodstone Wharf – the structure's original name having been deemed too confusing for the public who would inevitably mix it up with NVR's headquarters at Wansford. Furthermore, the NVR's signalbox at Peterborough already carries the name Woodstone Wharf, a reminder of the historic spelling of the local parish, which is today called Woodston.



'LANKY TANK' AT BURY: Lancashire & Yorkshire Radial Tank No. 1008 was moved from the National Railway Museum (NRM), York, to the Bury Transport Museum at the East Lancashire Railway (ELR) on July 1. The 2-4-2T joins other locos on loan from the National Collection, including 18in gauge LYR Horwich Works 0-4-0ST *Wren*, Stanier 2-6-4T 'Tilbury Tank' No. 2500; the L&Y dray – plus the recent addition of Hudswell Clarke 0-6-0T *Vesta* from the National Trust. The relocation of No. 1008 was the final piece of the jigsaw from the loan request from the National Collection. Subject to agreement with the NRM, it is hoped to display No. 1008 and other L&Y locos in an outdoor line-up later this this year, as part of an 'open day' at the museum Entry is free for visitors with an ELR day rover – tickets can also be purchased separately. JOHN SAGAR.

Compiled by **Gareth Evans**

Salop's Standard brake van restored

Van saved for preservation has been renovated by Cambrian Heritage Railways.

A BR Standard brake van that was visible from trains heading from Shrewsbury to Aberystwyth and Cardiff for many years, has been returned to its former glory at Cambrian Heritage Railways (CHR).

BR Standard 20 ton brake van No. B 955055 was stabled for several years at Coleham yard, Shrewsbury – now the depot for Network Rail's ERTMS-fitted Class 37s, designated Class 97/3s.

It is understood that the van derailed while it was operating with a ballast cleaner, so it was taken off train. It appears that a replacement buffer was fitted by a mobile fitter, but the van was never collected from Coleham yard. The van was secured for preservation at Oswestry in around 2007.

Restoration began several years ago with the dismantling of the plywood side panels, but work came to a halt, although it was stored undercover. It then became a receptacle for items which did not have a designated home.

Two years ago, the project was taken on by a team led by CHR volunteer John Bowen. Initial work involved clearing and establishing which of the stored items belonged to the van.

Turning to the body, the oak framework was stabilised and rotten feet renewed. The van was returned to its original condition with tongue and grooved timber side panels installed in place of the plywood that was fitted part-way through its main line career.



An interior view of No. B 955055. PHIL BRADLEY/CHR



BR Standard 20 ton brake van No. B 955055 has been restored to its former glory at Oswestry. PHIL BRADLEY/CHR

The metalwork including handrails and lamp brackets, which had been removed earlier, were cleaned and painted ready for refitting.

The interior of the van had previously been completely stripped out and thus new benches on either side of the vehicle had to be made, including lids which provide storage space underneath them.

An important detail touch on the van is the replica works plates produced by Tim Hobman, who trades as Handy Hobman. "The plates were cast in resin – nobody would know they are reproductions," said Alan Pitt, a CHR volunteer.

While a stove is to hand, a stove pipe needs to be sourced. There is currently no hole in the roof.

Before the van goes into general purpose use at CHR, some chassis work is required, including attention to the brake rigging – a task which should be much easier thanks to the recently constructed maintenance pit at Oswestry.

Mr Pitt added: "As an interesting aside, after I Googled 'brake van B955055' I discovered the vehicle had been produced as a model by Bachmann Branchline in 4mm scale, reference No. 37-536. A check of my BR Standard brake vans revealed that I had this model in my collection!"



Key point for saddle tank overhaul at Moor Road

New front frame stretcher fabricated for *Slough Estates No. 3* at Middleton Railway.

THE overhaul of Hudswell Clarke 0-6-0ST *Slough Estates No. 3* (1544/1924) at the Middleton Railway (MR) reached an important milestone on Wednesday, June 12, with the arrival of a new front frame stretcher.

The original frame stretcher was found to be badly cracked and known to be beyond repair when the locomotive was dismantled for overhaul in 2022. The new one has been fabricated by Northern Steam Services of Stockton, the same firm which is now the custodian of No. 60103 *Flying Scotsman* for the National Railway Museum.

The railway is looking towards preserving the front of the old frame stretcher, which has the name of the manufacturer cast in it.

MR Trust engineers are now working to fit the new stretcher, which will almost complete the chassis overhaul, which has seen attention to axle boxes, bearings and a general tidy up and a full repaint.

The final element of the overhaul will see refitting of the newly overhauled brake gear. New piston rings have also been manufactured in-house by the Trust's own engineers.

The locomotive's boiler has been found to be good for a further 10 years' service so retubing has now commenced, while the saddletank is receiving repairs to the bottom of both sides, a common area of corrosion.

Of the other locos resident on the line, Manning Wardle 0-6-0ST *Sir Berkeley* (1210/1890) is now in full working order and a regular performer. Its owner, the Vintage Carriages Trust, is looking towards possible hires during the season should there be interest.

Unique Hunslet 0-6-0ST *Brookes No. 1* (2387/1941) is also in full working order and takes its turn on passenger trains as required. The locomotive is the sole survivor of the 14in cylinder diameter standard range of Hunslet 0-6-0STs which culminated in the 18in version of which, *Jessie*, featured in last month's column was one.



The new frame stretcher for *Slough Estates No. 3* at Moor Road, with the old one in the background, showing the manufacturer's name cast into it. STEVE ROBERTS

Hawthorn Leslie 0-4-0ST No. 6 (3860/1935) for APCM Swanscombe Quarries is the other working industrial steam locomotive at the railway and is available for traffic as required.

The railway's fourth working steam loco is very much an honorary industrial, having been used on regular freight duties during the 1960s and 1970s. This is LNER class 'Y1/2' 0-4-0VBT No. 68153, built by Sentinel (8837/1933). Following its recent overhaul, the locomotive is available for traffic but is used on special occasions only due to its limited haulage capacity.

Austin 1 back in action

KITSON 0-6-0ST *Austin 1* (5459/1932) has recently returned to service following repairs at the Llangollen & Corwen Railway.

The loco starred in the opening of the line's new Corwen station in 2023, double heading a rake of Suburban coaches with 'Austerity' 0-6-0ST No. 68067 which was on hire from the Roger Hibbert Trust for the season.

Having suffered from a hot axle box during the Corwen opening, investigations revealed that the axle box mops were in poor condition and that one of the axle box crowns was cracked in half. The loco was lifted off its wheelsets and the machine shop team at Llangollen manufactured a new crown brass.

Reassembly and testing of *Austin 1* was completed in time for the April 12/13 Branch Line Gala. The loco worked to Llangollen Goods Junction with a brake van shuttle and made one journey to Berwyn with the 'Austerity'. *Austin 1* also worked a shuttle service from Llangollen to Goods Junction during the line's June 1/2 Diesel & Industrial Weekend.

The loco arrived at Oswestry on hire to Cambrian Heritage Railways on July 25. Details at https://cambrianrailways.com/

Tanfield gala comes up trumps!

BAGNALL 0-4-0ST *Hawarden* (2623/1940) starred in the Tanfield Railway's annual Legends of Industry gala, which took place on June 21-23.

Visiting from the Foxfield Railway, *Hawarden* was recently returned to full working order by owner Dave Scragg – and the loco proved to be a popular and strong performer during its time in the North East of England.



Visiting from the Foxfield Railway, Bagnall 0-4-0ST *Hawarden* hauls a mixed train during the Tanfield Railway's Legends of Industry event on June 22. DAVE HEWITT

In addition to *Hawarden*, five steam locos plus one diesel from the home fleet were also in use. The steam locos were Robert Stephenson & Hawthorn 0-4-0ST *Sir Cecil A Cochrane* (7409/1948), which operated with Hawthorn Leslie 0-4-0ST No. 2 (2859/1911) for most of the three days.

Both working Andrew Barclay locos were also in action – 0-6-0ST *Horden* (1015/1904) and 0-4-0ST *Stanley* (1659/1929), the latter a local, being built for East Tanfield Colliery, were joined by Tanfield's currently largest operating locomotive, NCB No. 49, an 'Austerity' 0-6-0ST.

No. 49 was built by RSH (7098/1943) for war service as No. WD75062 before being sold for colliery use and finally preserved in 1976.

Meanwhile, the overhaul of Robert Stephenson 0-6-0T *Twizell* (2730/1891) continues to progress. The chassis has been overhauled and awaits an overhauled boiler before being fully reassembled and hopefully an entry into service later in 2024.



NEXT CHAPTER: **R.W Hawthorn Leslie 0-4-0ST *Enterprise* (2009/1882) and Hudswell Clarke 0-6-0ST *Julia* (1682/1937) have recently both moved to a private site in Derbyshire for restoration to running order. Neither locomotive has steamed in preservation. Resident at Tanfield Railway until recently, *Enterprise* is the sole surviving example of the manufacturer R.W Hawthorn, forerunner of Hawthorn Leslie & Co, while *Julia* was previously based at Ruddington, Great Central Railway.** JOHN EASTWOOD



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Compiled by **Cliff Thomas**

SINGLE LINES

■ THE Alan Keef Ltd Open Day event is to be held on Saturday, September 28, at Lea, near, Ross-on-Wye, Herefordshire, HR9 7LQ between 11.00 and 16.30. Admission costs £8 for adults and £3 for children. Locos due to be in operation include Bagnall 0-4-0ST *Woto*, De Winton 0-4-0VBT replica *Taffy* and Kerr Stuart *Peter Pan*, which will take it in turns to haul the two restored ex-Dalmunzie Railway carriages. The two carriages will be joined by another newly restored wagon from the same collection and the original Dalmunzie locomotive which is awaiting restoration.

■ BARCLAY 0-6-0T No. 6 *Douglas* moved from the Talyllyn Railway to the Severn Valley Railway on July 15. No. 6 has been stored since the expiry of its boiler certificate earlier this year and it will remain at the Engine House in Highley until November. *Douglas* has been positioned alongside the SVR's WD 2-10-0 No. 600 *Gordon*. No. 6 is then due to be displayed at the November 23/24 National Festival of Railway Modelling at the National Exhibition Centre near Birmingham.

■ CROWLE Peatland Railway has acquired Hunslet Wagonmaster diesel No. LM336 from Bord na Mona. The 0-4-0 was displayed for the benefit of visitors attending the line's July 13-14 open event.

■ RAVENGLASS & Eskdale Railway's 0-4-2 tender loco *Bonnie Dundee* (currently on loan to the Cleethorpes Coast Light Railway) will visit Whistlestop Valley's (Kirklees Light Railway) September 7/8 gala.

■ AFTER many years out of service, the overhaul of Romney, Hythe & Dymchurch Railway's Davey Paxman 4-6-2 No. 8 *Hurricane* is now progressing. The frames returned to Romney on July 1, following work undertaken by a contractor. The boiler is at Casey Engineering where it is receiving a new barrel.

■ WELSHPOOL & Llanfair Light Railway's (W&LLR) S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn* has been undergoing final painting. As this issue went to press, reassembly, lining and fitting of works plates was due to take place for the locomotive's re-entry to traffic in August.

Falcons feature at TR gala

Talyllyn gala boosted by Corris loco exchange.

THE star of this year's Talyllyn Railway (TR) Anything Goes gala was the Corris Railway's (CR) new-build Falcon 0-4-2ST No. 10, which operated alongside the TR's former Corris Falcon 0-4-2ST No. 3 *Sir Haydn*.

This came after No. 3 returned to the Corris for the month of June, where it ran alongside No. 10. While *Sir Haydn*, a Talyllyn loco since 1951, has returned to its original line previously, this was the first time it had appeared with CR's new Falcon 0-4-2ST No. 10, in turn meaning it was the first time two 'Falcons' have run on the Corris trackbed between Corris station and Maespoeth Junction in over a century.

As part of the reciprocal move, No. 10 then followed its predecessor home to Tywyn in early July for a month-long visit to the TR, which began with a starring role at the July 6/7 Anything Goes gala.

The event provided an opportunity for the recently constructed No. 10 to be put through its paces on TR.

The CR currently runs for 1½ miles, while the TR is 7¼ miles. While the visit of the CR's first new-build, Tattoo No. 7 in 2011, revealed areas which needed improvements to enhance the loco's performance, by contrast Falcon No. 10 performed as expected, double heading with No. 3 throughout the Saturday and thus providing visitors with an opportunity to compare the differences between the two locomotives.

Sunday, July 7, saw No. 10 haul a works train under its own steam along the line, before an afternoon double header with 0-4-2T No. 7 *Tom Rolt*.

Adding to the CR element at the event, former Corris brake van No. 6 also made its debut at the gala following its rebuild at Stanegate Restorations. The vehicle arrived back in Tywyn during December 2023, since when it had been undergoing final finishing off including refitting and recommissioning the brake system, tasks which had to be fitted around other work.



Corris Railway No. 10 leads classmate No. 3 *Sir Haydn* at Ty Mawr Bridge during the Talyllyn Railway's Anything Goes gala on July 6. No. 7 *Tom Rolt* was at the rear. OWEN HAYWARD



BACK IN ACTION: **The Ffestiniog Railway's (FR) George England 0-4-0STT *Palmerston*, which arrived at Vale of Rheidol Railway in February, returned to steam at Aberystwyth in late July. The 1864-built loco is seen at Nantyronen on the morning of July 24, when it successfully completed a test run to Devil's Bridge. Two day later, the loco hauled the 12.15 service from Aberystwyth. It is rostered for the same diagram on Fridays throughout August – with limited seats available, advance booking is recommended. *Palmerston* is also due to be in action during the line's August 24-26 Steam Festival.** OWEN HAYWARD

More stock moves to Statfold Barn

TWO four-wheel coaches left the Old Kiln Light Railway on July 12, and were taken to Statfold Engineering following their purchase by a private owner.

The vehicles were originally built at the Mill Rythe Workshop of the East Hayling Light Railway, predecessor to the Hayling Seaside Railway which now runs on the seafront of Hayling Island.

No. 4 (originally named *Marilyn*) was constructed in 1992 with the body subsequently rebuilt after 2004 when it was renamed *Sylvia*. The other vehicle, passenger saloon No. 7 (*Patricia*) was built in 1997.

Refurbishment of the coaches by Statfold Engineering will include restoration of the bodies, sealing and reskinning the roofs, fitting new wheelsets and couplings and provision of dual braking. Subject to inspection, the axleboxes will then be overhauled or replaced. Both carriages will retain their original numbers but not their names. No. 7 will become a first class saloon with No.4 serving as a third class bar car with a serving hatch between the two vehicles.

The purchaser is Daniel Cartwright who intends that the coaches will operate with new-build Hunslet 0-4-0ST *Juliette* (named after his daughter) which is being constructed by Statfold Engineering (*RM*, September 2021).

Progress on building *Juliette* has faltered latterly but is expected to be restarted shortly. When complete, the works plate will show STAFFS rather than the traditional LEEDS applied to Hunslet locos and will incorporate a Staffordshire knot in the background. The owner is a Wolverhampton Wanders fan and Wolverhampton is situated in the historical county of Staffordshire, as is Tamworth where the locomotive is being constructed in accordance with 1922 Hunslet drawings.



New-build Quarry Hunslet 0-4-0T *Juliette* is seen at Statfold on July 12. Construction is expected to be restarted shortly. DANIEL CARTWRIGHT

Pixie relaunched in style

BAGNALL 0-4-0ST *Pixie* (2090 of 1919) returned to public service at the Richmond Light Railway (RLR) on July 6, during a one-off event held at the private line in Kent.

In celebration of the loco's former preserved life, various Cadeby re-enactment trains ran, including *Pixie* with a Penrhyn coach and an RAF Fauld wagon, as typically operated at the late Rev 'Teddy' Boston's line. Replica headboards in tribute to the originals from Cadeby adorned *Pixie* for parts of the day, plus a photographic display of *Pixie's* life was available for visitors to view. Both quarry Hunslets *Elin* and *Sybil* were also in steam.

Following the closure of the Cadeby Light Railway in 2005, the majority of the rolling stock collection went to the Moseley Railway Trust, which subsequently opened the Apedale Valley Light Railway. However, *Pixie* was sold to a private individual who started a 10-year overhaul. Last steamed in 2006 before being stripped for overhaul, it was purchased by the RLR in 2019.

Following an extensive rebuild carried out at the RLR and the Ffestiniog Railway's Boston Lodge Works over the last few years, *Pixie* returned to its new home near Hawkenbury, Tonbridge in early spring.

The loco is due to steam the RLR's Charity Steam Fair on August 10 – tickets for which have sold out.



***Pixie* is seen freshly outshopped at the Richmond Light Railway on June 27.** STEVE TOWN/RLR



NOW ON THE ROSTER: Dinorwic slate quarries Bagnall 0-4-0ST *Sybil* (1706/1906) entered public service at the West Lancashire Light Railway (WLLR) on July 7, the final sign off and commissioning having been completed the day before. On July 13, *Sybil* worked alongside fellow Bagnall 0-4-0ST *Sir Tom* that was making a brief visit to the WLLR from Threlkeld Quarry and Mining Museum. Owned by the Sybil Locomotive Trust, the loco has undergone a full restoration since 2013 when it was bought as a kit of parts from James Evans. RICHARD MARSTON/WLLR

Funding push as Corris progresses Nant Goedwig embankment work

A RECENT video produced by the Corris Railway (CR) reveals that some 20,000 tons of material has so far gone into construction of the embankment which forms a crucial element of its southern extension aspirations, with about 1000 tons still required to complete the structure.

The following step will be crossing the Nant Goedwig brook below the A487 road. The original plan had been to extend the existing culvert, but this is not acceptable to the Highways and the Rivers Authority. Instead, a bridge will be required and work is in progress on designing an appropriate structure.

The project was effectively launched in 2003 when planning permission was secured. However, progressing the work has been delayed by legislative changes and requirements, securing suitable material for the embankment, finance and not least weather.

If the cash can be raised, the CR hopes trains could be running over the embankment to a temporary run round loop in about two years' time. Work will then continue on the next phase of its southern extension.

In association with the video posted on the line's website, a leaflet has been produced appealing for funding the Nant Goedwig crossing. Further details can be obtained by sending an SAE to: John Simms, 42 Bluebell Close, Taunton, Somerset, TA1 3XQ or payments can be made online via the Southern Extension section of the website www.corris.co.uk.

DIARY

AUGUST
6 Talyllyn: Floral Train
7 Bredgar & Wormshill: Invicta Model Railway Exhibition and Steam Event Day
7 Crowle Peatland: Summer Holiday Opening
7, 14, 21, 28 Vale of Rheidol: Sunset Steam Special
9-11 Talyllyn: Summer Beer Festival
10-11 Apedale: Teddy Bears' Outing
10-11 Bressingham: Steam in Miniature
10-11 Crowle Peatland: Open Weekend
14, 21 & 28 Crowle Peatland: 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: Weekend of Steam
24-25 Apedale: Leafers at t'pit
24-25 Corris: Model railway exhibition
24-25 Statfold: The Big Statfold Weekender
24-26 Bala Lake Railway: Steam Gala
24-26 Bressingham: Roller Gathering
24-26 Hollycombe: Fairground Extravaganza
24-26 Romney Hythe & Dymchurch Railway: Day of Syn
24-26 Vale of Rheidol Railway: Rheidol Steam Festival
25 Talyllyn Railway: Land Rover Rally
25-26 Leighton Buzzard: Pirate's Bank Holiday
26 Apedale: Classic Cars and Steam Trains Rally
26 Westonzoyland Pumping Station: Gala
30-Sep 1 Welshpool & Llanfair: Steam Gala

SEPTEMBER
1 Bredgar & Wormshill: Steam Event Day & tractors
1 Leighton Buzzard: Paddington
7-8 & 14-15 Crowle Peatland: Heritage Open Days
13-15 Cleethorpes: Rail Ale & Blues Festival
14-15 Statfold: Road, Rail & Ale Steam Festival
14-15 Welsh Highland Railway: Super Power Weekend
14-15 Welsh Highland Heritage Railway: 60 Years of Volunteering
14-15 Amerton: Everything Goes Gala
15 Groudle Glen: Steam Gala Day
21 Ffestiniog/Welsh Highland: 'The Snowdonian 2'
21-22 Devon Railway Centre: Everything Goes
22 Bressingham: Model Railway Show
22 Leighton Buzzard: Motorbike Show

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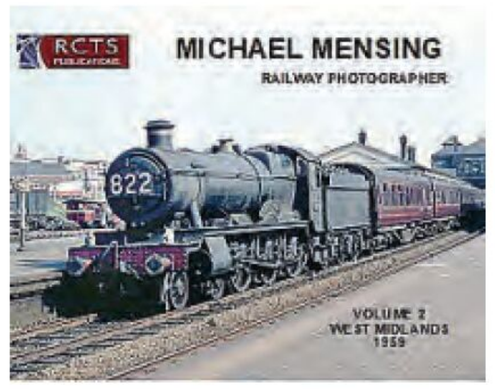
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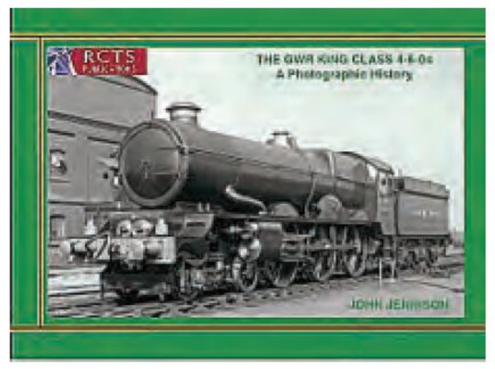
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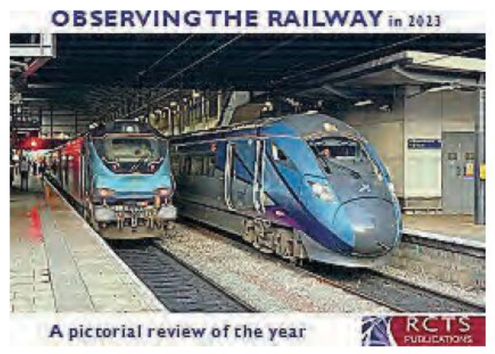
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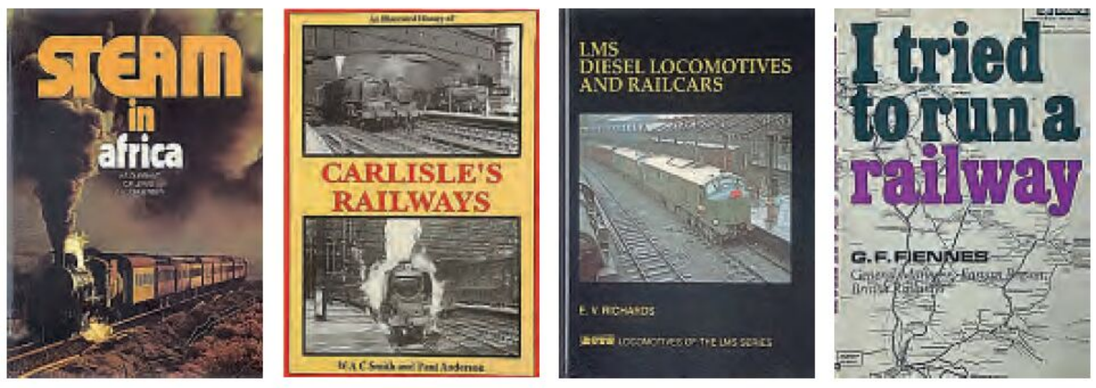
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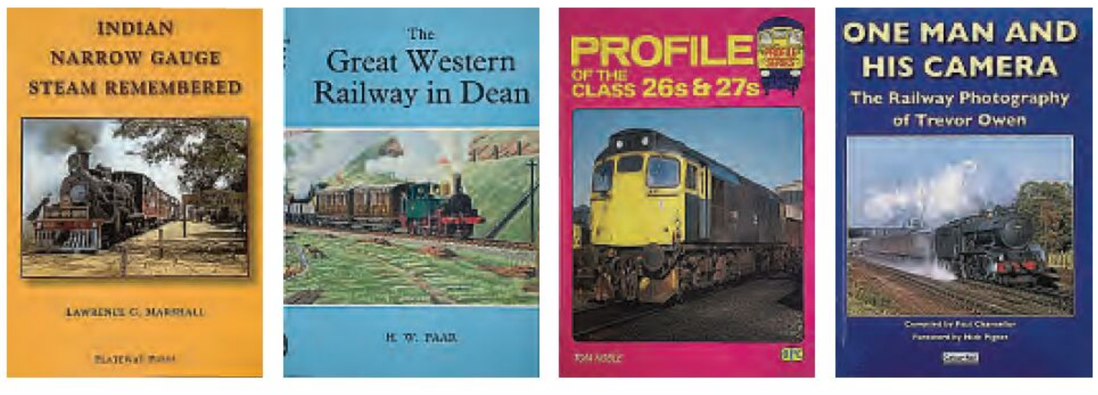
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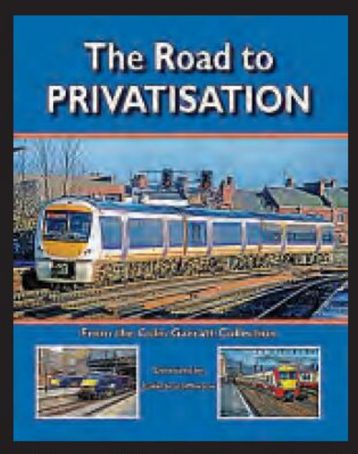
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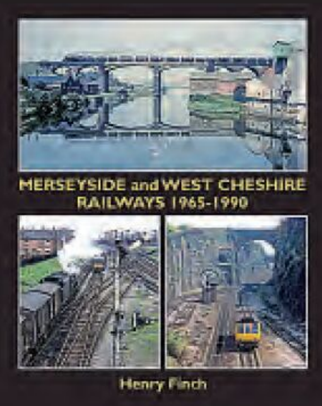
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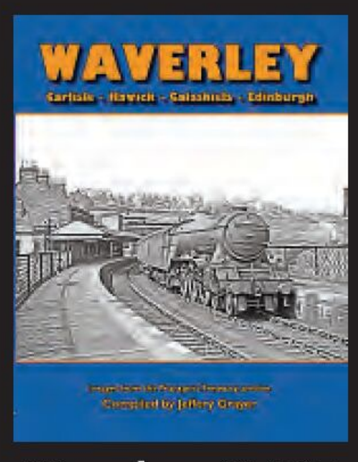
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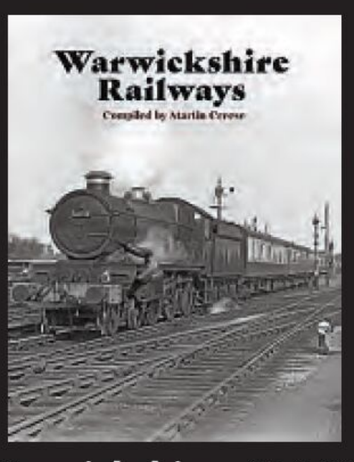
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Compiled by **Graeme Pickering**

Kerr's Miniature Railway legacy lives on in Fife

Locomotive from the now-closed 10.25 inch line is star of new route constructed at the Scottish Deer Centre & Wildlife Park.



No. 25179 *Loch Lee* is pictured with No. 3007 *Firefly* at West Links on Kerr's Miniature Railway on May 11, 2019, just over 17 months before its closure. JIM RAMSAY

KERR'S Miniature Railway (KMR) locomotive *Loch Lee*, the main engine used on the railway until its closure four years ago, has been loaned to the Scottish Deer Centre & Wildlife Park near Cupar in Fife, where a 273 yard-long line has been created.

The 10.25 inch gauge KMR, which ran a distance of 350 yards at West Links Park in Arbroath, shut in October 2020 after 85 years of operation. Passenger numbers had fallen from around 60,000 per season in the 1950s to 2550 by its penultimate year of operation.

KMR was well known for its proximity to the boundary with Network Rail, which gave visitors the opportunity to view the narrow gauge operation alongside standard gauge traffic travelling between Dundee and Aberdeen.

Revival

Hopes that it could be revived as part of plans for the redevelopment of the West Links area failed to reach fruition, but having originally contacted owner John Kerr after its closure, David Hamilton, co-owner of the Scottish Deer Centre, was still interested in seeing it live on.

With the help of a team, Mr Kerr subsequently agreed to lay the track there (completed earlier this summer) and to the loan of *Loch Lee*, which is styled on a BR Type 2 loco.

The new route incorporates a tunnel and takes trains under one of the wings of a former RAF Buccaneer attack jet XW530, which is on display on a replica runway.

"It's really fantastic and I wish them well in running it," said Mr Kerr.

Moors Valley rules out Santa trains

THE 7.25 inch gauge Moors Valley Railway (MVR) has announced that there will be no Santa Specials for the 2024 season.

It says it has taken the "tough decision" so that its landlord Dorset Council can carry out the long-awaited replacement of the roof at Kingsmere over the station, engine and carriage sheds and shop during the winter months, minimising disruption to the business.

MVR says the work is necessary to secure its future so that future generations can continue to enjoy its charm and nostalgia.

It added: "We look forward to welcoming families back to the Santa Specials in 2025 for an even more magical experience."

Intensive service at Ingfield school line

THE annual fete at Ingfield Manor School near Billingshurst in West Sussex on June 8 saw an intensive service between 11.30 and 17.00 on the Ingfield Light Railway in the school grounds.

Fifteen locomotives were in steam on the 10.25 inch gauge line during the event and three rakes of carriages, along with the two recently-introduced wheelchair accessible wagons. Locally-made at a cost of around £4000 each, the railway hopes to order a third, if sufficient money can be raised.

Donations and funds from ticket sales during the event were passed onto the Friends of Ingfield School.

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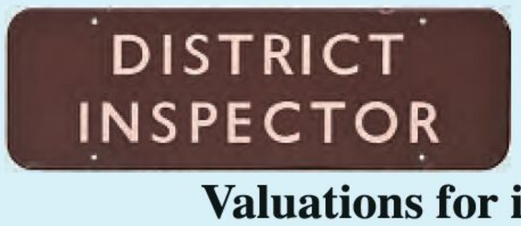
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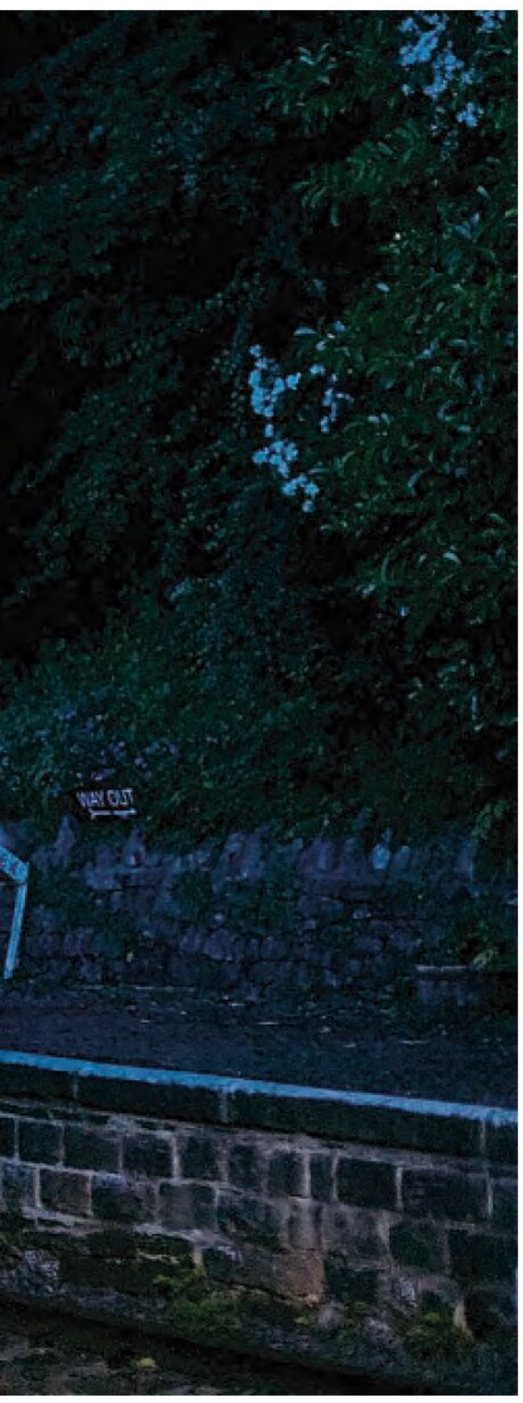












1 | 3
2 | 4

1
VINTAGE TRAIN: Hudswell-Clarke 0-6-0ST *Wissington* hauls a train of vintage carriages at Deadman's cutting between Sheringham and Holt on the North Norfolk Railway. The July 14 scene exudes the charm of a light railway operation reminiscent of the Colonel Stephens empire. JAMES KINDRED

2
BACK IN THE DERWENT VALLEY: The first 'Jubilee' since 1967 arrives at Matlock in the pre-dawn light on July 4. No. 45596 *Bahamas* is seen at Matlock arriving for a spell at Peak Rail. The 4-6-0 worked under its own power from its Keighley & Worth Valley Railway base accompanied by its support coach Mk.2a BFK No. M14060. ROBERT FALCONER

3
WEST YORKSHIRE STEAM: Taff Vale Railway 0-6-2T No. 85 is pictured departing Keighley with the 12.30 service to Oxenhope on Wednesday, June 26, at the Keighley & Worth Valley Railway. EDDIE BOBROWSKI

4
EVENING STANDARD: BR '2MT' 2-6-0 No. 78018 gets the signal in Swithland Loop with the mixed freight, including tanks, as the sun sets on June 1, during the Great Central Railway's all-night event. MIKE SPENCER

Compiled by **Graeme Pickering and Jack Boskett**

SIDELINES

'MacRat' is back!

CLASS 26, No. 26038 *Tom Clift* has returned to traffic on the Bo'ness & Kinneil Railway, having been out of action since suffering a generator flashover in 2019.

The BRCW Type 2 hauled its first solo post-overhaul passenger train on June 30. The railway had hoped for it to be rostered for May's Spring Diesel Gala, but test runs revealed its rebuilt engine needed more time to bed-in.

In addition to the generator and engine work, No. 26038 has received body repairs and a new coat of British Rail blue.

'Goyle' outshopped

SPA Valley Railway-based Class 31 No. 31430, a former resident of Bescot shed in the West Midlands, has been outshopped with a fresh application of BR blue livery.

The 'Goyle' has also been reunited with red cast numberplates as carried when it was named at the West Midlands depot's open day in October 1988. It continues to carry other Bescot embellishments previously seen during its career in preservation including the depot logo, customised shed plates and yellow cabside 'LMR' decals.

Diesels on 'rare track'

A HIGH Speed Train (HST) and a 'Pacer' DMU will be featured at the Nene Valley Railway over the weekend of August 10/11. The event will include the inaugural run of The 125 Preservation Group's HST, as well as a 'Pacer' along the Fletton Branch – a rare opportunity to travel on the branch, which is not used by regular NVR public trains. The Fletton Branch links the NVR with the East Coast Main Line.

'Translator' role for '508'

A DRIVING car from Class 508, No. 508201 has been secured for use as a translator vehicle for fellow third-rail EMU Class 313, No. 313201 to be loco-hauled on heritage lines.

The 400 Series Preservation Group acquired the first-built Class 313 from Beacon Rail for £1 last year and is storing it at Eastleigh Works, where it aims to keep it in operational condition.

The car from No. 508201 was donated to the group by the Emergency Services Training Centre in Birkenhead. It will be based at the East Kent Railway and undergo restoration and modification to allow it to run between No. 313201 and an air-braked locomotive.

Plans to restore '4-CIG' to main line standard

Ambitious project will see No. 1753 regain its Network SouthEast guise – inside and out.



Still showing traces of its old Connex livery, the inner end of Driving Trailer Composite No. 76048 from '4-CIG' unit No. 1753 is seen in the Nemesis Rail workshop at Burton upon Trent. NEIL BIRD/NSERS

THE Network SouthEast Railway Society (NSERS) has announced ambitious plans to restore its '4-CIG' electric multiple unit No. 1753 to main line standard.

Society president Chris Green (who launched Network SouthEast in 1986 as the brand name for British Rail's London & South Eastern sector when he was its director) attended Nemesis Rail in Burton-on-Trent to mark the launch of a public fundraising appeal.

Both Nemesis Rail and the West Sussex-based bus company Southern Transit are supporting the project and allowing their premises to be used for work on the project, which NSERS says will help apprentices to learn and maintain the skills necessary to undertake such work in the future. It also wants to encourage volunteers to gain an insight into what is involved and potentially learn the basics of heritage restoration through the parts of the programme based at the latter company.

Essential skills

"I'm pleased this unit's journey through the workshops will provide key investment to the railway industry's essential skills retention for the future, keeping the memory of these popular and reliable units alive," said project director Neil Bird, who purchased No. 1753 and has covered most of the expenses incurred to date during NSERS' custodianship.

After 20 years in preservation where the focus has mainly been one of conservation, the group decided to look proactively at restoring the EMU – and an invitation to put a hopefully completed Driving Trailer Composite (DTC) No. 760458 on display during Rail 200 celebrations next year on the Bluebell Railway has spurred on that aim.

No. 76048 has already received bodywork attention in the workshop at Nemesis and is awaiting the return of its window units, along with a couple of doors, which were removed for renovation in West Sussex.

In the medium term, the society would like to get all of the vehicles to a point where they are certified to travel on the main line to enable heritage railway visits, attracting further attention for the project and a wider funding base.

An online fundraising appeal has been set-up at: buymeacoffee.com/1753



INDUSTRIAL INTERCITY: Plym Valley Railway-based Sentinel 0-4-0 shunter No. 10077 emerged from overhaul carrying British Rail Intercity Swallow livery during June. The overhaul included radiator and exhaust repairs and welding work, along with the installation of new cabside windows. An unusual choice for a locomotive originally built to move wagons at Raisby Quarry in County Durham, owner Dan Phillips, chairman & operations director at the PVR, told *The RM* that its new colour scheme was applied with the aim of getting people talking about the mile-long heritage line. It is pictured at Marsh Mills on June 23. DAN PHILLIPS

TODDINGTON TMD: A scene reminiscent of the 1970s was created at Toddington on the Gloucestershire Steam Warwickshire Railway on July 12. The line-up featured Class 26 No. 5310 (26010) visiting from Llangollen (far left), and the recently restored Class 20 No. 20228 (fourth from left), alongside the home fleet. This event marked the final diesel gala appearance for Class 24 No. 24081 before it undergoes essential maintenance, which is expected to see the loco out of traffic for at least 12-18 months. Long term resident, Brush Type 4 Fund Class 47/0 No. 47105 is also celebrating its 30th anniversary of its preservation this year, having arrived at Toddington in April 1994 from BR service. The locomotive has now spent more time in preservation than it did in revenue-earning traffic. Approximately 1400 visitors enjoyed the annual diesel gala, held over the weekend of July 12-14. JACK BOSKETT

Fundraising begins for 'Thumper' repairs

AN online appeal has been launched to raise funds to return Watercress Line-based Class 205 DEMU No. 1125 to passenger service.

Although able to move under its own power, the unit needs attention to its bodywork, which will require repairs and is expected to need replacement in some areas.

In order to make it more prominent to visitors and highlight the appeal, No. 1125 was moved from Ropley to the carriage siding at Alton on July 10 – its first trip there since 2018. It was accompanied by a small display of photographs of the unit, in the station waiting room, to coincide with the railway's July 12-14 diesel gala.

Built in 1959 as one of four three-car units to supplement sister sets already in use on routes in Hampshire, the unit was a regular sight on the line in the days when it was still part of the main rail network, and was on duty on February 4, 1973 – the final day of services before closure by BR. It also worked the last passenger service to Tunbridge Wells West before the station and the Groombridge line closed in 1985 (now the Spa Valley Railway).

Later numbered 205025 and reduced to its current two cars, it arrived under its own power for preservation in 2004.

Visit www.justgiving.com/campaign/hampshireunit1125 for further details.



HOOVERING UP THE CLAY: BR Class 50 No. 50042 *Triumph* is caught on camera at Bodmin Parkway, hauling a rake of CDA wagons, which were preserved on the line earlier in 2024. The 'Hoover' appeared alongside Class 47/3 No. 47306 *The Sapper* and Class 10 No. D3452 at the line's diesel day which took place on June 22. DAVE POND



TYPE 2 CHARTER

Network Rail liveried Class 31 No. 31285 poses for photographers at Frosterley station on the Weardale Railway during a photographic charter on an overcast July 1. The 'Goyle' operated in a top and tail formation with classmate No. 31465 throughout the day. CHRIS MILNER

Devon 'Rat' to visit Severn Valley Railway

THE Severn Valley Railway (SVR) has confirmed that it has arranged for Class 25/3 No. 25262 to be one of the major guests at its October 3-5 autumn diesel showcase.

The locomotive ended its career at Carlisle Kingmoor where it was renumbered into the Class 25/9 series as 25901, which was then intended to be used on industrial chemical traffic. It became the final locomotive of its class to be withdrawn from active service in March 1987.

The 'Rat' was then purchased by the East Lancashire Railway in 1989 and was subsequently bought by the South Devon Diesel Group at Buckfastleigh. The locomotive last appeared at the SVR in 2011, and it will be the first time in five years that a Class 25 has visited the line.

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7 East Anglian Railway Museum: Diesel Day
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9 East Somerset: DMU Day
10-11 Battlefield Line: Models Weekend
10-11 Great Central 1960s Railways At Work Gala
11 Gloucestershire Warwickshire: Double Up Sunday Class 37s
11 Dean Forest: Tanker Train Day
13 Spa Valley Railway: Thumper 1317 Purple Timetable Day
13 Yeovil Railway Centre: Diesel Train Day
14 East Anglian Railway Museum: Diesel Day
16 Gloucestershire Warwickshire: D6948/37215 60th anniversary
18 Telford Steam Railway: Ruston Rendezvous
20 Spa Valley: Thumper 1317 Purple Timetable Day
20 Yeovil Railway Centre: Diesel Train Day
23-27 Mid-Norfolk: Beer Festival
24 Keighley & Worth Valley: Diesel & Ale Day
24-26 Wensleydale: Industrial Diesels Weekend
27 Spa Valley: Thumper 1317 Purple Timetable Day
27 Yeovil Railway Centre: Diesel Train Day

SEPTEMBER
1 Gloucestershire Warwickshire: Double Up Sunday Class 47s
1 Mid-Suffolk Light Railway: Everything Goes Day
1 Northampton & Lamport: Diesel Day
3-5 Spa Valley: Thumper 1317 Purple Timetable Days
3-7 East Anglian Railway Museum: Chappel Beer Festival
4, 11, 18, 25 Midsomer Norton: Wickham Trolley Rides
6-8 Great Central: Autumn Diesel Gala
7-8 Nene Valley: GB Railfreight Weekend
13-14 East Lancs: Autumn Diesel Gala
14 Aln Valley: Heritage Open Day
14-15 Dean Forest: Diesel Gala
14-15 Watercress Line Engineering Open Weekend
15 Midsomer Norton Railway: Diesel Brake Van Rides
20-22 Epping Ongar: Autumn Diesel Gala
21-22 Midland Railway Centre DMU Gala

'Western' in the air at Williton

Two cranes working in tandem lift No. D1010 from its bogies.

DESCRIBED by the Diesel & Electric Preservation Group as one of the most significant events in its 50 year history, a major operation was launched on July 8 to lift Class 52 No. D1010 *Western Campaigner* from its bogies, to allow them to be inspected and overhauled as part of the locomotive's ongoing restoration.

On the morning of July 8, two road cranes arrived at the south yard at Williton on the West Somerset Railway, accompanied by escort vans and a flatbed vehicle carrying specialist lifting tackle. Their role was to raise No. D1010 and move it onto stands formerly used at BR's Swindon Works, where it will sit until its bogies are overhauled and ready to be reunited with its body.

No. D1010 was last lifted when still in BR service in the 1970s, the last occasion which the DEPG has been able to confirm being in 1972 at Swindon.

July's operation, which followed months of hard work and preparation by the team of volunteers at Williton depot, consisted of four other 'lifts', prior to that of the locomotive itself.

The first involved the removal of four panels in total which form roof sections above the engine compartments. Its 'B' engine was then lifted and placed onto a stand and the process was repeated for the 'A' engine. The fourth 'lift' saw the roof panels replaced.

Despite a small hitch to the body lift (when it was noticed that the bogie frame was fouling the body-mounted air tank at the loco's 'A' end, which was resolved by removing it), the entire programme of lifting work was completed within four hours of the cranes arriving.

The bogies will be cleaned and inspected before they are overhauled.

Further details about the restoration of the 'Western' and funds needed to support it can be found online at: www.depg.org/





Above: Two 130 tonne road cranes were brought in to lift No. D1010 from its bogies at Williton on the West Somerset Railway on July 8. MARTIN HOWARD/DEPG

Left: The locomotive was lowered onto stands formerly used at Swindon Works. MARK BLADWELL/DEPG



'CHOPPER' HAULAGE: During the East Lancs Railway Diesel Gala on June 28, Class 20 No. 20066 approaches the site of Ewood Bridge & Edenfield railway station with the 11.15 Hopwood to Rawtenstall service. It is believed this was the first working for the Class 20 over the line since the mid-late 1990s. The locomotive was also joined at the event by Freightliner Class 70 No. 70014 which made its inaugural journey across the route. BARRY MARTIN

Compiled by **Graeme Pickering**

Roles for Blackpool cars in two tramway celebrations

No. 700 is first heritage tram to take tour to North station terminus as No. 623 relaunches Heaton Park services.



Blackpool Brush Car No. 623 is seen at Heaton Park Tramway on June 15, the day it reopened to visitors for a belated start to its 2024 operating season, which had originally been scheduled to begin at Easter. MTMS

TWO Blackpool trams dating from the 1930s had significant roles to play on their respective home tramways on June 15.

Modified English Electric 'Balloon' car No. 700 became the first tram from the Blackpool Heritage Trams fleet to operate a tour on the £23.4 million extension to the system between North Pier and the new terminus serving Blackpool North station.

Coming three days after the official opening, it formed part of a programme of special trips prior to the launch of normal timetabled services the following day.

The link brings trams back to the town's Talbot Road for the first time since 1936, when the line from North Pier to Layton closed, although they continued to serve the station (which then extended onto the site of the current tram terminus) via the route from Gynn Square to Dickson Road until October 1963.

Belated start

Also on June 15, Brush car No. 623 (which coincidentally, as No. 286, was one of the last trams to run on the Dickson Road route to the station) was used on the first services of the season at Heaton Park Tramway in Manchester, displaying Blackpool North as its destination. The tramway's programme of running days for 2024 was originally due to begin on Easter Sunday, but following the failure of the substation supplying the traction current for the system in late March, had to be postponed until a replacement part was fitted.

Work to restore the power was completed in early May, allowing operator Manchester Transport Museum Society (MTMS) to resume vehicle testing and movements to refresh the skills of tram crews.

Unfortunately, plans to run until 20.00 on reopening day were scuppered by poor weather, but the conditions failed to dampen spirits, with MTMS reporting a "good turnout" of tram enthusiasts.



One of nine English Electric 'Balloons' modified for use in Blackpool Transport's 'B Fleet' (plug doors making them sufficiently compatible with the modernised tram system to be used as substitutes for Flexity trams), No. 700 has since become part of the Blackpool Heritage Trams allocation. Having done a test run on the extension to Blackpool North on May 31, it became the first heritage tram to operate a tour to the new terminus on June 15, and is pictured there on that day. GARY MITCHELL

Sixty years of electric trams at Crich

JULY 5 marked the 60th anniversary of the official launch of electric tram services at Crich Tramway Village.

On that day in 1963, Blackpool & Fleetwood No. 2 carried the first fare-paying passengers having previously completed a journey with invited guests aboard, which had departed Town End at 14.00.

Power for the tramway was initially provided by a static generator which converted the three-phase AC electricity supply to 400V DC required to power the trams, but the first journeys were limited to a distance of around 300 yards, with only sufficient power to run one car at a time.

In its first season, the tramway carried 46,190 people, prompting expansion of the system, which was gradually extended over the next decade and a half, reaching Glory Mine in 1978.



BRIGHTON TRAM PROGRESS

Painting work has continued on Brighton No. 53, currently under restoration near Steyning in West Sussex. Brighton Tram 53 Society has taken delivery of glass for the sliding windows on the cab ends, frames for which are nearing completion. GUY HALL

Lisbon No. 730 receives electrical attention at Beamish

HAVING arrived at its new home of Beamish Museum in County Durham in January, Lisbon No. 730 (formerly based at the Wirral Transport Museum in Birkenhead), has been receiving attention from Beamish Transport Group volunteers.

Electrical work has been carried out as part of a plan to bring it into line with the rest of the Beamish fleet. Although, as already fitted, its inverter (providing low voltage power for onboard lighting) is operational, the museum is planning to replace it with a more modern system which was not available when it was originally restored.

As No. 730's brake blocks are of a unique design, changes are being considered to their carriers in order to accommodate the same type used on tram Nos. 114 and 196, utilising the same stock of spares. It has moved around the depot yard under its own power and was on display for the museum's second annual 'Fares Please' event on June 29/30.

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Compiled by **Chris Milner**

SIDELINES

Retro runs HST to Edinburgh

A NEW Retro Railtours excursion on August 24, will see an HST set, owned by the 125 Group and finished in the old Stagecoach East Midlands livery, visit Edinburgh.

The 'Retro High Speed Scot' starts at Crewe (07.15) and will cross the Pennines calling en route at Wilmslow, Stockport, Reddish South, Stalybridge, Huddersfield and Wakefield Kirkgate. There will be a break of around 3½ hours in the Scottish Capital.

The tour will use 125 Group power cars Nos. 43089 and 43159 with the group's Mk.3 trailers. The train will be operated by Hanson & Hall.

Fares are £111 adult, standard class (£91 child) and for first class the adult fare is £169, with child's fare £149. Online booking is available at www.retrorailtours.co.uk and if passengers have seating preferences or children under five, they should email info@retrorailrours.co.uk

EMU farewell trip confirmed

A FAREWELL tour of the Merseyrail network using a pair of Class 507 EMUs will operate on September 15. Full details are awaited but the tour will start and end at Hooton, and include rare loops or curves. Check branchline.uk for the latest updates.

Tours to mark Golden anniversary of Drax

Weekend charity tours to mark milestone year for North Yorkshire power station site.

FIFTY years of electricity generation by Drax power station is to be marked over the weekend of August 17/18, when the Branch Line Society (BLS) has organised a series of special trains.

The Society has planned a number of charity trains which will visit goods lines and branches, with others making circuits of the power station's rail network. Proceeds from the trains on both days will be donated to Martin House Hospice at Boston Spa.

Starting from Derby on August 17, a GBRf Class 69 will haul the 'Cooling Tower Choppers' on a one-way excursion from Derby (08.52) to Leicester (09.27), where a pair of Locomotive Services Class 20s will be attached. The BLS has requested a red stripe Railfreight pair which would mean Nos. 20118 and 20132.

From Leicester, the tour heads to Peterborough via the Melton Mowbray up goods loop and Oakham's goods loop. Reversing and heading north, the tour will use the Werrington Dive Under and Sleaford avoiding line before making another reversing move at Pyewipe Junction, then using other loops and curves as the train works its way to visit the Monk Bretton branch near Barnsley.

Retracing its steps along the branch, the Class 20s will drop off the train at Sudforth Lane, and the tour continues to York where it terminates at around 18.45.

Tickets

Fares for this train are first class £189 (£214 at a guaranteed table for two) with standard class seats at £129. There is no surcharge for non-BLS members and the fare for accompanied under 18s is reduced by £64.50. A return working of this train back to Derby the next day is detailed further on.

The next day, Sunday 18, the focus switches to Drax power station with the BLS running three trips around the Drax rail network using three different freight operators – DB Cargo, GBRf and Freightliner.

For these trains, the BLS will only be selling a day rover which will cover all three circuits of the power station, each using a different route, and only if space becomes available will the individual trips be made available for sale. Because of the rarity of the track, the society expects the trains to be a sellout.

The first of the 'Drax 50' trains (Team Red) will be feature two DB Cargo Class 66s and leave York at 09.50, picking up at Castleford, Glasshoughton, Potefract Monkhill, Knottingley and Hensall before entering the Drax complex. On returning to the main line, a set-down will be made at Hensall with the train continuing to Wakefield Westgate where it terminates.

A second train will start at Wakefield Westgate and feature two GB Railfreight Class 66s top-and-tailed. This 'Team Blue' train will initially run to Wakefield Westgate before reversing to pick up and set down at Hensall after a circuit of the power station before terminating at Wakefield Westgate.

The third and final train to visit Drax will be top and tailed by a Freightliner Class 66 and 70 (Team Green) and will take the same route as train two, picking up and setting down at Hensall,with set downs at Wakefield Westgate and Glasshoughton on its way to York where the train terminates, concluding the Drax 50 specials.

A rover ticket for these three specials will cost £189 first class, with standard class seats at £129, however, guaranteed tables for two have sold out. There is no surcharge for non-BLS members and accompanied under 18s fare is reduced by £64.50.

Last leg

The final movement of a busy weekend is the 'Merry-Go-Round' which will return passengers from York (20.37), via Selby West Jct to Doncaster and over the S Yorkshire Joint Line, the Newstead and Bestwood loops to reach Derby around midnight.

Fares on this trains are first class £75 (£100, guaranteed table for two) with standard class seats at £50, with surcharge for non-BLS members. Accompanied under 18s fare is reduced by £25.

Full details of a comprehensive weekend of trains can be found at branchline.uk where bookings can also be made.

Double-headed 'Castles' head to Plymouth

THE sight of double-headed 'Castles' heading over difficult gradients and along the famous sea wall in Devon is to be repeated on September 27, when Vintage Trains (VT) runs the 'Mayflower' from Birmingham New Street to Plymouth and back.

From New Street at 07.00, the tour will be hauled by a pair of Class 20s to Bristol Temple Meads, calling at Bromsgrove, Worcestershire Parkway, Cheltenham Spa and Bristol Parkway.

After the changeover to steam at Bristol, the 4-6-0s – No. 5043 *Earl of Mount Edgcumbe* and No. 7029 *Clun Castle* – will work over the gradients of Whiteball, Dainton, Rattery and Hemerdon, and along the Dawlish sea wall. Passengers will have around three hours in Plymouth while the locos are turned and serviced.

VT is offering seats in Pullman class, first class private compartments or tourist class, adding that passengers are guaranteed to be directly behind the locos on at least one leg of the train. Pullman passengers will be served a full English breakfast on the outward journey and a four-course dinner on the return, while first class passengers will be offered bacon rolls and pastries, with an afternoon tea on the return.

Fares are £349 Pullman (child £319), first class compartment for six £1320, with tourist adult fare at £149 and £119 for a child.

Additionally, VT is offering a limited number of seats to diesel enthusiasts who want to enjoy the Birmingham-Bristol section of the journey only, with the ascent of the Lickey on the return.



PEAK TIME AT SALOP: Fully restored and looking resplendent, LSL Group 'Peak' No. 45118 *The Royal Artilleryman* arrives at Shrewsbury on July 4, during a test run from its Crewe base, ahead of its first railtour on July 27 from Bristol Temple Meads to York. The last time a 'Peak' worked a railtour was 2003. CHRIS MILNER

Afternoon 'Jacobite' begins

OPERATION of a second 'Jacobite' train got underway from June 17, after additional Mk.2 carriages fitted with Central Door Locking (CDL) were moved from West Coast Railway's Carnforth base to Fort William on June 7.

The carriages were reported to be Nos. 3362, 3232, 6021 and 9391. The following day, non-CDL stock returned to Carnforth.

The seven-day-a week two-train operation with shorter trains because of the availability of CDL-fitted Mk.2s, continues until September 27 with departures from Fort William to Mallaig at 10.15 and 12.50, returning from Mallaig at 14.10 and 17.00. From September 27 to October 25, the operation reverts to the morning train only. Further information is at westcoastrailways.co.uk

Because of the shorter trains, online booking for the service had been suspended for new bookings, and website westcoastrailways.co.uk will carry the latest information.

Locos currently in operation are 'Black Fives' Nos. 45212 and 45407, with a Class 37 on standby in case of loco failure or fire risk.



STRANGER ON THE MIDLAND: Hastings Diesels Ltd 'Thumper' No. 1001 heads along the down slow line on the approach to Barrow-upon-Soar station on July 13, with the 'Derby Researcher' which originated at Hastings. CHRIS MILNER

Five types of classic traction for North West day tour

AN Inter-City railtour on August 10 around the North West region, will provide passengers with the opportunity to travel behind five different types of classic diesel traction – four of them produced by English Electric.

Starting at Crewe, No. 50050 *Fearless* will take the tour north to Carlisle, over a route the Class 50s ran in the early 1970s, picking up at Warrington Bank Quay, Wigan North Western, and Preston.

From Carlisle, it's south over the Settle & Carlisle line hauled by 'Peak' No. 45118 *The Royal Artilleryman,* and via Blackburn to Preston. At Preston, a Class 40 takes over and will retrace the route as far as Hellifield before taking the route via Carnforth back to Preston.

Then the '40' will be replaced by Class 37 Nos. 37401/409 and routed via Bolton, Manchester Victoria and over Copy Pit and through Burnley to return back to Preston.

The final loco change of the day will see a pair of Class 20s take the train directly back to Crewe via Wigan, with arrival around 22.00.

Full details at inter-city.co.uk or by calling 0800 038 5364.

STEAM TOURS: AUGUST

Date	Name	Steam Section	Locos	Promoter
1-31	Jacobite	Fort William-Mallaig (twice daily)	45407 or 45212	WCRC
3	English Riviera Express	Taunton-Paignton-Kingswear & return	LSL Pool	ST
3	Cumbrian Mountain Express	Carnforth-Carlisle-Settle-Hellifield-Preston	WCRC Pool	RTC
4	Shakespeare Express	Birmingham Snow Hill-Stratford-upon-Avon (am and pm trips)	5043 or 7029	VT
4	Waverley	York-Leeds-Skipton-Carlisle & return	WCRC Pool	RT
6	Garden of England	London Victoria-Canterbury W-Dover-London Victoria	LSL Pool	SD
7	Kentish Belle	London Victoria-Canterbury W-Ramsgate- Faversham & return	WCRC Pool	RTC
6	Sunset Steam Express	London Victoria-Hounslow-Chertsey-Guildford-Redhill-Victoria	LSL Pool	SD
8		Hanwell-Rugby-Chester & return	LSL Pool	SD
8	Dalesman	Hellifield-Carlisle-Shap-Carnforth	WCRC Pool	WCRC
10	English Riviera Express	Taunton-Paignton-Kingswear & return	LSL Pool	ST
10	West Somerset Steam Exp	Paddington-Newbury-Bishops Lydeard & return	WCRC Pool	RTC
11	Shakespeare Express	Birmingham Snow Hill-Stratford-upon-Avon (am and pm trips)	5043 or 7029	VT
13	Garden of England	London Victoria-Canterbury-Dover-London Victoria	LSL Pool	SD
13	Sunset Steam Express	London Victoria-Hounslow-Chertsey-Guildford-Redhill-Victoria	LSL Pool	SD
15	Scarborough Spa Express	Carnforth-Leeds-York-Scarborough	WCRC Pool	WCRC
15	Dorset Coast Express	London Victoria-Southampton, Weymouth-Waterloo	44871	RTC
17	English Riviera Express	Taunton-Paignton-Kingswear & return	LSL Pool	ST
18	Shakespeare Express	Birmingham Snow Hill-Stratford-upon-Avon (am and pm trips)	5043 or 7029	VT
18	Waverley	York-Leeds-Skipton-Carlisle & return	WCRC Pool	RTC
18	Royal Duchy	Bristol-Exeter-Plymouth-Par & return	WCRC Pool	RTC
20	Garden of England	London Victoria-Canterbury-Dover-London Victoria	LSL Pool	SD
20	Sunset Steam Express	London Victoria-Hounslow-Chertsey-Guildford-Redhill-Victoria	LSL Pool	SD
21	Cumbrian Mountain Express	Carnforth-Carlisle-Settle-Hellifield-Preston	WCRC Pool	RTC
22		Paddington-Bicester Town-Oxford-Bath & return	LSL Pool	SD
22	Scarborough Spa Express	Carnforth-Leeds-York-Scarborough	WCRC Pool	WCRC
24	English Riviera Express	Taunton-Paignton-Kingswear & return	LSL Pool	ST
24	Cotswold Venturer	London Victoria-Reading-Stroud-Worcester SH & return	35028	RTC
25	Shakespeare Express	Birmingham Snow Hill-Stratford-upon-Avon (am and pm trips)	5043 or 7029	VT
28	S&C Fellsman	Blackpool-Hellifield-Carlisle-Hellifield-Blackpool	LSL Pool	ST
29	Scarborough Spa Express	Carnforth-Leeds-York-Scarborough	WCRC Pool	WCRC
31	Lakelander	Preston-Carlisle-Workington-Ulverston-Preston	LSL Pool	ST
Sept				
1	Shakespeare Express	Birmingham Snow Hill-Stratford-upon-Avon (am and pm trips)	5043 or 7029	VT
1	Royal Duchy	Bristol-Exeter-Plymouth-Par & return	WCRC Pool	RTC
3	Pendle Dalesman	Lancaster-Preston-Hellifield-Carlisle & return	WCRC Pool	WCRC

Notes: **WCRC Pool:** Locos from 44871/45596/45680/45699/46115/35018/34067 **LSL Pool:** Locos from 70000/60007/34046/61306/46100/60532
■ A diesel locomotive may replace steam in the event of high fire risk.

DIESEL AND ELECTRIC TOURS: AUGUST

Date	Name	Section	Locos	Promoter
7	Oban & West Highland Pullman	Darlington-Edinburgh-Oban	LSL Blue Pullman	MP
7	Dorset Coast Statesman	Peterborough-Ely-Potters Bar-Weymouth	2 x LSL 47s	SR
10	North West Wanderer	Crewe-Carlisle-Preston-Copy Pit-Preston-Crewe	Cl 20/37/40/45/50	IC
10	End of the Line	EM Parkway-Reading-Newport Docks-Cardiff	2 x GBRf 66s	UKR
14	Dorset Coast Explorer	Tame Bridge Parkway-Cheltenham-Swindon-Weymouth	D1015	PT
14	Torbay Riviera Pullman	Chesterfield-Leicester-St Albans-Paignton & return	LSL Blue Pullman	MP
14	S&C Circular	Telford-Shrewsbury-Chester-Hellifield-Carlisle-Telford	2 x LSL 47s	SR
16-18	West Highland Pullman	Romford-Ipswich-Peterborough-Fort William	LSL Blue Pullman	MP
17	Lost Village of Imber	Tonbridge-Waterloo-Basingstoke-Warminster	Hastings DEMU 1001	UKR
17	Cooling Tower Choppers	Derby-Peterborough-Lincoln-Monk Bretton-York (one way)	LSL Class 20s	BLS
18	Drax 50 (Team Red)	York-Castleford-Hensall-Drax PS-Wakefield Westgate	DB Cargo 66s (tnt)	BLS
18	Drax 50 (Team Blue)	Wakefield Westgate-Knottingley-Hensall-Drax PS-Wakefield Westgate	GBRf Cargo 66s (tnt)	BLS
18	Drax 50 (Team Green)	Wakefield Westgate-Knottingley-Hensall-Drax PS-York	Freighliner 66/70(tnt)	BLS
18	Merry-Go-Round	York-Doncaster-Shireoaks-Ilkeston-Derby	LSL Class 20s	BLS
21	Torbay Riviera Pullman	Norwich-Ipswich-Ilford-Paignton & return	LSL Blue Pullman	MP
23-25	West Highland Pullman	Cardiff-Ludlow-Shrewsbury-Fort William	LSL Blue Pullman	MP
24	Dorset Coast Statesman	Ludlow-Cwmbran-Gloucester-Kemble-Weymouth	2 x LSL 47s	ST
24	Retro High Speed Scot	Crewe-Stockport-Huddersfield-Edinburgh	125 Group HST	RET
30-Sep 1	Cornish Riviera Pullman	Dumfries-Carlisle-Preston-Crewe-Penzance	LSL Blue Pullman	MP
31	Bath Spa Pullman	Penzance-Truro-Bodmin Parkway-Bath	LSL Blue Pullman	MP
Sept				
5	Cambrian Coast Express	Bristol-Bromsgrove-Shrewsbury-Pwllheli	DB67 and NR Cl 97/3s	PT
7	Sugar Loaf Push-Pull	Crewe-Shrewsbury-Llandrindod Wells-Cardiff-Lickey-Crewe	2 x LSL Cl 37/4s	IC

TnT – Top and Tailed formation
All tours listed above may be subject to cancellation due to industrial action – check with tour promoter.

Key: **BLS** Branch Line Society www.branchline.org.uk **IC** InterCity 0800 038 5364 **MP** Midland Pullman 0800 038 5360 **PT** Pathfinder Tours 01453 835414 **RET** Retro Railtours 0161 3309055 **RTC** Railway Touring Company 01553 661500 **SR** Statesman Rail 0345 3102458 **ST** Saphos Trains saphostrains.com **UKR** UK Railtours 01438 715050 **VT** Vintage Trains 0121 708 4960

Compiled by **Chris Milner**

SIDELINES

GWR extends weekend 'freedom fare' offer

A NEW fully flexible weekend ticket option which allows passengers the freedom to travel on Fridays or Saturdays and return on Mondays has now been extended by Great Western Railway.

GWR launched the 'Long Weekender' ticket earlier this year to offer full flexibility to those who want a weekend getaway, while providing a cheaper more comfortable return journey on a Monday. It was however, limited to certain routes, travelling away from London.

Now the train operator has extended the use of the ticket across its network, offering more than 5500 different route combinations, including towards London for the first time.

The ticket allows passengers to depart at any time on Friday or Saturday, including during the peaks, and return at any time on Monday, offering more than 50% off the cost of a peak Anytime return. GWR says Sundays are particularly busy and coupled with changes in work patterns, commuter journeys have fallen compared with pre-pandemic levels, leaving many Monday trains less popular.

Examples of the savings include Paddington to Cardiff where the Anytime fare is £294.20 but the Weekender ticket cost is £119, and Paddington to Bristol where a weekender price is £89 compared to the anytime fare of £265.20.

New footbridge at Uddingston

A NEW footbridge opened at Uddingston on June 27, as part of the move to make the station step-free. Work is still needed to upgrade the station's power supply to support the two new lifts which are set to open to the public later this summer.

Extra barriers at Moor Street

AN additional seven ticket gates have been installed at Birmingham Moor Street station, doubling the number available. The £1.8m investment includes the installation of more wide aisle gates for passengers with disabilities, luggage or pushchairs.

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More downtime planned for Island Line services

Further maintenance blockades required on Isle of Wight national network route.

ESSENTIAL maintenance is to close the 8½ mile long Island Line, which will be followed by a nine-month long closure of the Ryde Pier Head section of the line.

As reported in the July issue (p15), replacing the track and providing new trains on what is a short line, has proved anything but straightforward.

News of the latest closure was released to the public two days after the July issue went to press. Network Rail has confirmed the line will close in its entirety from September 6 to October 6, for the maintenance which will include track and bridge renewals between Ryde St Johns Road and Ryde Pier Head, renovations to a historic footbridge at Brading, signalling works at Ryde and bridge repairs in Sandown. A rail replacement bus service will operate.

A further blow is that from September 6 to an unspecified date in early May 2025, the section of line from Ryde Esplanade to Ryde Pier Head will be closed to undertake further 'life extension' work. A minibus will ferry passengers between Esplanade and Pier Head.

Last month's report revealed how a 12-week closure actually rolled out to 11 months, primarily because of Covid-19 and supply issues. Restoration of the Victorian pier has also become protracted, however, one of the main concerns post-upgrade has been the high level of wheelwear which has led to bogie issues on the Class 484 converted former London Underground trains. New wheelsets are understood to be in the pipeline.

Since the announcement of the upgrade in 2019, the project has descended into a debacle, and islanders have not had a full and reliable train service for the past four years. The original plan was for a 30-minute frequency service, one local resident telling *The RM* that the service was more reliable when it used the 1938 Tube stock!



An unidentified South Western Railway Class 484 unit is seen running to Ryde Pier Head. NETWORK RAIL

Mark Dunn, Island Line general manager, said: "We're sorry for the disruption that this month-long closure of the Island Line will cause our passengers, however, it is vital that this wide range of work is completed to ensure that the Island Line can operate long into the future.

"Due to the complex nature of the repairs and refurbishments at Ryde Pier, which aims to give the historic structure a further 60 years of use, a further long-term closure is required."

Refresh for historic Dorridge booking hall

A COLLABORATIVE venture between Chiltern Railways and its community partners has seen the booking hall at Dorridge station refreshed.

The project, delivered with support from the Friends of Dorridge Station and Heart of England Community Rail Partnership (CRP) has included a full refurbishment of the ticket hall, and the preservation of historic features, including parquet flooring from the 1930s.

Work undertaken includes deep cleaning and repainting of the ticket hall, as well as the refurbishment of heritage features.

The scheme is the third major project supported by the Friends of Dorridge station, a dedicated volunteer group who have also delivered upgrades to the waiting rooms at the station, as well as 'pick your own' herb beds and colourful planters across the station.

Chiltern is inviting applications for grants of between £10,000 and £25,000 for projects to be funded from its 2025 Community Investment Fund.



The superbly restored ticket hall at Dorridge, West Midlands. CR

Volunteers clean up Ulverston

A TEAM of 22 volunteers from Northern, Network Rail, Transport Focus, ISS UK and the Northern Accessibility User Group (NAUG) have spent a day cleaning up Ulverston station, Cumbria.

The team undertook a range of tasks – including replacing the old wooden doors on the platform, removing chewing gum and cleaning and repainting the underpass, handrails and stairs.

Northern, which operates the former Furness Railway station, recently repainted the waiting room as part of a £10,000 upgrade and carried out repairs to the clock tower, chimney stacks and canopy gutters.

There are plans to replace the glass roof, which is currently held up by scaffolding, install a new lighting system and replace the stained-glass windows.

Northern is also planning to cover the former nightclub next to the station with vinyls, until the derelict building can be rebuilt or demolished.

Over the next two months, improvements will be made to other stations across Cumbria, including those in Dalton, Maryport, Seascale, Askham, Flimby and Barrow-in-Furness.

EMR looking for station adopters

EAST Midlands Railway is seeking volunteers to work on projects to help transform a number of stations on its routes.

Known as station adopters, these volunteers are required for Fiskerton, Nottingham, Melton Mowbray and Elton & Orston. The role will encompass improving the surroundings of the station and observing for any unusual activity and reporting faults.

The adoption process is part of the community rail movement and further information is available online at www.eastmidlandsrailway.co.uk for details.

Study to reopen station on North & West route

HEREFORDSHIRE County Council is to invest £50,000 to develop a strategic outline business case to reopen the station at Pontrilas.

Situated on the line between Hereford and Newport, Pontrilas closed on June 9, 1958. The proposal for reopening would improve public transport in the area, as there is no station between Hereford and Abergavenney, a distance of 24 miles.

Although the idea is at an early stage, the local authority says the new station will be called Golden Valley Parkway and have parking facilities with rail services providing links to Shrewsbury, Manchester, Holyhead, Cardiff and West Wales.

The former station is used as holiday accommodation, and the area is still signalled with GWR lower quadrant semaphores.

Transport for Wales Class 197 DMU No. 197110 passes Pontrilas on May 16 with the 10.40 Holyhead-Llanelli. The former station is in the bottom left corner, partially hidden by foliage. CHRIS MILNER



Banbury station to benefit from enhanced facilities

WORK has commenced on an upgrade to Banbury station which handles nearly two million passengers annually.

Chiltern Railways, which operates the 1958-built station, says the projects include the creation of new male, female and accessible toilets in the lower ticket hall, and the refurbishment of the cafe and overbridge area, creating a new Costa Coffee retail unit.

In addition, new staff accommodation will be created on the west side of the station to provide facilities for train drivers located at Banbury depot. In preparation for the first stage of improvements, the station has been deep cleaned by specialist contractors over the past three months.

Chiltern said that the construction works may cause some disruption to passengers which will include the closure of certain areas of the west side car park and some short-term disruption to facilities while the station projects are delivered. The station is also due to benefit from a full repaint in early 2025.

A wider improvement plan for Banbury station includes Oxfordshire County Council creating a new access and public transport route from Tramway Road to the station.



Engineers prepare to install part of the pile wall, the 'H' shaped girders are driven deep into the ground, leaving around 18 inches visible. NETWORK RAIL

Seven-week closure at New Mills after earth slip

EMERGENCY repairs to an embankment which has slipped at New Mills, Derbyshire, has resulted in a closure of the line through New Mills Central for seven weeks, from July 6 to August 25.

The slip is at Hague Bar, and Network Rail (NR) says there is a risk of 50,000 tonnes of earth falling from the railway into the River Goyt. The location is between Strines and New Mills.

The line is used by local stopping services between Manchester Piccadilly and Sheffield, as well as terminating services from Piccadilly.

In early July, NR had started to prepare to drill foundations into the earth ahead of building a pile wall between the railway and the river to stop the movement of the ground.

As a short-term measure ahead of the full closure, stopping Manchester-Sheffield services were diverted via Stockport and Hazel Grove. This allowed engineers to take a possession on the down line towards Manchester adjacent to the slip, yet permitted the hourly New Mills Central terminating services to use the up line in both directions between Marple and New Mills Central.

During the full line closure, terminating services for New Mills will run as far as Marple and a bus will link Marple, New Mills Central and Chinley. Other services are being diverted via Stockport.

Southeastern seeks 600 new rail industry recruits

SOUTHEASTERN has launched its biggest ever recruitment drive to encourage more people to opt for a career in rail.

As part of its drive to recruit 600 new staff, the operator wants to appoint 170 trainee drivers and more than 100 station staff. It also has vacancies in roles such as revenue protection, onboard managers, train conductors, engineers, management and other specialist positions.

To fill the roles, Southeastern has launched an ad campaign which aims to encourage people from communities who may not have previously considered a career in rail, to do so. It also wants to increase hires from under-represented groups by 10% year-on-year, aiming to break the outdated perception of what working in rail is like.

For details, visit www.southeasternrailway.co.uk.

Digital technology helps Southeastern reunite passengers with lost property

THE introduction of a digital tagging system in April is already proving a success. During the first three months, double the number of lost property items were returned to passengers.

A lost item found on a train or at a station is now tagged with a unique QR code and logged on a database which staff use to try to match it with lost property reports from passengers. The new system replaces an outdated paper-based system.

Since its launch in April, 4166 items have been tagged, including 377 phones, 729 coats and jackets, plus a trumpet and two accordions.

Lost property is stored at a sorting centre at Cannon Street station and is kept for three months before being donated to charity or recycled.

SIDELINES

Six Chiltern stations move to 'Pay as you Go'

FROM July 1, passengers using six Chiltern stations in Buckinghamshire are able to use contactless card as part of a rollout of pay as you go travel.

The six stations where passengers can use contactless or a device to pay their fare are Beaconsfield, Denham, Denham Golf Club, Gerrards Cross, High Wycombe and Seer Green & Jordans.

Richard Allan, managing director of Chiltern Railways, said: "This is a significant milestone. Pay as you go technology gives passengers even more choice around how they pay for their travel. Users will be charged the best adult fare for their journey on the day and time of their travel."

The change means passengers can seamlessly switch between National Rail train services, Tube, London buses and London trams that accept pay as you go with contactless. Chiltern are emphasising the need to touch in and out for each journey.

16-day closure of Severn Tunnel completed

A CLOSURE of the Severn Tunnel from July 3 to 18, and again over the weekend of July 27/28, has allowed a major programme of replacing corroded and worn track to be completed. Around four miles of track, along with sleepers and ballast, is being replaced.

The corrosive environment inside the tunnel, caused by saltwater, means that track which would normally last 25 years needs to be replaced every 10 years.

Services from Paddington to South Wales were diverted via Stroud and Gloucester, adding an hour to travel times. Freight traffic was also diverted.

GWR provided a limited rail replacement bus service between Bristol Parkway and Severn Tunnel Junction.

Paintings By Artist

James Green

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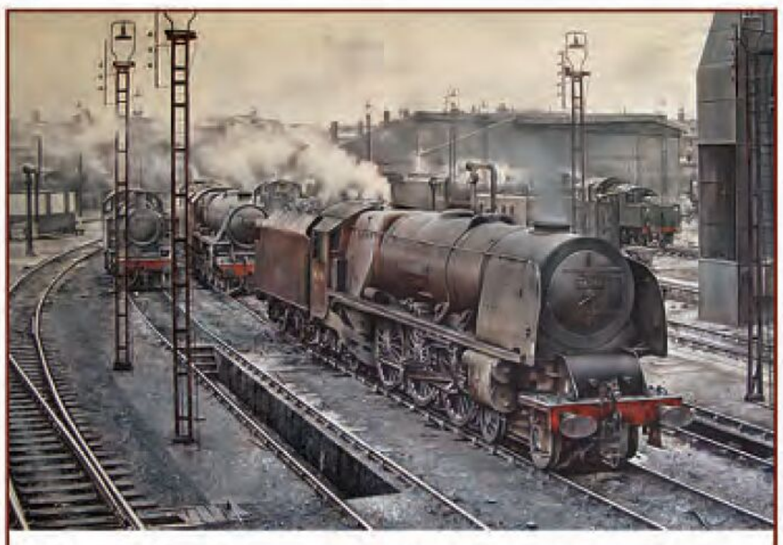
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Compiled by **Graeme Pickering**

Final delivery is made to the UK's last coal-fired power station

Weeks away from closure, the Ratcliffe-on-Soar site has received fuel by rail since opening in 1967.



Newly-named GBRf Class 66 No. 66781 *Ratcliffe Power Station* leaves its namesake having discharged what is expected to be the last train load of coal to be delivered before its closure on September 30. GBRF

WHAT is expected to be the last delivery of coal to Ratcliffe-on-Soar Power Station in Nottinghamshire was made by GB Railfreight on June 28.

Owned by the German energy company Uniper, the power station is the last operational coal-burning example in the UK, and is due to close on September 30.

Class 66 No. 66781, which was named *Ratcliffe Power Station* to mark the occasion, hauled 1650 tonnes of coal to the site, enough to power around 500,000 homes for eight hours. The movement ends a long-term partnership between GBRf and Uniper, during which a total of more than 6000 kilotonnes of coal has been delivered from the Port of Immingham.

Closure of Ratcliffe will meet the UK target of this year for ending electricity generation using coal. Commissioned in 1967, it has a 2 Gigawatt capacity, producing enough electricity to power two million homes.

Energy needs

It marks the end of the final chapter in the history of moving coal for electricity generation by rail. At the beginning of the 21st century, coal still supplied 95% of energy needs in Britain, but this had declined to 1% by last year.

"Whilst we rightly recognise that coal must be phased out for the UK to successfully transition to a modern, zero-carbon economy, rail freight will continue to play a key role in the economy of the future," said GBRf chief executive John Smith.

Uniper UK country chairman Mike Lockett added: "We're really proud that GBRf has chosen to name a locomotive after Ratcliffe power station in honour of its 57 years of electricity generation and our people who have worked there."

Other final workings

Meanwhile, Bescot North Yard saw its final traffic on June 17, when DB Cargo Class 66/6, No. 66651 (the first of 10 of the class with the operator to be regeared to deliver greater tractive effort for hauling heavy loads) left with the 6B07 working to Wolverhampton Steel Terminal. North Yard has been closed to all movements due to safety concerns.

The last working from Low Fell Royal Mail Terminal in Gateshead to the Princess Royal Distribution Centre at Willesden departed Tyneside on June 14.

It had been worked by a single Class 325 electric multiple unit. DB Cargo, which operates Royal Mail's 15 Class 325s, is running a revised schedule of 13 trains a week on the West Coast Main Line. These are round trips from Shieldmuir serving Willesden, DIRFT and Warrington, all due to cease from October 10 this year.



On the morning of June 17, DB Cargo Class 66 No. 66651 gets ready to leave Bescot North Yard with the 6B07 working to Wolverhampton Steel Terminal. The yard was closed following its departure. BILL OWEN

'Tugs' power DCRail's first-ever 'jumbo' sand train

A SINGLE train was used by DCRail to move 36 wagons of limestone sand destined for use in the construction of HS2 on June 22.

Class 60 No. 60055 *Thomas Barnardo* hauled the 3592-tonne load (including sister locomotive No. 60029 *Ben Nevis*), originating at Whatley Quarry in Somerset to Westbury, where it was split into two portions.

No. 60029 then took 24 of the wagons to Willesden 'F' sidings in London for stabling prior to delivery to HS2's Quainton railhead in Buckinghamshire.

No. 60055 took the remainder of the train to Bristol East Yard, where it joined 12 wagons also destined for Quainton which had been loaded at Tytherington Quarry in Gloucestershire. All reached their final destination on June 24.

It is the first time a 'jumbo' train has been operated by DCRail. Describing it as a job "well delivered", David Fletcher, rail director of its parent company Cappagh Group, said he was sure it would not be the last.

■ DCRail is examining options with the Aggrecyle, the tenant at its Leicester railhead, for a new rail connection, as well as increasing throughput by installing additional processing equipment.

The site, at Syston Street East, receives regular trains from quarries in the Peak District and in May was the destination for three trains carrying used Network Rail ballast from Tyne Yard on the edge of Gateshead. These were organised with just a fortnight's notice, moving 5000 tonnes of ballast for screening prior to use in local construction projects.



A new connection would allow direct access to the compound, avoiding the current need to unload them over the fence from Network Rail's Humberstone Road siding.

Above: DCRail Class 66 No. 60055 *Thomas Barnardo* leads dead in tow No. 66029 *Ben Nevis* on the 36-wagon train carrying limestone sand from Whatley Quarry in the Mendips. The 'Tug' was in charge of a load of 3592 tonnes, which was divided at Westbury. Its ultimate destination was the Quainton railhead, used to supply construction materials for HS2. MARK FEW

Compiled by **Graeme Pickering**

SIDELINES

New DLR trains delayed

TRANSPORT for London has confirmed to *The RM* that it still expects the first of the 54 new CAF-built Docklands Light Railway (DLR) units to enter service this year, despite problems encountered during integration testing.

Its head of programme for DLR rolling stock replacement Arran Rusling said there had been "complex challenges".

A more definite time frame is expected once issues have been fully resolved, but he added that TfL was still on course to introduce all of the B23 trains by 2026.

Blackpool North services begin

TRAMS began serving the new terminus close to Blackpool North railway station during mid-June, following the long-awaited opening of the £23.4 million extension of the system from the Promenade at North Pier.

It welcomed its first official passenger-carrying journey, for guests including winners of a prize draw for local residents, on June 12. A series of tours took place over the following three days, with the first normal timetabled services running on June 16.

The extension is served at half-hourly intervals by T2 trams to and from Starr Gate, and the T3 route to and from Fleetwood.

NET fare rises

MOST Nottingham Express Transit (NET) fares rose from the beginning of July.

The price of adult single journey tickets increased by 10p to £3.30, and adult day tickets by the same amount. A 50p rise was introduced to adult weekly and group off-peak fares.

NET chief operating officer Andrew Conroy said the move reflected "ongoing external pressures" including high energy costs and inflation.

"We're also facing ongoing pressures due to the extension of the Government's £2 capped bus fares which other transport providers are able to reap the benefits of, but sadly don't currently include trams," he added.

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Farewell to the Subway's Metro Cammell stalwarts

Last trains in service from the fleet introduced in 1980 work their final circuits of the Glasgow system, having each covered around 2.6 million miles.

AFTER over four decades of service, during which they are each estimated to have covered around 2.6 million miles (the equivalent of 400,600 loops of the system), the final two Metro-Cammell-built Glasgow Subway sets worked their last passenger duties on June 28.

Car Nos. 119, 203 and 103 formed the final Outer Circle train of the old stock, entering traffic at 13.40 and leaving service at 17.14. Nos. 106, 207 and 120, which ran on the Inner Circle from 13.45, brought the curtain down on the 44-year reign of the Birmingham-built units, when they went out of service at 17.24.

A total of 33 sets were introduced in 1980 following a three-year closure of the system for modernisation, with an additional eight trailer cars, built in 1992, subsequently being added to formations.

Operating as three-car consists, they have been superseded by 17 Stadler-built four-car trains as part of a £288 million transformation of the Subway, which also includes a new operational control centre and new signalling and communications equipment.

The new sets, which have been gradually phased into use since December, will be able to be used in driverless mode once the refurbishment of the system, which includes 'half height' screen doors on platform edges, has been completed.



The last two Metro-Cammell-built Glasgow Subway trains in service meet at West Street station on their final day in public use, June 28. On the left (working the Inner Circle) is a train consisting of car Nos. 106, 207 and 120, while on the right Nos. 119, 203 and 103 is on the Outer Circle. SPT

Last goodbye

Coun Stephen Dornan, chair of Subway operator Strathclyde Partnership for Transport, said of the old trains: "They have served us well for many decades. I know many of the staff, current and retired, and many passengers have been keen to come along over the last couple of weeks for one last loop round the system."

Driving car No. 128 has a new home at the city's Riverside Museum, where it went on display on June 14, joining three cars from the Subway's original fleet (which it and its fellow Metro-Cammell vehicles replaced), that were in service between 1896 and 1977.

Negotiations to preserve a Metro-Cammell car at the museum began in 2016, when it was the first to express an interest in exhibiting one.

Transport and Technology curator John Messner said the design became a local icon as soon as it was introduced.

"The 'Clockwork Orange' trains, as they quickly were nicknamed, hold fond memories for many Glaswegians as well as visitors to the city, and Glasgow Life Museums is proud to have been able to preserve one of these beloved carriages with the help of the team at SPT," he added.



RIGHT: Pictured at the system's Broomloan depot are Glasgow Subway drivers Julie Baker and Eileen MacPhail who worked the last shifts with the old trains on June 28. Julie is seen in the cab of No. 119, which operated its last duty on the Outer Circle with trailer No. 203 and fellow driving car No. 103. SPT



Driving car No. 128 on public display at its new home, the Riverside Museum in Glasgow. SPT



RETURN TO THE ROVERS

Manchester Metrolink M5000 tram No. 3095 was officially unveiled in all-over vinyls on June 19, promoting ITV's Coronation Street Experience. The livery, which it will carry for 12 months, is designed to give the impression that passengers are stepping into some of the programme's best-known locations including The Rovers Return pub and the Kabin newsagents. Coronation Street stars Peter Gunn (Brian Packham) and Julia Goulding (Shona Platt) are pictured with No. 3095 at the Imperial War Museum stop, the nearest to the studios where the soap is produced. It was temporarily renamed 'Weatherfield North' to coincide with the launch event.

ITV STUDIOS/AMY BRAMMALL









GB RAILFREIGHT WEEKEND

SATURDAY 7 – SUNDAY 8 SEPTEMBER 2024

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- Shuttlebus service between Peterborough mainline and Nene Valley Stations
- Shuttlebus to GBRF's Operations Centre and Depot
- Model Railway Exhibition courtesy of *Hornby Magazine*
- Ale on the Rails Beer Festival Friday 6th to Sunday 8th September

Locomotives featured may change due to operational requirements.



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Great Ormond Street Hospital Charity

Compiled by **Graeme Pickering**

SIDELINES

'In-house' ETCS fitment

FREIGHTLINER Class 66, No. 66591 will be the first loco in its class to have European Train Control System (ETCS) in-cab digital signalling equipment fitted by the company's own in-house team. Supported by Siemens Mobility, work will be completed by Freightliner staff at Leeds Midland Road depot. It comes just over three months after DB Cargo No. 66039, the very first UK Class 66 to receive ETCS, was released for testing at Network Rail's Melton Mowbray Rail Innovation & Development Centre.

Testing awaits Class 99

GB RAILFREIGHT says the first of its 30 bi-mode Class 99 locos, which are being built by Stadler in Valencia, is 'almost ready' for testing. GBRf chief executive John Smith and representatives from the firm's owner Infracapital travelled to Spain during June to see No. 99001 nearing completion. The first loco is expected to enter service in late 2025. As well as being able to operate in electric mode, the locos have a diesel power unit capable of running on hydro-treated vegetable oil, but their modular design will allow conversion to accommodate battery or hydrogen cells in the future.

EMU cars return 'home'

DRIVING Motor Standard Open (DMSO) No. 64432 from Merseyrail Class 507 unit No. 507028 has been placed on a short section of track at the new Merseyside Fire & Rescue Service (MFRS) Training & Development Academy in Aintree, where it will be used in the staging of emergency scenarios. It is understood that the unit's Trailer Standard Open car No. 71369 will also be used by MFRS, both having returned to Liverpool by road after the whole unit (including Battery Driving Motor Standard Open No. 64394) was hauled, along with No. 507033, to Sims Metals in Newport on May 7 by ROG Class 37 No. 37884.

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First refurbished SWR Class 458/4s enter service

Units will initially be allocated to suburban services to and from London Waterloo.

THE first of South Western Railway's 28 refurbished four-car Class 458/4 electric multiple units were introduced on June 24, for use (initially at least) on services from between Waterloo and Weybridge/Twickenham via Brentford.

Nos. 458415/420/421/422 were the first sets placed into traffic to work in pairs as eight-car formations.

Eleven units have so far been released from the £25 million refurbishment programme at Alstom's Widnes site, during which they were returned to four-car configuration (with the removal of the additional intermediate car per set gained from the disbanded Class 460 'Gatwick Express' units), regeared to run at 100mph (rather than the previous 75mph) and had seating changed to a 2+2 layout.

Interior

Each Class 458/4 has a total of 234 seats in Standard Class. The majority are airline-style with folding tables and charging points in the seat backs, but there are also tables with wireless charging points. The units have two First Class areas with two tables and 12 seats, but these are declassified for suburban services. There are two wheelchair spaces per train, but no bicycle spaces.

When refits were announced in 2021, the trains were destined for use on Waterloo-Portsmouth Harbour services via Guildford. An SWR spokesman told *The RM* that it has no plans at the moment to use the units on that route, but as its introduction of the new 90-strong fleet of Class 701 'Arterios' (the first of which went into service in January) continues on suburban services, options will be reviewed in order to deploy sets where they are most needed.



The majority of seats in the refurbished Standard Class area are configured in airline-style, but each car also features two bays of seating at tables. ASHLEY FROST/SWR



Class 485/4 No. 458417 is pictured at Bournemouth depot following completion of its refurbishment by Alstom in Widnes. ASHLEY FROST/SWR

GOING FOR GOLD

Paralympic double gold medallist Maisie Summers-Newton, Olympic gold and silver medal winner Dame Jessica Ennis-Hill and World and European Indoor Championships gold medallist Perri Shakes-Drayton are pictured alongside Eurostar Class 374 set comprising Nos. 4017/4018 at St Pancras International on June 25, which, along with Nos. 4027/4028 has been given a gold livery to mark this summer's Paris Olympic and Paralympic Games. Vinyls on the cab sides of the units carry the logos of the Great Britain, Belgium, Netherlands and German teams. Eurostar says its services will be carrying 2000 athletes and staff from the teams during the events. Its timetable will include up to eight additional trains between London and Paris when the games are at their peak. EUROSTAR





The completion of No. 390020's refurbishment wrapped-up more than two-and-a-half years of work to transform the interiors of all 56 of the Class 390 'Pendolino' units at Alstom's Widnes train modernisation centre. The team involved in the project are pictured in front of the unit prior to it leaving the site and returning to service. AWC

£117 million 'Pendolino' fleet refurbishment project completed for Avanti West Coast

CONCLUSION of the £117 million Avanti West Coast 'Pendolino' internal refurbishment project was marked with the return to service on June 24 of the final train to have the work completed.

No. 390020 re-entered traffic, working the 08.43 Liverpool Lime Street to London Euston. It was the last of the 56-strong Class 390 fleet to emerge from the programme, launched at Alstom's Widnes train modernisation centre in Cheshire in autumn 2021 following the arrival of No. 390125, the 'pilot set' for the revamp. Its completion took around 30 weeks, but as the team responsible gained more experience and refined the process, timescales gradually reduced, with a turnaround time of two weeks becoming the norm.

Avanti described the project, financed by 'Pendolino' fleet owner Angel Trains, as "the UK's biggest ever fleet upgrade". A total of 574 cars received attention. After being stripped down, some vehicles were given new floorboards. All received new wiring, lighting and carpets. Standard Class features new seats and additional luggage space. On 11-car units, one former First Class car has been converted to Standard accommodation.

First and Standard Premium seats have been refurbished. All sets feature a new on board shop, refurbished toilets, passenger information screens and at-seat power points throughout.

Alstom's UK services managing director Peter Broadley praised the "dedication and expertise" of the team at Widnes, while Avanti managing director Andy Mellors added that the fleet, which has completed 20 years of service on the West Coast Main Line, is "now even better than before".

New UKRL deal for DCRail Class 60 maintenance

UK RAIL Leasing Ltd (UKRL) has secured a new three-year contract to maintain DCRail's four operational Class 60 locomotives.

The deal, which builds on a previous agreement that had been in place since April 2022, will see UKRL undertake all servicing of and conduct regular examinations on the locos (Nos. 60028/029/046/055) at its Leicester depot.

"Over the last two years we have worked together to maximise the availability of our locomotive fleet, with the regular 'B' exams now being undertaken in under seven days, and overall fleet availability increased to over 90%," said David Fletcher, rail director of DCRail's parent company Cappagh Group.

"This is a remarkable achievement on a small fleet of locomotives for which we plan 75% availability. The ability to minimise fleet downtime means that DCRail can offer customers efficient supply chain solutions, reducing carbon emissions and assisting the move to net zero."

The freight company, which specialises in aggregates haulage, also owns and runs Class 56 locos Nos. 56091 and 56103 as cover for the Class 60s during maintenance.

It works on the basis of having four rakes, each consisting of 24 JNA-T wagons in use, one for each Class 60 and in a typical week runs 15 loaded services, equating to around 25,000 tonnes of material.



A NEW FALCON RISES: **GB Railfreight Class 69, No. 69012 (which, prior to its conversion was Class 56 No. 56077) is seen at Arlington Fleet Services in Eastleigh on July 12 as *Falcon 2*, having just become the latest member of the class to emerge in a former BR livery. The style in which British Railways two-tone green has been applied, along with its cast metal falcon emblem and nameplate, replicates that of Brush-built diesel electric prototype loco No. D0280 *Falcon*. It also carries the '82A' shed plates of Bristol Bath Road, a former home depot of No. D0280. Built in 1961 at the company's Loughborough works, No. D0280 originally carried a painted name and version of the livery with the lighter green predominating, but this was soon reversed and the cast emblem and name added. It was scrapped in 1976.** CARL WATSON

HNRC to source locos for Swietelsky

HARRY Needle Railroad Company is to provide the long-term hire of up to 26 locomotives for On-Track Machinery (OTM) supplier Swietelsky and SB Rail (its joint venture partnership with Babcock).

As well as giving access to motive power to support its UK operations, the agreement covers the use of heavy maintenance and overhaul facilities at HNRC's Worksop depot in Nottinghamshire for work on Swietelsky's fleet of OTM and Kirow Cranes.

The announcement from the Austrian company, posted on the social media platform LinkedIn, did not confirm what locomotive types the fleet would consist of, or when it envisaged the arrangement would begin.

Concept images released for EMR's £56 million fleet revamp

Operator's Class 158 and 170 diesel multiple units and Class 360 electric sets will all receive interior modernisation.

FOLLOWING its announcement in March of plans for the interior refurbishment of all of its Class 158 and 170 diesel, and Class 360 electric multiple units, East Midlands Railway has released images of how it expects the revamped vehicles to look.

In total, nearly £56 million will be spent on the project to modernise 90 trains, supported by the three companies who lease them to EMR – Porterbrook, Eversholt Rail and Angel Trains. The operator says the changes will enhance the travelling experience for passengers as its regional DMUs, which have migrated from different operators, will all be of a consistent standard once work has been completed.



Vestibule and seating near the accessible toilet on an East Midlands Railway Class 170 unit as it is expected to look following refurbishment. EMR

'Transformative'

"The £28.2 million refurbishment of our Class 170 and Class 158 trains will be transformative, offering customers more convenience, comfort, and better facilities," said EMR commercial director Simon Pready.

As part of an "extensive refresh", seat foam and covers will be replaced. The Class 170s will receive new passenger information systems and they and the Class 158s will receive CCTV.

The remaining £27.6 million of the overall sum will be spent on EMR's 21 Class 360/1s, which will receive "extensive improvements", to be carried out by Siemens Mobility, the builder and maintainer of the units. The upgrade includes new 2+2 seating in a mix of bay with table and airline configurations, as well as improvements to luggage space and CCTV.



A computer-generated impression of the planned new EMR Class 158 interior. EMR



Class 360s will receive new 2+2 seating in bays and airline style as seen in this designer's impression. EMR

Wagon Report

Compiled by **Steven Fredrick Lappage**

SELF-PROPELLED or autonomous wagons are fairly unusual, with only 14 currently in use. Balfour Beatty has two YJA-F power wagons (Nos. DR 78701/702, dating from 2004) for use with Harsco Track Technologies' New Track Construction (NTC) machines. An earlier version of NTCs, operated by GART Renewals, used a tracked bulldozer for on-site haulage.

Network Rail owns Cowans Boyd YXA-P power wagons Nos. DR 89005/007/008. Introduced in 1985 by British Rail, there were originally 16 long-welded rail trains (LWRT) with the power wagons providing traction and braking during rail drops to the trackbed.

Most of these sets were replaced by locomotive-powered Rail Delivery Trains (RDT), though three were refurbished in 2006-07. Known as LWRT 01-03, they were lengthened by one YEA 'Perch' intermediate flat to allow the carriage of 216 metre-long 'strings' of rail.

Network Rail also has six Plasser &Theurer YOA-L materials handling train power wagons, Nos. DR 92331/332/431/432/477/478.

Rhomberg Sersa has a pair of MFS+ materials handling wagons, Nos. 99 85 9553 055-7/056-5, which were built by Plasser & Theurer. They feature twin sets of retractable crawler tracks that, once lowered, allow them to be guided around worksites once track has been removed.

Finally, there is Railcare Sweden's ballast feeder machine No. 99 70 9552 020-8. Delivered in 2017, the wagon is hauled to worksites but moves under its own power during possessions. It can work independently, but normally feeds fresh ballast to sites that have been excavated by RailVac units, also owned by Railcare.

Autonomous wagons for main-line revenue traffic, that are self-propelled outside possessions, may be feasible in the future. Intermodal flats, for example, could be powered by bogie-mounted battery-electric traction packs. Genesee & Wyoming, owner of Freightliner, is interested in trialling this technology.

Meteor Power, based at Silverstone, has also explored the concept of self-powered wagons using a hydraulic regenerative system. This would use hydraulic pumps to capture energy during braking, which could then be used to assist in restarting a train.

■ LORAM UK continues with the programme to convert JNA-Y 'Hawk' gondola opens. Recently outshopped from Derby are Nos. 81705831242-9 to 259-3. Donor MRA side-tippers arriving at the RTC workshops have been Nos. 501012/042/072/102/154-156/244-246/309/311/329/331/365-367/371-373.

■ BALFOUR Beatty operates two drain cleaning trains, of which the oldest is the former Sussex Rail set purchased in 2019. It consists of ISO modules mounted on a pair of former Freightliner PFA-C 60-foot flats, Nos. SRL 95490/491. The newer train has similar ISO modules carried on KHA-F flats Nos. 83 70 4574 009-4/013-6 hired from Touax.



Seen on the scrapline outside Bescot TMD on June 9 was BWA hooded coil carrier No. 910426.

■ DB Cargo continues with its cull of bogie steel flats. Recent disposals to scrapyards have been BAA^/BZA slab or coil carriers Nos. 900001/002/026^/039/048/069/086/087/097/106/116/123/126^/150^/154^/198^/203/223/229/233/238/267/270/290, BBA slab and bloom carriers Nos. 910050/108/161/173/336/365/395/405/564.

Replacements for these flats are being fashioned from surplus BYA covered coil carriers. Getting their hoods, ends and coil cradles removed at the DB Cargo UK workshops at Stoke-on-Trent are Nos. 964004/021, Nos.966001/010/039/053/066/068/069/076/078/091/099/101/104/106/107/128/133/164/166/177/186/191/202/206/219/225/246/248/257/255/300.

■ REWORKED barrier wagons for movement of new Siemens 'Inspiro' tube stock for the London Underground Piccadilly line are Dutch registered IWA flats Nos. 83 84 3523 002-7/003-5/005-0/006-8/008-4/010-0/012-6/015-9/016-7/020-9/021-7/050-6. Conversion of the type Rfnoos timber carriers is being done by WH Davis at Langwith Junction works. Modifications being made include the fitting of London Underground compatible autocouplers.

LOCOMOTIVES

Allocations
66032 WBAT-WBVT
66143 WBAT-WBVT
66187 WBAT-WQBA
66200 WBVT-WBAT
66206 WBVT-WBAT
93002 newly delivered HQ/MBEL

Liveries
Colas: 43257
DB Cargo red: 66207
FL orange: 08530
GBRf: 66305/14
InterCity Mainline: 31452
Railfreight Metals: 37901
Two-tone green: 69012

Named
08605 *Jermaine*
66429 *Charlie Birse*
66431 *Kingmoor TMD*
66770 *Darius Cheskin*
66781 *Ratcliffe Power Station*
69012 *Falcon 2*

Names reapplied
43025 *Exeter*

Names removed
37424 *Avro Vulcan XH558*
57306 *Her Majesty's Railway Inspectorate 175*
57310 *Pride of Cumbria*
60036 *GEFCO*
60052 *Glofa Twr – The last deep mine in Wales – Tower Colliery*
66781 *Darius Cheskin*
73128 *O.V.S. Bulleid C.B.E.*

Renumbered
66149 – 66654
66167 – 66655

Stored/stopped locations
Colwick: 43290
Embsay & Bolton Abbey Railway: 31452
Radway Green, Alsager: 60012/52/68/84/89
Toton: 66187
Worksop: 93002

Disposals
Sandbach Car Dismantlers, Middlewich: Cut dates: July: 90022/27



Hitachi No. 810004 had its first run on the Midland Main Line on July 22 when it ran from Sheffield to St Pancras International as 5Q44, departing Sheffield at 10.50. The train is seen passing Rushton, south of Market Harborough. The move is understood to be part of the accumulation mileage – the train being crewed by GB Railfreight. RICHARD GENNIS

MULTIPLE UNITS

Allocations
156478 HQ/MBCS-HT/EDHQ
323218 SO/EJHQ-AN/EDHQ
321342 HQ/SAXU-GW/VRMU
398016 newly delivered HQ/HLHQ
730004/27/29/39/40/41 HQ-BY
730225 newly delivered HQ/EJHQ
777037 HQ-KD
777144 HQ-KD
805013 HQ-OY
807003 newly delivered HQ/HFHQ

Liveries
Blue: 153311
Northern: 156478
SWR: 458408/12/15/26/27

Named
156424 *The Yorkshire Dales Explorer*
197125 *The Cheltenham Spa Express*
444040 *The D-Day Story*

Renumbered
458508 – 458408
458515 – 458415
458526 – 458426

Formations
458408: 67608+74008+74108+67708
458415: 67615+74015+74115+67715
458426: 67626+74026+74126+67726

Now in passenger traffic
730004/27/29/39/40/41
777037
777144
805013

Now back in traffic
458413/15/20/21/22/27

Stored/stopped locations
Brodies, Kilmarnock: 769002/06
Clacton: 231004
Cockshute: 74433/42
Derby: 720511
Doncaster Belmont: 730207/24
Eastleigh T&RSMD: 701025/30/46
Ely: 175003/07/08/10, 175113
Heaton: 156478
Kirkdale: 777033/47
Landore: 175108/11
Old Dalby: 730212/17
Oxley: 730225
Taff's Well: 398016
Willesden: 730043
Wimbledon: 458531
Wolverton: 195104, 196113/14
Worksop: 720515

Disposals
C.F.Booth, Rotherham: Cut dates: July 11: 77048; July 12: 71577 (317501)

HAULED COACHING STOCK

Named
3313 *Warwick*

Preserved
Private location: 48140

Formations
HA03: 40603+42021+42557+42143+42047
HA09: 40609+42253+42107+42257+42032
HA14: 40614+42012+42245+42013+42009
HA16: 40616+42291+42577+42075+42213
HA17: 40617+42295+42558+42250+42096

Stored/stopped locations
Barrow Hill: 35185
Crown Point, Norwich: 48127/28/29/43/44/45/46/47/48, 49110/15/16
Great Yarmouth: 9525, 10229, 10413, 11078/90/95, 12021/64/91/98, 42504/11, 44059
Haymarket: 42054/77/78

■ **STOCK CHANGES CORRECT AS OF JULY 25.**



Left: Rail Operations Group Class 93 No. 93002 is seen on an Allelys Heavy Haulage low-loader at Woodall services on the M1 on July 23. The locomotive arrived at Worksop the following day. STEVE DONALD

'CASTLE' RESCUES *CASTLE*: A remarkable working occurred on the morning of July 10, when No. 57605 *Totnes Castle* failed west of Truro while hauling the previous night's Paddington to Penzance 'Night Riviera' sleeper. Rescue came in the form of a 'Castle' HST set with power cars Nos. 43156/43098, the main image showing the 14-vehicle formation (2+4 HST, seven Mk.3s and '57') east of St Austell at Carlyon Bay as it heads to Plymouth Laira, the inset showing it just west of St Austell crossing Gover Viaduct. At Laira, the HST set changed ends and later the same day hauled the errant sleeper west to Penzance Long Rock depot. JON HIRD / CRAIG MUNDAY

Compiled by **Ashley Butlin**

The network's notable moves

Avanti West Coast

Ten Voyager units, Nos. 221107/10-18, have now been handed over to CrossCountry with AWC retaining eight units, Nos. 221101-06/08/09, until December, six for daily service with two as spare or on maintenance.

Realtime Trains shows that on Saturday, June 29, Pendolino No. 390009 on the 1A80/18.35 from Manchester Piccadilly to London Euston failed on arrival at platform 5, Euston. The following day, Thunderbird Class 57 No. 57307 *Lady Penelope* was seen arriving light engine at platform 5, 0Z99 from Crewe Gresty Bridge to recover the failed Pendolino unit.

AWC's plain white unbranded Class 805 No. 805002 ran empty on Monday, July 1 as 5Q05/08.11 from Oxley Depot north to Carlisle (pass 11.33), Edinburgh (pass 13.33) and then south on the ECML via Newcastle (pass 17.01) to finally arrive in Darlington at 17.29. From here it ran to Merchant Park at Newton Aycliffe from where it re-emerged on July 4 now in AWC blue and white livery. It then retraced its route via Newcastle, Edinburgh, Crewe to Oxley, arriving at 20.33.

Class 807 No. 807001 passed Thankerton with 5Q07, the 10.50 Darlington to Oxley CMD on Thursday, July 4.

Great Western Railway

Testing of the Class 230 battery train has resumed on the Greenford loop. Observed on Thursday, June 6, No. 230001 was first seen standing by platform 5 at West Ealing before running ECS 5Q47/12.22 departure to Greenford.

The driver was seen wearing high visibility clothing carrying the RailAdventure logo – the test trains are understood to be operated under RailAdventure's licence. Later on the same day, the short hop from South Greenford to Greenford was made on 2G38/15.15 from West Ealing, formed of Class 165 No. 165118. A correspondent passing West Ealing on an Elizabeth Line service early on the morning of Sunday, June 16, noted No. 230001 stabled in the carriage sidings.

In the expectation of Euston station being used by GWR when Paddington is closed for HS2 works, test runs have been taking place. With both Class 57 locomotives and Mk.3 stock not being regular visitors to Euston, it had not been anticipated tests of the Night Riviera stock would be necessary. However, Sunday, June 30 saw a train of green sleeper stock working 5Z40 ECS from Reading to Euston where it was observed at mid-day alongside platform 16, formed of Class 57 No. 57603 *Tintagel Castle*, plus coaches Nos. 10590 +10589+10563+10616+10219 +12161+17173 and Class 57 No. 57605 *Totnes Castle*.

For a few minutes Locomotive Services' Class 90 No. 90001 *Royal Scot* posed ahead of No. 57605 at the front of the train, while GWR staff carried out gap tests between the train and the platform. To enable the tests to be carried out by more than a single platform, the Night Riviera stock, with No. 57605 leading, left ECS 5Z41/14.05 to Willesden South West Sidings then returned to platform 2 at Euston.

With the tests completed the Night Riviera stock eventually left Euston ECS as 5Z42/15.36 back to Reading Traincare Depot.

Henley Regatta Saturday traditionally sees GWR provide a seven-coach Turbo train to carry the well-dressed crowds to the river. This year it was the turn of Nos. 165112+165123+165126 to provide the service on a very wet and chilly July 6. These services use Twyford's platform 4 through the day as the Henley bay platform cannot accommodate seven-coach trains.

Unfortunately, the 2Z08/09.11 departure from Henley encountered a fallen tree between Wargrave and Twyford. GWR reported on its website that the crew had tried to move the rogue tree, but a specialist team was needed to remove it so that services could resume. Meanwhile, Regatta folk continued to mass at Twyford and the decision was made to run GWR and the Elizabeth Line trains non-stop through Twyford to avoid overcrowding.

As it was, platform 4 was full and the waiting Regatta-goers snaked around the station forecourt. Realtime Trains showed these services as passing Tywford. For instance, the 10.09 GWR departure to Didcot Parkway went through full of Regatta folk who were unable to leave the train until Reading. This situation lasted until 10.30 and replacement road transport was provided into a very busy Henley-on-Thames. Henley branch trains recommenced with the 12.27 departure from Twyford. It has to be said GWR staff did a good job keeping people informed on a day more akin to winter than mid-summer!

Greater Anglia

The timetable change on June 2 has seen increased usage of Aventra Class 720s from either Harwich Town or Harwich International to and from London Liverpool St.

The weekday stabling run from Colchester no longer takes place but the weekday 5A01/04.45 Colchester-Harwich Town works a couple of Harwich branch runs before becoming 1A33/08.42 Harwich Town-London Liverpool St, while 1A02/06.30 London Liverpool St-Harwich Town then takes over the Harwich branch runs. There is also an additional Harwich International-London Liverpool St in the morning and London Liverpool St-Harwich International in the evening.

Class 720 Aventra No. 720140 was worked south on June 10 by GBRf Class 69 No. 69011 as the 5Q68/08.55 Derby Litchurch Lane to Willesden TMD. A further move on June 11 saw No.720144 top-and-tailed by Nos. 47727+57305 from Worksop to Derby. Class 69 No. 69008 moved No. 720511 from Ilford to Worksop on June 13.

A further move from Worksop on June 19 found No. 720505 top-and-tailed back to Derby by Nos. 69009+57306. Yet a further departure from Worksop occurred on July 9 when No. 720511 was top-and-tailed by Nos. 47727+69011 back to Derby.

The rail depot at Clacton reopened in 2010 when its main focus was maintaining Greater Anglia's fleet of Class 321 trains. During 2020 a new train lifting facility was installed to accommodate the operator's fleet of Stadler bi-mode trains.

The rail depot is now to receive a new Hegenscheidt-MFD wheel-lathe, with an associated battery locomotive to move rolling stock over the lathe. On a visit to Express Service, Ruse, in Bulgaria, the battery locomotive was seen, nearing completion, but without wheels. It carries a yellow livery, will have six wheels and is of Express Service type ES3000. The Express Service works number has not been confirmed. The battery shunter is to be displayed at the Innotrans exhibition in Berlin in September, before delivery to Clacton.

On Saturday, June 29, Class 720 No. 720589 was seen passing Canonbury station whilst working ECS 5L50 from Wembley Inter City Depot to Ilford E.M.U. Depot.

ScotRail

ScotRail is in the process of extending a number of its HST sets from four to five car formations. Observed at Inverness depot was TSO No. 42096 which had appeared from storage down in the central belt, being inserted into set HA17. Also present were sets HA14 and HA16, also now extended. A full list is to be found in the Stock Update page.

On the afternoon of July 5, an unexpected arrival at Fort William was the 1Z43/09.12 Crewe to Fort William Midland Pullman worked by Nos. 43049 and 43059 with a full set. The set was stabled on Tom Na Faire depot at Fort William where LSL has recently taken out a contract with Network Rail to stable its pullman stock when working in the area for the rest of this year.

On the following day, the set worked from Fort William to Mallaig as the 1Z44/08.32 and return 1Z45/11.34 Mallaig to Fort William. This is the same pathing times as when the two LSL 37s and the Scotrail push-pull set came up earlier in the year.

CrossCountry

Former Avanti West Coast Voyager No. 221116 was seen at Birmingham New St on Thursday, June 13, on the 10.03 Edinburgh Penzance



Loram Type 3 No. 37418 *An Comunn Gaidhealach* visited the newly-reopened Levenmouth line in Fife on June 25. The loco is seen at Kirkland (Leven) with the Fife Heritage Railway site behind it – formerly the site of Kirkland Yard. At the back of this area is where the original line to Leven and the Fife Coast ran. NEIL MACKENZIE



Ahead of working Pathfinder's 'Jolly Whistler' railtour on July 27, the Class 40 Preservation Society's Class 40 No. D345 (40145) was given a test run on July 15 from Carnforth to Hellifield and back via Blackburn, with Type 3 No. 37706 included for insurance. The outbound 5M50 working is seen heading east at Settle Junction. CHRIS GEE



It makes a change to look down on a Tyne bridge rather than up! This view on July 8 is of Lumo set No. 803004 as it crosses the King Edward VII bridge with 1S91, the 05.48 King's Cross to Edinburgh. TOM MCATEE

service. The driving vehicle has CrossCountry livery, but the MSRMB (Motor Standard Restaurant Miniature Buffet) retained the Dinas Bangor/City of Bangor name.

TransPennine Express

An eventful journey by a correspondent on Saturday, July 6, highlights the problems passengers can encounter when travelling by rail, when they travelled from Edinburgh to Bolton on the 18.11 TPE service to Manchester Airport (Nova 2 Class 397).

After leaving Lockerbie it was announced that the service would terminate at Carlisle where there was no driver available. Passengers were told to catch the 20.04 Avanti service to Preston, the 18.52 Edinburgh to Birmingham New Street Pendolino, then board a Northern service from Preston. The TPE Class 397 was then seen departing Carlisle ECS northbound.

Following departure from Carlisle an announcement was made that the Avanti service would terminate at Preston as there was again no driver available. On arrival at Preston platform 4, utter chaos ensued as all the passengers from the Avanti service and all from the TPE service crowded the platform.

The platform indicator then showed the 21.24 Northern service to Manchester Airport would arrive on platform 4, which still had the Pendolino. It was then announced the 20.59 Blackpool North to Manchester Airport Northern service would arrive on platform 3. On arrival, a four coach Class 331 was virtually full, so most of the passengers from the TPE service had to stand. Arrival in Bolton was 48 minutes late.

Transport for Wales

On June 10 a correspondent travelled on TfW 07.31 from Newport (Gwent) to Colwyn Bay operated by Class 197 No. 197018. The train was on time until the approach to Shrewsbury where it was held for 23 minutes, which according to the conductor's announcement was due to a train that had failed across the junction. On arrival at Shrewsbury there were two pairs of Class 158s, a Class 195 and a pair of Class 153s – the culprit was unknown.

On leaving, the service got no further than just before Decoy Level Crossing, near Babbinswood when the Class 197 failed. The driver, with another driver who was travelling on board, managed to get the train to Gobowen, the next station, where the service was terminated.

The Class 197 then stayed blocking the northbound platform for about another 40 minutes until it was moved out of the way to the southbound platform. This allowed the following train, a pair of Class 158s on the Birmingham International to Bangor, to continue its journey. Final arrival at Colwyn Bay for the correspondent was 97 minutes late.

The 17.14 Cardiff Central to Holyhead on July 5 had an exemplary run as far as Rhyl, reached slightly early with Class 67 No. 67015 in charge. Its luck then ran out as it ground to a halt before Abergele & Pensarn. It transpired that both lines had been stopped at Colwyn Bay station while police searched for an alleged offender. The person was not found, and the lines then reopened, with the 17.14 arriving 23 minutes late at Colwyn Bay.

West Midlands Railway

Movements of the new Class 730 units continues apace with No. 730012 being taken from Old Dalby to Soho by Class 37 No. 37601 on June 5, the Class 37 then taking No. 730009 to Old Dalby.

No. 730213 was conveyed from Derby to Oxley by No. 37608 on June 8. The following day the Class 37 moved Nos. 730042+730043 from Gascoigne Wood to Doncaster Belmont. On June 11, No. 730040 was moved by No. 37601 from Doncaster Belmont to Willesden. Two units, Nos. 730207+730224 were moved from Long Marston to Oxley on June 15, by No. 37608, the same loco three days later moving Nos. 730222+730205 from Oxley to Doncaster Belmont before moving Nos. 730041+730029 from Belmont to Willesden.

This was followed on June 25, by No. 37601 moving No. 730043 from Belmont to Willesden, and the following day No. 730028 from Gascoigne Wood to Belmont.

Two days later it took No. 730205 from Crewe to Derby. No. 37601 was in use again on July 5, moving No. 730205 from Derby to Long Marston before returning an unidentified Class 730 to Oxley. It then took Nos. 730207+730224 from Oxley to Doncaster Belmont.

The last reported move in the period under review was Nos. 730028+730042 from Belmont to Willesden on July 10, hauled by Class 37 No. 37884.

The final two Class 196 units to enter traffic, Nos. 196113+196114, moved from Tyseley to Wolverton on June 24, for attention.

Merseyrail

New Class 777 No. 777035 was delivered from Dollands Moor to Wembley on June 12, by Class 66 No. 66062 prior to being taken forward to Walton Old Junc. the same day by RailAdventure Class 43 Nos. 43480+43468. ▶

Chiltern Railways

Further moves reported of Class 165 units included Nos. 165004+165025 between Bristol Barton Hill and Aylesbury on June 12, and on June 26 No. 168110 from Wolverton to Banbury.

A further move on June 21 saw Class 20 Nos. 20205+20007 move DVT No. 82301 from Wembley LMD to Bristol Barton Hill. All moves were undertaken by Hanson & Hall.

Elizabeth Line

On Friday, June 14, the Department for Transport confirmed funding for TfL to procure 10 nine-car Class 345 Aventra electric multiple-units for the Elizabeth Line.

Early on the morning of Sunday, June 16, engineering works closed the railway between Paddington and Ealing Broadway. A journey from Ealing Broadway to Heathrow Airport Terminal 4 was made on the 9H10/06.21 departure from Ealing Broadway formed of No. 345004. This left from platform 1 and ran on the main line as far as Heathrow Airport Junction, meaning it was unable to call at West Ealing or Hanwell.

London Overground

Passengers from Richmond are all too familiar with the unreliability of London Overground. The morning of Sunday, June 30, provided an example of the problems.

Arriving at Richmond station with the intention of joining the 2N10/11.26 departure to Stratford it was a surprise to find the 2N09/11.10 departure to Stratford still at platform 4. Formed of Class 378 No. 378231, it eventually left 15 minutes late, but came to a halt on Kew Bridge, where an announcement was made that it was being held at a red signal due to a track circuit failure at Gunnersbury.

After a 17 minute stop, the service was on the move again and eventually arrived at Willesden Junction 35 minutes late.

Southern Railways

Historically the London, Brighton & South Coast Railway ran numerous specials to both Epsom Downs and Tattenham Corner each Derby Day. Whilst the present-day service is a shadow of that operated in former years, an enhanced service to Tattenham Corner was run on Saturday, June 1, for the Derby.

On a normal Saturday, Tattenham Corner receives a train every half hour from Purley, where the four car Class 377 has split from a London Bridge to Caterham service. For Derby Day, as well as these regular services, there were also limited stop trains from Victoria. To try the Derby Day services a journey was made from London Bridge to Tattenham Corner on the 1P33/13.10 from London Bridge to Caterham and Tattenham Corner formed of Nos. 377611+377702. At Purley No. 377611 continued to Caterham, whilst No. 377702 formed the 2P33 to Tattenham Corner. Returning from Tattenham Corner was the 1Z35/14.35 to London Victoria, formed of Nos. 377454+377164, which ran non stop, but only at a trundle to Purley.

The West Coastway route was closed for a few hours on June 11, with emergency services dealing with an incident at Nutbourne. Services from the west were terminating at Havant whilst services from Brighton and London were terminating at Chichester or diverting into Bognor Regis. Unit No. 387226, involved in the incident, was returned to Littlehampton for inspection but eventually spent the night in the station.

Due to an incident being dealt with by the emergency services in the Shepherd's Bush area on June 17, the West London Line was blocked causing train services to be suspended or diverted into London Victoria for the remainder of the day, the line reopening the following morning.

More problems to Southern services due to signalling issues at Pouparts Junction on June 18, resulted in diversions to the Littlehampton services. The 08.16 from Victoria formed of Nos. 377448+377451+377467 was diverted from Three Bridges running fast to Littlehampton, making a lot of time up with the 10.12 return leaving on time.

The 08.46 from Victoria, already running late, was further delayed at East Croydon with DOO (Driver Only Operation) equipment fault on unit No. 377208. Departure from East Croydon was some 45 minutes behind schedule and was also diverted from Three Bridges running fast to Littlehampton, where arrival was some 22 minutes late.

No. 377208 was then removed from service at Littlehampton leaving Nos. 377136+377471 to work the 10.42 return to London via Hove leaving 20 minutes late. The service then terminated at East Croydon where its return, the 12.46 to Littlehampton, restarted. Unit No. 377208 was eventually escorted to Brighton Depot for attention on the 11.35 ECS move. Numerous other services were also delayed throughout the morning.

Unit No. 377319 was removed from traffic at Bognor Regis on June 20, due to a defective driver's seat forcing the 06.42 service to Barnham and 07.01 return to be cancelled. The 05.58 Brighton to Chichester was diverted into Bognor Regis to cover for the cancelled 07.01.

Early morning services on the West Coastway route were disrupted on June 19 when unit No. 377119 working the 04.55 Chichester to Brighton struck a tree between Arundel Junction and Angmering. Arrival at Angmering was some 40 minutes late after removal of the tree and checking the unit for damage. The unit was removed from traffic at Brighton for attention at Brighton Depot.

South Western Railway

Two weeks later than originally planned, the refurbished, four-car Class 458/4 trains entered service on Monday, June 24. The first working for the refurbished trains was expected to be the 2R90/05.31 departure from Hounslow to London Waterloo, but according the Realtime Trains "This service was cancelled due to a problem with the train."



Old and the new at the ever-delightful Betws-y-Coed station on July 4, as Transport for Wales Class 197 DMU No. 197016 calls with the 10.12 Llandudno to Blaenau Ffestiniog, while a miniature train is alongside a platform at the Conwy Valley Railway Museum on the right. STEPHEN GINN

To try the refurbished trains, a journey was made as far as Feltham on the 2S45/15.22 from London Waterloo to Weybridge via Hounslow, formed of Nos. 458422+458421. This proved somewhat eventful.

The empty stock from Wimbledon Park Depot Sidings arrived at Waterloo only moments before the booked departure time, consequently the service left Waterloo four minutes late. The guard announced that to make up time the train would run non stop to Barnes, but having passed Vauxhall and Queenstown Road Battersea a further announcement was made that the train would in fact stop at Clapham Junction and all subsequent stations. Arrival at Feltham was four minutes late.

The four-car Class 458/4 trains look very smart in South Western Railway livery. This suits them better than the blue and red worn by their five-car Class 458/5 sisters. The interiors have been substantially renewed and the additional bays of four seats around a table are welcome. However, these do not fully match up with the windows, which is unfortunate. The seats are firm, but more comfortable than those on the Class 701.

The following day, Tuesday, June 25, the 15.22 from London Waterloo to Weybridge, was seen again, this time when it was calling at platform 3 at Barnes formed of Nos. 458415+458421.

The introduction of the Class 458/4 trains on services through Hounslow is understood to be a temporary measure, necessary until the Class 701 units enter service. However, it is unclear if the Class 458/4 are still intended to work Portsmouth services.

Charter Trains

After arriving ECS at Preston on a 3Z80/03.20 from Crewe, LSL's blue Midland Pullman eight coach train set with Class 43 Nos. 43055 + 43059 departed at on 1Z80/05.12 northwards in the early morning sunlight of Tuesday, June 18 for Oban, returning as 1Z82/15.47 to Preston to arrive there nine minutes after midnight. Six minutes after arrival in Preston the formation returned (5Z82) to Crewe.

On Saturday, June 22 LSL's Class 43 Nos. 43055+43059 plus matching Blue Pullman coaching stock departed from Holyhead on 1Z44/05.47 on a journey via Settle to Carlisle. Later the formation retuned from Carlisle (1Z46/16.00) via Whitehaven back to Holyhead.



The annual Three Peaks Challenge in aid of the Railway Children charity saw LSL supply the 10-coach train to transport teams of walkers between the walks of Snowdon, Scafell Pike and Ben Nevis on June 27-29. Motive power was in the hands of No. 47593 *Galloway Princess* and No. 57311 – the latter seen leading the empty stock into Fort William from the Tom Na Faire depot on the last day. GORDON KIRKBY

A passenger-carrying HST returned to the Midland Main Line on June 22, when RailAdventure Class 43 Nos. 43480+43468 worked the 1Z43/08.18 London St Pancras to Skegness and 1Z44/17.00 return 'Return of the Jolly Fisherman' excursion.

The 1Z60/09.44 Glasgow Central High Level to Blackburn was observed passing Thankerton on Sunday, June 23, formed of Nos. 57310+ 3363+ 3304+ 1651+ 3386+ 3325+ 1657+ 3333+ 57306.

The 1Z52/19.35 Ravenglass to Fort William on Friday, June 29 (the three peaks challenge special) was observed passing Thankerton top-and-tailed by Class 57 No. 57311 and Class 47 No. 47593.

The Railway Touring Company's 'North Wales Coast Express' on July 6 from Euston to Llandudno, passed Prestatyn virtually on time behind Class 47 No. 47812, with 'Black Five' 4-6-0 No. 44871 at the rear. The train had left Crewe with the steam loco leading as far as Chester, where the whole train was turned by use of the triangle just west of the station. This then left it right way round to be steam hauled all the way to Crewe on the homeward journey.

DB Cargo

The decline of DB Cargo UK continues. The Office of Rail and Road's statistics show freight train kilometres operated by DB Cargo UK between January and March 2024 were 17% lower than in the equivalent quarter of 2023.

On Thursday, June 6, Class 66 No. 66183, in DB red, was seen passing West Ealing station at the head of 6V34 from Mountsorrel Sidings to Hayes & Harlington Tarmac Sidings.

Scrap metal trains reported, all with Class 66 haulage, included on June 6, No. 66010 on the regular Cardiff Tidal-Sunderland-Cardiff Tidal diagram. The next run reported was on June 13, with No. 66099 also to Sunderland, followed on June 18 with the loco on a Tidal-Kingsbury-Tidal diagram. Sunderland was the destination again on June 20, with No. 66176 working from Tidal.

A further Tidal-Kingsbury-Tidal diagram on June 25 was worked by No. 66083, followed on June 27 with No. 66070 on the Sunderland diagram and No. 66088 on the same trip on July 6.

A pair of Class 66s, Nos. 66034+66063, moved a rake of 50 empty steel wagons from Tees Yard to Margam on June 8.

A track and signalling problem at Carlisle in the early hours of Wednesday, June 12, caused delays to overnight north of England WCML freight trains.

One delayed service was the fully loaded Mossend (4M35) to Seaforth (Liverpool) container service which, pulled by Class 66 No. 66103, passed through Lancaster 127 minutes late at 08.01. Later that day, and again on Thursday, June 13, the same loco pulled the returning Seaforth to Mossend afternoon (4S38) container working which passed through Lancaster on time at 16.32.

On Sunday, June 23, Class 66 No. 66119 was noted at Mitcham Junction on a ballast train.

Three unidentified Royal Mail Class 325 EMUs were pulled on Saturday, June 29, from Mossend (5M31/05.29) by blue liveried DB Class 66 No. 66051.

DB red liveried Class 92 No. 92029 ran light on Tuesday, July 2, from Crewe (0C19/06.25) to Carlisle New Yard and back (0Z23/10.08) to Crewe.

Freightliner

Seen passing West Ealing station at the head of 4L36 from Wentloog to Felixstowe North Freightliner Terminal on Thursday, June 6, was Class 66 No. 66551.

Class 59 No. 59101 *Village of Whatley* was noted on the 09.11 Westbury to Crawley New Yard and 18.31 return on June 7, passing West Worthing some 55 minutes late, having been trapped in the triangle in the Cosham area due to an incident in the area.

Nos. 59204 was noted on June 10, running 25 minutes late passing West Worthing, and No. 59205 the following day. Further observations of the service produced on June 17/18 No. 59005 *Kenneth J Painter*; June 19 No. 59004 *Paul A Hammond*; June 20 No. 59102 *Village of Chantry*; June 21 No. 59205; June 24 and 27 No. 59101; and June 25-26 No. 59201 *Westbury PSB 1984-2024*.

Class 66 No. 66550 ran light on Thursday, June 20 on a footplate tuition diagram from Crewe (0Z80/07.58) to Carlisle and back (0Z81/11.36).

On Tuesday, June 25 container train 4L87 from Garston Freightliner Terminal to Felixstowe Creek RS was seen passing Caledonian Road & Barnsbury station behind Class 90 Nos. 90015 and 90014, both in orange livery. Later at Harrow & Wealdstone station, Powerhaul Class 70 No. 70002 was observed on 4O38 from Lawley Street Freightliner Terminal to Southampton Maritime Container Terminal.

The following day, 4L41 was seen again, this time at Camden Road with three locomotives on the train, Class 90 Nos. 90006 and 90009, both in orange livery, hauling Class 66 No. 66523 dead in train, as well as a lengthy train of loaded container flats. Orange liveried Class 90 Nos. 90007 and 90008 were seen double-heading train 4L97 from Garston Freightliner Terminal to Ipswich Storage Sidings through Canonbury on June 29.

DRS

On Monday, June 3, and for the rest of that week, the morning Daventry to Mossend (4S43) Tesco container service and the evening return (4M48) was pulled by DRS Class 88 No. 88010, the Class 88 being seen for the first time for many weeks now wearing a different livery. 'Refrigerated Rail... Cool move'.

A quartet of DRS Class 68s Nos. 68003 + 68004 + 68006, plus another unidentified ▶

pulled five white FNA flasks from Sellafield (6K73/17.02) via Ulverston to Crewe on Tuesday, June 11.

On the morning of Thursday, June 20, Class 68 Nos. 68003+68034 double-headed three white FNA flasks from Crewe (6C53/06.20) to Sellafield. Later that day the same two locos top-and-tailed a single flask from Sellafield (6K73/16.57) back to Crewe.

A further move on Wednesday, June 26, Class 68 Nos. 68004 + 68033, together pulled two white FNA flasks from Sellafield (6K73/16.53) to Crewe. Reported on Tuesday, July 2, Class 68 Nos. 68009+68033 pulled three white FNA flasks from Sellafield (6K73/16.52) to Crewe. Two days later on July 4, the 6K73 'runs-as-required' service ran again with Nos. 68004+68009 pulling a single flask to Crewe.

GBRF

MoD traffic reported included Class 66 No. 66720 on a Marchwood to Ditton and through to Southampton Western Docks on June 4, followed the next day running from Southampton Docks to Marchwood.

Scrap metal services reported working off Liverpool, all powered by Class 66s, included No. 66758 working from Small Heath yard to Swindon and back to Liverpool on June 5. The same loco worked a Liverpool-Attercliffe-Liverpool diagram on June 7, followed by a Small Heath yard-Attercliffe-Liverpool diagram on June 10. Two days later it hauled a Liverpool-Swindon-Liverpool diagram and again on June 19.

A change of power on June 24, found No. 66777 in use on the Small Heath yard-Attercliffe-Liverpool diagram followed two days later on the Liverpool-Swindon-Liverpool diagram. A further change on July 4 had No. 66766 on a Liverpool-Kingsbury-Liverpool diagram, while on July 8 it powered the Small Heath yard-Attercliffe-Liverpool turn.

New Class 69 No. 69011 formed a 0M26/17.33 Wimbledon Park Depot to Leicester LIP light engine move on June 5. A further Class 69 move occurred on June 7, when BR Maroon No. 69009 *Western Consort* formed the 0F59/11.23 Leicester LIP to Kettering Sidings.

Class 47 No. 47727 *Edinburgh Castle* tripped Class 92 No. 92043 back to base as the 0Z51/11.08 Loughborough Brush to Wembley IC Depot on June 7.

The month started off as normal with weekend stopovers into Harwich Parkeston Quay yard with the Doncaster i-Port 4L43 being handled by No. 66722 *Sir Edward Watkin* and 4A28 from Felixstowe by No. 66764 *Major John Poyntz Engineer & Railwayman* on June 8, with a repeat on June 15 with 4L43, but with No. 66781 on 4A28.

However, on Tuesday, June 18, at around 21.30 on the single-track branch from Trimley into Felixstowe Central and North Terminals, No. 66768, hauling 4L07/14.40 from Birch Coppice suffered a derailment of three container flats that resulted in the closure of that Port facility for two weeks until July 3. The derailed containers, though upright were strewn across several tracks, and were not in an easily accessible position. Once their removal had occurred over the weekend of June 22-24, track, points and track circuitry had to be replaced – a process that took another week by NR personnel.

This disruption saw No. 66711 *Sence* with 4L29 from Birch Coppice and No. 66787 *Three Bridges ASC* with 4L53 from Tinsley diverted into Harwich PQ yard overnight on June 18 where they remained until June 28/29. According to other records they operated a 4E73 to Doncaster i-Port and a 4R43 back on June 26/27 and 27/28 respectively. Viewing the yard on Saturday, June 29, no intermodal wagons were present, yet by July 2, both Nos. 66711 and 66787 were back there parked up in sidings.

As if these events were not bad enough for the freight service operator, come July 3 Class 66 No. 66711 was allocated to the 6P41 diagram to North Walsham for the empty condensate tanks' run, but on the removal of the first tranche of tanks it failed while hauling them out, blocking the level crossing to the refinery and across the points to the spur into Harwich PQ yard that would have allowed GBRf classmate No. 66787 to come to the rescue.

It happened in the worst possible position and stopped personnel and regular road tanker traffic from getting in and out of the refinery for several hours. While this correspondent was at the site, the engine was running but engaging no power from either cab end.

A visit the following day revealed a 'dead' No. 66711 still in situ, but the tanks fouling the level crossing had been removed to free access through to the refinery, having been uncoupled and one presumes, been pushed back into the refinery siding. In Harwich PQ yard that same morning stood No. 66707 *Sir Sam Fay Great Central Railway* which had travelled overnight from Wellingborough as 0L41 to presumably facilitate a recovery operation.

A visit to the refinery mid-afternoon saw no activity at No. 66711 and No. 66707 was still stabled in the yard. However, by midnight, it would seem that the rescue had been achieved as No. 66707 hauled No. 66711 as a 4R23 round to Felixstowe North GBRf.

No. 66711 then hitched a ride with No. 66772 *Maria* on 4M07 04.33 Felixstowe North GBRf to Kingbury Birch Coppice presumably eventually bound for Doncaster Roberts Rd EMD. Visiting the refinery on July 5, all the 15 tanks were neatly parked in two sidings.

On Friday, June 21, GBRf liveried Class 57s No. 57306 and 57310 top-and-tailed an empty rake of blue and grey retro liveried Mk.2 coaches, along with a Mk.1 Restaurant car and a Mk.1 Buffet car, from Burton Wetmore Sidings (5Z53/15.02) to Bo'ness Exchange Sidings near Falkirk. When seen passing though Lancaster at 18.38 both locos appeared to be in tip-top external condition.

On Monday, June 24, the 6Y42 from Hoo Junction Up Yard to Eastleigh East Yard was seen passing Feltham station behind Class 69 No. 69004 in Research blue and red livery. The following day, the service was one of the trains delayed by the broken down train at Lewisham (see below).

According to Realtime Trains it was 1 hour 47 minutes late when it passed Barnes but was able to make up some time by running via Richmond rather than Hounslow and was only 1 hour 35 minutes late at Feltham. The locomotive was again No. 69004.

On Wednesday, June 26, Class 66 No. 66716 *Locomotive & Carriage Institution* was seen pausing for a red signal by platform 4 at Willesden Junction whilst running light engine 0L37 from Hoo Junction Up Yard to Whitemoor Yard Local Distribution Centre.

A mid-summer's early morning stillness at Lancaster was broken at 05.27 on Tuesday, June 25, by Class 60 No. 60047 pulling 14 fully loaded mineral wagons (6F66) from Harrison's Quarry in Shap to Tuebrook Sidings in Liverpool. This runs-as-required (Tuebrook-Shap-Tuebrook) service is now the only Class 60 operated diagram in the north of England on the WCML. The same locomotive was on the diagram again on July 3.

A lunchtime visit was made to Kensington Olympia on Tuesday, June 25, in the expectation of seeing train 6M33 from Cliffe Brett Marine to Willesden Euroterminal. Although the train was shown on Realtime Trains as having left Cliffe, it was apparently stuck at Lewisham. National Rail Enquiries confirmed there was a broken down train at Lewisham. According to Realtime Trains train 6M33 was hauled by Class 66 No. 66306 and eventually passed Kensington Olympia just over four hours late.

The 6O82 from West Ruislip HS2 Stop Boards to Grain Thamesport was seen on Thursday, June 27, held at the signals at New Kew Junction while being powered by Class 66 No. 66760 *David Gordon Harris*.

The 4L98/05.21 Masborough N&W to London Gateway was



During the week commencing July 15, GBRf operated route learning and training specials from Tonbridge West Yard and back via Littlehampton and Bognor Regis, routed via the Arun Valley and Coastway West routes. The train comprised Class 73/1 locomotives top-and-tailing a number of empty intermodal container flats – the unusual formation seen at Goring-by-Sea headed by No. 73109 *Battle of Britain 80th Anniversary* and tailed by No. 73119 *Paul Taylor*. JOHN VAUGHAN

seen passing Canonbury station on Saturday, June 29, behind Class 66 No. 66781 *Radcliffe Power Station*.

Four Class 73s Nos. 73107+73109+73119+73141 were seen heading in north through East Croydon on June 27.

Class 66 No. 66784 pulled a train of new motor vehicles (cars and vans) on open uncovered flat trucks on Wednesday, July 4, from Dagenham Dock (6X77/13.50) to Mossend. Interestingly all the motor vehicles were positioned to have the vehicles' front windscreen facing towards the rear of the train.

Colas Rail

Class 59 No. 59003, on long-term hire to Colas, was unusually reported on the Baglan Bay to Chirk loaded log train on June 7.

Noted at Oxford on June 25, was Class 66/8 No. 66847 *Terry Baker* working through the station with 6M60/07.13 Westbury Down T.C. to Bescot Up Engineers with five NR auto-ballasters, while later in the early afternoon Class 70 No. 70805 worked through with 6M40/11.34 Westbury Down T.C. to Cliffe Hill Stud Farm Colas, hauling a mixture of blue and grey loaded MLA box wagons. Class 66 No. 66848 was also noted in the Hinksey yard sidings.

On a rearranged schedule, Colas Rail Class 70 No. 70813 pulled a train of empty log carrying wagons on Wednesday, June 26, from Chirk (6C37/05.12) via Shap to Carlisle New Yard.

Colas Rail Class 56 No. 56113 ran light on Tuesday, July 2, from Carlisle New Yard (0Z56/10.47) to Crewe.

West Coast Railway Co.

Arriving 91 minutes ahead of schedule at Carnforth on Tuesday, June 11, at 18.20 was Class 33 No. 33207 coupled in front of 'in steam' "Merchant Navy' Pacific No. 35018 *British India Line* and an empty rake of maroon Mk.1 carriages (5Z18) which had earlier that day left Southall on time at 10.32.

WCR's maroon Class 47 No. 47826 pulled four blue and grey Mk.2 coaches from Burton Wetmore Sidings (5Z51/12:22) to Carnforth on Monday, June 24.

Arriving at Carnforth at 16.43 on Tuesday, July 2, were WCR's maroon Class 47 No. 47760 + Class 57 No. 57010 double-heading (5Z51) an empty rake of nine blue and grey livered First Class Mk.2 carriages, having earlier set off from Burton Wetmore at 12.55.



A busy moment at Newark Northgate on July 12, as LNER's No. 91111 *For the Fallen* departs south propelling the 1A13, the 06.56 Skipton to King's Cross while 'Azuma' No. 801209 arrives with 1S06, the 07.30 King's Cross to Edinburgh. Stabled in the sidings on the left is West Coast Railway's No. 57012 acting as an East Coast 'Thunderbird'. GEOFF GRIFFITHS

Tyne and Wear Metro

Two new Class 555 units Nos. 555021+555002 were moved from Dollands Moor to Wembley, along with Class 777 No. 777035, by Class 66 No. 66062 on June 12. Later in the day, they were taken forward to York by RailAdventure Class 43 Nos. 43467+43423, later moving to Tyneside.

DC Rail

DC Rail accounts for less than 1% of all freight trains operated but it is the fastest growing freight operating company with a rise in train kilometres operated of 77% between January and March 2024, compared to the equivalent quarter of 2023.

Class 60 No. 60028, in Cappagh blue livery, was seen passing West Ealing station on Thursday, June 6, at the head of 6Z22 from Aylesbury North Loop to Wembley Receptions 1-7. On the same day, No. 60029 was reported working the regular Willesden-Chessington South-Willesden diagram.

Viewed from a passing Southern train on Tuesday, June 25, Class 60 No. 60046 William Wilberforce was noted in the yard at Wembley.

Locomotive Services Ltd

While passing Southall on an Elizabeth Line service early in the morning of Sunday, June 16, Class 47 No. 47828, in InterCity livery, was noted by the locomotive depot.

LSL's retro green liveried Class 37 No. D6851 (37667) ran light on Wednesday, June 26, from Carlisle Upperby (0Z60/08.13) to Crewe.

On Friday, June 28, LSL's black liveried Class 57 No. 57311 and large logo Class 47 No. 47593 top-and-tailed a rake of nine Inter City styled First Class Mk.2s plus a single Mk.1 Restaurant Car from Bangor (1Z51/04.35) to Ravenglass on the Cumbrian coast. After stabling at Barrow, this formation returned to Ravenglass to depart at 19.35 (1Z52) heading for Fort William to arrive at 05.21 on the following day.

On Saturday, June 29, the formation ran from Fort William (1Z53/13.02) southwards on a 10-hour journey to arrive at Crewe at 23.02.

A visit to Euston station on June 30 found Class 90 No. 90001 *Royal Scot* by platform 16 posing at the front of the GWR Night Riviera stock, having arrived light engine 0Z87 from Wembley Holding Sidings. After many photographs had been taken No. 90001 headed home, light engine, 0Z90/13.38 to Crewe Holding Sidings.

Romic

Romic is moving more stock from store at Ely to Great Yarmouth with Class 37 No. 37608 moving Nos. 48148+ 48147+ 48146+ 49116+ 48129 to Crown Point on June 24.

A second move followed on July 1, when Class 37 No.37884 conveyed Nos. 48127+ 49115+ 48143+ 48144+ 48145+ 48128+ 49110 also from Ely to Crown Point.

Riviera Trains

Mk. 2 BSO carriage No. 9521 was delivered to Ivy House School, Derby, on June 15, to be converted into a school library.

Angel Trains

Movements of the off-lease Class 175 DMUs continue on a regular basis with Nos. 175001+175105 running from Landore to Ely on June 6.

No. 175103 was top-and-tailed by Class 37 Nos. 37218+37407 from Crewe to Landore on June 8. Nos. 175005+175006 made the same journey on June 10 top-and-tailed by Class 37 Nos. 37884+37608. The next day, the Class 37s ran to Holyhead and moved No. 175114 to Landore.

On June 27 Nos. 175007+175010 made the journey from Landore to Ely. Also, on June 27 No. 175107 was top-and-tailed to Landore from Crewe by Class 37 Nos. 37884+37601. Two further units, Nos. 175003+175113, ran from Landore to Ely on July 4. No. 175111, which has resided at Longsight for some considerable time, was moved to Landore on July 9, top-and-tailed by Nos. 37601+37218.

Loram

The 1Q80 from Dollands Moor to Derby RTC formed Class 73 No. 73963+ 9523+ 1256+ 999550+ 6260+ 73965 was seen twice on its journey during the afternoon of Saturday, June 1, first at Victoria and then a little later at Blackfriars.

Returning to Victoria station two weeks later, on Saturday, June 15, the 1Q69 from South Croydon to Derby RTC was found by platform 8. The train was the same but top-and-tailed by Class 73 Nos. 73962+73963.

Infrastructure monitoring vehicle No. DR98008 worked a 3Z07/10.21 Derby RTC to Hither Green on June 3.

Making a now rare daylight appearance at Market Harborough on June 7, was the NR NMT HST, powered by Class 43 Nos. 43013 *Mark Carne CBE* and 43062 *John Armitt*, as the 1Q52/20.05 Derby RTC to London St Pancras observed passing through the station at dusk.

NR's track maintenance machine No. DR73115 was moved on June 23, from Carlisle to Stoke Granville Sidings (6Q61/18.47). En route this unit was turned on the triangle at Morecambe South Junction to depart from Bare Lane at 21.21.

Loram Rail's red and white liveried Class 37 No. 37418 ran light on June 24 from Derby (0Z21/07.59) via Crewe and Shap to Slateford Depot in Edinburgh.

Network Rail Tampers and Ballast Regulators continue to gather in Harwich Parkeston Quay yard in sidings adjacent to the NR sub-depot shed. Two trips on July 1 and 2 as 6Q53 and 6Q55/04.33 Swindon Transfers to Parkeston Quay yard saw another three arrive, on the latter date it was Nos. DR73122 and DR77010.

Our thanks

THE Railway Magazine's thanks for information go to: Paul Atkinson, Roger Clarke, Gene Collins, Mike Cooper, Andrew Culliford, Gordon Kirkby, Barry Knock, Jim Mathieson, Sean Morris, Dorian Porter, Mark Richardson, Colin Stoate, Craig Wellum and Chris West. ■

Time to get out & about

We all know preserved railways and heritage sites have had as tough time as the economy struggled after Covid... but there are green shoots of recovery and plenty of things going on this summer to get you out and about.

With Wimbledon and the Euros over, the Olympics underway and the sun threatening to poke out, at long last we can look forward to a summer season full of hope and events for all the family – ranging from the die-hard enthusiasts to those simply in need of a great day out.

We're sure you and your family will have your favourite attraction to visit, but if you are looking for somewhere a bit special, a part of the country you may not have been to for a while, or an attraction on your doorstep you'd forgotten all about, then take a look at our map and the adverts on this page to gain some inspiration.

All the venues and businesses here provide a memorable day out or help with that essential short break that often combines inspiration, entertainment and education... you really can't beat a super day out with the family at one of the fabulous attractions highlighted on these pages... and maybe some lovely locally-sourced food and hospitality.

Even better, you can always find some interesting byways and highways to and from any attraction, so it's a great opportunity to get off those busy motorways and explore the great British countryside.

As you can see from the map here, there are venues to visit across the country, so go on, support these great British attractions... you will not be disappointed!

To feature on this map contact Fiona on 01507 529573
fleak@mortons.co.uk



1

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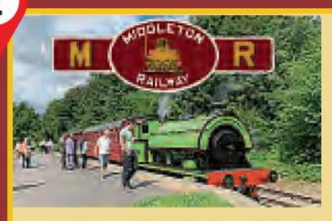
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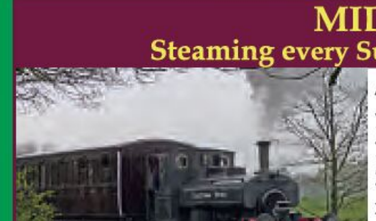
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Trains running every Wednesday and Sunday from 31st July until end of August then Sundays until the end of September
Wild West Weekend 27/28th July
For more information visit www.sklr.net or call 01795 424899

6

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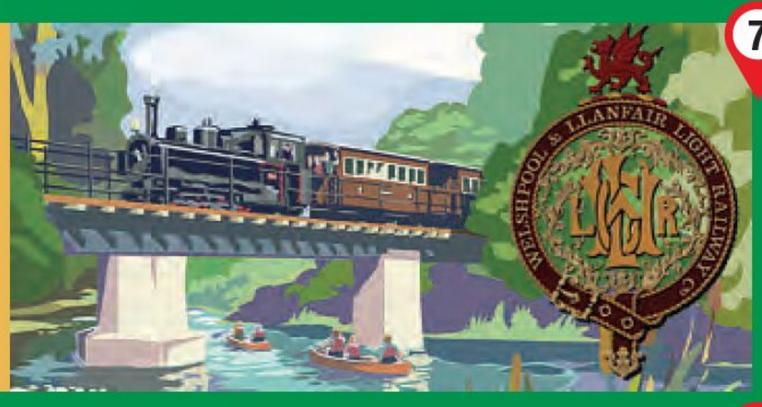


4th August - Steam Railway & Mogfriends (Morgan) Car Club visit
11th August - Steam Railway & Stonham Barns Big Bus Day
18th August - Steam Railway & Royal Enfield & BMW bikes visit
25th /26th - Model Mania. Models of all kinds, planes, boats, trains, road vehicles & Hornby Collectors Club Days
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Compiled by **Hassard Stacpoole**

Positive figures for state-owned network

Passenger numbers on the up and financial surplus generated by Iarnród Éireann in 2023.

IARNRÓD Eireann's (IÉ) 2023 Annual Report showed significant growth in passenger journeys and a robust financial performance.

The document highlights a 28.5% increase in passenger journeys, totalling 46.1 million trips, a figure nearing the pre-pandemic 2019 level of 50.1 million.

Financially, the company reported a net surplus of €7.5 million, a substantial increase from the €0.8 million surplus recorded in 2022. This was driven by increased revenues from both freight and passenger services.

Its freight business had mixed results in 2023, generating €10.7 million, with rail freight contributing €4.6 million.

However, this was a slight reduction of €0.2 million, primarily due to the closure of Tara Mines.

Despite this, the company is moving forward with its Rail Freight Strategy 2040. Key initiatives include the commencement of phase one of the Shannon Foynes Line project to restore freight services, refurbishing the pocket wagon fleet, and launching trials in partnership with Doyle Shipping Group at Dublin Port.

Additionally, XPO Logistics began shipping products from Ballina to the Port of Waterford, further enhancing rail freight growth.

The company received exchequer funding of €910.2m (2022: €822.9m) an increased €87.3m in 2023 compared 2022.



No. 080 leading, with No. 078 on the rear on the early running 1740 Gorey to Dublin North Wall empty HOBS (High Output Ballast System). The train is pictured between Arklow and Rathdrum approaching the site of Woodenbridge, the former junction for Shilleagh, on July 13. MAURICE JOHNSON

Upgrade work disrupts Enterprise train services

THE cross-border Belfast to Dublin Enterprise service has been replaced by buses between Belfast and Portadown since July 3, a move which is due to continue until the early autumn.

Rail services are suspended between Lanyon Place and Lisburn, resulting in Enterprise services between Dublin and Belfast operating between Dublin and Portadown only, with a bus transfer between Newry and Belfast for passengers travelling to/from Belfast.

This is in connection with engineering works for the delivery of the new Belfast Grand Central station and to allow the new station to be connected into the rail network.

Work includes the realignment of the track to serve the new station and the installation and upgrading of the signalling system, alongside a period of testing, commissioning and training.

Enhancements

During the possession, platforms are also being extended at Adelaide station. Other general platform maintenance works and platform resurfacing are being carried out at several stations and ticket vending machines are being installed.

The eight platform Belfast Grand Central Station is where the Dublin/Belfast and local rail services will operate from when it becomes operational later this year. On opening it will allow the introduction of hourly Dublin to Belfast services.

Translink is unable to give a definite date when services are to resume, and the closure is due to last at least six weeks until early September. A revised rail service is operating between Lisburn and Portadown. Derry/Londonderry, Bangor and Larne services continue to operate to/from Lanyon Place during this period.

Application submitted for DART+ North scheme

IARNRÓD Éireann has taken a major step towards extending the DART service from Malahide to Drogheda by submitting a Railway Order application to An Bord Pleanála on July 12.

If approved, this project will enable the installation of 1500 DC overhead line equipment on the route to Drogheda. Initially, DART services to Drogheda will be operated by Class 90000 BEMUs currently being constructed by Alstom in Poland, allowing electric services to begin by 2026.

A statutory public consultation period for the project started on July 19, and will run until September 20.

If the application is approved, construction could start later in the decade and is expected to take around three years to complete.

Foynes line project is two-fifths complete!

THE reconstruction of the Foynes line is progressing well and is on target for completion next year.

The resident engineer for Iarnród Éireann (IÉ) contractors Sisk, told *The RM* that 40% of the overall work has now been completed. The current programme should see tracklaying contractors Stenconfer complete the installation of the 42km of track and 66,000 concrete sleepers by the end of November.

By July 1, all major structures had been installed, except for the Maigue bridge at Adare which will take place later in the summer.

Just over 7km of track has been installed, reaching the Deel bridge. July 2 saw the first rail movement to cross the refurbished structure since January 2003 when the Unimog propelled a delivery of rail for laying.

The new single-span bridge over the Robertsown river near Foynes, weighing 170 tonnes, 46m long and 7m wide, was delivered in four sections and was assembled on site. Manufactured by Jamestown in Portarlington on behalf of Mack engineering, it was delivered by road. The two 45m steel trusses, weighing 55 tonnes, and the two steel deck segments weighing 20 tonnes, were lifted in by a 1200-ton crane on June 14. Work was ongoing to prepare for the installation of the concrete deck with an embedded rail system, requiring 55 cubic metres of concrete.

Work also started on July 1 on the installation of STRAIL level crossings with galvanised rail at the three Ballingrane crossings between Ballingrane and Askeaton.

IÉ's containerised mobile flash welder and support road rail vehicle has been delivered to the rail loading compound at Glenbane, near Foynes with the first welding and stressing of continuous welded rail taking place on June 28. It is expected that a tamper will be delivered on site by the end of August, which will work from Glenbane towards Limerick as tracklaying progresses.

The go-ahead has also been given for the replacement of three occupation crossings with two under and one overbridge. The project is looking to actively remove as many as practicable to deliver a final line speed of 120 kmph.



The new bridge over the Robertstown river was assembled and lifted into place on June 14, replacing the life-expired 1893 structure dismantled over the summer of 2023, which previously limited the size of trains that could access Foynes. *The RM* visited the site on July 1 when work was underway to install the concrete deck. HASSARD STACPOOLE

Compiled by **Keith Fender**

Diesels traction reigns supreme!

Locomotives from North American manufacturers dominate Brazilian fleets.

BRAZIL has a large rail network of around 30,000km with two main track gauges in use; metre gauge and 1600mm (5ft 3in) broad gauge.

Apart from the electrified network in the Sao Paulo area, part of which is worked by Stadler built rack fitted locos, most of the lines are not electrified, and as a result a wide variety of diesel locos are in use. The majority of the locomotives hail from North American manufacturers, although many were built in Brazil where Wabtec (formerly GE) has a major locomotive factory.

Railways in Brazil were privatised in the 1990s with former state railway Rede Ferroviária Federal SA (RFFSA) split up with six large mostly geographic concessions awarded. Passenger services such as the Trem de Prata between Rio de Janeiro to São Paulo had ended by the late 1990s, as the national government left the financing to regional governments, who had insufficient funds. Urban rail and metro systems exist in the biggest cities and have seen significant investment since 2000.

Since then, the network has been expanded with the new 2257km long North – South 1600mm gauge line linking previously separate systems opening in mid-2023. This was largely built with government funds and was part privatised via a 30-year operation and maintenance concession awarded to Rumo Logística in 2019. Rumo Logística is now the largest rail operator in Latin America with over 1500 locos in use and runs around 14,000km, amounting to approximately half of the Brazilian rail network.

As well as the 1600mm North – South line, Rumo operates privatised metre gauge concessions in the south of Brazil and was previously known as América Latina Logística (ALL) – founded as Ferrovia Sul Atlântico in 1997 during Brazil's rail privatisation programme. ALL was also a significant operator in Argentina running the standard gauge network linking Buenos Aires with the northern city of Posadas and neighbouring Paraguay between 1999 and 2013. The Argentinian concession has since returned to government ownership.

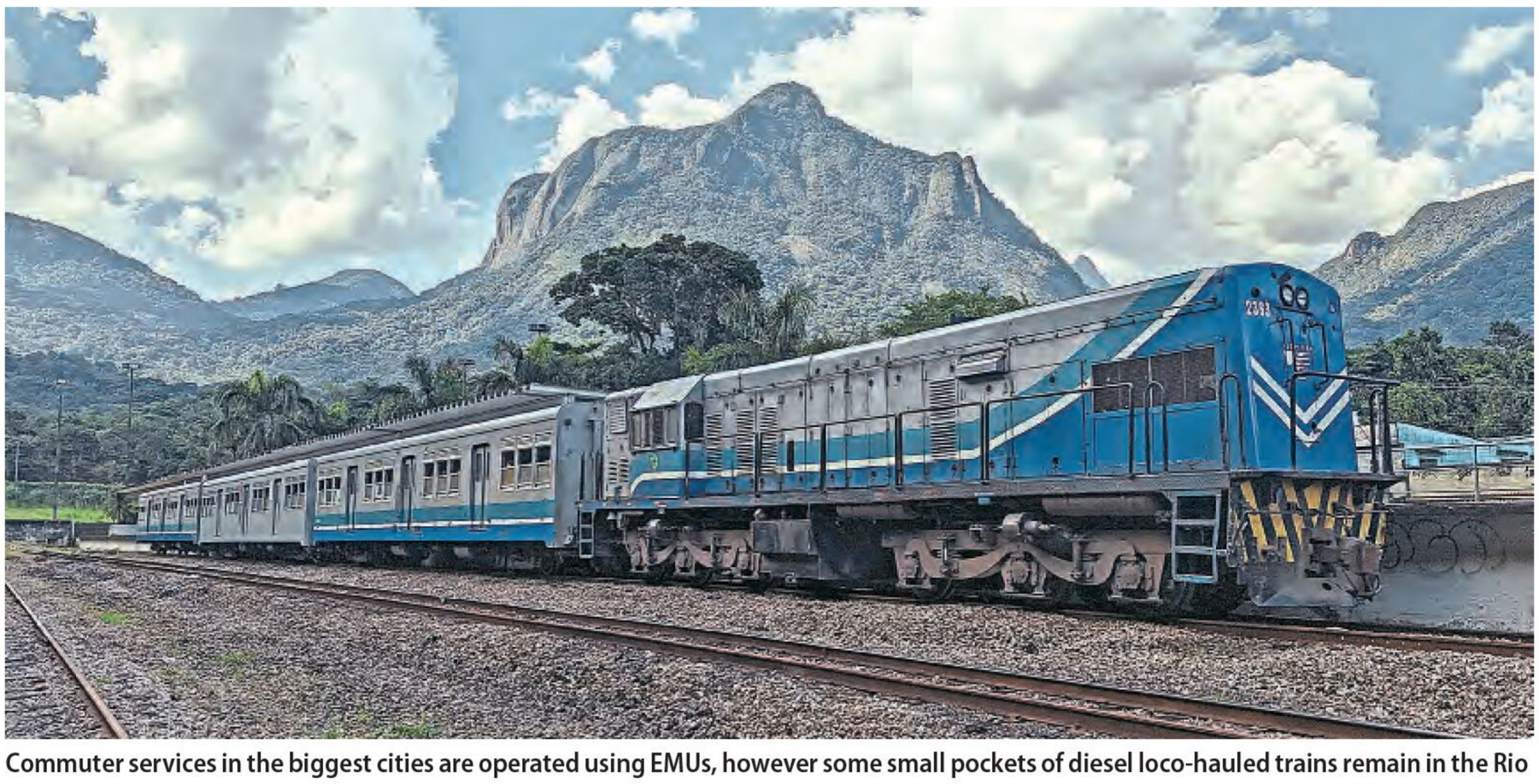
Despite the emphasis on freight – especially exports of agricultural produce and iron ore, there are several medium/long distance passenger services in Brazil, operated by the concession holder on the route concerned. There are also a number of services aimed at tourists and leisure travellers especially at weekends.



Right: Now over 70 years old and still in service, Alco RS3 No. 6005 remains in use with São Paulo commuter operator CPTM but only normally for works trains. The loco is used for the popular weekend CPTM Expresso Touristico excursions to Jundiai and Paranapiacaba. It is seen at Jundiai with one of these trains on March 9. The loco is one of 46 bought in 1952, built at the Montreal Locomotive Works in Canada and powered by a 1600hp ALCO 244 V-12 engine. MIIKA NICHOLSON



To allow heavier and more powerful locos to work on metre gauge lines, locos with multiple axles, either purpose built or converted from previous broad gauge locos are in use in Brazil. Rumo Logística has a fleet of modern, purpose-built BoBo+BoBo type ES43BB1 diesels built by Wabtec in Brazil. These have a 12-cylinder 4500 HP Evolution Series engine and eight powered axles. One of these locos, No. 669 is seen at Morretes, southwest of São Paulo on March 26. Rumo also operates a passenger train to Morretes – the 'Serra Verde Express' which runs from Curitiba to Morretes taking around 3.5 hours. Trains can be very busy and long with triple header EMD GT22 CUM-1 diesel locos and upwards of 13 coaches. Details can be found at serraverdeexpress.com.br/ (in Portuguese – browsers will translate). MIIKA NICHOLSON



Commuter services in the biggest cities are operated using EMUs, however some small pockets of diesel loco-hauled trains remain in the Rio de Janeiro region. Services on the branches from Saracuruna to Vila Inhomirim and Guapimirim are hauled by 1957 vintage GE diesels. U12C No. 2363 is pictured in service with Supervia at Vila Inhomirim on March 16. These lines and their interesting locos are rarely photographed – which is why we are publishing the picture – but the reason for the lack of photographs is that the area they run through is one of the least safe parts of Brazil – and even local railway staff strongly recommend tourists do not visit as they could fall victim to petty or more serious crime. MIIKA NICHOLSON

DB withdraws '151' and '145' locos

GERMAN state owned rail freight company DB Cargo withdrew the last of its 1970s-built Class 151 six-axle electric locos in June, along with its more modern Class 145 fleet.

The 170 Class 151 locos were built between 1972 and 1977 for former West German national railway Deutsche Bundesbahn, and represented an upgrade of the older Class 150 six-axle design. The locos were built by a consortium of companies as was usual in the period, with Krupp building the prototype in Essen and later locos were shared between Henschel in Kassel and Krauss-Maffei in Munich. The locos were designed for heavy freight but until the late 1990s when the fleet was fully sectorised also had some passenger duties.

DB sold its remaining Class 151 (and ex-East German 155) locos to Railpool in 2017, and then leased the majority back. Deliveries of new locos including new Stadler EuroDual Class 159 six-axle locos has enabled DB to remove them from use. Some private operators have bought withdrawn locos and are still using them for freight trains.

The last freight trains operated by DB Cargo with Class 151 locos ran on June 25, which was four weeks later than the originally planned withdrawal date in May. The final services both ran from the marshalling yard at Oberhausen; a short distance service to Bochum-Präsident carrying steel slab hauled loco No. 151129, and a longer distance freight, down the Rhine Valley to Andernach with steel coil hauled by a pair of Class 151 locos.

Plans for this to be repeated the following day were thwarted by the failure of one of the Class 151s so a new Stadler EuroDual Class 159 six axle loco worked the train instead and these have now replaced Class 151 on some duties including the Oberhausen – Andernach steel trains.



During their last week in service, DB Cargo Nos. 151026+151031 pass Lotherstrasse in Duisburg with the Oberhausen – Andernach coil train on June 19. NICK PATON

On June 27 loco No. 151129 hauled eight other Class 151s to DB's storage site at Leipzig-Engelsdorf where they joined other Class members already placed in store. They are all for sale but if unsold this year they are likely to be scrapped in 2025.

Class 145 use stopped

Withdrawal of the 1970s vintage Class 151 locos was not surprising but at the same time DB Cargo also withdrew its far more modern Class 145 fleet in June. Eighty Class 145 locos were built by Adtranz between 1997 and 2000 but the design is lower powered and more expensive to maintain than more modern locos and DB has chosen to take them out of traffic. However, around half the fleet has been transferred to DB Cargo subsidiary companies RBH and MEG, and it appears these will remain in use.

Some Class 145s were used for passenger services when new and are fitted with door control equipment. Some of these may be bought by private operators as the Class 145 design – which was also sold by Adtranz to private operators and Swiss Railways (SBB as Class 481) – has become popular working charter and short/medium term EMU replacement services in Germany.

Two of the DB Cargo passenger fitted locos entered passenger service on hire from DB Cargo to private operator WFL working Hannover – Celle route S6 'S-Bahn' services on contract to Transdev from June 9; the rest of the Class remaining with DB were stopped the next day.



DB Cargo No. 145040 passing Riegel-Malterdingen, south of Offenburg, on September 7, 2016, with a southbound mixed freight. KEITH FENDER

Steam to electric conversion for Dutch locos

THREE 0-4-0 steam locomotives used by the Efteling Stoomtrein Maatschappij 600mm line in the Efteling amusement park in the Netherlands, are to be converted from steam to battery operation by UK specialist Alan Keef Ltd in Ross on Wye.

The first loco is already in the UK and the others will follow. Two of the locos were built by Orenstein & Koppel in Germany before the First World War, but the third loco is more modern, having been built by Alan Keef in 1992. A fourth loco is stored at the railway and not currently planned for conversion.

The plan – designed by the amusement park to enable it to be carbon neutral by 2030 – has been criticised by people involved in rail preservation in the Netherlands and neighbouring countries.

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OPEN ACCESS: Private Czech operator Regiojet began running services into Ukraine in cooperation with Ukrainian Railways (UZ) in late March, and within three months had carried 21000 passengers. The service from Prague to Chop is the first open access service to run in Ukraine, using the standard gauge line from the Slovak border at Čierna nad Tisou. Regiojet's modern electric locos are not approved for use in Ukraine so an older Škoda built CoCo No. 3 150 517 (ex-Czechoslovak Railways No. 182153) is being used between Košice and Chop. The train is seen in Chop on June 13. ANDY DAVIS



RARE HAULAGE: In connection with the 125th anniversary celebration of the Oensingen-Balsthal Bahn (OeBB) in Switzerland, the rarely used 'Seetalkrokodil' De 6/6 'Krok' No. 15301 was used to work trains. The loco built in 1926 as one of three originally dual voltage locos for the Luzern to Lenzburg 'Seetal' line was withdrawn from service as long ago as 1983, but then sold to the OeBB. No. 15301 is seen at Balsthal with the 12.28 service to Oensingen on June 16. ANDY DAVIS

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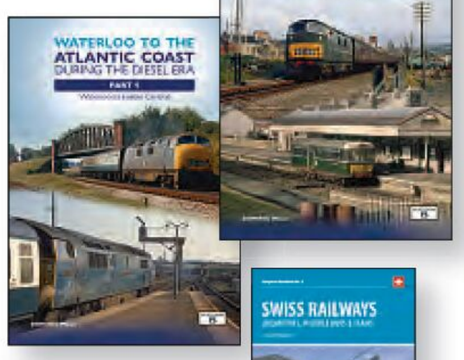


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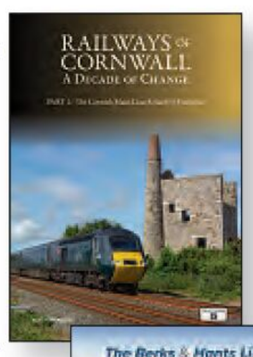
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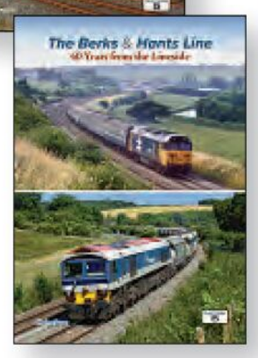
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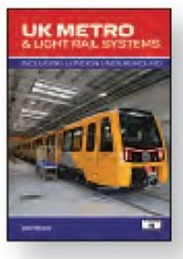
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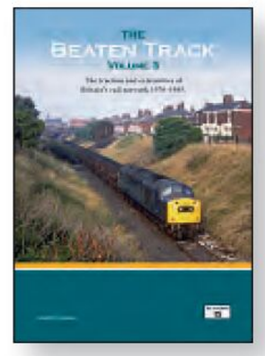
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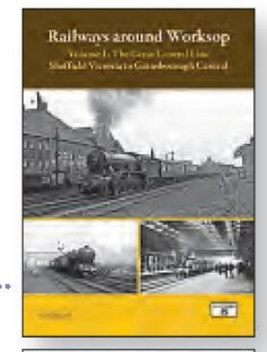


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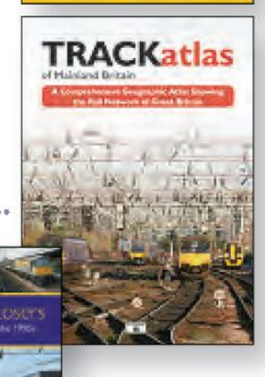
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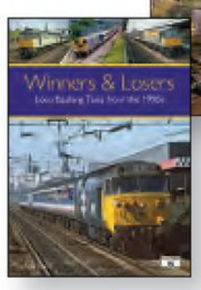
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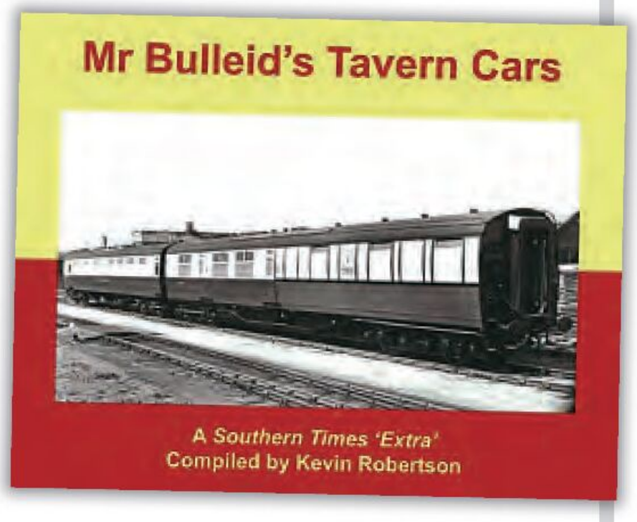
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By Kevin Robertson



THE author's objective is to investigate whether or not the Bulleid-designed Tavern and Restaurant cars, which emerged from Eastleigh Works in 1949 to work as eight sets (one of each type in a semi-permanent pairing) on services including the 'Atlantic Coast Express' and 'Master Cutler', really deserved the negative comments that their introduction generated.

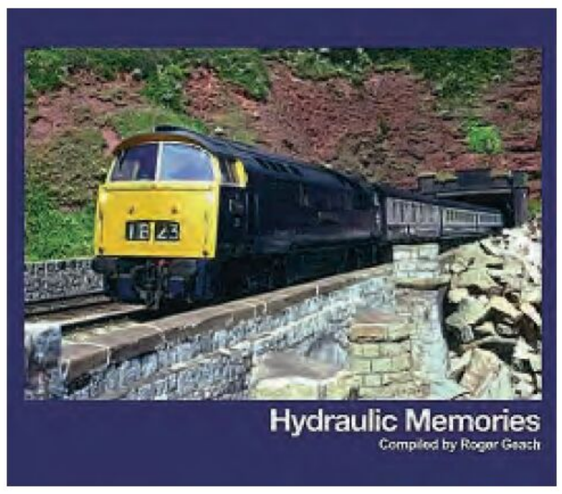
The depth of research into these unconventional pub-themed vehicles and their accompanying restaurant facilities (with small windows at head height and longitudinal seating in First Class) is impressive and matched by a comprehensive selection of drawings and photographs depicting them in their original and modernised conditions.

Highlights include how they were unveiled to the media (including memoranda about the event and details from the invitation circulated at the time), as well as passenger and staff reaction to them entering service (drawn from letters to the press) and written feedback to railway managers. Together with other correspondence, these paint a picture of thoughts and feelings.

A chapter on the later revisions to their designs and a series of appendices give additional useful details regarding materials and equipment supplied by various contractors, official descriptions of the cars and names and signage applied to them, as well as dates of modifications and withdrawals.

The text did, however, lack the refinement I would generally expect from a book of this quality. There were some noticeable typographical errors and, at some points, the way that the contemporary sources were used led to repetition of details that had already been explained without any particular advantage to the reader. Nevertheless it provides a fascinating insight. **GP**

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Hydraulic Memories

By Roger Geach

HERE is a real visual feast for all with an interest in Western Region diesel-hydraulic traction in BR service – an era that ended with the Class 52 'Westerns' in 1977.

All the images reproduced are in colour, and the author has assembled a wide-ranging selection of images from this relatively short-lasting time in our railway history. The majority of the photographs feature the work of railwayman Colin Wreyford, now part of the Transport Treasury Collection.

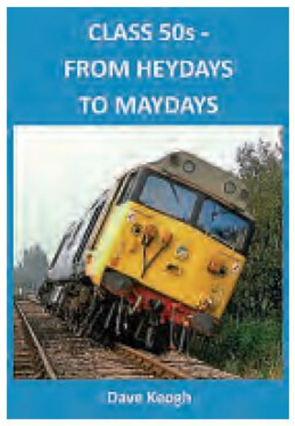
The book is organised in the form of a journey from Paddington to Penzance, with Devon featuring strongly but with a number of 'hydraulic traction diversions' along the way! Classes 52 'Westerns', 42 'Warships', 35 'Hymeks' and 22 are seen in everyday service – often in less than pristine condition. Sadly there are no images of the five early WR Class 41 'Warships', which had been withdrawn at the end of 1967.

The quality of reproduction is very good and there are detailed captions throughout with locations, locomotives and workings identified wherever possible. This is a very worthwhile addition to the history of the Western Region diesel-hydraulics. **RSS**

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Class 50s From Heydays to Maydays

By Dave Keogh



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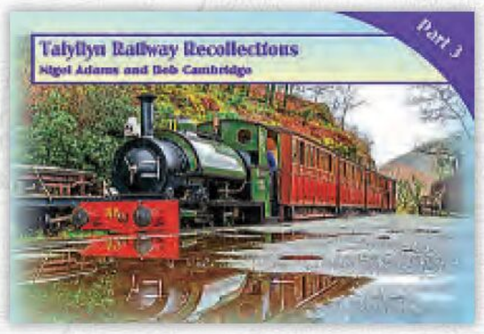
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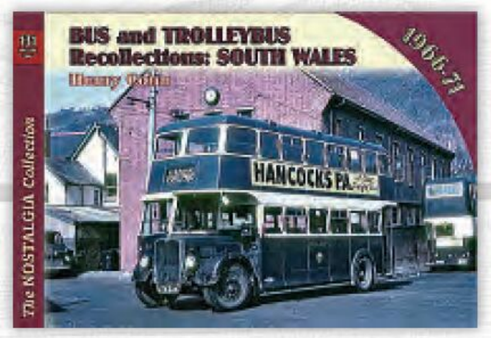
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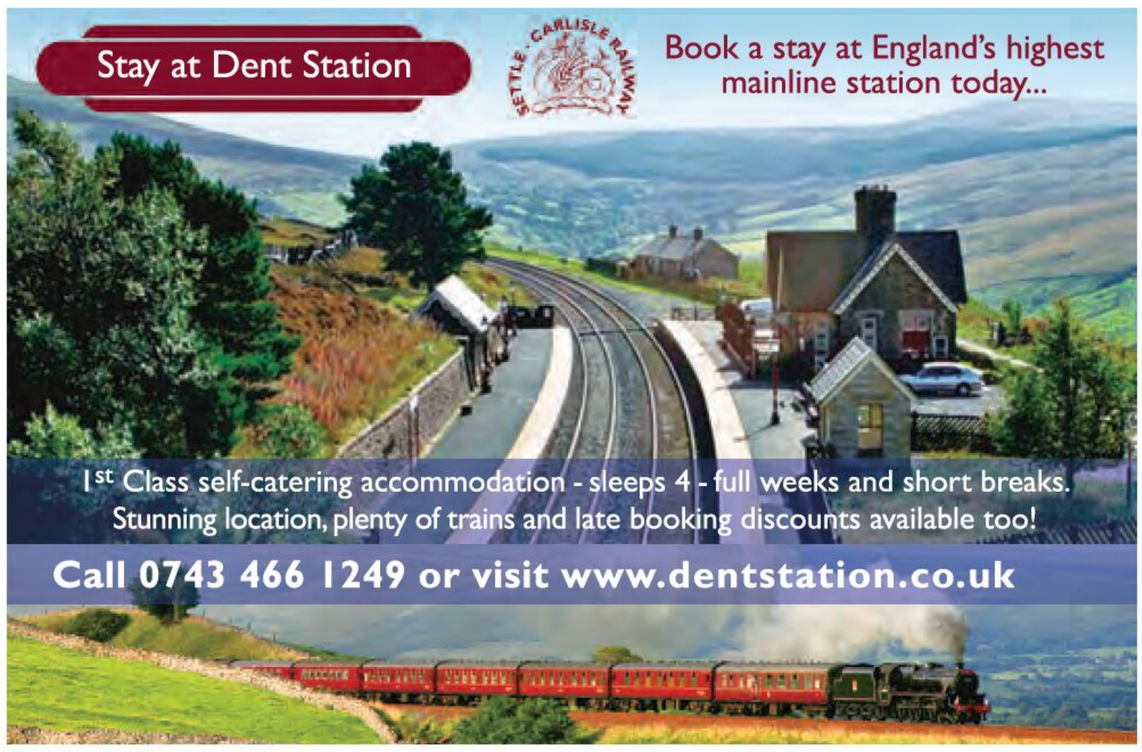
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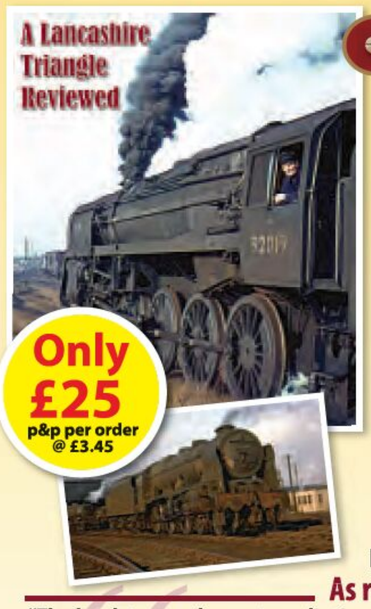
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ISBN 978-09550030-73. **By D.J.Sweeney**

As reviewed by the Railway Magazine

"The book traces the route radiating from Wigan and looks at each key destination in detail, making good use of descriptive introductions and high quality mapping. Where the book really scores for this reviewer is in the lavish use and quality of the photographs, both colour and monochrome that take the story from the glory days of Webb 0-6-0s through to 9 Fs, Black Fives and BR blue diesels. This book is a must for any enthusiast with connections to the North West and those with an interest in the coal industry"

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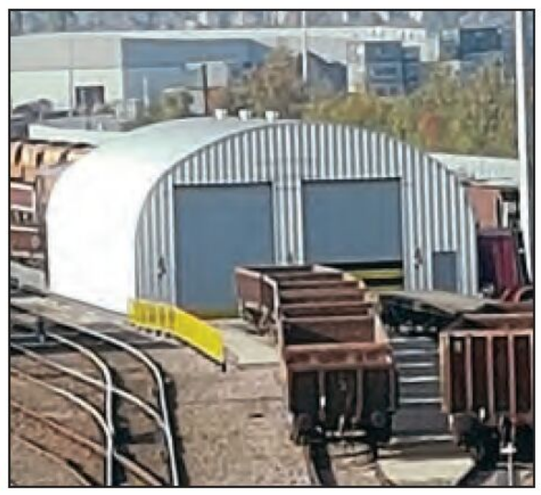
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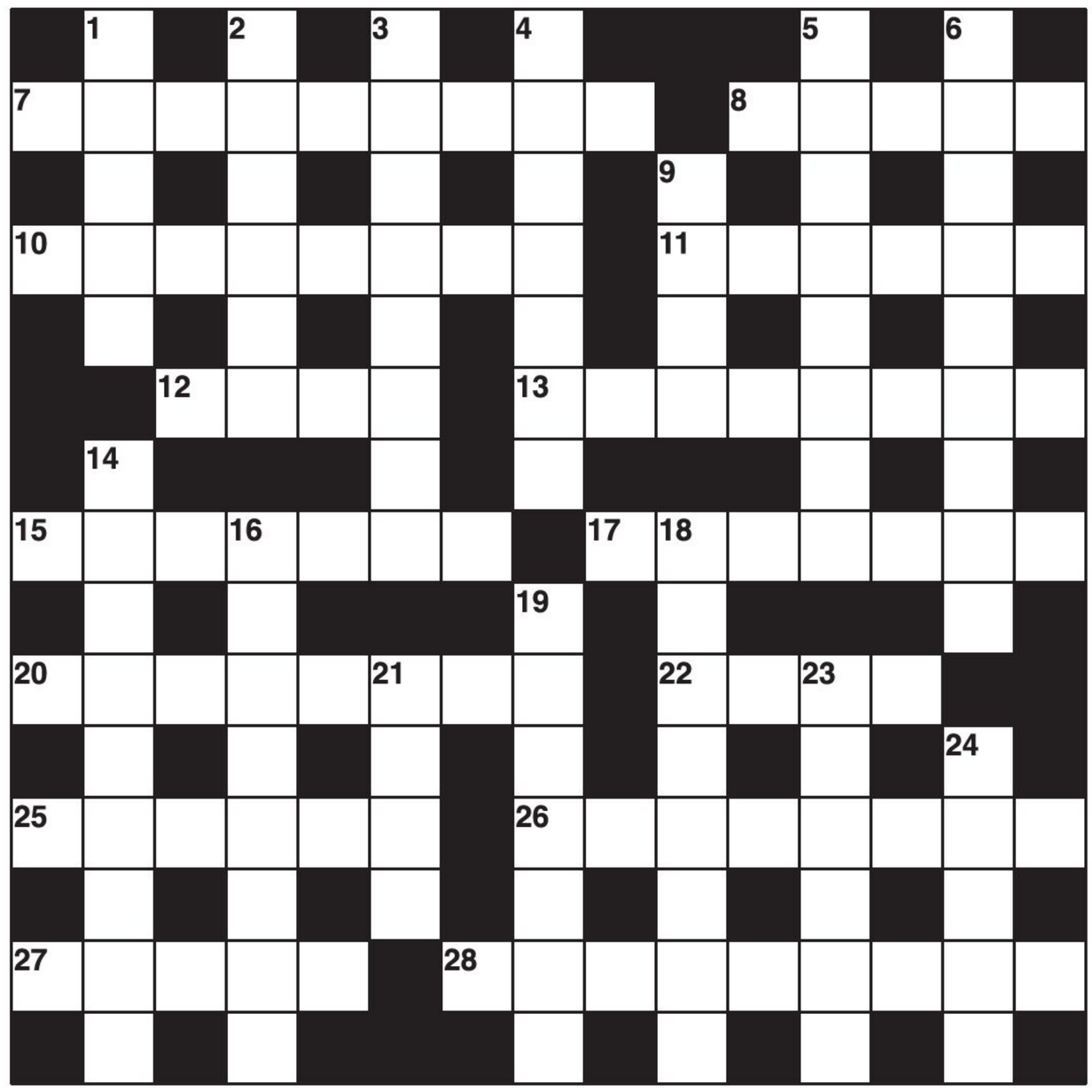
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Across

7 and 8 Former S&DJR station, and 'West Country' No. 34107 (9,5)
10 'Jubilee' No. 45667, and name given to specials carrying coal to Scapa Flow in WW1 (8)
11 and 12 Preserved GWR No. 4930 (6,4)
13 Former East Coast Main Line junction for the Richmond branch (8)
15 Principal intermediate station on the Severn Valley Railway (7)
17 and 21 down Station on the Merthyr Tydfil branch (7,4)
20 Preserved Class 50 No. 50035 (3,5)
22 ___ Bolton Street, East Lancashire Railway station (4)
25 First station out of Scarborough (6)
26 and 27 GWR No 7815 (8,5)
28 LC&DR locomotive and carriage works in Battersea (9)

Down

1 Word following 'Cheltenham' in the popular name of 'the world's fastest train' (5)
2 Greater ___, part of the Transport UK group of railways (6)
3 Station on the GWR's Hemyock branch (8)
4 East Coast Main Line station north of Hitchin, closed in 1959 and reopened in 1988 (7)
5 Alternative name for Penzance TMD (4,4)
6 LMS 'Duchess' No. 46222 (5,4)
9 Type of US geared industrial locomotive with vertical cylinders (4)
14 Far North Junction for the Wick and Thurso lines (9)
16 Location of the GWR's Princetown branch, and 'West Country' No. 34021 (8)
18 Town with GWR Vine Street and High Street stations (8)
19 ___ Down, station and tunnel on the Severn Beach line (7)
21 See 17 across
23 ___ Road, LNWR station in Oxford (6)
24 ___, Leitrim & Northern Counties Railway (5)

August crossword entry form

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Send completed form (photocopies are accepted) to: August 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 October 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 June issue.

Across: 1 Burton Agnes 9 Great Bear 10 Edale 11 Helena 12 Rhydding 13 Tarbet 15 Marksman 18 Llywelyn 19 Stonea 21 Delabole 23 Pilots 26 Owain 27 Firdaussi 28 Faendre Hall
Down: 1 Bagshot 2 Rhewl 3 Orton Mere 4 Aber 5 Northiam 6 Speed 7 Creagan 8 Talisman 14 Royal Oak 16 Kittiwake 17 Aycliffe 18 Lydford 20 Ais Gill 22 Banff 24 On-Sea 25 Grid
June winner: G Roam, Cheltenham.
Runners-up: Dave Wakely, by email; Nigel Kirkpatrick, Lytham St Annes.

The closing date for this month's crossword is Friday, September 6, 2024.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Coming up next month...

IT was built in the late 1890s as part of the Great Central Railway's 'high-speed' route from the North and Midlands to London, but today the 1.7-mile long Catesby Tunnel in Northamptonshire has a different high-speed role… as a performance car test site. Former *RM* editor Nick Pigott was granted rare access for a look inside the facility.



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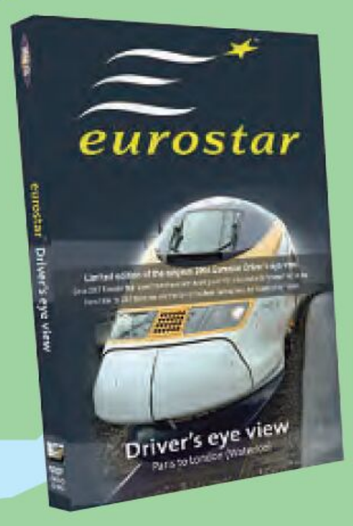
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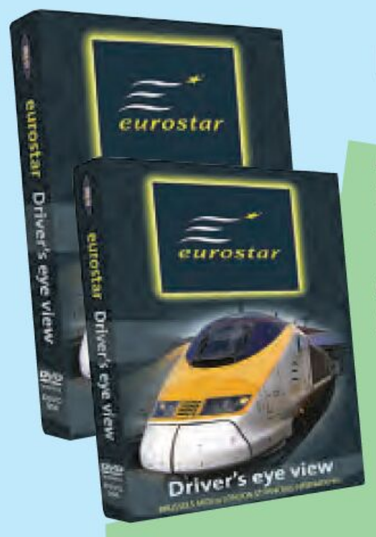
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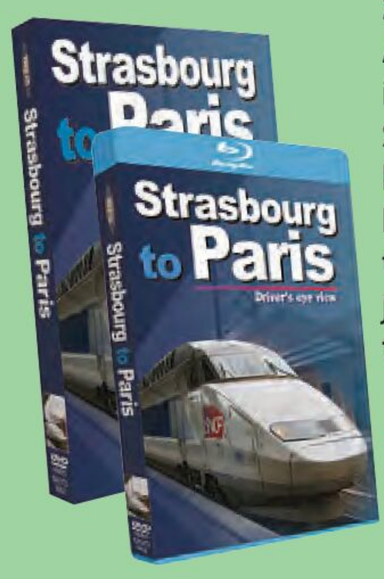
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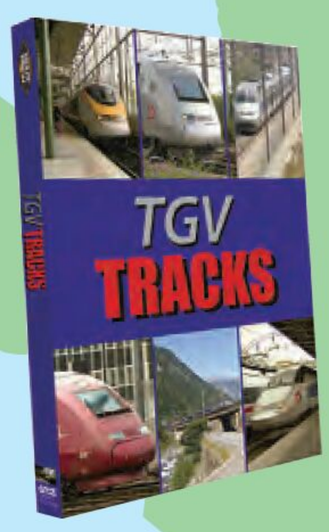
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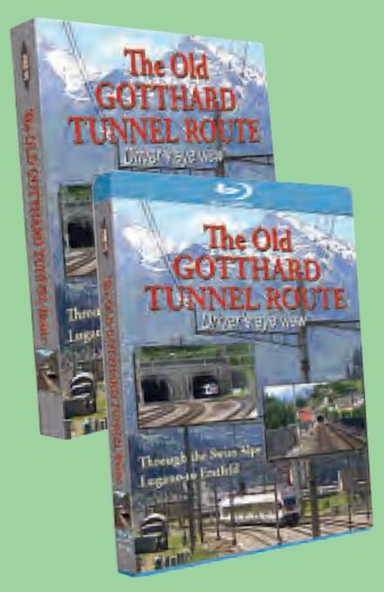
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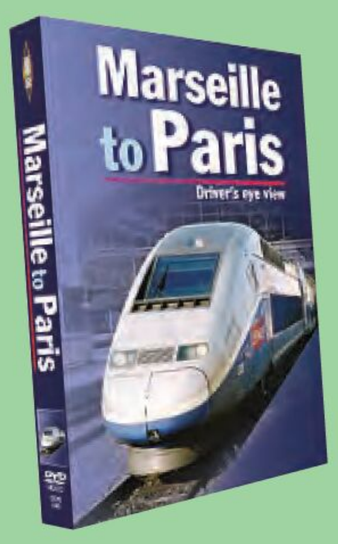
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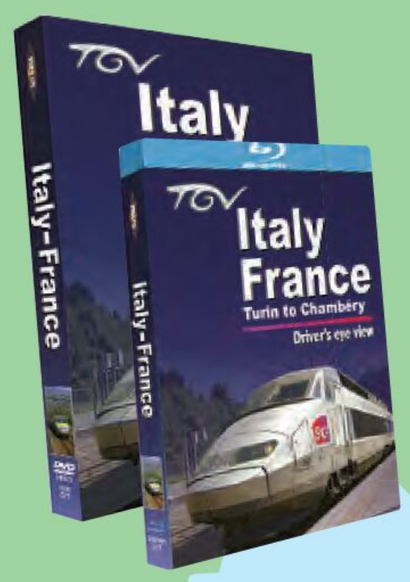


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