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First public run for new-build loco

RARE PHOTOS
Postwar Talyllyn in colour



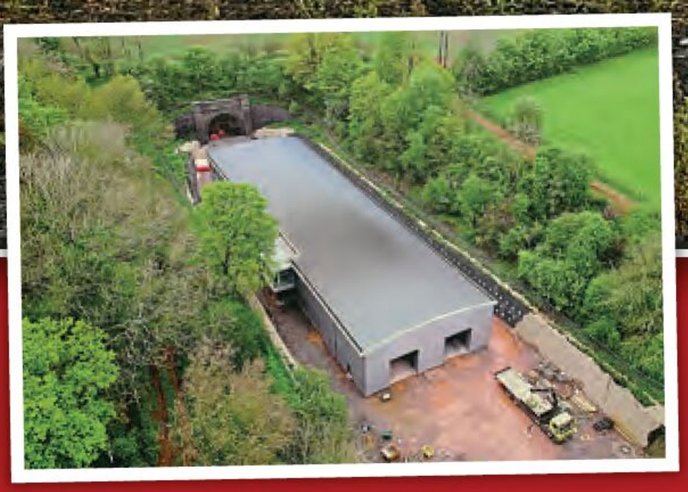
The RAILWAY Magazine

BRITAIN'S BEST-SELLING RAIL TITLE
September 2024

DRAX AT 50

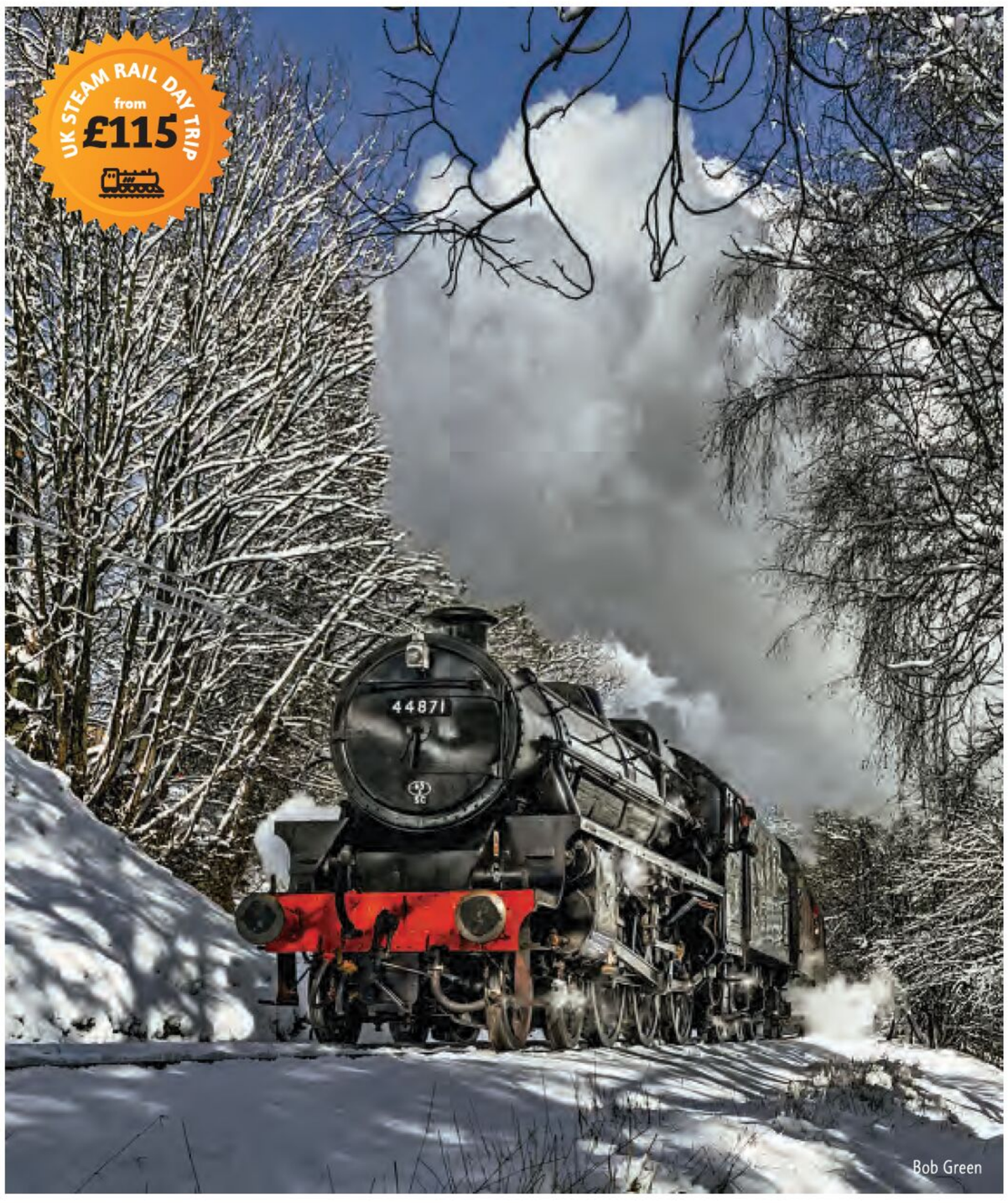
We're in the cab on the biomass circuit as power station marks half century with railtours, namings and photoshoots

- 'Super D' stripe mystery
- Expansion plan for Irish rail
- GBRf acquires four Class 18s



FROM RAILS TO ROAD

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Contents

September 2024. No. 1,482. Vol 170. A journal of record since 1897.

8 Headline News
Drax marks Golden Jubilee in style; ASLEF recommends Government pay offer; Derby to refurbish 'Voyager' fleet; 'Badger' on the move.

Track Record

52 Steam News & Heritage Wagons
Lottery grant to help boost heritage skills; *Beachy Head* handed over; Inaugural digital TWAO?

59 Industrial
Industrials help to power Poppy Line.

60 Narrow Gauge
Bagnall returns to steam with new name and livery.

63 Miniature
New-build loco for Aln Valley Miniature Railway.

67 Heritage Trams
Newcastle No. 102 returns to service at Crich.

68 Classic Traction
'Deltic' diesels breathe into life!

72 Railtours
Pathfinder gears up for Christmas excursions.

76 Network
Northumberland Line reopening takes shape.

79 Freight
GBRf launches five more trains per week for Stobart.

80 Metro
Faulty pantograph strips affect Tyne & Wear services.

82 Traction & Stock
GB Railfreight announces lease of new Class 18 fleet.

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

90 Operations News
A round-up from the train and freight operators.

97 Irish
Green light for new timetable.

98 World
Soviet loco variety in Kazakhstan.

Regulars

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

42 Readers' Platform & Where is it?
Where your views matter most.

44 Meetings
Details of railway society meetings that are near you.

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

46 Panorama
A selection of the best in railway photography.

101 Reviews
A selection of the latest books and DVDs.

106 Crossword & Next Month
Try your hand at our puzzle and you could win a prize.

Features

18 From rails to road
Nick Pigott visits a former Great Central Railway tunnel that has been repurposed as the world's longest indoor vehicle test track.

22 Practice & Performance
John Heaton FCILT investigates how Avanti's new 'Evero' units perform on the West Coast Main Line.

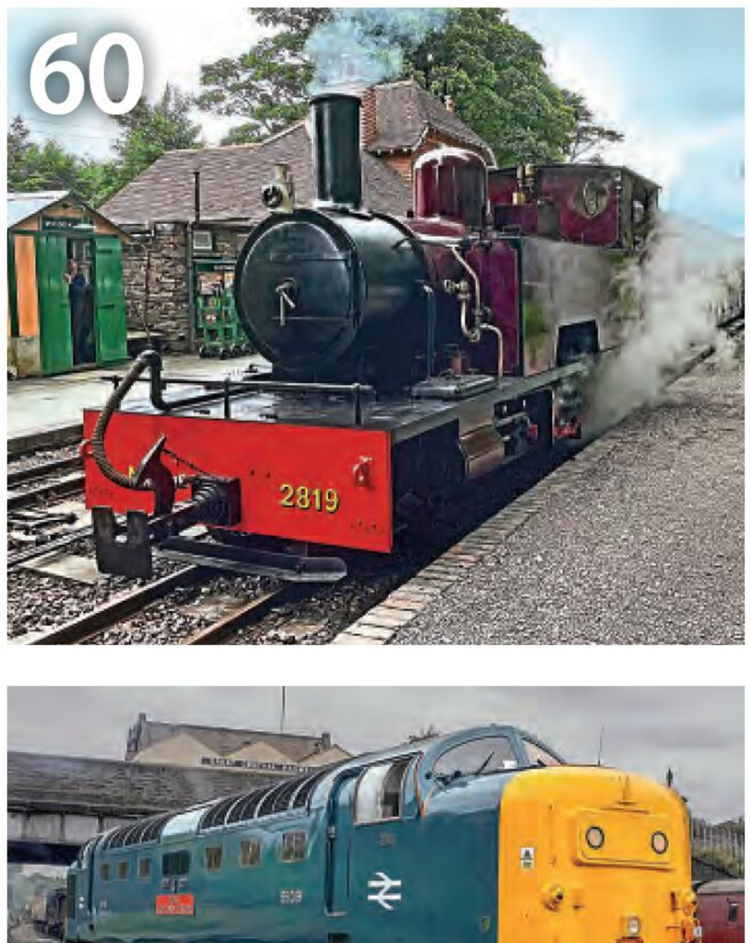
28 Postwar Talyllyn in colour
Dan Quine presents a remarkable set of colour images, taken in 1949, of the original Talyllyn Railway, two years before it was reborn as the world's first volunteer-run heritage railway.

34 Feeding Drax
As overall winner in the 2024 RCTS/Mortons Media Photographic Competition, Eddie Holden was given a day's cab ride on the Drax biomass circuit courtesy of DB Cargo, as Paul Chancellor reports.

41 'Super D' stripe mystery
A long-withdrawn LNWR 'Super D' 0-8-0 was seen at Derby in September 1964, with a 'not south of Crewe' cab stripe – but how, and why? Can any reader help fill in the details?









■ **COVER:** No. 56098 took part in a photoshoot with two preserved MGR wagons on August 17 at the disused coal delivery bunker at Drax Power Station. CHRIS MILNER

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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: Andy Bruce
abruce@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
www.classicmagazines.co.uk

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

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50 years of Drax

WHAT a weekend August 17/18 turned out to be for rail enthusiasts helping to celebrate 50 years of electricity generation at Drax Power Station in North Yorkshire.

Drax is one of the generation of power stations built in the 1960s and 70s to be larger and more efficient that before, fuelled by long rakes of Merry-Go-Round wagons bringing coal from nearby collieries that was loaded and unloaded automatically, and with loop lines at either end of the circuit that avoided the need for locomotive shunts.

Today though – and unlike most of its contemporaries, including nearby Aire Valley neighbours at Eggborough and Ferrybridge – Drax has avoided closure and reached its Golden Jubilee year by evolving from being coal-fired to one fuelled by biomass. Thankfully, the sheer volume of the wooden pellets needed means that delivery by rail is still the best option.

To mark the anniversary – and to its credit, given the necessarily tight security needed at such a national infrastructure asset – Drax allowed two photoshoots for rail enthusiasts to be staged on its premises, then no less than three railtours to visit the following day powered in succession by locomotives belonging to DB Cargo, GBRf and Freightliner. There were also two related locomotive namings.

All of this was only made possible by a massive cross-industry effort involving Drax, Network Rail, the freight operators, the Branch Line Society and many more – a true example of the industry at its best. And let's not forget the many enthusiasts who took part in the events too, the price of their tickets helping to raise more than £37,000 for the Martin House Children's Hospice charity.

Scenes from the weekend are on pages 6/7, while the gold-liveried Class 66 that has been repainted and named for the Drax anniversary can be seen on pages 79 and 86/87. But away from the celebrations, everyday operations at Drax can be gauged from the article on pages 34-38, in which the winner of the 2024 RCTS/Mortons Media photographic competition was given a cab ride courtesy of DB Cargo on the biomass circuit from Drax to Immingham and back. Fascinating stuff.



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



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The French Riviera & More ~
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Worldwide

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Eastern Canada in the Fall ~
Departs 3 October 2025 - 14 days from £4,195pp
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Small & Traditional

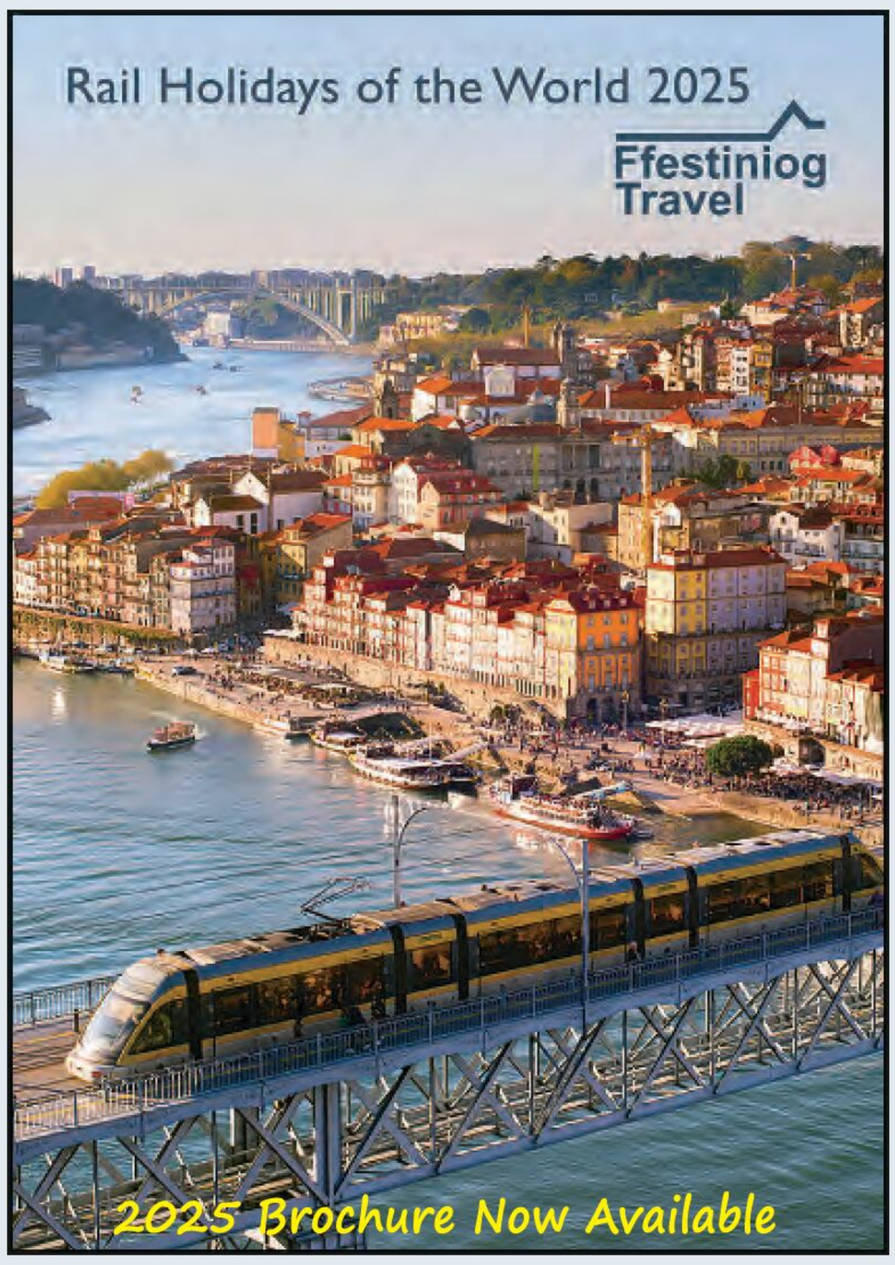
Highlights of Bosnia Herzegovina ~
Departs 14 May 2025 - 8 days from £2,550pp
Discover the hidden gems and a wealth of history of this beautiful country - both ancient and relatively modern. We visit Sarajevo and Mostar plus Konjic, the beautiful Kravica Waterfalls, Blagaj and enjoy a Jablanica boat cruise. Rail journeys include the stunning Šargan Eight narrow gauge railway with its hairpins and tunnels across the border into Serbia plus the very scenic Mostar to Sarajevo line.

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Drax marks Golden Jubilee in style

Originally coal-fired, now fuelled by biomass, the North Yorkshire power station started generating electricity in 1974.

THE 50th anniversary of Drax Power Station was marked over the weekend of August 17/18, with a series of events that together raised more than £37,000 for the Martin House Children's Hospice charity.

The weekend began with two photoshoots on the afternoon and evening of August 17, featuring past and present locos and wagons involved with the movement of coal and biomass to power stations. Nos. 20118 *Saltburn-by-the-Sea*+20132 (evening only), 37901 *Mirrlees Pioneer*, 56098, 59202 *Pride of Ferrybridge*, 60076 *Cross Fell*, 66004, 66301 and 70004 were positioned in and around the power station's now disused coal delivery bunker.

The National Wagon Preservation Group's HMA wagon No. 355798 and Chasewater Railway's HDA No. 368103 (which had arrived separately by road in early August), Freightliner's specially-cleaned HTA bogie coal wagons Nos. 370188+370227, and current day HIA biomass wagons also took part.

On August 18, the Branch Line Society ran three back-to-back tours around the Drax loop, each featuring different motive power. The stock had arrived at York the previous night on the one-way 'Cooling Towers Choppers' charter from Derby, which had been top-and-tailed for most of the day by Nos. 20118+20132 and 69011, but the '20s' were replaced at Sudforth Lane Sidings (east of Knottingley) by DB Cargo's Nos. 66050+66190 *Martin House*+66073.

This got the DB Cargo '66s' in position to head the 'Team Red' trip from York-Drax-Wakefield Westgate on the 18th, with No. 69011 at the rear; No. 69011 then hauled the 'Team Blue' trip from Wakefield to Sudforth Lane, where it swapped ends and GBRf's Nos. 66312+66724 *Drax Power Station* took over to Drax and back to Wakefield; and the final 'Team Green' trip saw Freightliner's Nos. 66605+70008+66610+66550 (plus No. 69011 dead in train) head the train to Drax, after which No. 69011 led the way solo back to York top-and-tail with Nos. 20118+20132.

The train reversed at York and went forward to Derby as the one-way 'Merry Go Round' charter, led by the '20s' with the '69' at the rear.

As noted elsewhere in this issue (see Freight News on page 79 and Traction & Stock Portfolio on page 86), GBRf's No. 66301 has been repainted into a special gold and blue livery to mark Drax's Golden Jubilee. The loco was also named *Drax Power Station 50* in a very brief ceremony at nearby Hensall station on August 18, the loco being attached to the rear of the 'Team Blue' tour between Drax and Sudforth Lane for this purpose.



The headboard used on the three BLS tours to Drax on August 18. MIKE BROOK

In a related move, DB cargo had earlier named No. 66050 *Yorkshire Rose* at York station ahead of it taking part in the BLS's 'Team Red' trip.

Thanks are due to Mark Bridel and Jerry Dickinson from Network Rail, the BLS and freight operating companies for running the charters and providing locos; to Chris Gee for organising the photoshoot and the more than 90 attendees who came from across the country; to Victa Railfreight, and Railway Support Services; and to Ian Broadhead, Mark Gibbens and Matty Lynton at Drax for making it all possible.

Martin House provides family-led hospice care free of charge for children and young people with life-limiting illnesses. To find out more about its work visit www.martinhouse.org.uk.

■ See also the Drax biomass cab ride feature on page 34.



On August 17, No. 69011 approaches Knottingley East Junction with the BLS's 'Cooling Tower Choppers' charter, with Nos. 2018+20132 at the rear. On the left, DB Cargo's Nos. 66073+66190+66050 get ready to follow the tour to nearby Sudforth Lane Sidings, where they will replace the '20s' and take the train forward to York ready for the following day's trips. MIKE BROOK

GBRf's No. 60076 on a rake of HIA biomass wagons and 66301 at the afternoon photoshoot at Drax on August 17. CHRIS GEE



Freightliner's No. 70004 and the two specially-cleaned HTA bogie coal wagons outside the former coal delivery bunker at Drax on August 17. No. 56098 can be seen in the background. CHRIS GEE

'Choppers' Nos. 20132+20118 head the two preserved MGR wagons outside the coal bunker at Drax in the evening of August 17. CHRIS MILNER



Europhoenix 'Slug' No. 37901 was a last minute stand-in for unavailable Type 4 No. 47830. CHRIS MILNER



A close-up on Drax's gold-liveried HIA wagon No. 83 70 0698 001-0. JACK BOSKETT



Freightliner's No. 59202 was one of six operated by National Power in the 1990s to serve the Aire Valley power stations. CHRIS MILNER

Government closes RYR fund

Restoring Your Railway money offered a pathway to line reopenings.

By 'Industry Update'

THE new Government is sending mixed messages about future rail policy, which at a high level promises decarbonisation and a green agenda, but also the Restoring Your Railway initiative has been axed.

When the fund was launched in 2020, MPs, local councils and community groups across England and Wales were invited to propose how they could use it to reinstate axed local services and closed stations.

The £500 million fund was split into three categories to support projects in different stages of development. The first was the Ideas Fund, where the DfT would provide 75% of the cost to undertake economic studies to create a business case to indicate the benefit of restoring lost connections. 141 proposals were received in this category and 10 successful bids were announced in May 2020, 15 in November 2020 and a further 13 in October 2021. For these applications, support was given towards feasibility studies that defined the transport problem and explored options for intervention.

The next stage considered the Strategic Outline Business Case, where promoters have to identify likely costs, benefits and disbenefits, and value for money. In addition, the DfT asked whether it was considered bus or light rail would better meet community needs. The DfT published a progress report in June 2022 on the development of submissions, which revealed that that nine of the Ideas Fund projects have been granted further funding to develop a more detailed business case. The Ideas Fund also supported the Network Rail Lincolnshire Rail Study, which has the aim of reopening between Firsby and Louth with a new station at Mablethorpe.

The third stage Advanced Fund was aimed at supporting lines and stations being considered for restoration that were beyond early development. In this category, the Dartmoor line to Okehampton and the Ashington line were the most advanced. £40 million was provided to upgrade the infrastructure that existed to reach Okehampton with a journey time of 35 minutes from Exeter St David's – although services are extended to Exeter Central to provide closer access to the city centre.

The Ashington route reinstatement, sponsored by Northumberland County Council, received a £34 million contribution, which allowed the project to proceed towards its reopening this year.

The New Stations Fund, which predates the RYR programme as it was created in 2014, is described as an open competition between promoters. A contribution of 75% was offered towards the cost of providing a new or reopened station. Ten stations had been delivered by the time of the 2022 programme update, with a further eight expected by 2024.

Projects review

A common factor in the economic justification for restoring a rail service is where cutbacks in heavy industry – such as steel production or the closure of coal mines – has left the local population without public transport links to reach places where alternative employment is available.

Often the rail infrastructure provided for freight operations at these locations has remained in place and the possibility of providing a passenger service exists, although a significant upgrade is usually needed to the track, signalling and lineside.

This applied to two most recent projects in England (Okehampton and Ashington), as well as the Levenmouth branch in Scotland. There have also been more ambitious initiatives, such as the reinstatement in 2014 of 35 miles of the Waverley Route from Edinburgh to Tweedbank, which acts as a railhead for a number of nearby towns.

The RYR Fund was not intended to fully fund projects but to enable an assessment of the viability of proposals. Projects that had reached a development stage have been seen as on a path to restoration, and the withdrawal of funding puts a question mark over future developments. The most significant of these include the Portishead branch near Bristol, the Ivanhoe line between Leicester and Burton, and reintroduction of passenger services between Sheffield and Chesterfield via Barrow Hill.

Many stakeholders were disappointed that projects deemed essential to meet local transport plans to reduce congestion and the emissions of pollutants were not included in RYR funding, but there remains the alternative Levelling Up Fund – which is being used to support the Mid-Cornwall Metro, where new journey opportunities will be created between Newquay and Falmouth.

In terms of main line connectivity, the route from Stratford-upon-Avon to Honeybourne to Worcester is a significant missing link, allowing though services to be significantly improved, but did not attract funding in any category. Other rejections included the Leamside route in County Durham, reinstatement between Penrith and Keswick, and enhancement of the Mid-Cheshire Line between Stockport and Altrincham.

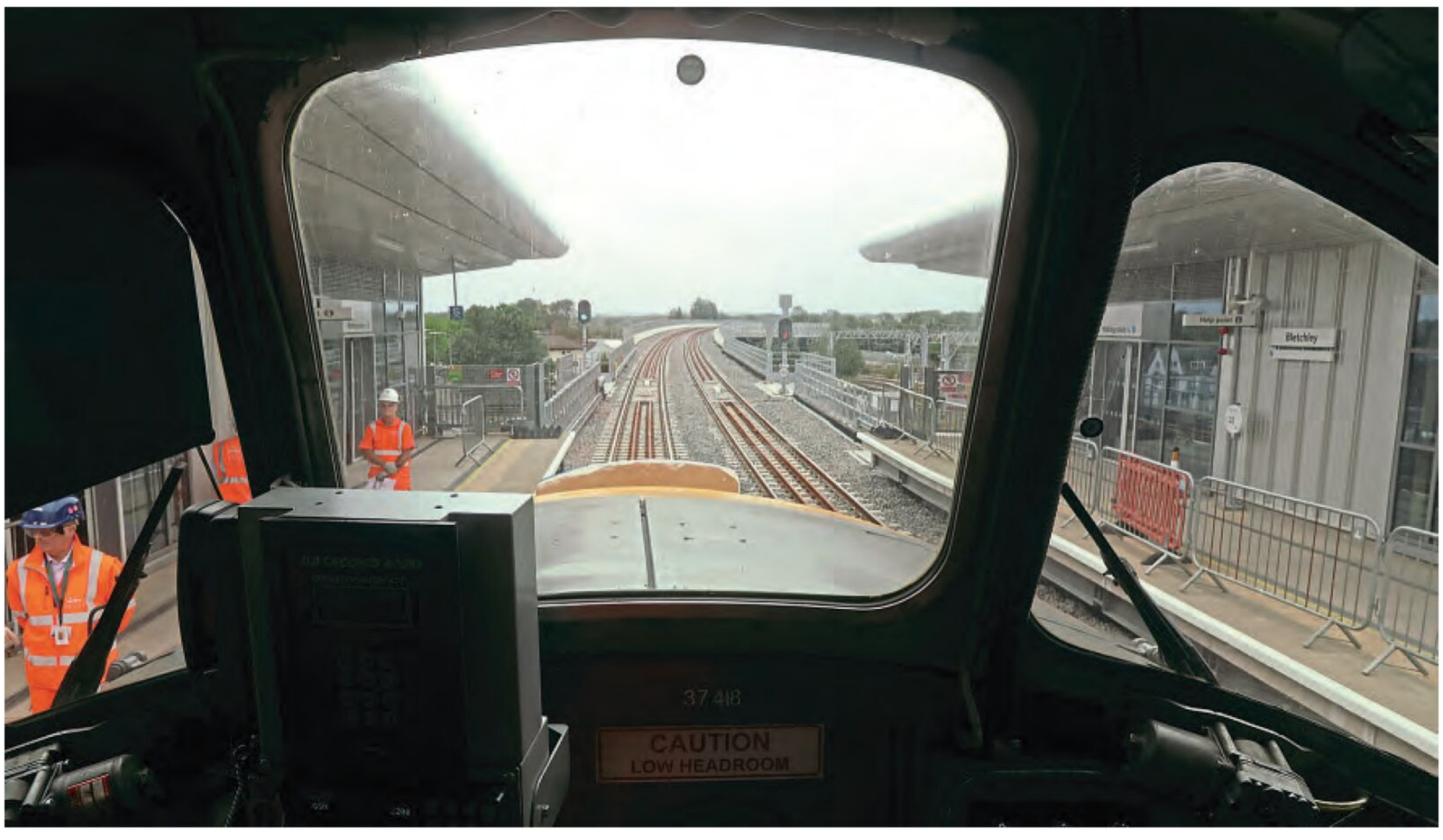
If there is an unfavourable outlook for restoring railways, it can be expected that the financial case for East West Railway will be scrutinised. Services between Oxford and Milton Keynes are likely to be secure, along with the local service between Bletchley and Bedford. But the upgrade to enable express services to operate and new construction between Bedford and Cambridge, which is largely a new alignment, may well find authorisation postponed until economic circumstances improve.

HS2 essential

The vexed question of the section of the HS2 route between Euston and Old Oak Common awaits a funding decision by the Government. The latest information is that a private finance solution is likely to be favoured, creating a form of 'toll' railway.

Prior to the general election, the Labour Party commissioned a report on HS2 options led by former Siemens UK boss Juergen Maier, and the findings were made public in late August. The thrust of the report is that if there is to be sustained economic growth, there must be investment in large scale infrastructure projects such as HS2.

The loss of the high-speed route between Birmingham and Manchester is acknowledged to be likely to result in capacity issues and congestion, and industry commentators have suggested that the project could be revived at a lower cost by reducing the line speed and streamlining the planning process.



EAST WEST LINE HANDED OVER

THE newly rebuilt line between Bletchley and Bicester via Claydon was handed over to Network Rail on August 25, making it available for use as part of the national rail network, signalled from Claydon workstation within Rugby ROC. Certain operating restrictions currently apply, but paths for empty stock runs between Oxford and Milton Keynes are already in the timetable for December onwards, making public services possible in late 2025. Ahead of the handover, No. 37418 *An Comunn Gaidhealach* and inspection saloon No. 975025 *Caroline* made several runs over the new line, the photo being a driver's view looking west over the flyover at Bletchley High Level platforms on August 8. PHIL MARSH



Ex-TfW Class 175 DMUs Nos. 175110+175011 pass March on May 9 working from Crewe South Yard-Ely Papworth for storage. KEITH PARTLOW

GWR expected to take on Class 175s

By Graeme Pickering

GREAT Western Railway is understood to be preparing for the arrival of former Transport for Wales Class 175 diesel multiple units, in readiness for staff training.

The company has yet to officially confirm any plans for the Alstom-built trains (the last of which were withdrawn by TfW in October 2023, having been displaced by new Class 197s ordered from CAF), but *The RM* has seen a GWR-branded map indicating "planned operating territory" for the Class 175s.

It suggests they could be regularly used on the routes between Exeter St David's and Penzance, Barnstaple and Okehampton and occasionally on Truro-Falmouth services. Taunton-Castle Cary and Castle Cary-Exeter St David's would be diversionary routes. Exeter St David's to St Philip's Marsh depot in Bristol is highlighted as a regular path for the units, running as empty coaching stock. The Exmouth and Newquay branches are colour-coded as 'to be confirmed'.

The RM understands that the arrival of the first Class 175s at Laira depot in Plymouth has been anticipated for some time, ahead of fleet maintenance training and courses for drivers and conductors.

Having originally entered service with First Northwestern in 2000, the 27-strong fleet, owned by Angel Trains, consists of 11 Class 175/0 two-car and 16 Class 175/1 three-car units. They were refurbished between 2019 and 2022. Work carried out included the reupholstering of seats and the fitting of new carpets, interior fixtures and installation of charging points.

Their introduction could allow GWR to reorganise other unit allocations, leading to the withdrawal of the remaining 'Castle Class' High Speed Train sets and the release of Hitachi Intercity Express Trains (IETs) from regional diagrams.

ScotRail reintroduces peak fares after trial scheme ends

A PILOT scheme by ScotRail in which peak fares were temporarily withdrawn in a bid to encourage more use of rail has been scrapped, *writes Chris Milner*.

The scheme, which was intended to entice drivers and passengers from their cars, began on October 2, 2023 and will end on September 27 this year. Analysis of the project has shown there has been a limited increase in patronage, and the intention of a modal shift from road to rail has not been met.

Scotland's Transport Secretary Fiona Hyslop said: "The pilot primarily benefited existing train passengers and those with medium to higher incomes. Although passenger levels increased to a maximum of around 6.8%, it would require a 10% increase in passenger numbers for the policy to be self-financing.

"The pilot will have been welcome in saving many passengers hundreds, and in some cases, thousands of pounds during the cost-of-living crisis, but this level of subsidy cannot continue in the current financial climate on that measure alone."

To soften the blow, the transport secretary announced a 12-month discount on all ScotRail season tickets. She said that for those who travel less frequently, the terms of flexipasses would be permanently amended and now permit 12 single journeys for the price of 10 if used within 60 days. This is equivalent to a 20% discount for those who travel less frequently. There would also be a reintroduction of super off-peak tickets.

The scrapping of the pilot scheme has been condemned by the RMT union. General Secretary Mick Lynch said: "The RMT has long called for the off-peak fares trial to be made permanent, and the decision to scrap the trial will be a significant disappointment for many passengers. The return of peak fares, inflated by this year's 8.7% fare increase, will make rail travel unaffordable for many and push people into cars."



NEW 'LOK' AT TIDAL: GBRf has begun testing the first of three Zephir LOK 16.300 shunters that will replace traditional Class 08/09s at Celsa Steel Works in Cardiff. The shunting duties there are said to be too intense for battery traction, but these diesel-powered machines are said to be up to 60% more efficient than the older locomotives. No. LOK1 is pictured there on August 14. MATTHEW PLUMPTON

SIDELINES

Return to Ruddington

TRAINS are set to resume running at the Great Central Railway (Nottingham) on September 6/7, for the first time since the start of the Covid-19 pandemic in 2020.

A shuttle service will run along the half-mile branch from Ruddington to the junction with the 'main line' at 50 Steps Bridge. Traction is expected to be provided by shunter No. 08694, which was first allocated to Annesley shed in Nottinghamshire on the original GCR route.

The trips are being run as part of the Nottingham Transport Heritage Centre's 'Road, Rail and Ale' festival, and coincide with the diesel gala at the nearby GCR Loughborough to Leicester line, with a vintage bus connection available between the two.

Restoring an icon talk

THE NRM's Senior Curator of Rail Transport and Technology, Anthony Coulls, is giving a talk at the National Motor Museum in Beaulieu (Hampshire) on October 19, about the 10-year restoration of No. 60103 *Flying Scotsman* from 2006 to 2016.

Mr Coulls will share the story of the successes, challenges, controversies and legacy of the project. Booking details are available on the webpage nationalmotormuseum.org.uk.

Digital fleet milestones

ANOTHER step forward has been taken towards the introduction of digital in-cab signalling to the East Coast Main Line, with the completion of dynamic ETCS (European Train Control System) testing for two key train types.

Govia Thameslink Railway's Great Northern Class 387/1 Electrostar No. 387101 and DB Cargo's Class 66 No. 66039 – each of which is the first in Class for their respective fleets for the ETCS project – have been tested across a range of operational scenarios at Network Rail's Rail Innovation and Development Centre (RIDC) in Melton Mowbray.

Both the loco and EMU will now go through a process of accumulating fault-free running mileage as the next stage in the approvals process.

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SIDELINES

Scarborough plaque

CENTRAL Tramway in Scarborough has become the latest recipient of a National Transport Trust (NTT) Red Wheel plaque. The unveiling took place on August 1, at the Top Station of the Tramway, by Scarborough's Mayoress, Coun Janet Jefferson. The Red Wheel scheme recognises and commemorates the most significant sites of historical importance to transport heritage in the United Kingdom.

Jerry Swift, NTT vice-chairman, said: "This is Scarborough's first Red Wheel and richly deserved. Not only did Scarborough have more funicular railways than any other British town, but transport – and in particular the railways – played such a substantial part in the town's development as one of the UK's premier seaside resorts."

GEML blaze

GREATER Anglia services between London Liverpool Street and Norwich were suspended for most of the day on August 8, due to a serious blaze alongside the Great Eastern Main Line, *writes Jon Longman*.

Around 85 firefighters from the Suffolk and Essex fire and rescue services raced to Sackers scrap metal and recycling yard at Great Blakenham, west of Ipswich, after the large fire was reported at 10.00.

Rail services were suspended due to a huge plume of acrid smoke blowing across the tracks and fears that oxygen cylinders might explode. The blaze, which also hit services from Ipswich to Cambridge and Ely, was brought under control after five hours, and services resumed during the evening. There were no casualties.

Devon railway memories

THE Folklore Library & Archive in Crediton has received a grant from Great Western Railway's Customer & Community Improvement initiative to collect memories of Devon branch lines, with particular focus on the Exeter to Okehampton line.

The charity hopes to record recollections of the line, and to digitise and preserve old cine film and photos. It is also happy to receive donations or loans of artefacts. Anyone with memories to share can get in touch via the website at www.folklorelibrary.com or by emailing Tracey Norman at devonrailwayheritage@gmail.com.



CLASS 897 FOR LNER: London North Eastern Railway has confirmed to *The RM* that its 10-car tri-mode units, for which a £437 million contract was confirmed with manufacturer CAF last year, will be given the Class 897 designation (pictured in an artist's impression). The operator declined to offer any further information regarding progress of the order for 10 trains (capable of running on electric, battery or diesel power), but it is understood that CAF will construct the first two Class 897s in Spain, with work beginning on them next April, and the remainder being built at its Newport factory in South Wales. The sets are being financed by Porterbrook. It is reported that the first could be delivered as soon as autumn 2025, although, following testing and acceptance, 2027 is the expected target for entry into service.

ASLEF union recommends Government pay offer

Drivers offered a 'no strings' pay deal.

By 'Industry Update'

THE new Government has taken direct control of pay negotiations with ASLEF and other rail unions rather than the previous stance of negotiating through the Rail Delivery Group, which acts on behalf of the train operators.

This reflects the fact that RDG negotiators were constrained by the Department for Transport determining the level of the pay award to be offered, as well as requiring changes to rostering arrangements and what is regarded as the working week. Running a full passenger timetable has become dependent on staff volunteering for Sunday work, as well as working rest days and overtime, and change is needed to reduce this dependency.

The previous offer was an increase of 4% to apply from April 2022, with a similar award from April 2023. But now there is an improved offer of 5% for the period from 2019 to April 2022, with a further rise of 4.75% to April 2024 and 4.5% to April 2025. Crucially, no strings are attached in the form of the productivity improvements previously sought, which have been deferred for future negotiation.

Although ASLEF has recommended acceptance of the offer by its members, a new dispute has broken out covering LNER weekend services. A lengthy strike has also been called covering weekend working between the end of August and mid-November on the basis that management action to maintain the timetable has eroded previous rostering agreements.

Public sector problem

There is disruption to train services in Scotland, where a refusal to work rest days and overtime has resulted in the timetable being reduced by 25%. But worse is likely to follow as the four trade unions that represent staff have called a ballot to authorise strike action.

Staff employed by ScotRail and Caledonian Sleeper are now public sector employees and therefore subject to Scottish Government pay restraint, which has led to pay offers being restricted to 2% from April 2024, with a further 1% next year. This is not at the level that might have been expected from private sector train operators, which is something the trade unions might have thought about in their push for public ownership.

The pay increase offered to train drivers in England has also prompted new negotiations with the RMT union, which is seeking a parallel agreement for the staff they represent that matches the new level of pay secured by ASLEF.

What has happened has to be seen as a crisis intervention to bring an end to the dispute with train drivers that has continued for two years, which has seen 24 days of strike action spread among different train operators bringing considerable disruption to the overall network. The hope is that a more positive negotiating climate has been created to allow future agreement about changes to rostering arrangements.

The formation of Great British Railways is on the horizon and the integration of pay levels and terms and conditions from all the private sector companies into one public company is likely to be a major challenge, as staff will not expect any dilution of existing employment benefits in the process.



'BADGER' ON THE MOVE: Locomotive Services' Class 37 No. D6817 (37521) hauls the unique Class 89 electric locomotive No. 89001 *Avocet* past Burbage Common (near Hinckley) from Loughborough Brush to Crewe Holding Sidings on August 15, for the next stage of its return to the main line after 18 months of work at Loughborough (photo taken from a public place of safety). GRAHAM NUTTALL

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All-Island Rail Review aims high

€37 billion joint plan for the whole of Ireland includes new lines, track doubling, and more electrification.

By Hassard Stacpoole

THE final version of the 'All-Island Rail Review' was published on July 31, more than three years after it was commissioned by Irish Department of Transport and Northern Ireland's Department for Infrastructure.

Initiated in April 2021, but delayed primarily due to the collapse of the Northern Ireland Executive from February 2022 to January 2024, the review presents a comprehensive plan for enhancing Ireland's combined rail system. It sets out 32 recommendations for developing the rail network in Ireland up to 2050, aligning with the two governments' net-zero commitments. These include expanding the rail network from approximately 2300km (1440 miles) to nearly 3000km (1875 miles); targeting underserved regions, such as the North Midlands and North West of Ireland; and improving cross-border connectivity.

A key proposal is raising the maximum speed on the core inter-city network linking Dublin, Belfast, Cork, Limerick, Galway, Waterford and Londonderry/Derry to 200kph (125mph). This would require widening sections of the network to two or four tracks, enabling service frequencies to increase to at least hourly. Specific sections targeted for double-tracking include Portarlington to Athlone, Athenry to Galway, Kildare to Kilkenny, Limerick to Limerick Junction, Maynooth to Mullingar, and Monkstown to Antrim.

New lines and connections

The review also suggests enhancing east-west connectivity with more direct services between Ireland's west and south coasts, such as Galway to Limerick and Cork. It recommends reinstating the Western Rail Corridor between Claremorris and Athenry, and rerouting Dublin to Wexford services via a reopened Waterford to Rosslare line.

Connecting key airports to the rail network is another significant recommendation. Proposed projects include a dedicated line from Clongriffin to Dublin Airport, linking Shannon Airport to the Limerick to Ennis line, and reopening the mothballed Lisburn to Antrim line to serve Belfast Aldergrove.

For less populated areas, the plan includes increasing service frequency to at least every two hours on lines like Limerick to Ballybrophy and Limerick Junction to Waterford, with speed improvements to at least 120kph (75mph). However, extending rail to Enniskillen is not considered justified due to low population density and instead recommends integrated bus and rail services.

There is a new recommendation for both governments to refresh the Review every decade; a clarification that the proposed new railway between Derry/Londonderry and Portadown should accommodate speeds up to 200kph; and a change in the timeline for reinstating the North Midlands railway between Portadown and Armagh from a long-term to a medium-term project.

Freight prospects

For rail freight, the Review emphasises the need for substantial enhancements to support economic growth and sustainability. Key proposals include upgrading existing infrastructure to handle heavier and longer trains, expanding the network to connect industrial hubs and ports, and reconnecting ports by reopening the Limerick to Foynes line. The report also recommends providing last-mile access into Dublin Port and reducing track access charges for freight, which are among the highest in Europe.

The estimated cost for fully implementing the Review over the next 26 years is €35-37 billion in 2022 prices (£30-31 billion), with the costs shared between the two jurisdictions. This would require an average annual expenditure of approximately €1 billion (£850 million) in the Republic of Ireland and £310 million (€366 million) in Northern Ireland. The report acknowledges that while the costs are significant, they are comparable to the investment levels during Ireland's motorway expansion in the mid-2000s.

Irish Transport Minister Eamon Ryan highlighted the publication as a landmark for the island, stating it represents "the most ambitious vision for rail in a century, bringing us forward to a new age of rail." He expressed eagerness to see the recommendations implemented promptly, noting that work is already underway with the European Investment Bank's assistance on how to proceed.



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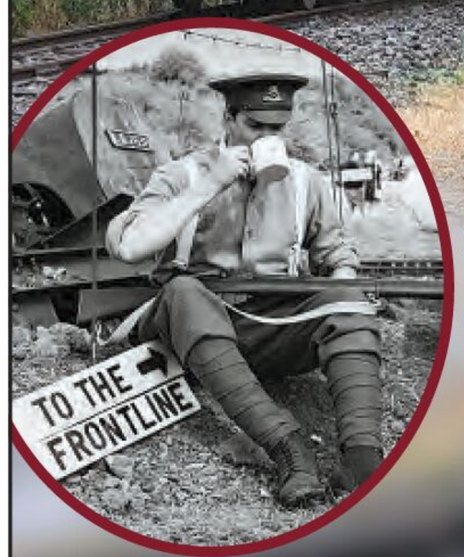
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Alstom to carry out £60m 'Voyager' refurbishment at Derby Works

New seats, tables, carpets and exterior repaint for CrossCountry's Class 220 and 221 fleets.

By Graeme Pickering

ALSTOM'S Derby Litchurch Lane Works is to undertake the refurbishment of 312 CrossCountry Class 220 'Voyager' and Class 221 'Super Voyager' vehicles after signing a £60 million contract for the work with Beacon Rail, the owner of the units.

The design process will begin immediately and the first trains are expected to enter the works next year.

The refurbishment of the 34 four-car Class 220s, along with 4 four-car and 32 five-car Class 221s, is due to be completed in 2027. Included in the total are the 12 ex-Avanti West Coast 'Super Voyagers' being cascaded to augment CrossCountry's fleet. Three have so far arrived and entered service. They are expected to be refitted towards the end of the programme.

Ordered by Virgin Trains and built by Bombardier, the Class 220s and 221s have now completed more than 20 years of service. Peter Broadley, UK & Ireland services managing director for Alstom (which last November agreed an eight-year, £825 million extension to its contract to maintain the CrossCountry sets at Central Rivers depot near Burton-on-Trent) said it looked forward to giving them "some well-deserved TLC".

New fittings

The programme will include new seats, tables and carpets, improved lighting and new systems to count the number of passengers onboard.

Alstom says that at least 98% of the materials used in the seats will be recoverable (able to serve a further purpose when they reach the end of their lives) and a minimum of 95% recyclable. The new fittings used throughout the trains will be lighter than those they replace and are expected to therefore help reduce engine fuel consumption and emissions.

Around 100 Alstom staff will be involved in the work and the company says they will be "supported by many more" in its UK supply chain.

The interiors will feature grey seating and carpets and the trains will emerge from refurbishment carrying CrossCountry's new red and grey livery, with cream branding and blue doors.



An artist's impression of how the refurbished 'Voyager' fleet could look externally. CROSSCOUNTRY



A proposal for the revised Standard Class interior.



First Class will also get a new look.

Railways in Parliament Compiled by **Jon Longman**

ORR under review

LORD Bradshaw asked whether any legislation the Government introduces regarding railways will include a review of the duties and powers of the Office of the Road and Rail Regulator, and how those duties and powers are being used.

Lord Hendy said: "As part of preparing for the introduction of the Railways Bill, the DfT will review the powers and duties of the Office of Rail and Road that relate to rail."

Infrastructure reviewed

LORD Bradshaw asked the Government what plans it has to review the assessment criteria used to forecast the results of investment in railway infrastructure.

Lord Hendy replied: "The Department has a long-standing and established appraisal framework within Transport Analysis Guidance (TAG), which is aligned with HM Treasury Green Book on conducting welfare-based cost-benefit analysis to support a business case.

"Regarding railway infrastructure investment, the DfT is considering research carried out by the Institute for Transport Studies, on behalf of the Rail Safety and Standards Board, and plan to bring forward improvements to associated guidance in the future."

Upminster upgrade

UPMINSTER MP Julia Lopez asked what the DfT planned timetable is for the completion of feasibility works for a platform at Upminster and the other 50 projects granted Access for All accessibility funding on May 24.

Simon Lightwood MP, the new Parliamentary Under Secretary of State for Local Transport, said: "Following the previous Government's announcement on May 24, we are carefully considering the best approach to the Access for All programme. Given the short time since the general election, I regret I am not yet able to comment on next steps regarding specific stations, including Upminster.

"However, please be assured that we are committed to improving the accessibility of the railway and recognise the social and economic benefits this brings to communities."

Shocked passengers

EASINGTON MP Grahame Morris asked what estimate has been made of the number of passengers electrocuted on trains in each of the last five years.

Mr Lightwood said: "There have been 198 recorded incidents of passengers being injured through electric shocks on trains in the last five years. The breakdown per year is 30 (2019), 16 (2020), 37 (2021), 57(2022), 35 (2023), 23 (2024 to date).

"During this period, there were zero passenger fatalities on trains as a direct result of electric shocks."

High-voltage skills

BARONESS Scott of Needham Market wanted to know what steps are being taken to increase the supply of high-voltage engineers in the industry.

Lord Hendy replied: "The DfT works closely with the National Skills Academy for Rail to attract more talent into the rail industry. As part of this, the website 'Routes into Rail' highlights career opportunities within the sector.

"The DfT intends to develop a longer-term strategy for the rail workforce exploring productivity, efficiencies, skills, and diversity."

EMR in hot water

LIFE peer Lord Scriven wanted to know what steps the Government will take against East Midlands Railway (EMR) for running trains with no working air conditioning during recent spells of hot weather, resulting in passengers and staff having to endure temperatures of up to 36.1 degrees Celsius, and the health risks associated with such high temperatures.

Lord Hendy, the new Minister of State for Rail, replied: "EMR advises that, on the occasion in question, the air conditioning failed in one carriage.

"All other carriages on the train had functioning air conditioning and staff offered passengers the opportunity to move to a different carriage, as well as providing water.

"New trains are due to replace the current train fleet from 2025."

Compiled by **Graeme Pickering**

‘Complex’ 18-month bridge build completed

Created to take HS2 under the A452 near Balsall Common in the West Midlands, 7200 tonnes of concrete and 1800 tonnes of steel have been used in its construction.

THE finishing touches were made in mid-August to a bridge which will take HS2 trains under the A452 Kenilworth Road near Balsall Common (between Solihull and Coventry), marking the conclusion of an 18-month construction project.

A team of 50 were involved in building the self-contained structure, which has a 19.5 metre (nearly 64 feet) span over the railway alignment and is almost 14 metres (46 feet) high. Trains will travel a distance of 185 metres (just over 200 yards) beneath the dual carriageway, which is to be realigned from its current position to cross it.

Building the bridge, which was designed by Mott McDonald and SYSTRA Design Joint Venture (MMSD), required 7200 cubic metres of concrete and 1800 tonnes of steel. The process of backfilling with earth, to enclose the structure and create the new section of road, will utilise 80,000 cubic metres of earth, excavated in the creation of a cutting for the line at nearby Berkswell.

Diversion of the road is expected to be completed early next year, allowing its current route to be used for the path of the high-speed line.

As HS2 Ltd’s construction partner for the West Midlands, Balfour Beatty VINCI (BBV) Joint Venture took charge of the project, supported by civil engineering and groundwork specialist Galldris.



An aerial shot as parapet sections were lowered onto the road deck of the bridge near Balsall Common on August 14, marking completion of its construction. It will take the HS2 route under the A452 Kenilworth Road, which will be realigned from its current route in the background. HS2

Cantilever swings into action

IN what HS2 Ltd describes as a “UK first”, a cantilever process is being used to construct spans of the River Tame West Viaducts, part of HS2’s Delta Junction near Water Orton in Warwickshire.

The two viaducts (one single track and the other double track) are at the northern tip of the junction, along with the single-track River Tame East structure. They will cross the river and join the Curdworth Box, which will take HS2 over the Birmingham to Derby line.

In its initial phase, span construction involved placing the concrete segments onto truss beams and positioning them using a skidding trolley. The cantilever structure was then built using a 22-metre (72-feet) high mast, including temporary post-tensioning cable stays, and a swivel crane of 14 metres (almost 46 feet) in height.

One segment at a time is lifted and installed by the crane, permanent post-tensioning tendons being stressed to leave each permanently in place before the temporary cable stays are removed.



Segment positioning under way on the River Tame West Viaducts. HS2

SIDELINES

Eight-month deck slide completed

THE process of sliding the deck of the 450-metre (492-yards) Wendover Dean Viaduct out over the entire length of the structure was completed on August 11, following an eight-month operation. Assembled in three stages, each pushed from the north abutment and the next then joined on behind it, the deck weight increased from 590 tonnes when work began in January, to 3700 tonnes by the time it reached the south abutment. It will be gradually lowered into its final position before the installation of concrete on the trackbed and parapets.

HS2 could improve rural broadband

SPARE data capacity within the signalling and telecommunications systems for HS2 could be sold to domestic providers, potentially cutting the cost of improving rural broadband speeds and mobile internet coverage.

HS2 Ltd believes thousands of homes and businesses close to the route could benefit from faster connections, provided via its own fibre optic cables and masts. It has commissioned analysis which suggests that there are over 530 postcodes within three miles of the route which do not have access to ‘ultra fast’ broadband, and over 200 where speeds are deemed by regulator Ofcom to be below reasonable, (less than 10 megabits per second).

Opening of the line is expected between 2029 and 2033, but the company says providers could get access to the masts and cabling two years before that.

BRIDGE POSITIONED:



The 84-metre (nearly 92 yards) wide, 1600-tonne steel and concrete bridge that will carry Aston Church Road in Birmingham over the HS2 route and the adjacent Birmingham to Derby line, was moved into place overnight on August 10/11, in just five hours. Assembled next to the site, it was positioned during a Network Rail blockade using two 128-wheeled self-propelled modular transporters that moved over specially-laid matting to provide a level surface. The current route of the road, including the old bridge (which was not wide enough to accommodate the new high speed line and will be demolished) can be seen immediately behind the structure. The 100-yard-long bridge (moved into place using a similar process in May 2022), carrying the Stechford-Aston freight route over the alignments, is in the background. HS2

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From rails to road

Nick Pigott visits a former Great Central Railway tunnel that has been repurposed as the world's longest indoor vehicle test track.









THE decision of HS2's designers not to use the majority of the former Great Central route has not stopped the GCR's Catesby Tunnel from having a high-speed future of its own.

At almost 1¾ miles, Catesby was the longest bore on the Marylebone-Sheffield main line and is once again breaking records as the longest indoor vehicle test track in the world. It was built in the late 1890s just north of Charwelton in Northamptonshire and, despite more than 50 years of neglect following closure in 1966, its straight alignment and constant gradient of just 1:176 made it an ideal choice when Aero Research Partners began seeking a suitable site for an aerodynamic test facility.

Since 2018, the tunnel has undergone a multi-million pound investment to pump it free of floodwater, seal its ventilation shafts and refuges, refurbish many of its 30 million bricks, waterproof its roof, illuminate its walls and lay a super-smooth road surface along most of its length (the last 70 metres at the north end have had to be closed off as a roost for protected bats).

Sealing of the five vents was necessary to create the consistent temperature and humidity levels demanded ▶



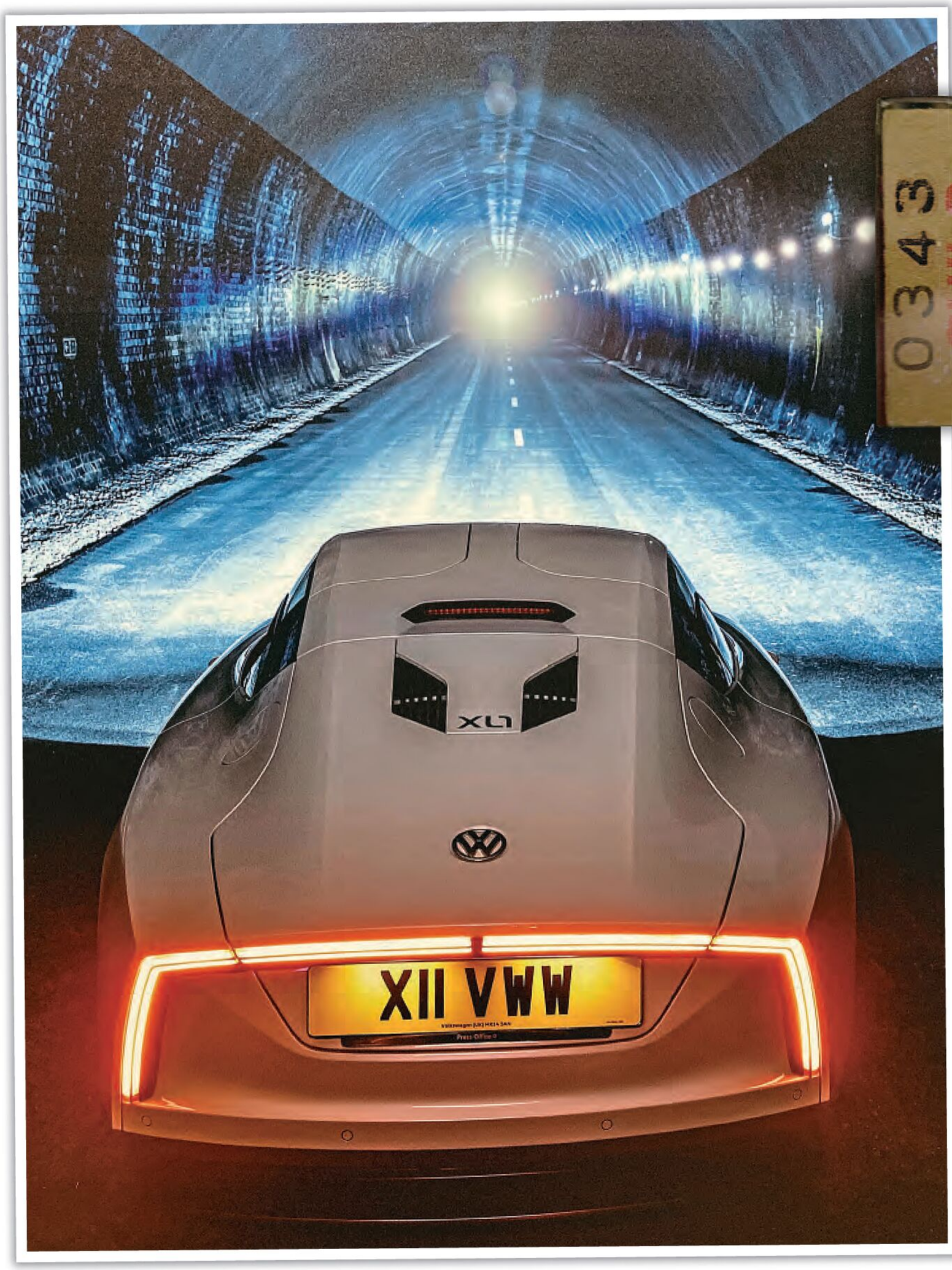
1: A view inside the 2997-yard Catesby tunnel looking north on June 17. The dark area on the left is the top half of a former refuge manhole, one of several that have been partly plated over to remove the risk of cars hitting them at speed. NICK PIGOTT

2: How the tunnel interior looked in 2017 after half a century of disuse and neglect. The ventilation shaft is one of five that have now been sealed off. ARP

3: How the tunnel looked outside the southern portal. Floodwater inside the tunnel was one of the first problems the new operators had to deal with. ARP

Opposite (upper): Five years before closure of the GCR's London Extension, '9F' No. 92093 exits the south portal of Catesby tunnel on September 10, 1961, with a rake of 'Windcutter' wagons. COLOUR-RAIL

Opposite (lower): Cars brought in for testing are driven a third of a mile along the trackbed from Charwelton, and prepared in a maintenance shed adjacent to the tunnel's south portal, seen here during the later stages of construction. ARP





Above: A ticket from the very last up 'semi-fast' to pass through the tunnel. It was taken to Catesby on June 17 this year by the organiser of *The RM's* visit – rail historian John Clayson, who as a schoolboy travelled on the train with his father Cedric on September 3, 1966. NICK PIGOTT

Left: Volkswagen's XL1 hybrid is one of many high-performance vehicles put through its paces since 2021. Being built to the generous dimensions of the GCR's London Extension, the tunnel provides a greater than normal width of almost 27ft at road level, making it safer for high-speed driving. ARP

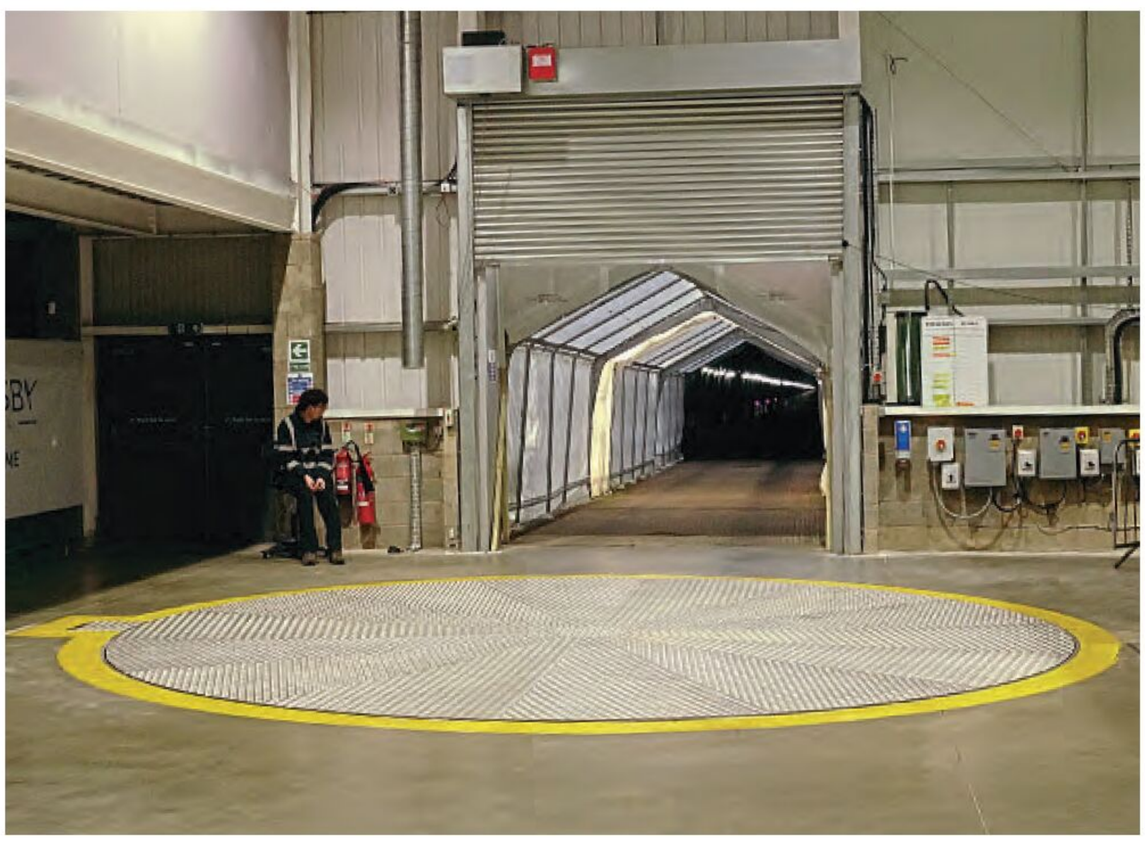
by car and racing bike manufacturers, while air doors and fans regulate draught-proof or wind-tunnel conditions as required. As a result, the temperature inside the tunnel remains at around 11 degrees Centigrade all year round.

A headquarters and innovation centre has been established on the site of Charwelton station by operator Catesby Projects and – in a pleasing nod to the tunnel's steam-age past – turntables have been installed at each end to rotate vehicles in readiness for their return runs.

The tunnel began its new lease of life in 2021 and has since seen numerous high-performance cars put through their paces, the fastest so far being an Aston Martin Valkyrie with a maximum of 260kph (162mph).

Even the designers of the high-speed tunnels now being bored a few miles west of Catesby would consider that impressive… especially in a structure built before the motoring age had really dawned! ■

"The fastest so far is an Aston Martin Valkyrie with a maximum of 162mph"



To enable vehicles to turn round and make a return run, automated turntables have been installed at both ends. This one at the south is not actually inside the tunnel but within a preparation facility a few yards beyond the portal – the tunnel can be seen in the background. NICK PIGOTT



A modern innovation centre built in a railway-inspired architectural style now stands on the site of Charwelton station. NICK PIGOTT

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‘Evero’ the optimist

John Heaton FCILT investigates how Avanti’s new ‘Evero’ units perform on the West Coast Main Line.



'New kid on the blocks' No. 805011 at Euston with a press run to Crewe on June 7. CHRIS MILNER

OPPORTUNITIES to travel on a brand-new class of train from a London terminus do not occur all that often, and for InterCity journeys from Euston there has been a gap of 21 years between the Class 390 'Pendolinos' and the latest Hitachi-built Class 805 bi-modes.

Some might say there is little to celebrate about the introduction of another minor variation on the Intercity Express Train (IET) theme, or that they now serve the former London & North Western Railway's showpiece London terminus. But having given some thought to such reservations, I decided I ought to give it a try. After all, their electric mode would be replacing diesel 'Voyagers' on 158 miles to Crewe of the 264 miles from London to Holyhead, which is some 60% of the journey. If Hitachi's units are unpopular with some railway commentators, arguably the 'Voyagers' they are replacing are even more so.

A delayed start

At the time of my journey, the Class 805 fleet was in the process of delivery, acceptance and crew training so the numbers available for traffic were limited, resulting in some large spaces between revenue earning departures from London. Fortunately the 12.02 to Chester fitted my travel plans, but it was soon evident that there was some disruption caused by signal faults between Watford Junction and Euston, causing delays to inbound Up trains. Therefore my 12.02 was shown as not being available for boarding until 12.10, which sounded like a delayed inward driver having a meal break. No longer are drivers given a chipped and stained mug of acrid tea, invited to set straight off back, and condemned as uncooperative if they decline.

The Class 805 could be seen from the platform ramps, giving time to consider their marketing name of 'Evero' and why it annoyed me. My first thought was to question why there is an obsession with ending train class names with an 'o'. The second was to ponder the explanation of the name. The 'ev' is said to be a play on both 'electric vehicle' and 'environmental' and 'vero' is Latin for 'in truth', but I concluded that a trade name depending on three explanations had maybe missed its mark.

As I boarded the train, the first person I saw was railway legend Chris Green, creator of ScotRail and Network SouthEast and former managing director of Virgin Trains, but whom I had first met as a trainee when he was ▶

"No longer are drivers given a chipped and stained mug of acrid tea, invited to set straight off back, and condemned as uncooperative if they decline"

area manager at Hull in the 1970s. Like me, he wanted to assess the performance of the new 'Everos' against the route's incumbent traction, as well as the effect of differential speed restrictions for tilt, multiple unit and non-tilt trains operating to separate limits.

To those with long memories, this was particularly appropriate as it was Chris who first introduced the concept of differential speeds between types of passenger train to speed up the 'Sprinter' classes in Scotland. However, the initial insistence back then that this should be strictly controlled has now evaporated, to the extent that we now have a plethora of different speed limits that sometimes yield only a minor benefit. The Network Rail Sectional Appendix for London North Western (South) informs us that, in addition to the normal speed restrictions, there are eight other differentials.

It is worth working through these, as I have encountered some understandable confusion. At the top of the speed tree we have tilting 'Enhanced Permissible Speeds' (EPS), actually divided into two depending on the degree of tilt employed: speeds for '221s' with six degrees of tilt are normally (but not always) lower than those for eight-degree tilt 'Pendolinos'. One step down from EPS comes what is misleadingly termed Multiple Units (MU), then High Speed Trains (HST) – but not HSTs as we might recognise them. This category encompasses Classes 158, 159, 168, 170, 171, 172, 175 as well as the 125mph Classes 180, 220, 221 (non-tilt version), 222, 253/254 (traditional HSTs) and 373 (Eurostars!). So more like 'GBT' for Good Brakes than 'HST' for High Speed.

After HST comes the EMU and DMU categories, which are separate from MU multiple units and also 'Sprinters' (SP). 'Sprinters' covers the predictable ones, such as Classes 150-156, but then duplicates Classes 158 and 159 from the HST category, adds in '165' and '166', and finishes off with '168' and '170-172' from the HST category again. There is an afterthought with 'Caledonian Sleeper' (CS) limits covering Class 67s, and do not forget routine 'passenger/freight temporary speed restriction' (TSR) differentials.

The instructions helpfully seek to clarify: 'At locations where more than one speed indication is displayed, classes listed in more than one speed category may run at the higher speed displayed.' But remember that Class 185s cannot run at DMU differential speeds, and that Class 390s 'Pendolinos' are not considered MUs or EMUs for this purpose. Perhaps such complications have spurred the Office of Rail & Road to issue its disputed improvement notice requiring Avanti to fit a speed supervision system to its existing and future 'Evero' fleet (*TRM* August, page 7).

Table 1: Euston to Stafford

Loco		221105			390115			805010			87021		
Vehicles/tare/gross tonnes		5/273/276			11/567459/475			5/256/265			8+DVT/315/335/418 (inc loco)		
Train		13.22 Euston-Crewe press special			10.07 Euston-Liverpool Lime Street			12.02 Euston-Chester			10.40 Euston-Glasgow Central		
Date		September 20, 2004			April 9, 2019			June 6, 2024			July 19, 1994		
Recorder/Position		J Heaton 5th of 5			J Heaton 8th of 11			B Covington 3rd of 5			J Heaton		
Miles	Timing Point	Sch*	M S	M P H	Sch	M S	M P H	Sch	M S	M P H	Sch**	M S	M P H
0.00	EUSTON d	0	0 00	T	0	0 00	T	0	0 00	T	0	0 00	
1.05	Camden S. Jct.	3	2 28	40	2½	2 57	40	2½					
2.96	Kilburn High Road		4 41	67					4 29	78		4 54	80
3.64	Queens Park		5 13	80/90		5 45	rbt					5 23	85
5.34	Willesden Jct	6	6 33	-/sig stop 15s	6	6 58	-	6	6 16	89	6½	6 30	95
8.00	Wembley Central	8	9 35	80	7½	8 27	121	7½	7 53	108		8 01	109
11.34	Harrow and W.	10	11 35	109	9½	10 06	121	9½	9 45	108	10½	9 52	108
17.40	WATFORD JCT	14	14 53	111	12½	13 19	107	12½	13 06	109	13½	13 14	108
20.89	King's Langley		16 46	111		15 15	114/128/brake		15 01	109		15 09	112/100 tsr 99
24.44	Hemel Hempstead		18 42	109		17 00	120/123		16 58	109		17 13	103
26.26	Bourne End	19	19 43	106		17 54	121		18 02	97		18 16	105
27.86	Berkhamsted		20 40	100		18 43	117		19 01	99		19 14	99/105/70 tsr 69
31.65	Tring	22	22 47	111/112	19½	20 34	126/123	20	21 09	110	22	21 41	79
36.06	Cheddington		25 11	110		22 42	126		23 34	109		24 27	113
37.45	Ledburn Jct.	26	25 56	110	22½	23 23	122	24	24 20	109		25 11	115
40.11	Leighton Buzzard		27 27	100/90		24 42	120		25 56	90		26 38	90/104
46.60	Bletchley	31	31 22	110	27	27 53	124	29	29 47	109	30	30 58	50tsr
49.78	MILTON KEYNES C	34	33 05	112	28½	29 25	124/110tsr	30½	31 32	109		33 24	99/107
52.35	Wolverton		34 29	109	[1]	30 42	110/121		32 57	108		34 56	98/108
56.48	Hanslope Jct.	40	36 45	110	32½	32 50	120/123	34	35 14	109	37	37 21	107/115
62.84	Blisworth		40 11	111		35 59	117/98		38 44	109		40 43	113/20tsr
69.63	Weedon Jct.	51	43 59	98	38	39 43	107	41	42 36	98	44	47 57	93
75.23	Welton		47 08	110/109	[1]	42 45	124	[1]	45 46	109		51 17	108
78.14	Kilsby TNP		48 43	110		44 19	sigs103		47 22	110		52 52	110
80.10	Hillmorton		49 49	106	45½	45 33	sigs 97		48 28	sigs 90/25		54 02	90/sigs25
82.45	RUGBY	58	51 33	75	(½)47	46 51	120/125	49	51 52	47	56	56 41	70
87.98	Brinklow		55 17	111		49 27	123	(½)	55 42	97		60 51	103
91.34	Shilton		57 09	110		51 05	125		57 38	109		62 43	110
93.48	Bulkington		58 19	110/60tsr		52 09	121		58 49	106		63 53	110
97.03	NUNEATON	67	60 44	63/99	54	53 53	123	57½	60 47	109	65	65 51	105
102.26	Atherstone		64 17	90		56 42	99/126		63 56	89		68 47	111
106.46	Polesworth		66 50	103/107/sigs90		58 57	123/125		66 22	109		71 14	89/113
109.98	TAMWORTH	75	68 54	95	60½	60 39	124/123	64½	68 18	109	72	73 09	111
116.23	LICHFIELD T V	78	72 39	101/111	64	63 41	124	68	71 45	102	76	76 33	110
124.24	Rugeley		77 06	110	67½	67 38	115	[1]	76 35	99		80 55	111
127.09	Colwich	84	78 47	89	[1]70½	69 31	65/102	75	78 44	64	82	82 29	100
129.43	Milford		80 21	90		71 13	101		80 22	93		84 01	93
133.51	STAFFORD p/a	91p	83 31	pass Sigs 55	75½	75 04		80	84 16		87p	86 51	pass 76

* Special schedule showed no ½mins or allowances rbt=running brake test [1]= 1min recovery time (½)=½min pathing
** Schedule is from TRUST computer recordings with no half minutes or allowances shown.

The run to Crewe

I took my seat in the rear coach, one that I try to avoid on 'Pendolinos' as I find they can induce travel sickness. I might add 'more so since refurbishment', but that could be simply coincidental. The 'Evero' made its exit from Euston 15 min late, with its two recorders vainly hoping for an unchecked run to make up time and demonstrate the maximum capabilities of the class. That feeling lasted as far as Camden Junctions, where what might have been simply a running brake test turned into a signal check. Brake from 45mph to 37, accelerate to 68, brake to 57, power up to 86 and hold it through Willesden West London Junction, accelerate to 109mph at Wembley Central, time loss 1½ min.

The current Class 805 speed profile limit is simply 'non EPS', so it would be a 110mph maximum (which in Hitachi-speak is a 109mph 'speed-set' figure) to the first stop at Stafford. The GPS registered 110mph only briefly at Tring, Blisworth, Kilsby and Nuneaton during the 133 mile run. Approaching Watford Junction, signals caused slowing to 21mph, so it was already 'evidento' that the 'Evero' timing exercise would be inconclusive. Further checks followed to 65mph at Cheddington, 15mph before Milton Keynes Central and 59mph at Hillmorton before we overtook a preceding 'Pendolino' standing in the new Platform 1 at Rugby.

There was a 100 mph TSR at Tring, while another one at 90 mph through Atherstone coincided with our unenhanced limit, but we had lost 10 min (plus 1½ min unregained recovery and pathing allowances) by Lichfield. We stuck to 100 mph to Armitage owing, it is said, to 'bridge resonances'. Another new delay cause to me.

With 1 min recovery time at Colwich, we



'Evero' No. 805008 arrives at Nuneaton on May 28 with the 09.11 Edge Hill Depot (Liverpool) to Euston crew training/ mileage accumulation run. GEOFF GRIFFITHS

arrived at Stafford in 90 min 52 sec from Euston, 26 min late. After a ½ min station gain, the '805' continued to Crewe in 18 min 1 sec on an 18 min gross (17 min net) timing. As usual, the layout at Crewe had caused successive signal checks into Platform 11, the 1.75 miles from Basford Hall, without a stop, taking as long as the 6.12 miles from Madeley to Basford Hall.

I alighted, but Chris Green stayed on, only to be frustrated with door problems at Crewe and coupling difficulties at Chester, where the unit is booked to attach to the front of the 12.48 Holyhead to Euston, which had been cooling its wheels waiting for the northbound arrival. The parlous state of punctuality on Avanti West Coast is demonstrated by the fact that the diagrammed return train from Euston subsequently incurred a consequential 20 min late start and reached Holyhead 38 min late. It might be said this is bound to result from consecutive turnround times of around 25 min. This ought to be enough, to allow any more could be said to be planning for failure, but not until the Hitachi's units teething troubles have been extracted or the rest of the railway resumes reliability.

"We stuck to 100mph to Armitage, it is said, owing to 'bridge resonances'. Another new delay cause to me"



'Pendolino' No. 390130 cruises through Rugby on June 24, 2020 with 1H30, the 14.20 Euston to Manchester Piccadilly. BRAD JOYCE

A better example

My optimism dashed, I turned to the Railway Performance Society's (RPS) archive and a lively discussion between society GPS guru Baard Covington, technical officer Dr David Stannard, secretary and retired-Avanti driver Steve Griffin, and magazine editor David Ashley. Thanks are due to all four for their contributions to this article.

Table 1 shows a Class 805 run with the same Euston departure time as mine, which Baard had taken 12 days earlier. He suffered a minor check to 90mph at Bletchley and was slowed to 25mph approaching Rugby, but the run was 7½ min quicker than mine. The Berkhamsted non-tilt speed on both journeys was just a mite below 100mph, with 110mph being reached by Tring. Shades of loco-hauled days?

The remaining ridiculous restriction at Colwich, where every train on the Down Trent Valley Fast line is checked to at least 65mph, whether bound for Stafford or Stoke, stands out in both our logs, both trains then matching the running time into Stafford within 2 sec, allowing for the two-coach difference in our positions within the trains. Baard's time was 84 min 16 sec or 82¼ min net. His run to Crewe was slightly less checked than mine, taking 17 min 36 sec, sitting between gross and net schedules.

The RPS's fastest Euston-Stafford 'Pendolino' time is 72 min 36 sec, but instead I have used one of my six such examples that closely adhered to the working times in a well planned run. Three of these have been between 75 min 03 sec and 75 min 05 sec (the fastest of which was in the April 2016 issue's P&P article) but here I have shown the middle one of the three in Table 1.

At one stage, this section averaged a 106.8mph start to stop average, advertised in 75 min, although the working time tended to be slightly longer. Pre-Covid, this applied to most London to Liverpool expresses, which ▶

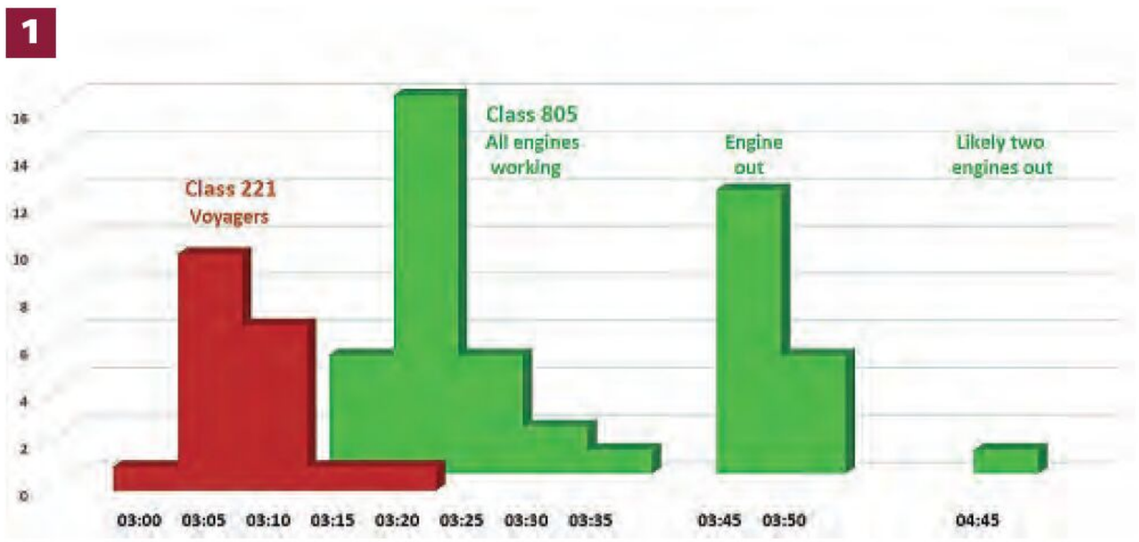


FIGURE 1: Comparative signal berth run times between Fflint and Connah's Quay.

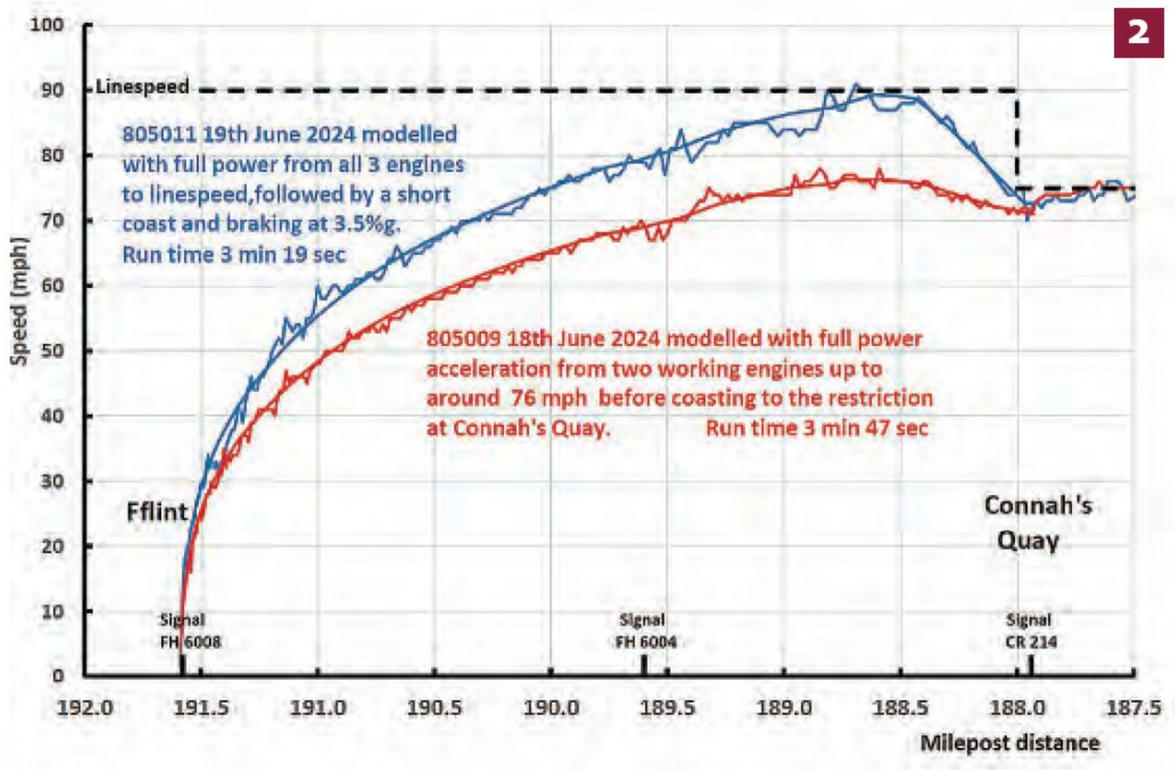


FIGURE 2: The acceleration curves of fully functional Class 805s compared to those with a defective engine.

then went on to run nonstop to Runcorn. Post-pandemic extra stops have altered this, with certain North Wales 'Voyagers' (and now 'Everos') running the section in 80 min.

Returning to the 2019 'Pendolino' run in Table 1, set No. 390115 on the 10.07 Euston-Liverpool settled to being 1 min late until it met its recovery allowances, before a superbly judged run over the last 51 miles from Rugby, where deviation from the working times was never more than a few seconds.

The net time was around 74½ min, about 8 min quicker than Baard Covington's 82¼ min net 'Evero' run. However, it is Class 221 'Voyagers' that the Class 805s are to replace, and the new Hitachi trains are not supposed to match 'Pendolinos'. Class 221s tilt to a lesser degree than Class 390s – but Class 805s do not tilt at all, so the disadvantage has to be made up by faster starts or accelerations from severe restrictions. There are few such opportunities on the modern West Coast Main Line, so it is going to be a struggle unless and until their speed profile is raised to 'MU' differential limits.

'Voyager' comparison

My first 'Voyager' run was a press special in 2004 as official timer – coincidentally with Chris Green presiding (but he was not above fetching his recorder a cup of tea). We managed Willesden before stopping momentarily, the tilt mechanism having failed. So, No. 221105 went forward nonstop to Crewe in a creditable 101 min 00 sec from Euston, having passed Stafford (checked to 55mph) in 83 min 31 sec (81½ min net) on an 89 min schedule in which recovery or pathing time remained undeclared.

Although the net time is remarkably similar to that achieved by the Class 805, the real question remains the improvement to be gained from MU limits. David Ashley has calculated that 135 miles of the 158 between Euston and Crewe are authorised for EPS speeds above 110mph, the vast majority at 125mph, which would amount to about 8 min extra for the 'Everos' in current conditions. MU limits would fall short of EPS, of course, but might amount to retrieving 5 min.

It should be remembered that 'Pendolinos' have slower initial acceleration than Class 805s. MU/EPS values occasionally coincide, but relatively rarely at present and limited to straighter sections such as almost 10 miles of the 14 between Bushbury Junction (Wolverhampton) and Stafford.

The RPS archive does not contain a sub-90 min tilting Class 221 run to Stafford, or to pass it, so it is probably the best course of action to compare the tilting Class 221 Euston to Stafford (pass) working time and add half a minute for the stop. The result is a deficit of just over 5 min on current Class 805 speeds, which is more or less what Chris Green pronounced when I left my Class 805 run at Crewe.

Finally in Table 1, I could not resist adding a loco-hauled run. Some of the top speeds, are of course, excessive by today's standards – but picture No. 87021 *Robert the Bruce* at the head of eight Mk.3s and a DVT, first stop Preston on the 'Royal Scot' with a highly motivated driver who could not be discouraged from recovering a succession of delays. To younger readers, this is why your elders sometimes become misty-eyed about the past. Class 805, 'Pendolino', 'Voyager' or Mk.3 – which would you choose?

Britain's fastest

Jeremy Hartill's regular survey of advertised 100+mph start-to-stop UK runs, reproduced on the RPS website (railperf.org.uk), places Euston to Stafford at number 10 in the league table (excluding HS1) with 13 departures of 76 min at an average speed of 105.4mph, so a tilt-less 110mph alternative train has more than its work cut out to match the service of its predecessors. If the pre-existing 75 min/106.8mph schedule could be reintroduced, the section would jump to fourth place in Mr Hartill's current calculations.

For the record, the quickest UK run excluding HS1 is a single Stafford to Watford Junction trip taking 64 min for the 116.13 miles at an average of 108.9mph. Second place falls to five Grantham to Stevenage 108.4mph runs (43 min for the 77.71 miles). Having compiled a limited version of this list before Jeremy volunteered to take it on and develop it, I can vouch for the effort his task entails.

What applies to a bi-mode five-car Class 805 on electric power also pertains to the much-anticipated seven-car, electric-only Class 807s intended for an enhanced frequency on the London to Liverpool route. A Class 807 has to wait for two extra coaches to clear, say, a 20mph speed restriction (which takes around 5 sec), but an all-electric version should be lighter without the added weight of any diesel engines. The stencilled five-car, bi-mode Class 805 weight is 256.3 tonnes, compared to 250.5 of a similar five-car bi-mode Class 802 (as used by GWR, TransPennine Express and Hull Trains), but there seems to be some discrepancy in recent years concerning tare and 'service' weights with water and fuel included.

Which brings us round to the subject of



The bi-mode 'Everos' will replace Avanti's diesel 'Voyager' fleet – including No. 221105, which is seen at Cathiron (near Rugby) on February 25 forming 1A16, the 10.37 Crewe to Euston. The service had been cancelled between Chester and Crewe due to late arrival of the Down train. PAUL BIGGS



Set No. 805009 at Fflint on July 10, as it calls with 1A50, the 12.48 Holyhead to Euston service. The station is being improved with a new footbridge with lifts. PAUL BIGGS

reliability of the Hitachi diesel engines. After five years of regular failures, there is evidence the problem is now being addressed – but the current failure rates of the new, improved, Class 805 engines cannot be disregarded.

Engine-out effects

Dr Stannard has been taking a close look at diesel operation along the North Wales Coast, in particular with starts from Fflint (as spelt in Network Rail's Sectional Appendix). Using 'TrackIT!' berthing data for Up direction signals Nos. FH 6008 and CR 214, which are 3.64 miles apart, he has compiled the graph shown in Figure 1 demonstrating the incidence and effect of one or more engines being shut down.

The minimal overlap between the categories of 'train type' and 'engine status' is significant. If a failed engine loses half a minute starting from Fflint, it also affects the seven starts from stations to be made between Holyhead to Crewe. During four weeks in June this year, 18 of 47 (or 38%) 'Evero' workings monitored by Dr Stannard leaving Fflint had an engine out of action. Figure 2 shows the acceleration curves of fully functional Class 805s compared to those with a defective engine.

Taking 'Evero' No. 805009 as a case study over a number of days in June, it was running well on June 4 and 6, taking 3 min 18 sec between the berths for the two signals. But on June 13, 18 and 19 a defective engine resulted in times between 3 min 46 sec and 3 min 49 sec. On June 21 it appeared to lose another engine and took 4 min 44 sec before retiring to Oxley depot for attention. Out again on June 24 and 26, it took 3 min 15 sec and 3 min 23 sec respectively.

A similar exercise examining diesel power between Crewe and the approach to Norton Bridge was also conducted, comparing rare diesel-mode 'Everos' to fully functional 'Voyagers'. Ten 'Voyagers' that were sampled took an average of 9 min 28 sec between Basford Hall and the Norton Bridge approach – the use of a Basford Hall starting point neutralising the effects of using different platforms at Crewe and of initial brake tests. The 'Voyagers' speed at Madeley on the 1-in-177 rising gradient was 109mph. Steve Griffin confirms this is what he would have expected when driving.

On the other hand, three Class 805s averaged 10 min 19 sec and 98mph at Madeley: a pair with one engine out took 11 min 39 sec and was doing 87mph; a single set with one engine out managed 12 min 8 sec and 77mph; and a pair on half power (owing to one set being presumed 'dead') struggled to manage 13 min 58 sec and 68mph. Although the sample is small, the speeds reflect my expectations on the West of England Main Line with bi-mode Class 800s and 802s. There is little tolerance on the busy WCML for an under-performing set which will soon generate a queue.

South from Crewe

Dr Stannard has also modelled a typical electric 'Pendolino' performance with a Class 805 in electric-mode using existing speed restrictions between Crewe and Stafford.

An electric 'Evero' puts down power more quickly than a Class 390 having left a platform speed restricted turnout, being four to six coaches shorter, and continues to forge ahead – leading by 27 sec when it reaches its maximum 110mph pre-MU limit just before Betley Road (4¾ miles south of Crewe). Meanwhile, a 'Pendolino' gets into its stride having passed the EPS 125 board 2¼ miles south from Crewe station and begins to claw back 7 sec of its deficit by Madeley summit (7.92 miles from Crewe) – now cruising at 125mph while the 'Evero' has to stick at 110mph. Break-even point is just after Stableford (10¼ miles), but when passing Norton Bridge (after 19 miles), the 'Pendolino' is 21 sec ahead.

With an 'Evero' ahead of a 'Pendolino' on the same route, add a couple more to the queue and measure the effect on punctuality. While half a minute or so might not seem significant, on a train with intermediate stops plus low permanent or temporary speed restrictions, it quickly adds up. Between Euston and Crewe, the difference is almost two paths, so mitigation often takes the form of planning extra stops to the second and subsequent trains behind the slower one, which needs to run compensatory longer distances between its stops, neither arrangement necessarily meeting the needs of passengers on the route.

The MU speed profile negotiations were still underway as this article went to press, and the effect is difficult to assess at this stage. If implemented then according to David Stannard's modelling, a 'Pendolino' would not make inroads on an 'Evero' until after Whitmore, where the curvature would continue to limit the MU speed to 110 mph. The complications of West Coast scheduling show no sign of simplification. ■

"To younger readers, this is why your elders sometimes become misty-eyed about the past. Class 805, 'Pendolino', 'Voyager' or Mk.3, which would you choose?"

Postwar Talyllyn in colour

Dan Quine presents a remarkable set of colour images, taken in 1949, of the original Talyllyn Railway, two years before it was reborn as the world's first volunteer-run heritage railway.

SEVERAL of the Welsh narrow gauge railways were still running as Britain emerged from the Second World War. The Vale of Rheidol had resumed passenger services in the summer of 1946 and the Festiniog ran slate trains until August that year, while the Corris limped on until 1948. In the north, the railways serving the Nantlle, Penrhyn and Dinorwic quarries all continued into the 1960s.

At Towyn (now Tywyn, but contemporary spellings are used in this article), the Tal-y-llyn Railway had continued to run throughout the war under the ownership of Sir Henry Haydn Jones and the watchful eye of general manager Edward Thomas.

The railway had attracted some press attention in the 1930s and built up a reasonable summer tourist trade to offset the decline in slate traffic from Bryn Eglwys quarry, which had been the reason why the line was built. On Boxing Day 1946, however, there was a major collapse at the quarry and no new rock was cut after this date, although the remaining stock of slates was carried down to Towyn Wharf over the next few years. The hope was that tourists would return after the war and the line would continue to operate.

Hanging by a thread

The line escaped from being nationalised as part of British Railways in 1948, but a passenger service continued two days a week. The first train of the 1949 season ran on Good Friday, April 15. Railway enthusiast David Elliot (see panel on page 35) was there that day with a very rare commodity for the time – colour film – and he recorded his journey in this series of photographs.

The railway had anticipated large crowds for the Easter holidays, laying on all four passenger carriages and four empty slate wagons. Slate wagons were regularly used for passengers at this time when the carriages were full. The train could seat around 90, which would have been a considerable load, especially considering the poor state of 1866-built 0-4-0WT No. 2 *Dolgoch*.

As it turned out, only two passengers arrived in time for the 9.25am departure: David Elliot and his travelling companion, who took at ▶

Left: 0-4-0WT No. 2 *Dolgoch* at Wharf station on April 15, 1949, ready for the 09.25am departure. All four carriages and four slate wagons had been laid on for an anticipated flood of passengers for the Easter start to the operating season. The carriage next to the loco is No. 4 'Lulu', which was built in 1867 by the Lancaster Carriage and Wagon Works to a different design from the earlier Brown, Marshall carriages. On the right, the point lever is jammed in position with a length of rail to hold it open – the same arrangement appearing in photographs taken as early as the First World War. The station building is in its original form, though the red paintwork has been bleached in the sun.

Below: *Dolgoch* arriving at Wharf from Pendre with carriages Nos. 3 and 4, to be added to the front of the 9.25am train. Carriages were usually 'gravitated' down to Wharf but, because the railway's only brake van was unavailable, the locomotive has hauled them. Wharf lacked a run round loop until the winter of 1951, so the loco will run into a siding and the carriages will be hand-pushed onto the train before the loco is coupled to the front of the train. The pronounced sag in *Dolgoch's* buffer stocks is very noticeable.





A close-up of *Dolgoch*, which was then the only operational locomotive on the railway. It had been overhauled at the Atlas Foundry in Shrewsbury in 1945, and was repainted in this light green livery, lined with dark green and yellow. The fireman's side of the locomotive faced the platforms and was lettered 'Dolgoch' on the boiler barrel and 'Tal-y-llyn Railway' on the bunker; the driver's side was unlettered.

A view of Wharf station looking towards Abergynolwyn, with the railway's manager Edward Thomas inspecting the retyred wheelsets of brake van No. 5, which had just been delivered from the Britannia Foundry in Porthmadog. They were taken up to Pendre to be fitted to the van, which was back in service later that year. On the right are piles of Bryn Eglwys slates that are waiting for a buyer. Although some were sold, many remained at Wharf when the line closed in 1950. Just before the bridge, an iron-sided wagon stands on the track, and carriages Nos. 1 and 2 are on the siding on the right.

least one of the photographs. As a result, the slate wagons and two of the carriages were left behind at Wharf station.

A notable absence from the train was the railway's only brake van. Van No. 5 had been taken out of service in 1946 when it derailed at Wharf station, and the tyres on the wheels were so thin that it was immediately withdrawn from service. For the next three years, the railway operated with only the hand brake on the locomotive as the carriages were unbraked. This was remarkably dangerous: had a coupling broken, the carriages would have run down the line and likely derailed, possibly going over the edge of the wharf onto the Cambrian main line beyond.

An accident of this sort would have ended the Tal-y-llyn Railway, and the history of preserved railways would have looked quite different.

Luckily, the railway's couplings held, but it was not until April 1949 that Sir Henry was able to get the brake van's wheels repaired. This work was done at the Britannia Foundry next to Harbour station on the Festiniog Railway, which saw new tyres put onto the wheels. By chance, the wheelsets arrived back at Towyn Wharf during the day of David Elliot's visit, so he was able to record them before they were taken to the shed at Pendre to be fitted to van No. 5.

Special moment

We are remarkably lucky that David Elliot recorded his journey on the Tal-y-llyn in the last years of the original company, as his photographs capture the essence of the line in the late Haydn Jones era.

David returned to Wales several times in the following years, taking vivid colour images of the Festiniog during its closure period, the Corris just before the track was lifted, and the last years of freight trains on the Welshpool and Llanfair.

These images of the Tal-y-llyn on that distant spring day capture a particularly special moment in time. Sir Henry died in July 1950 and the final services ran in early October after the end of that year's summer season. But fortunately, the railway preservation movement was getting underway and the Talyllyn Railway Preservation Society took over the line from February 1951, leading to the fabulous – and much improved – railway we can still enjoy today, almost 75 years on. ■



The 09.25am train at Dolgoch at 09.55am. Even this early in the year, the trees and bushes are in leaf. The tiny station building stands with its slightly sagging roof, and beyond is the slate tower with water overflowing from the tank, indicating the mountain streams were full that day.



David Elliot on the platform at Abergynolwyn after the 09.25am train arrived there at 10.10am. *Dolgoch* has gone further up the mineral extension to take on water at Ty Dwr. The building and the valley beyond stand in bright sunlight, while the rock face and the train are in deep shadow. The success of the preserved Talyllyn Railway is rightly admired around the world, but there is a lonely grandeur to this scene that is deeply evocative.



Inside the workshop at Pendre, with brake van No. 5 jacked up waiting for its wheelsets to be fitted. The van was supplied new to the railway by Brown, Marshall and Co. in 1866. It originally had a verandah at the near end that was enclosed around 1920. The clutter of Pendre surrounds the van and the shed doors are clearly on their last legs.



David ventured a short way along the mineral extension while the loco was taking on water. This view is looking back towards Abergynolwyn station (in the Towyn direction). At the end of the cutting is the 'gate to adventure' that marked the start of the mineral extension; the Talyllyn Railway reinstalled the gate in 2020.

RAILWAYS IN THE BLOOD

DAVID Elliot was born in 1927, the son of Sir John Elliot, a notable railwayman. Two years before David's birth, John Elliot joined the Southern Railway as public relations assistant to the general manager.

By 1930 he was the assistant traffic manager and in 1938 he was appointed assistant to the general manager Gilbert Szlumper. Gilbert was the brother of James Szlumper, the civil engineer of the Lynton and Barnstaple and Vale of Rheidol railways.

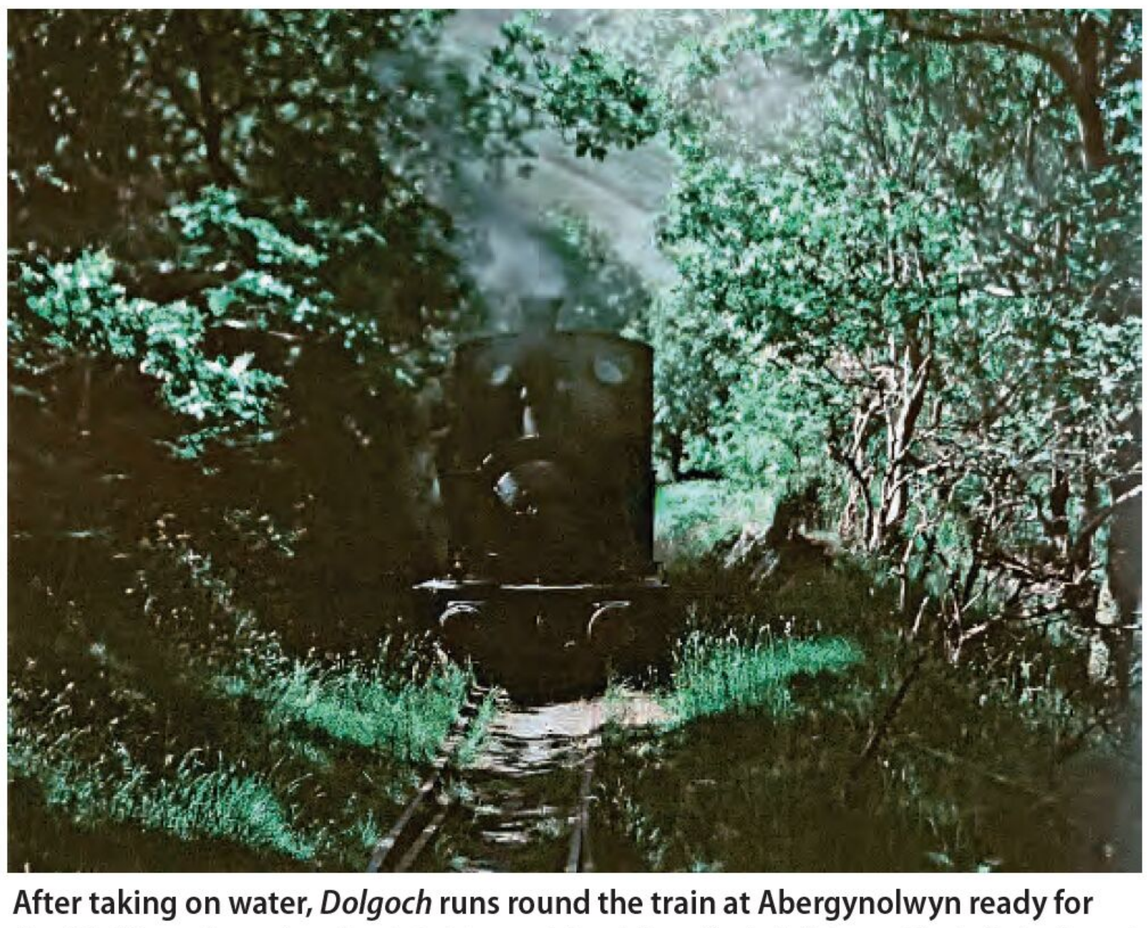
Sir John was appointed the acting general manager of the Southern in 1946 and became the chief regional officer of the Southern Region of British Railways at Nationalisation in 1948.

He eventually rose to become chairman of the railway executive , and in 1950/51 he was president of the Railway Study Association.

The Elliot family were wealthy and David developed an early interest in railways. He was 22 when he visited the Tal-y-llyn and was lucky enough to afford a high-quality camera. Colour film was in extremely short supply during the years of rationing, and it may be that he got his from his father's publicity department.

David went on to study music and was the academic registrar at Trinity College of Music in the 1970s and 80s. He was well known for a radio program he produced that claimed the composer Bruckner was a railway enthusiast, but this was an April Fool's joke. David passed away around 2007.

"An accident of this sort would have ended the Tal-y-llyn Railway, and the history of preserved railways would have looked quite different"



After taking on water, *Dolgoch* runs round the train at Abergynolwyn ready for the 11.20am departure back to Towyn. The driver, just visible on the left, is almost certainly young Idris Williams, who was known for his love of speed. His career as a driver came to an ignominious end a few months later when he cracked *Dolgoch's* frame on August 26, 1949.



The down train has arrived at Towyn Pendre at 12.00pm. The station building is on the left and the driver's cottage on the right. A passenger has alighted and is heading into town at the far end of the platform.

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PAUL BICKERDYKE, EDITOR

'Teddy Bear' No. 9529 at Wirksworth on July 26, during the Ecclesbourne Valley Railway's 'Class 14s at 60' gala. PAUL BICKERDYKE

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Feeding Drax

As overall winner in the 2024 RCTS/Mortons Media Photographic Competition, Eddie Holden was given a day's cab ride on the Drax biomass circuit courtesy of DB Cargo, as Paul Chancellor reports.

"IT was a dream come true and I had an amazing day out." That was how Eddie Holden, overall winner in the 2024 Railway Correspondence and Travel Society/Mortons Media Photographic Competition (see June issue), summed up his prize generously provided by DB Cargo: a cab ride on the main line. This turned out to be a full day on a biomass duty from Knottingley, West Yorkshire, covering a round trip to Drax Power Station and Immingham Dock with tours around both locations included.

The day chosen was June 17, which started dull and overcast as we met up with our host for the day, David (Dave) Jenkinson. Although closed as a depot with allocated locos many years ago, the Knottingley site is still very much active, providing facilities for stabling, refuelling and some workshop activities – and was even hosting 'Hoover' No. 50008 *Thunderer* and shunter 08 No. 08704 on the morning of our visit.

Our first train was 6H62, the 08.15 from Immingham to Drax, which arrived early for a crew change thus giving plenty of time to fit an RCTS headboard to the immaculate 'Climate Hero'-liveried No. 66004, which had stopped ▶





Above: Eddie Holden poses with No. 66004 at Drax, with the headboard commemorating 50 years of the power station, 1974-2024. ALL PHOTOS TAKEN BY PAUL CHANCELLOR UNLESS STATED. TRACKSIDE SHOTS TAKEN WITH THE PERMISSION OF THE OPERATOR

Main: 'Climate Hero'-liveried No. 66004 powers through Brocklesby (station closed 1993) on June 17, with loaded biomass from Immingham to Drax. Prize winner Eddie Holden and the RCTS's Paul Chancellor were in the cab. MIKE WEDGEWOOD



Right: A view from the cab en route to Drax Power Station, the weather making it look more like winter than June.

with its train of 23 loaded wagons on the single line south-to-east curve that runs past the depot. Climbing aboard, it was evident that 'staying slim' might be a requirement for drivers, as the entrance lobby would be 'tight' for most people. We were also in the B-end cab, which has less room than the A-end.

Getting underway

Dave first had to enter his identification number into the on board computer to match him with a record of the journey, which can be downloaded regularly to enable performance monitoring if required. Departure was on time at 10.48, and this was achieved simply by releasing the brake on the downward gradient; with 2400 tonnes behind the loco, it soon gathered speed without any help from the engine. After successfully conducting a running brake test, we headed for Drax, where arrival was scheduled for 11.11.

The majority of the journey was on double track, with the last part being a freight-only branch from the Knottingley to Goole main line to the power station (the branch being a rare surviving section of the former Hull & Barnsley Railway). There is a regular passenger service between Leeds and Knottingley, but beyond there to Goole has only three passenger trains per day Monday to Saturday: a one-way Goole to Leeds in the morning and a return Leeds to Goole trip in the evening.

Whilst Class 6 trains like this one are allowed to run at 60mph (and the later empty Class 4 leg at 75mph), most of the route throughout the day had a maximum speed of 50mph, with many lower limits to observe along the way.

The need to apply power appeared minimal on the way to Drax, despite it was difficult to judge any changes in gradient from the cab, especially on the curving sections. Gradient posts have long disappeared from the area and DBC drivers do not have access to gradient profiles, so driver route knowledge is essential to minimise fuel usage and ensure that speed is appropriate for the restrictions that abound and for being able to stop the heavy train if required.

"Driver route knowledge is essential to minimise fuel usage and ensure that speed is appropriate for the restrictions that abound"

Drax delivery

Full power was briefly required on the approach to Drax Branch Junction, where control of the train passed from a workstation at York ROC to the team based at Drax, but the final mile or so is restricted to 5mph. There are a number of alternative delivery roads within the power station site depending into which storage silo the biomass is to be discharged. With the road selected, the train stopped two minutes early ahead of the discharge shed, where we were met by Ian Broadhead, who was to take us on a guided tour of the site whilst the train was being emptied.

The discharging process requires the train to run at 3mph over a pit, with computerised systems opening the doors under the wagon, each of which has four hoppers. The train then continues around a loop to arrive on the dispatch line ready for inspection, the whole process taking around an hour.

Drax is a hungry beast and requires a trainload of fuel about every 1.25 hours on average, which is delivered via 71 trains per week from Immingham, 38 from Liverpool and 24 from Tyne. A train of empties for Port of Tyne was ready to depart as we arrived, headed by 'Tug' No. 60026

Below: No. 66004 and its train of 23 wagons stands ready for the off on the dispatch line at Drax after discharging its load.





Left: The view from above in the discharge shed. On the right side can be seen the grating which the biomass drops through on its way to the storage silo. A similar one is below the wagon with the discharge doors activated automatically via a computer system. Similarly the doors on the top of the wagon will be opened when the train is refilled at Immingham.

– the only freight seen on the day not to be headed by a '66'. Some 400,000 tonnes of biomass can be stored on site, which is enough to run the power station for just 15 days, with the site currently producing around 4% of the country's total electricity needs. It has six production units, although two of those are coal fired and currently mothballed.

Empty to Immingham

Departure of the now empty train, with new Class 4 headcode 4R51, was a couple of minutes ahead of the booked time of 12.50 for the much longer run to Immingham. First we had to retrace our route back to Knottingley then take the depot avoiding curve again to head south-west through Askern towards the East Coast Main Line. Grand Central trains between Bradford and King's Cross are the only passenger services booked over this part of the route.

A new 20mph Temporary Speed Restriction (TSR) was encountered at Norton Crossing and, having run near to time thus far, we were six minutes down at Haywood Junction, just before crossing over the ECML.

We joined the Doncaster to Cleethorpes main line at Hatfield & Stainforth, where we passed a Northern Class 170 DMU, but our delay had increased to 10 minutes by Scunthorpe. Two TransPennine Express Class 185 DMUs were seen in the Scunthorpe/Barnetby area, where freight activity also increased markedly. DBC provides five rakes of wagons for the Immingham to Drax biomass circuit, and is also the main operator of iron ore trains between Immingham and Scunthorpe.

Train control passed to the Immingham Port Authorities on reaching the entrance at Humber Road Junction, with our train stopping in No. 1 reception road of the biomass terminal, still ten minutes down at 14.54. Loading at Immingham is again an automated process and, while Dave took his one-hour duty break, another driver took the train through the loading point and then ran the loco round in time for the booked departure at 16.15.

During the break, DBC's safety and compliance manager Chris Pickerden took us on a tour of the facilities within the dock area, where numerous security checks were encountered. As at Knottingley, there is still a 'shed' of sorts at Immingham, close to the site of the old steam and diesel depot, although this modern facility can only hold a single loco under cover. Also visited was the coal terminal, where two DBC Class 66-hauled trains were present, coal being loaded by a large grab that loads a full train in about an hour. ▶



Above: A view beneath the final wagon with the last part of the load about to fall beneath the grid and be transferred to the storage silos, each of which can hold 100,000 tonnes. The boxes mounted on the surrounding handrails contain the wagon detection equipment to activate the discharge doors.

Below: Approaching Knottingley on the way back from Drax. The route is set for the east to south curve past the depot, part of which can be seen behind the signal. Ahead is DBC's No. 66085, waiting to go to Drax once the line is clear. Such is the frequency of the trains that any delay in loading or discharge could have a knock-on effect across the system



Back to Knottingley

Rejoining our '66', this time in the larger A-end cab, departure of our 6H77 loaded train to Drax was two minutes late, although interestingly the Realtime Trains website showed the working as cancelled.

This run allowed Dave to show the skill required to drive these trains. A '66' has eight notches on the controller and, whilst generally the latter is avoided, full power was required for a considerable time up the 1-in-70 gradients around Scunthorpe, but still only reaching 30mph.

Dave also explained about a new type of TSR board called the AT. The end of a temporary speed restrictions is normally marked with a 'T' for termination, and the whole train has to pass this board before power can be reapplied. Class 66s are equipped to carry out the measurement, which in our case was 1538 feet. However, an AT board allows the driver to apply power as soon as the loco passes it.

The line from Immingham to Scunthorpe has many level crossings, some controlled by a treddle under the train wheel, but others are manually worked. With the latter type, there was often a signal in the distance at yellow and, even though this normally clears in plenty of time, Dave warned against falling into the trap of expectation and drivers must control the train in a way that they can always stop in time if it does not clear.

6H77 was 14 minutes late approaching Scunthorpe, where it was booked to stop to allow a TPE Class 185 to pass. The DMU duly appeared as we stopped at signal S359, then we were away after just a couple of minutes, making us four minutes up at Crowle.

The sun had finally deigned to appear and, en route to Knottingley, a pair of 66s were noted heading towards Immingham with empty steel flats from Port of Tyne. The final approach to the Knottingley crew change stop was taken at a 5mph crawl to end up drawing to a halt on time at 18.18 in exactly the same spot we had joined the train some 7½ hours earlier. This had been a fantastic experience for our prize winner on a trip that money could not buy. As the saying goes, 'you had to be in it to win it' and Eddie Holden certainly was. ■

■ The RCTS and Mortons Media would like to express their special thanks to DB Cargo, particularly Dave, Ian and Chris for their help and enthusiasm on the day.

Above: The DBC-owned coal loading point at Immingham Dock, with No. 66060 getting ready to depart.

Below left: Photography was prohibited on ABP premises, but this is a view of the biomass loading point at Immingham Dock from the cab of No. 66004.

Below right: The DBC shed at Immingham comprises this and a one road inspection pit. The site of the former depot is behind the photographer.





"Full power was required for a considerable time up the 1-in-70 gradients around Scunthorpe"



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'BYGONES WEEKEND'



Friday 4th - Sunday 6th October 2024

The keenly anticipated, FR heritage highlight of the year will once again feature a wide range of trains representing various eras of the railway's long history - from the 1830s through to early preservation days. Highlights will include...

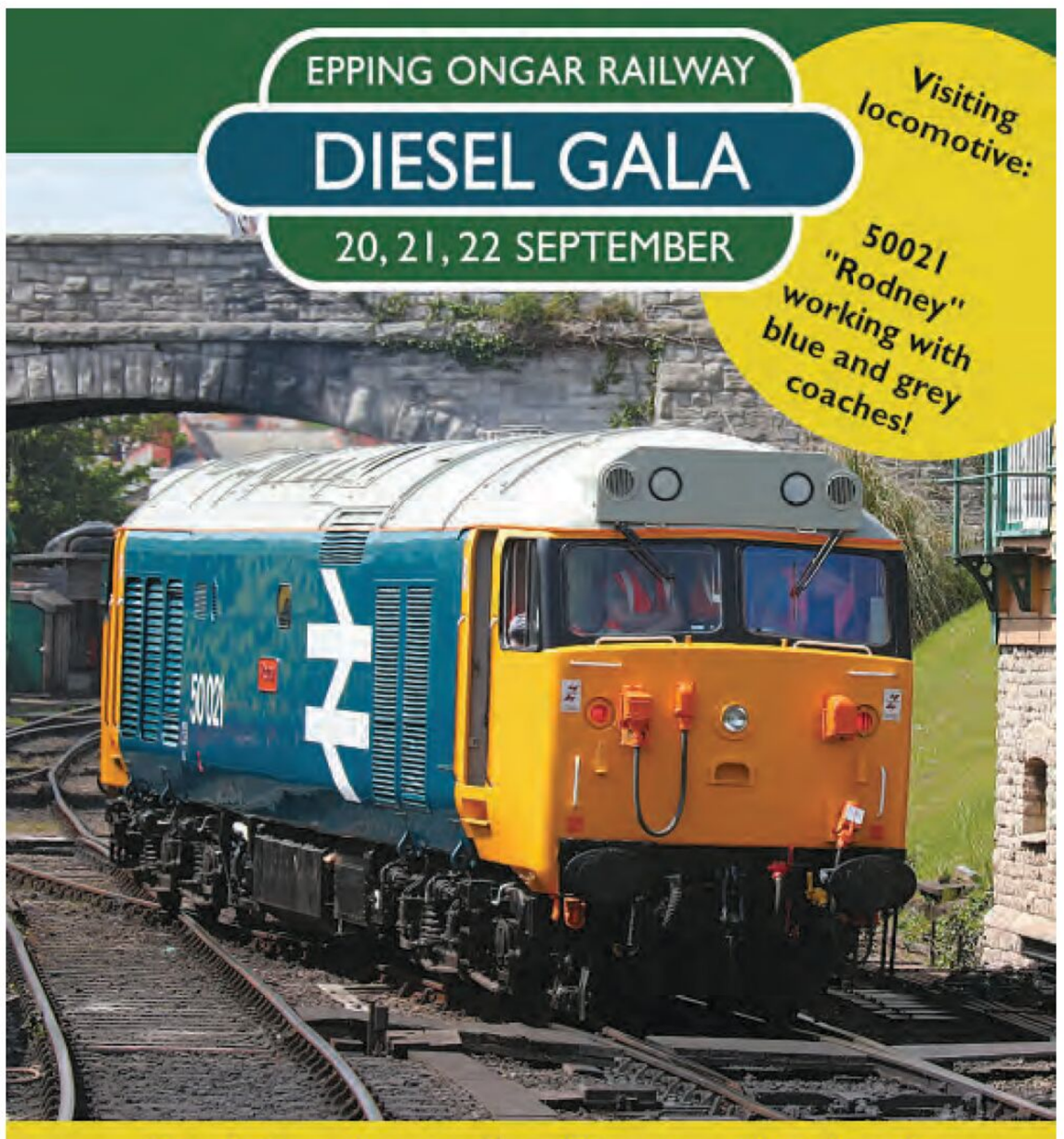
The return of 'Taliesin' and 'Palmerston' - meaning that four Fairlies, one Small England, a Penrhyn Lady, a Manning Wardle and a vintage diesel will be in action, working a variety of passenger, freight and mixed trains.
Multiple gravity runs of slate waggons and Spooner's Boat

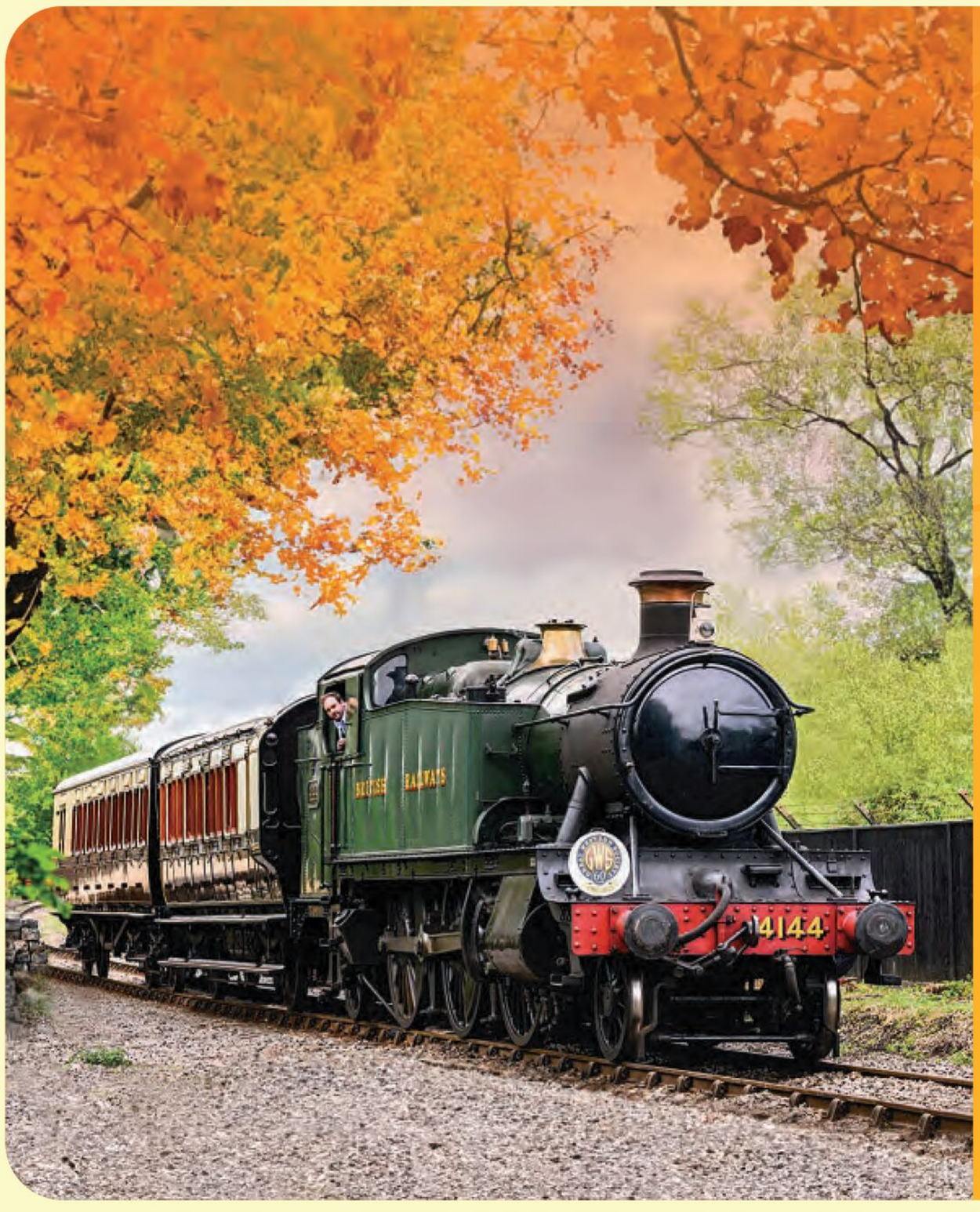
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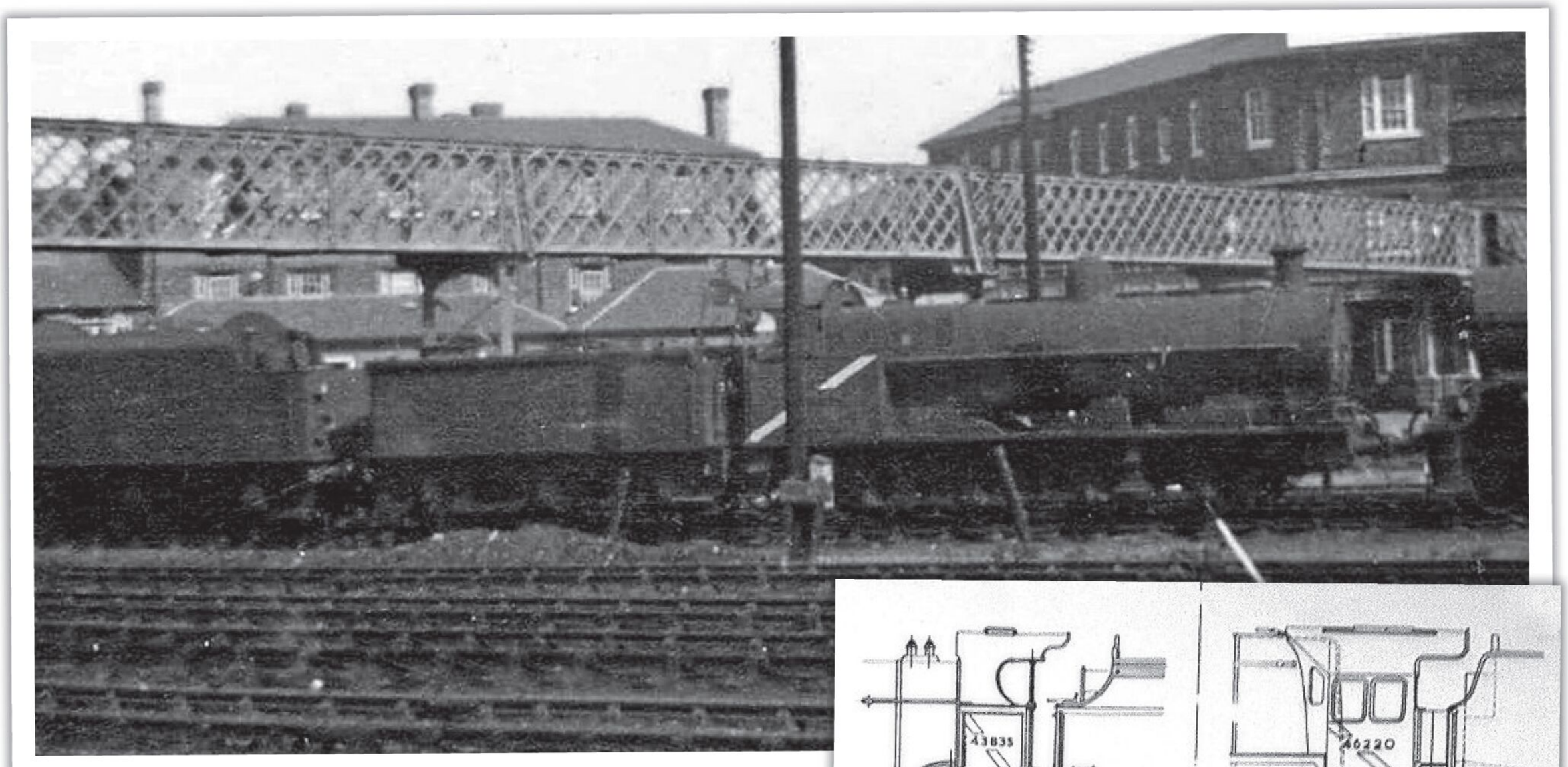
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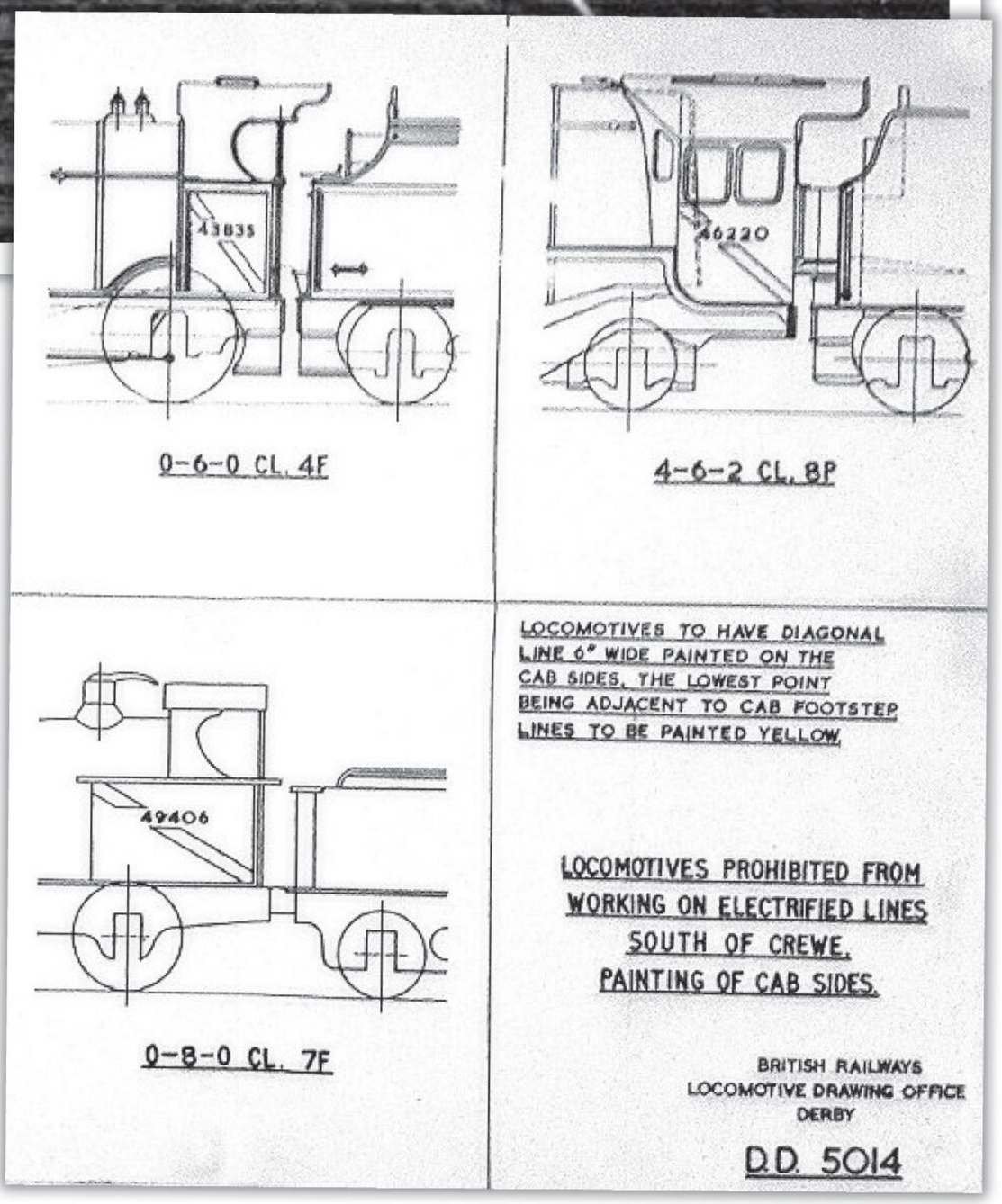
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'Super D' stripe mystery

A long-withdrawn 'Super D' was seen at Derby in September 1964 with a 'not south of Crewe' cab stripe – but how, and why?

SIXTY years ago on September 1, 1964, a steam ban came into force for certain classes and locos on the West Coast Main Line south of Crewe. Overhead electrification at 25kV AC had reached Crewe from Manchester and Liverpool in September 1960 and January 1962 respectively, and the wiring was then extended southwards in stages until the first overhead electric trains left Euston in November 1965.

Although steam had been running West Coast wires since 1960, some sections south of Crewe ended up with reduced clearances under bridges and other structures, meaning that locos taller than 13ft 1in were now 'out of gauge' and in danger of being with arcing range (1-2 inches) of the high voltage wires, which was why the selective ban was introduced.

This included around 200 West Coast stalwarts, such as 'Coronation' Pacifics; 'Royal Scot', 'Patriot' and 'Jubilee' 4-6-0s; and '4F' 0-6-0s. There were also a few anomalies, including a handful of Glasgow/Edinburgh-based 'A2', 'A3' and 'A4' locos that worked to Carlisle on Waverley Route trains (and thus could potentially be sent further south), and a solitary 'Clan' No. 72006 (understood to be for possible railtour use).

For the chosen locos, and in addition to the smaller 'overhead live wire' warning signs (similar to the ones still in use today), a six-inch wide yellow stripe was painted diagonally on the cab sides, with the lower end of the stripe next to the top of the steps where the crew entered the cab.

Top: 'Super D' No. 49078 with its cabside stripe at Derby around the start of September, 1964.
PETER GASTON

Above right: An extract from Derby Works instruction DD 5014 showing how the diagonal stripe was to be applied to the cab of various loco classes.
MEL THORLEY

Painted at short notice

Only a few weeks' notice was given by management, however, meaning the stripes had to be applied at local depots rather than main works. At Rugby, withdrawn Class G2a 'Super D' No. 49078 (built in 1910 as LNWR Class G No. 2655, and taken out of service in December 1962) was used by the depot's painter as practice for the new stripes sometime in August 1964. However, having been so treated, the loco was then technically barred from being moved along the WCML to its most likely place of scrapping at Crewe Works.

The stripe could conceivably have been painted out again to allow it to go to Crewe, but instead the loco was next seen at Derby as September began, visible from the station outside the adjacent Works. It was later moved again the short distance to Albert Looms scrapyard in Spondon, where it was broken up by the end of the year.

The mystery then is not why a 'Super D' was given a cab stripe two years after its withdrawal from service, nor maybe why it was seen at Derby. No, the question that remains is when, how and by which route was it moved from Rugby to Derby at the end of August 1964? Can any reader fill in the details? ■



Lost 'Black Five'

HAVING read your No. 44781/'Virgin Soldiers' article (August issue), I always thought that the locomotive they tried to depict was a little odd as it appeared to have side tanks and an L Class tender. Others have quoted it as No. 542.04, which is a K2 (indicating the second series of K Class), but that was the second loco which came to the rescue at the end. There is another possibility, and that is a C Class 4-6-4T with an L Class tender, as in the accompanying photograph taken by Peter Hodge of No. 403.05 at Kuala Lumpur on August 16, 1969 (above, from the collection held by Rob Dickinson).

I suspect when the film makers were in Malaya to shoot the moving trains, they saw one of these and photographed it to use as a copy when disguising the 'Black Five'. They clearly got the tender wrong, as for an L Class it is back to front and missing the top tank.

Malcolm Wilton-Jones, by email

I ENJOYED the article on the lost 'Black Five' No. 44781, but was puzzled by the very odd action of the film company. We are all used to howling inaccuracies on railway matters in the cinema and on TV, but what possessed them to do additional work adding pseudo tanks to the loco, which made the end result even less like the intended Federated Malay States Railway No. 531.03 than the loco with which they had started?

The most notable exception to such film makers' arrogance has to be the original Railway Children, when they sought the advice of KWVR's Bob Cryer. The difference really shows!

Simon Marshall, Loughborough

MY brother and I travelled from Oxford to ride on the SVRS/MRTS railtour around the north of England on April 27, 1968. We have a few photos of No. 44781, including this close up shot of the loco before departure from Bolton (below, taken by my brother Steve Giddins).

Rod Giddins, Birchington



Photographic archives

I READ the article about photo archives in the June issue and the letters in subsequent issues with interest.

It is important that anyone who wishes to ensure that their collection is preserved as they wish clarifies what it includes. For example, none of us would want prints to be preserved while negatives – so specifying 'photographs, including prints, negatives and transparencies' would cover most collections.

For the avoidance of doubt, copyright should also be included. A lot of people are under the misapprehension that ownership conveys copyright, but that is not correct. It needs to be formally transferred to have any benefit for the recipient.

Peter , Leicester

THERE has been some interesting correspondence in recent months following Chris Milner's article on saving our old railway photos and negatives for future generations.

My brother and I were recently sorting through some old family photos and negatives when we came across this hidden gem. It shows LMS No. 6220 *Coronation* when brand-new on one of its earliest outings on the West Coast Main Line in June 1937 (below).

Our father, Joseph Kirkby, was working as a booking clerk at Penrith station when No. 6220 rolled in and stopped, drawing quite a bit of interest from the local railwaymen. Dad is the gent with glasses on the right of the photo.

As you can see from the reflections in the paintwork, the loco was gleaming and spotless.

Gordon Kirkby, by e-mail



Saved by the All Line Timetable

RATHER belatedly, I've just been reading Joseph Brennan's article about the all-line timetables and the first BR one in 1974 (May issue). I had a copy and it sat on my coffee table for regular consultation. The cover also brings back vivid memories of how it came to my rescue, as I usually travelled with it in my suitcase.

It was on Christmas Eve in 1974 and I was travelling from Edinburgh to Coventry to stay with my parents. There were fuel shortages and disruption from strikes, so the trains were somewhat unpredictable.

My parents recommended I should set off early, which I did. All went fine and when I arrived in York I decided to get off and visit some friends in the city. I spent too long with them and got back to the station late afternoon to catch a cross-country train to Birmingham. At roughly the right time, a train came in from the north hauled by a ubiquitous 'Peak'. That's my train, I thought, it's running on time. By then it was dark but after Leeds I began to realise I was on unfamiliar territory. I enquired, and found the train was heading for Liverpool.

Panic. There were no trains for the next two days, the network was shutting down for the holiday. In more normal times, my parents would have driven up to collect me, but petrol was hard to come by. Fortunately, the new all-line timetable was in my case. I consulted it and found that, if everything was on time, I could get off at Manchester Victoria and might just be able to get to Piccadilly to get the last train south to Birmingham.

I got a taxi saying, "Piccadilly, as fast as you can". The train was in the platform, just about to leave. I seemed to be the only person on it. An experience like that is etched in the memory, and 50 years later I can still replay a lot of it. So, I did make it home for Christmas, but it probably wouldn't have been possible without the new all-line timetable.

Hugh Walker, Dunfermline

The last gasp for working standard gauge steam

THE working USA tank at Oskova (page 42, August) was built at, not by, Slavonski Brod, which is a city in present-day Croatia. This can be seen from the attached photo (below) taken in 2002 of the builder's plate on No. LBV-04, one of six fireless versions of the USA tank (LBV = Lokomotiva Bez Vatre = locomotive without fire). This loco could still be seen at work at the thermal power station (TE-TOL) in Ljubljana, Slovenia, until recently. However, a Slovenian friend wrote to me in July with the sad news "it does seem that her days are closing to the end, marking the end of normal gauge steam in Slovenia".

Tim Edmonds, Hook Norton



EDITOR'S NOTE

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



Brazilian diesels

I WAS very interested to read the article on railways in Brazil in the August 2024 issue of *The RM* (World News), especially the photo of the Supervia train at Vila Inhomirim.

In the early 1970s, I lived in Rio de Janeiro and one Sunday I took a ride on the train ending up at Guapimirim, which is also at the foot of the mountains forming the Serra do Mar. At that time, the metre-gauge line was run by the federal railway network, RFFSA, which had introduced the diesel locomotives illustrated in the article.

Otherwise, little had changed since the days of the British-owned Leopoldina Railway, with British-style semaphore signals at the Mauá Station in central Rio and a fleet of wooden coaches which had definitely seen better days.

During this period, Brazil was governed by a military dictatorship which was extremely repressive politically, but at least it was safe to walk around and travel by train. However, there were other perils, notably the holes in the floor of the wooden coaches, through which you could see the track underneath!

I attach a photo of RFFSA No. 2202 and stock at Guapimirim (above). I don't know whether these locos are still in use but it is good to see that others of that period are still operating today.

With regards to the Rumo Logística loco, it is worth noting that not only were metre-gauge locos converted from Brazilian-built broad-gauge locos, but also a considerable number of second-hand standard-gauge locos were imported from the USA and converted to either broad or metre-gauge. The Vitória a Minas line carries heavy mineral trains down to the coast and the locos' double-bogies are needed to give the locos sufficient braking power on this metre gauge line.

Robert Howes, by email

■ *TRM World News writer Keith Fender adds: No. 2202 is a GE U9B that spent some time in the Rio de Janeiro area. It started its career in 1957 as Rede Mineira de Viaçao No. 2002, then moved in 1959 to E F Leopoldina (Rio zone) as No. 2202. It stayed there until 1979, when it was sent to Rede Viaçao Paraná-Santa Catarina as No. 952, but in 1981 it was transferred again to EF Noroeste do Brasil. There it became No. 2199 sometime in the 1980s.*

How many were going to St Ives?

A HOT summer's day in Cornwall brought out the crowds to the St Ives branch on August 14. Many passengers had used the St Erth car park (or as it is now known, the 'multi modal hub') but, despite platform staff being available at both ends of the branchline, there was no attempt to examine tickets.

The resultant lost revenue must surely affect the economics of the service and create inaccurate usage figures.

'D1073' by email. Full name and depot allocation supplied.

Isle of Woe

ON September 7, I had planned to travel with others on an excursion across the Solent from Portsmouth to Ryde Pier on the preserved paddle steamer *Waverley*, and then use the Island Line railway. But it turns out the Island Line closed in its entirety from September 6.

Had any thought gone into this closure, it would have commenced from the Monday after this busy summer holiday weekend.

Nigel Welbourn, by email

New build loco brings back memories

IT is good to know that new build LBSCR 'H2' Atlantic No. 32424 *Beachy Head* will soon be launched at the Bluebell Railway.

In 1948, while serving in the Army during National Service, I photographed 'H2' No. 2038 *Portland Bill* in Southern Railway livery at Brighton Locomotive Depot. At that time, an 'H2' regularly worked the Sunday evening Bournemouth to Brighton train on which I travelled back to Preston Barracks in Brighton at the end of a long weekend leave.

Humphrey Platts, Grantham

Putting the record straight

■ THE two track diagrams accompanying the 'On the Nightshift' P&P article *(page 34, August)* should have been credited to Noel Proudlock.

■ THE Class 50 pictured at Bodmin Parkway station *(page 73, August)* was in fact at Bodmin General station.
David Bott

■ THE current chief magistrate of England and Wales *(page 10, August)* is Paul Goldspring not Paul Goldsmith.
David Staines

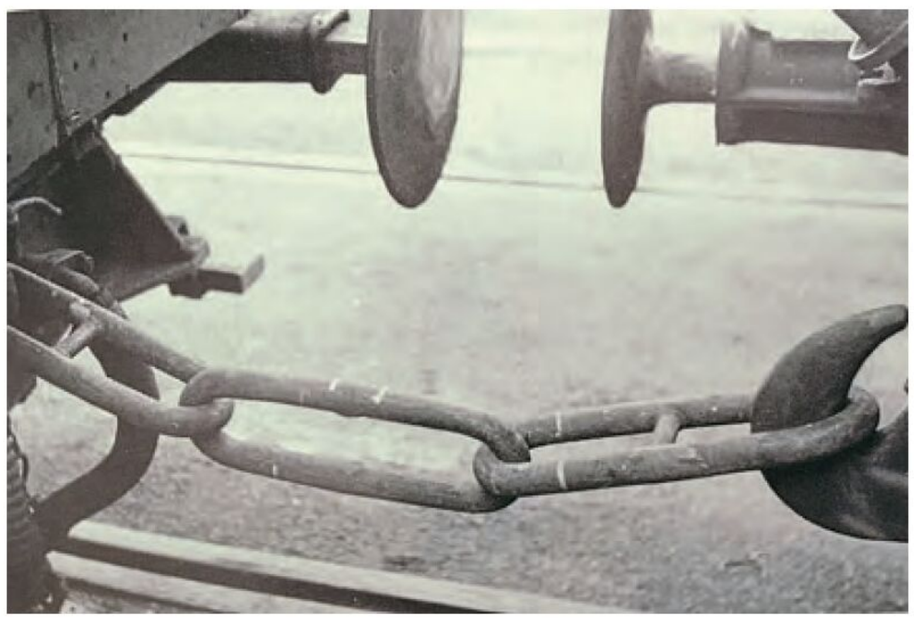
■ CAROLINE Herschel *(page 17, August)* was a pioneering astronomer, not an astrologer.
Richard Simmons

■ ALTHOUGH often overshadowed by her famous brother William, Caroline Herschel made her own significant contributions to astronomical research and was one of the world's first female professional astronomers.
Michael Batten

Weymouth Quay loose couplings

FURTHER to the letter from Clive Washbourne (August), regarding couplings on the tramway, longer couplings were indeed used originally as the curve at Ferry's Corner was very sharp and special loose couplings had to be used for bogie stock.

This was very time consuming and an easement of the curve in 1939 removed the need for special couplings. The attached photo from John Lucking's history shows the coupling in use.



There were also delays whilst corridor connections were locked and, even after the stock was able to easily pass round the curve, toilets were locked before the train could pass along the tramway.

As youngsters in Weymouth we would follow the train along the quay on our bikes, hoping to see a badly parked car being 'bounced' off the track by railway police and towed away, with the inevitable parking ticket attached by the police.

Richard Grafton, by email

■ *Thanks also for similar replies from Richard Long and Dave Hampton.*



Where is it? Our pictorial quiz, for fun only

LAST month's quiz photo (show again right) of a bovine mannequin staring out from the open door of a cattle van was taken in the New Hall at Locomotion in Shildon. It is part of a display telling the story of freight on the railways and the once wide-ranging types of commodity that were carried.



This month's photo teaser (above) shows a disused part of a still-open station, but which one?

MEETINGS

Compiled by **Jon Longman**

WEDNESDAY, SEPTEMBER 4

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30 'A Blast from the Past': Robin Havenhand.
Sutton Coldfield Railway Society. No meeting.

THURDAY, SEPTEMBER 5

Great Central Railway Society (Sheffield branch). 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.
Slough & Windsor Railway Society (SWRS). The Manor, Slough station. 19.30. TBC: Bob Stonehouse.

MONDAY, SEPTEMBER 9

Lincoln Railway Society. St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG. 19.30. TBA.
Oxfordshire Railway Society. Kidlington Baptist Church, High Street, Kidlington OX5 2DS.19.00. 'Great Marlow Railway 150th anniversary': Mike Walker.
RCTS (Ipswich branch). Greenfinch Church Hall, Greenfinch Avenue, Ipswich IP2 0SQ. 19.15. 'Railways around Cambridge': David Scudamore .
Southern Electric Group (Sussex Branch). Deall Room, Southwick Community Centre, Southwick BN42 4TE. 19.30. 'Exmouth, Devon and West Somerset': Derek Osborne.
Watercress Line Heritage Railway Trust (Woking and Guildford group). United Reformed Church, 83 Portsmouth Road, Guildford GU2 4BS. 19.45. 'Derek Cross slides': David Cross.

TUESDAY, SEPTEMBER 10

Great Western Society (Bristol group). Room 4, BAWA, 589 Southmead Road, Filton, Bristol BS34 7RF. 19.30. 'The Statfold Barn Railway': Dave Stallard.
LCGB. Parish Room, St Michael's Church, Bounds Green Road, Wood Green, London N22 8HE. 14.00. 'The Great Central Railway – Rapid Travel In Luxury': Ray Schofield.
Pewsey Vale Railway Society. Woodborough Social Club SN9 5PL. 19.30. '1960s Scottish Railways on Film': Michael Clemens.
RCTS (Thames Valley branch). Afternoon observation at Cardiff Central station CF10 1EP. 12.00-16.00.
RCTS (Cambridge branch). The Swifts, Haggis Gap, Fulbourn, Cambridge, CB21 5HD. 19.30. 'Britain's Military Railways': Clive Pepper
RCTS (Croydon & South London branch). East Croydon United Reformed Church, Addiscombe Grove, Croydon CR0 5LP. 19.30. 'Pictures from the Harold Clements Collection Part 1'.
RCTS (Welwyn Garden City & Hitchin branch). Tilehouse Street Baptist Church, Upper Tilehouse Street, Hitchin SG5 2EE.19.30. 'A Driver's Eye View – 48 Years on the railway': Andy Grimmett.
The 8E Railway Association (Northwich branch). Gladstone Club, Station Road, Northwich CW9 5RB. 'Boat Trains and Channel Packets': John Hooley. www.8erailwayassociation.org.uk
Wells Railway Fraternity. Wells Town Hall, Wells, Somerset. 19.30. 'Keeping Ways Unbroken – the Railway Clearing House 1923-1963': Roy Edwards.

WEDNESDAY, SEPTEMBER 11

LCGB. Friends Meeting House, Butter Hill, South Street, Dorking RH4 2LE. 19.30. 'Story of the Statfold Barn Museum': Robert Jackson.
RCTS (South Wales/De Cymru branch). Old Church Rooms / Hen Ysgoldy'r Eglwys, Park Road, Radyr, Cardiff CF15 8DF. 19.00. 'Welsh Narrow Gauge Railways: A personal view 1990-2024': Alan Williams.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. Test track night.

THURSDAY, SEPTEMBER 12

Continental Railway Circle (London branch). St Paul's Church Centre, Rossmore Road, Marylebone, London NW1 6NJ. 18.30. 'Garratts – Beyer Peacock's Giants': Kevin Patience.
LCGB. St Bartholomew's Church, 47 Vesta Avenue, St Albans AL1 2PE. 19.30. 'The Mid-Norfolk Railway': Bert Etherington.
Monmouthshire Railway Society. Lysaght Institute, Orb Drive, Newport NP19 0RA. 19.00. Annual meeting and films.
Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury, SY1 1NB. 19.00. 'Black Country Freight and the Industries Served - part one': David Hayes.
South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30.

FRIDAY, SEPTEMBER 13

Stephenson Locomotive Society (SLS). Conference Room, 1st floor, (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG. 19.00. 'Anything but Passengers': Chris Lee.
SWRS. The Manor, Slough station. 19.30. 'Buckinghamshire and Hertfordshire branch lines': Richard Crane.

SATURDAY, SEPTEMBER 14

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

MONDAY, SEPTEMBER 16

RCTS (South Essex branch). Shenfield Parish Hall, 60 Hutton Road, Shenfield CM15 8LP. 19.30. 'On Great Eastern Metals From 1991 to Date': Geoff Brocket.

TUESDAY, SEPTEMBER 17

Leicester Railway Society. Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP. 19.30. 'The GCR Woodhead Route – Penistone to Sheffield Victoria Part 2': Stephen Gay.
RCTS (Thames Valley branch). Didcot Civic Hall, Britwell Road, Didcot OX11 7JN. 19.00. 'The Ivatt LMS 10000 Recreation Project': Tony Ellershaw.
SLS. Newport Community Hub (formerly The Settlement Centre), St Paul's Road (off Union Street), Middlesbrough TS1 5NQ. 19.30. 'Gateshead Shed and Works': David Dunn

WEDNESDAY, SEPTEMBER 18

Bradford Railway Circle. Bradford Mechanics' Institute Library, 76 Kirkgate, Bradford BD1 1SZ. 14.00. 'Amtrak's California Zephyr': Julian Halstead.
Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'The Splendour of Swiss Railways': Rob Morrey.
Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. Members' digital image competition.
RCTS (Solent branch). Junction Church (formerly Eastleigh Railway Institute), 2 Romsey Road, Eastleigh SO50 9SE.19.30. 'Changing Trains in the 1980s': Keith Butcher.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Railways Around Stafford': Carl Dudley.

THURSDAY, SEPTEMBER 19

Aln Valley Railway. Barter Books, Alnwick Station. 19.30. 'The Northern Belle – Travelling in style with the LNER': Richard Barber.
Barrow Hill Roundhouse. Campbell Drive, Barrow Hill, Chesterfield S43 2PR. 19.30. The Great Railway Time Machine: 'Transport Safari Through Three Counties – Derbyshire, Nottinghamshire and Yorkshire': Mike Eggenton.
Lutterworth Railway Society. The Pavilion, Recreation Ground, Coventry Road, Lutterworth LE17 4RB. 19.30. 'Australia 2024': Sue & David Hanger.
Marlow & District Railway Society. Bourne End Community Centre, Wakeman Road, Bourne End SL8 5SX or on Zoom. 19.30. '50s & 60s British & Continental Railway Scenes': Mike Dodd. Visit www.mdrs.org.uk
Nuneaton Railway Circle. Chilvers Coton Conservative Club, Bridge Street, Coton, Nuneaton CV11 5UD. 19.45. 'The Year So Far': NRC committee and members.
RCTS. Library Leatherhead, Station Approach, Leatherhead. 11.00-16.00. Archive and Library open day.
Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'GWR and LMS in the Sixties': Doug Capewell.

FRIDAY, SEPTEMBER 20

Great Western Society (Taunton Group). Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30. 'Grand Days Out': Philip Bisatt.
LCGB. Keen House, 4 Calshot Street, London NW1 9DA. 18.30. 'The North Eastern Railway': Ray Schofield.
SWRS. The Manor, Slough station. 19.30. 'By 'Super D' to Barry Island': Ken Mumford.

TUESDAY, SEPTEMBER 24

RCTS (Hitchin & Welwyn Garden City branch). Digswell Village Church Hall, Welwyn AL6 0DH. 14.00. 'Through Kirton Tunnel – Kirton Lindsey to Cleethorpes': Stephen Gay.

WEDNESDAY, SEPTEMBER 25

Giggleswick Railway Circle. Settle Victoria Hall, Kirkgate, Settle BD24 9DZ. 19.30. 'Serendipity': Richard Pulleyn.
RCTS (Cheltenham branch). Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 19.00. 'Watercress Line Film Unit': Will Stratford.
RCTS. Library Leatherhead, Station Approach, Leatherhead. 11.00-16.00. Archive and Library open day.
RCTS (Milton Keynes and Northampton branches joint meeting). Roade Village Hall, Bailey Brooks Lane, Roade, Northampton, NN7 2LS. 14.00. 'On and Off the Footplate': Phil Davies, former BR driver.
Sutton Coldfield Railway Society. St James' Church Centre, 59 Mere Green Road, Sutton Coldfield B75 5BW. 19.30. 'Trams Home and Abroad': Dave Coxon.

THURSDAY, SEPTEMBER 26

RCTS (West Riding branch). Saltaire Methodist Chapel, Saltaire Road, Shipley BD18 3HJ. 19.30. 'A West Riding Roundabout': John Holroyd.
Shropshire Railway Society. Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'GWR and LMS in the Sixties': Doug Capewell.
South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30.
Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'Railworld & Wildlife Haven - From steam engines to wildlife: How volunteering changed my life": Brian Pearce MBE.

FRIDAY, SEPTEMBER 27

Railway Club of the New Forest. Village Hall, Highwood Road, Brockenhurst. 19.30. 'History of Beaulieu Airfield': Marc Heighway. www.railwayclubofthenewforest.org.uk.
SWRS. The Manor, Slough station. 19.30. 'Edge Hill and its complex railways': George Howe.

TUESDAY, OCTOBER 1

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

WEDNESDAY, OCTOBER 2

Pennine Railway Society. Doncaster Town Fields Sports Club, Bennethorpe, Doncaster DN2 6AA. 19.30. 'After A B &C now D': John Law.

From the archive

100 YEARS AGO SEPTEMBER 1924

Economies of scale

SIR Ralph Wedgwood, chief general manager of the LNER, has issued a very telling appeal to the enginemen on the 7000 miles of railway under his control. It reads: "Coal costs 22s (shillings) per ton. We use 4½ million tons a year. Our coal bill is thus £4,675,000.

"If every locomotive burnt 1lb of coal less for every mile it ran, the company would use 75,000 tons less in a year and save £80,000. Will every engineman help his running superintendent to get this economy?"

New LMS steamer

THE new steamer *Dearne,* which is being constructed and engined by Vickers Limited for the London Midland and Scottish Railway, was launched on July 21 at Barrow-in-Furness. The vessel is intended for the LMS Continental services from Goole.

Existing colour-light signals will be modified to control high-speed crossovers between the present Up and Down lines to enable slower or disabled trains to be passed by a following service.

Birmingham International

THE name chosen for the five-platform station being built to serve the National Exhibition Centre near Birmingham is Birmingham International. About nine miles from New Street, and between the existing stations of Marston Green and Hampton-in-Arden, it also will serve the adjacent Birmingham Airport.

Gravel siding opened in Derbyshire

A NEW private siding to handle thousands of tons of gravel and sand a year has been opened between Draycott and Breaston on the Derby to St Pancras main line. Consisting of two loading roads and a locomotive run-round. it has been built to accommodate block trains. Each carries up to 800 tons of aggregates from the Hoveringham Gravel Company's Elvaston quarry to Northampton and to Wolverton for the new city of Milton Keynes.

50 YEARS AGO SEPTEMBER 1974

Western Region prepares for HST

IN preparation for the introduction of 125mph High Speed Trains on to Western Region in 1976, British Railways is to spend £1¼ million on resignalling the double track between Didcot and Bristol via Bath and between Swindon and the outskirts of Bristol via Badminton – 95 route miles in all – for trains to run in either direction on both tracks.

20 YEARS AGO SEPTEMBER 2004

Government scraps SRA

THE re-creation of a fully nationalised railway took yet another huge step in July when the Government seized back virtually all decision-making power in a major restructuring of the industry.

This time, it was not only components of the Conservatives' privatised rail model that were dismantled, but the Labour Government's very own Strategic Rail Authority – which is to be abolished less than three-and-a-half years after being formed by Deputy Prime Minister John Prescott.

And in a clear move towards a British Rail-style structure, the Government's Network Rail authority is to be given sweeping new powers over privatised train operators and timetable planning as part of an overall regime that will in future be closely controlled by the Department of Transport.

Another change will see Her Majesty's Railway Inspectorate being taken off the Health & Safety Executive and given to the new Office of Rail Regulation (ORR), a move which has been criticised by rail unions.



FAREWELL TO THE 'SLAMMERS': **To mark the very end of slam-door units, over the weekend of August 14/15, 2004, South West Trains in conjunction with *The Railway Magazine* and the Southern Electric Group ran various formations of CIG, VEP and CEP units on selected services between Waterloo and Southampton, and between Portsmouth or Haselmere and Waterloo. Here VEP units Nos. 3417 and 3812 run through Eastleigh on August 14 with the 11.45 Waterloo to Southampton working.** CHRIS MILNER

Crossrail go-ahead

THE on-off Crossrail project, a high speed east-west main line through central London, has finally been given Government approval. Now it just depends on private capital.

Transport Secretary Alistair Darling is to introduce Parliamentary powers for the construction of the £10 billion project, although the many previous delays mean the line will not now be open in time for the London Olympics in 2012, should Britain's bid be successful.

RCTS

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The RCTS: then and now

THE Felixstowe branch is one of the country's busiest freight routes, with passenger services operated by Greater Anglia having to largely fit in around available paths dominated by the need to serve the container terminals. Freight operation on Britain's railways is well covered by the Railway Observer, past and present.

The Felixstowe branch is an unelectrified, single track, secondary line with a maximum line speed of 75mph, although lower limits apply at some places. Journey time for passenger services from Ipswich is 26 minutes, with stations along the route at Westfield, Derby Road, and Trimley.

The line was opened by the Felixstowe Railway & Pier Company in 1877, although the first station in Felixstowe was not in the town but at the company's pier on the River Orwell. The railway was sold to the Great Eastern Railway in 1887 and a new station near Felixstowe town centre was opened in 1898. Freight traffic has increased significantly since that time, leading to the opening of a second route from the branch into the port in 1987.

Traffic increased to such a degree that in August 1912, powers were obtained by the railway company to double the line from Westerfield to Felixstowe Town. The railway had been built wide enough for this back in 1877, except for the Spring Road Viaduct in Ipswich, which would need to be rebuilt. This work did not happen as the First World War broke out. Felixstowe became a prohibited area and the local population was encouraged to leave the area, hotels were converted into military hospitals, and additional sidings were laid in the docks to handle the increased freight and war traffic.

In 1923 the GER became a part of the new London and North Eastern Railway (LNER). Passenger traffic regained its prewar volumes; Derby Road station being especially popular as it connected with the Ipswich tram system and many extra trains started there.

In 1938 the LNER received new powers to double the line from Westerfield to Felixstowe Town and enlarge the station there. While an additional platform was provided at Felixstowe in 1939, the second track along the branch again failed to materialise due to the outbreak of the Second World War.

The British Railways Modernisation Plan of 1955 proposed to electrify the branch in connection with similar work on the main line from Liverpool Street to Ipswich, although this failed to be completed north of Colchester at the time. Instead, an accelerated diesel operated service was introduced on June 15, 1959.

A variety of diesel units have operated on the route, but today the service is operated by Stadler-built 5-car Class 755/4 bi-mode units, which were introduced in November 2019.

Railtrack initiated an upgrading of the Felixstowe branch line in 1997, the first time that it had done this speculatively in anticipation of receiving increased revenue from freight train operators. The passing loop at Derby Road was extended so that two container trains could pass, the signalling replaced and transferred to the control of Colchester Power Signalling Box, along with a line speed increase. A later upgrade scheme initiated from October 2017 saw the completion of double track along the route.

Freight traffic today consists mainly of container traffic, operated by DB Cargo, Freightliner and GB Railfreight, with a fairly intense freight service delivering approximately 12,000 containers per week to and from the Port of Felixstowe.

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



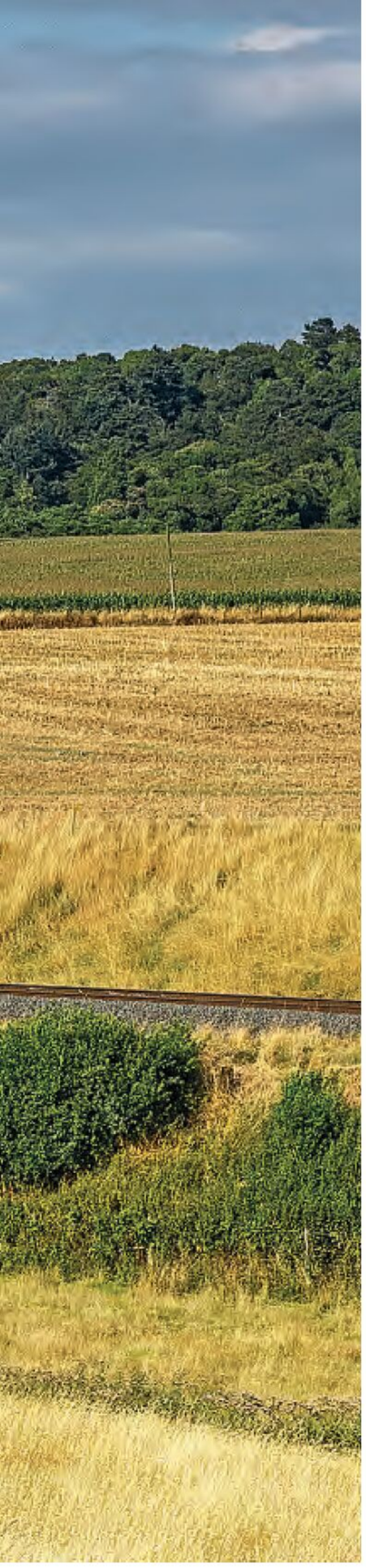
Greater Anglia Class 755 No. 755417 at Ipswich on July 30 about to form the 09.58 to Felixstowe. KEITH MERRITT/RCTS

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1 | 3
2 | 4

1
STANIER SPECIAL: Severn Valley Railway LMS Stanier Mogul No. 13268 is seen on Eardington Bank hauling the 17.00 special supporter saloon charter from Bridgnorth on Saturday, August 3. The carriage is 1948-built Hawksworth inspection saloon No. 80972. KEVIN WHITEHURST

2
BRUSH TYPE 4 GLINT: Nos. 47810 and 47712 power in unison through Cam & Dursley station on a cold summer's morning with a Derby-Penzance 'Cornish Riviera Statesman'. JACK BOSKETT

3
RARE VISIT: Colas Rail power car No. 43251 ran solo from Derby to Laira on August 12, where it collected No. 43257 (fresh out of the workshop following a repaint) and both went forward to St Blazey to pick up Brake Force Runner No. 96608 and return it to Derby. St Blazey signal box is just visible on the right, partially hidden by vegetation. JON HIRD

4
SUNSET SPECIAL: Ruston & Hornsby 88DS Rowntree No. 3 *Ken Cooke* (441934/1960) awaits departure from Murton Park with the last train of the evening during the Derwent Valley Light Railway's 22nd Annual Running Evening on July 26. STUART CHAPMAN

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1

SPA QUINTET: The end of the Spa Valley Railway's summer diesel gala on August 4 was celebrated in style when five locomotives hauled the 17.20 from Tunbridge Wells West to Eridge. Pictured approaching Groombridge from right to left are No. 50021 *Rodney*, 33202 *Dennis G Robinson,* D7535 (25185), 31430 *Sister Dora* and 73140. DAVID STAINES

2

TESTING ON THE DISTRICT: Ahead of reopening the Swansea District line on August 12 after a three-month closure for repairs to Penllegaer tunnel, DB Class 66 No. 66002 completed a series of test runs the previous day. The loco is seen passing Lonlas with 8Z64 from Court Sart. JOHN HEADON

3

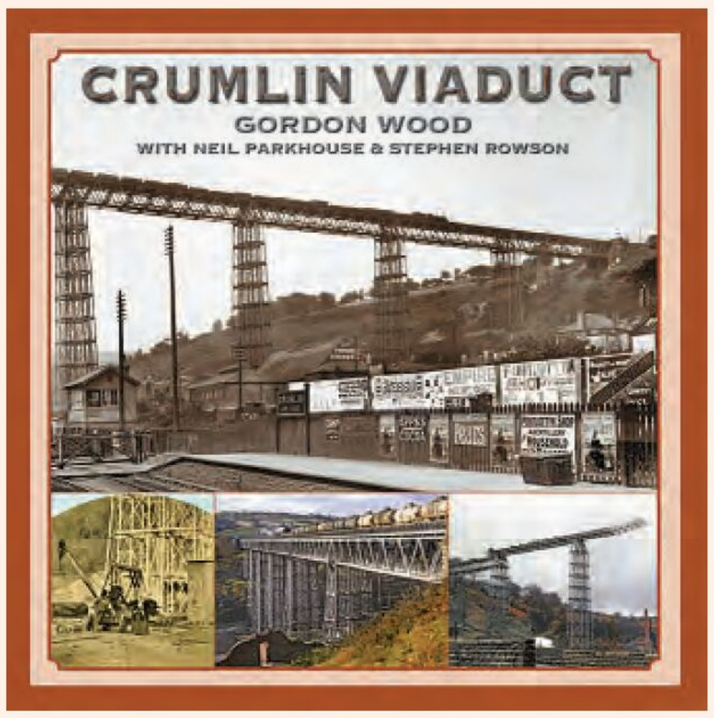
BRIDGING THE GAP: 'Black Five' No. 44871 just fits between the masts leading 1Z33 0848 Bristol TM-Par 'Royal Duchy' over the River Tiddy on St Germans Viaduct, Cornwall on July 28. Class 47 No. 47812 was attached to the rear of The Railway Touring Company excursion. BERNARD MILLS

4

OVER THE PARAPET: West Midlands Trains Class 172 DMU No. 172332 stands at Tyseley with 2K50 the 1147 Whitlocks End to Kidderminster on July 17. GEOFF GRIFFITHS

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NEW AND FORTHCOMING FROM LIGHTMOOR PRESS



CRUMLIN VIADUCT

GORDON WOOD WITH NEIL PARKHOUSE & STEPHEN ROWSON

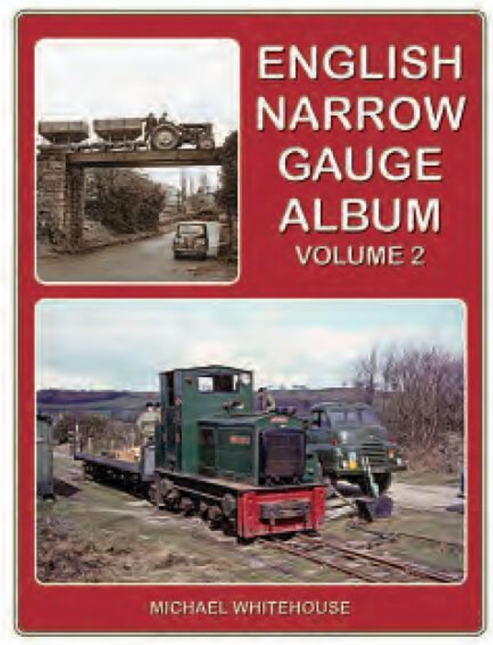
This is the story of a brilliant but flawed engineer, who built a brilliant but flawed bridge. Thomas W. Kennard is both the hero and villain of this book, a man who, in 1852 – just over two decades after the Rainhill Trials – accepted a verbal contract from the Newport, Abergavenny & Hereford Railway Company to build an enormous viaduct 1,500 feet long and rising up to 200 feet above the Ebbw Valley. Constructed almost entirely of iron and completed in 1857, the finished viaduct was a thing of grace and beauty, and the pride of the Ebbw and Kendon valleys which it spanned. Kennard, however, had proved obstructive and uncommunicative during the construction, constantly running short of money and pressurising the company for extra payments. Deliveries were late, record and stock keeping was poor and the lack of a written contract – one was only drawn up after the viaduct had been built – all led to the inevitable 'day in court'. Within twenty years of its completion, repairs were becoming necessary and from the early years of the 20th century, the Great Western Railway began considering its total reconstruction or even a deviation of the line which it carried. British Railways realised in the late 1950s that the viaduct had a very limited life span without serious remedial work or rebuilding, whilst the structure had been listed in 1961 which served to further complicate matters. In the end, the 1963 Beeching Report did for the Vale of Neath line, which closed in June 1964 and sealed Crumlin Viaduct's fate. Demolition of the structure was completed in spring 1966 but not before a last brief burst of fame when it starred in the Hollywood movie Arabesque, alongside Gregory Peck and the beautiful Italian actress Sophia Loren. Within these pages, the authors tell the story of the viaduct from start to finish, with comprehensive details of its design and construction, and of the later repairs, of Kennard's case in the Court of Arbitration, of the traffic that passed over it and finally how this huge structure was demolished. They also look at other related aspects, such as the early tramroads which passed beneath it, the Llanhilleth Branch from Crumlin Junction, and at Crumlin Navigation Colliery. The viaduct was also to be one of the very first railway subjects to be photographed, from the start of building, by the London Stereoscopic Company, of which Kennard's brother Henry was a director. Lavishly illustrated, with a plethora of photographs from construction in the 1850s to demolition in the mid-1960s, along with maps and a huge range of drawings and plans, this book will therefore stand as a fitting memorial to one of the most iconic bridges ever built and one still much missed in the Welsh valleys it graced for 110 years.

324 pages, 275 x 275mm. Silk art paper, in colour throughout, with laminated board covers. ISBN : 9781915069 39 9. **Price £60.00 + £6.50 p&p**

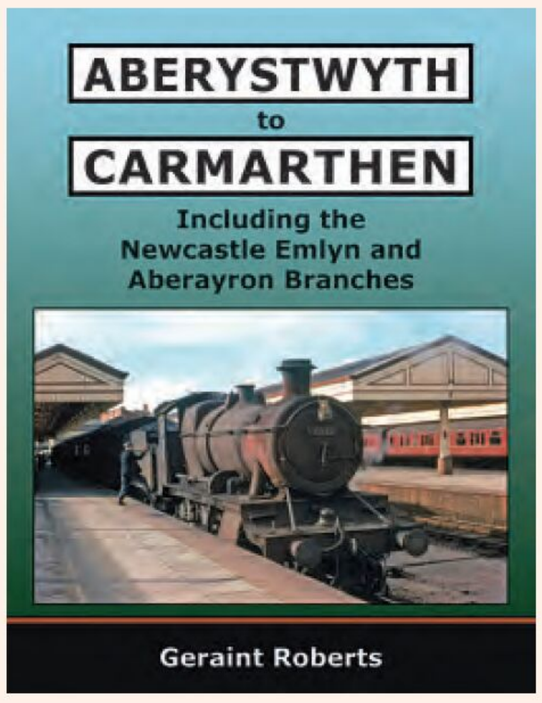
ENGLISH NARROW GAUGE ALBUM VOL. 2 MICHAEL WHITEHOUSE

Redruth & Chasewater • East Cornwall Railway • Lynton & Barnstaple Railway • Hampton & Kempton Waterworks • • Snailbeach District • Ashover Light Railway • Jersey Railway & Tramways Co. Ltd • Post Office Railway • • Beyer, Peacock & Co. Ltd • Wolverton & Stony Stratford Tramway • Chattenden & Upnor • Furzebrook Railway • • Fletcher Jennings at Betchworth • Northamptonshire Ironstone Quarry Lines • Early Narrow Gauge Preservation

This album is the second of two volumes covering featuring the extraordinary breadth and individuality of narrow gauge railways in England, ranging from the remarkable Redruth & Chasewater Railway and the much loved Lynton & Barnstaple Railway in Devon to the Ashover Light Railway and industrial lines such as Holman F. Stephens Snailbeach Line in the Shropshire Stiperstones. All profusely illustrated to show the variety of steam locomotives and their operating environment, with many historic pictures never published before. The theme of this book considers the development of narrow gauge railways in England, within the political, legal, economic and social frameworks in the 19th and 20th centuries and often by individuals with considerable prowess. Narrow gauge railways in England were largely built for three different purposes: industrial, military and as common carriers built to connect communities left out of the railway mania construction of the 19th century. By the outbreak of the First World War there were ominous warnings that road transport might provide a better bet than the narrow gauge railway. This war largely stopped any further significant advancement of the narrow gauge and the public lines in Britain began to struggle financially. The Second World War pushed many of these enterprises into bankruptcy as labour and materials were diverted to the war effort. During and immediately after the war, the majority of the remaining lines closed. For the railway enthusiast, however, English narrow gauge railways were to prove welcome news, as each developed its own idiosyncratic character as well as being operated by a wide range of different and largely attractive steam locomotives and rolling stock. This endured them to history if not commerce. This volume includes chapters on the industrial railways of Devon and Cornwall, the Lynton & Barnstaple Railway, the Hampton & Kempton Waterworks Railway, Jersey Railway, Chattenden & Upnor Railway, Post Office Railway, Wolverton & Stony Stratford Tramway, Snailbeach District Railways, Ashover Light Railway, Furzebrook Railway, Beyer, Peacock & Co. Ltd, Fletcher Jennings and Betchworth Quarry, Northamptonshire Ironstone Railways and early preservation initiatives. **DUE EARLY OCTOBER**



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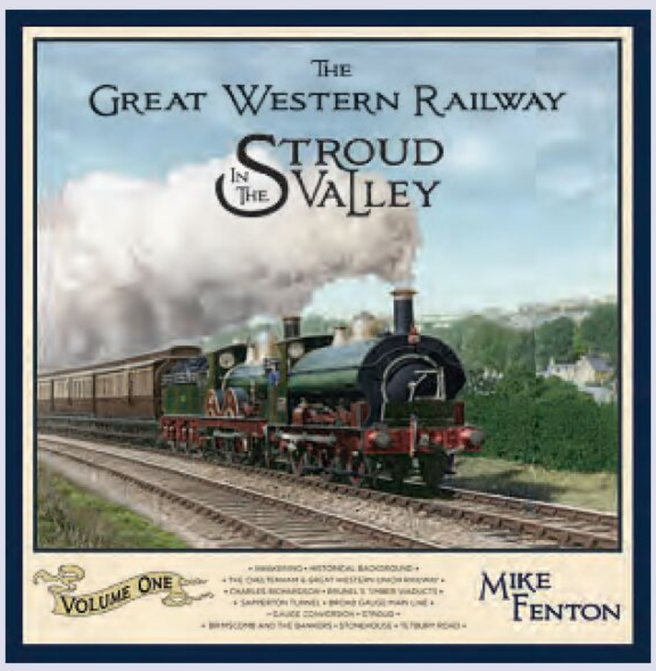
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In terms of railway use, a journey from Aberystwyth south involves a lengthy detour via Shrewsbury. Once there was a direct route – although 'direct' would be perhaps a flattering description. Like many of Britain's railways, it evolved haphazardly, depending on funding, topography and land purchase. What for most of the 20th 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

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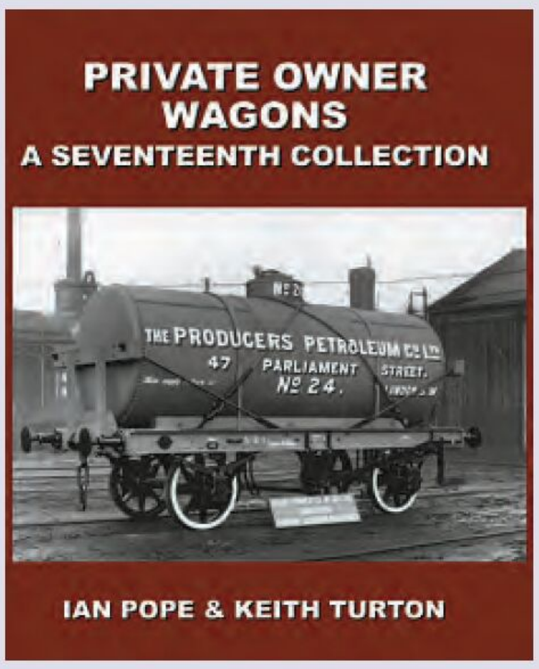
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TRACKRECORD

The Railway Magazine news digest



'FIFTY' IN THE FRAME

On August 10, Locomotive Services Limited, through its Intercity operation, ran the 'North Western Wanderer' railtour around North West England. Class 50 No. 50050 *Fearless* was coupled next to Blue & Grey Mk.1 Kitchen Car No. 1666, providing a throwback to the past. The train is seen framed in the arch of Whalley Abbey gatehouse as it crosses Whalley Arches on the Blackburn to Hellifield line. CHRIS GEE

P52 STEAM P59 INDUSTRIAL P60 NARROW GAUGE P63 MINIATURE P67 HERITAGE TRAMS
P68 CLASSIC TRACTION P72 RAILTOURS P76 NETWORK P79 FREIGHT P80 METRO
P82 TRACTION & ROLLING STOCK P89 STOCK UPDATE P90 OPERATIONS P97 IRISH P98 WORLD

Compiled by **Gareth Evans**

SIDELINES

Electric van fleet

TWO battery-electric light commercial road vehicles are now in operation by the Severn Valley Railway on a lease arrangement. The Renault vans are being used by the Signal & Telegraph (S&T) and electrical departments. New charging points have been installed at Kidderminster, while another is due to go in at The Engine House in Highley. The railway said more electric vehicles are now on order and the aim is to have most of the company road vehicles electric-powered by the end of 2024.

Peak capacity

THE Lakeside & Haverthwaite Railway said its services were running close to capacity on some days by late July, when the summer school holiday peak season was in full swing. The line said this was part of a trend of improving visitor numbers every year since the Covid-19 pandemic. The Chinese market which was buoyant up to 2019 is at last showing signs of a return. Coach party numbers are also increasing. Holiday period trains have regularly been loaded to six carriages, which is the maximum for the run round at Haverthwaite. July services were hauled by Ivatt No. 46441, plus Bagnall 0-6-0Ts *Princess* and *Victor*.

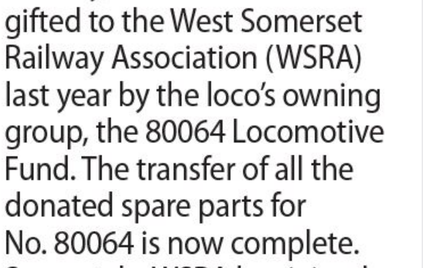
Williton round-up

DISMANTLING of BR '4MT' No. 80064 for overhaul at Williton on the West Somerset Railway is underway. Previously resident at the Bluebell Railway, the 2-6-4T was gifted to the West Somerset Railway Association (WSRA) last year by the loco's owning group, the 80064 Locomotive Fund. The transfer of all the donated spare parts for No. 80064 is now complete. Separately, WSRA has joined the Foxcote Manor Society and others to place a bulk order of backplate pressings, delivering a 15% discount – which will be used for No. 7821 *Ditcheat Manor* in future. The 'Manor' is currently on display at Swindon designer outlet in part of the old works.

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Lottery grant to boost volunteers' heritage skills

Toddington-based No. 2874 to be used as a training platform to preserve vital engineering knowledge.



No. 2874 is seen at Toddington on August 17. Progress has been focused to date on the 'bottom end', and plans are now afoot for rewheeling – a host of components, including the wheels having already been refurbished. Both: GARETH EVANS

FUNDING from the National Lottery Heritage Fund (NLHF) is set to increase the resilience of the Gloucestershire Warwickshire Steam Railway (GWSR) by developing specialist engineering skills for existing and new volunteers.

The 2874 Trust, an educational charity which owns GWR 2-8-0 No. 2874, has been awarded a £151,200 grant from the NLHF to secure heritage skills for the future. The Trust's 1918-built loco, which is under restoration from Barry scrapyard condition will serve as a training platform.

A variety of work projects will concentrate on teaching and developing the skills, particularly those required for boiler restoration, and so help ensure the preservation of this vital pool of knowledge.

A programme of activities will showcase, through displays and exhibitions, the work of the Trust's existing volunteer workforce to a wide audience, and encourage a new generation to become involved. There will be a range of events tailored to suit different age groups designed to interest and inspire the volunteers of the future.

The project will enable the Trust to reach out to groups of young people who may never have had the opportunity to witness 'heritage in action' and, hopefully, stimulate their further involvement.



A look inside the boiler on August 17 viewed from the front (chimney) end. A new front tubeplate will be required – the holey remnant of the previous one can be seen here.

"Traditionally, volunteers have not done boiler work here at the GWSR – but we want to change that," David Foster, 2874 Trust chairman told *The RM*. "If we can get those skills in-house, it will increase our resilience."

Progress on the engine to date has been focused on the 'bottom end'. As much original metal has been retained as possible. Some old parts are now available for sale.

All the rear end has been renewed – including the dragbox. A new cab plate has been installed for the fitment of the original porthole windows. New metalwork has been blended with the old on the rear steps.

On the front dragbox, the centre piece has been renewed, other parts having been retained. The front and rear dragboxes have been tacked into place ready for riveting.

All axle boxes and wheelsets have been refurbished and await installation. Specialist work on the wheelsets was undertaken by South Devon Railway Engineering.

Fellow GWSR resident 2-8-0 No. 3850 (see separate story) entered preservation fitted with Churchward wheels, whereas No. 2874 had Collett wheels. In line with the aim to restore No. 2874 to as near original condition as possible, the wheelsets were swapped. Other details will include the original tall chimney and tall safety valve bonnet – the new safety valve itself having already been machined.

The next stage will be to complete riveting, followed by rewheeling, which will lead to increased flexibility in the workshop as the chassis will be mobile.

The boiler, which will be the focus of the NLHF grant, is stored in Toddington yard.

"We have had indication of the work required," explained Mr Foster. "The side sheets are badly corroded, while the lower door plate and throatplate will be replaced. The steel stays will all be replaced and the condition of the larger copper stays will be checked and replaced as necessary.

"Fortunately, the boiler was overhauled shortly before withdrawal, so most of the corrosion has occurred during the preservation era. The copper tubeplate at the firebox end is in good condition."

The boiler inspector visited on August 16 to see the workplan. Cleaning of the inside of the barrel using a needle gun was set to begin in late August.

■ New volunteers are welcome to join the team. Visit www.2874trust.org for details.

GCR turnaround progresses: focus now on development

A PLAN to ensure the Great Central Railway (GCR) balances its books continues, with several aspects having been implemented.

As previously reported (*RM* February), in mid-January, the GCR announced a voluntary redundancy scheme as part of a programme to reduce costs.

The outcome of the restructuring has seen six people leave paid employment at the railway through a combination of voluntary and compulsory redundancies, plus several people reducing their hours voluntarily.

"The restructure will deliver the two key objectives of reducing payroll costs and ensuring as best we can with the constraints we have, that the organisation is set up for the future," explained Malcolm Holmes, GCR general manager.

Among the changes, a volunteer-led Traffic department has replaced the Operations team. A Service Delivery team has been created to prioritise the interior and exterior presentation of the trains for passengers. A new Customer Service team will bring together activities previously undertaken by several people into a one-stop shop for GCR visitors.

Furthermore, new leadership is in place for the Locomotive & Engineering teams.

"I am very keen that we preserve the vital engineering skills," added Mr Holmes.

"With the restructuring now in the implementation phase, attention is turning to developing the product we offer our family visitors. Since the early 1970s, our offer has largely been a steam train ride. While this is absolutely at the centre of what we should we do – and as far as I can predict always should be – we need to be so much more than this. With competition from other visitor attractions, social media, TV, computer games and countless other pursuits, our offer needs to be compelling."

On August 17, a new visitor welcome leaflet was launched.

"This will inform every visitor when they arrive of some of the stories this railway has to tell," explained Mr Holmes. "It also introduces what you can see when you're here and key information such as how you can get food and drink, and where the toilets are. We are really excited to nudge forward and improve the way we can interpret our railway for our family visitors."

COMING UP WITH THE GOODS
Visiting for the summer months, LMS 'Jubilee' 4-6-0 No. 45596 *Bahamas* is seen at Darley Dale with a demonstration goods train during Peak Rail's Summer Steam Gala on August 11. MARTYN TATTAM

3850 is back in action at Toddington

A SECOND GWR 2-8-0 is on course to join the Gloucestershire Warwickshire Steam Railway (GWSR) roster, following the completion of the overhaul of No. 3850.

The Dinmore Manor Locomotive Limited-owned '2884' last ran in 2015, and has since received extensive work.

A complete new front end was built in the workshops at Toddington, which included the casting and machining of two new cylinders, with valve liners fitted, two new extension frames, a new racking plate and two new supporting angles.

Having passed its steam test during the week, No. 3850 was seen on August 17, moving up and down the yard and station at Toddington hauling a Toad brake van. On August 21, it made successful runs with the brake van between Toddington and Winchcombe.

No. 3850's GWR black livery will contrast with the green carried by fellow 2-8-0 No. 2807, built in 1905.

It is planned for No. 3850 to star in the GWSR's October 26/27 mixed traction gala. The event is also expected to be the last opportunity to see No. 7820 *Dinmore Manor* at a gala – the 4-6-0's boiler certificate being due to expire early in the New Year. The gala promises to offer an intensive timetable featuring steam and diesel haulage, goods trains, brake van rides, footplate trips and behind-the-scenes access.



Making its first movements under its own power since 2015, No. 3850 runs up and down the yard and station at Toddington on Saturday, August 17. GARETH EVANS

Oil firing conversion for Moors 'S160' this winter

AN operational steam locomotive at the North Yorkshire Moors Railway (NYMR) is due to be converted from coal to oil firing this coming winter.

The work is to be carried out on Peter Best's USATC 'S160' 2-8-0 No. 2253 *Omaha,* at Grosmont, and follows the previously announced plan for WD 'Austerity' 2-10-0 No. 3672 *Dame Vera Lynn* to be oil fired when its overhaul is complete.

The NYMR Engineering Department will be assisted in the oil conversion of No. 2253 by FMW Solutions, a railroad contractor and consulting firm based in Duluth, Minnesota, USA, which specialises in mechanical and engineering design and alternative fuel technology and research.

Key firing components will be manufactured in both Tennessee and Grosmont. The final installation is anticipated to take place on the NYMR.

Omaha is due to be among the performers at the NYMR's September 26-29 steam gala, after which it will form part of the line's resident fleet.

FMW Solutions is currently designing the oil burning equipment. The NYMR is due to convert the locomotive from coal to oil over the 2024/2025 winter period.

Paul Middleton, director of mechanical engineering at the NYMR, said: "In recent years, domestic sources for high quality steam coal have dried up in the UK and sourcing coal from across the world is extremely expensive. Pre-pandemic we were paying £165 per ton and at its peak reached £540 per ton. The conversion of No. 2253 to oil is key to ensuring the NYMR is resilient and can operate during the peak summer months."

Meanwhile, the overhaul of No. 3672 continues to progress. The cab was lifted off the loco by the line's 45T steam crane on August 13. The following day, the boiler was lifted from the frames. In due course the cab and boiler will be assessed, while the frames will now be ready to go in the shed when time allows.

Donations towards the overhaul of *Dame Vera Lynn* can be made online at www.nymr.co.uk/dameveralynn

SIDELINES

Steam at Oswestry

LLANGOLLEN Railway's Kitson 0-6-0ST *Austin 1* (5459/1932) arrived on hire to Cambrian Heritage Railways, Oswestry, on July 25, (*RM* August). The locomotive worked public services to Weston Wharf on July 28/29, an arrangement which is due to continue until mid-September. It's been agreed that *Austin 1* will be on loan to CHR until January 2025, so it will be in use for the line's Christmas services. Prior to the locomotive's arrival at Oswestry, the east side track inside the engine shed was relaid, complementing the recently completed maintenance pit outside.

Horsehay brake

A 20T LNER brake van relocated to the Telford Steam Railway (TSR) in July, from the Colne Valley Railway, after it was purchased by a private individual. The new owner plans to start its restoration with the aim that once it is restored, it will become part of the TSR's demonstration goods train. Little is known about the van but it is believed it was constructed at Darlington sometime between 1930 and 1939 – the design becoming the basis for the standard BR brake van. According to the Vintage Carriages Trust database, the vehicle is ex-Bowes Railway and it carries the fictitious identity of LNER E 514426.

Rail art showcase

KIDDERMINSTER Railway Museum is hosting its annual art exhibition featuring works by members of the Guild of Railway artists. Open daily from 10.00 to 16.00 until Sunday, September 29, the exhibition features works by top railway artists. Most of the paintings are available for sale and have been specially prepared for the exhibition – not having been seen publicly before. All visitors are given the opportunity to vote for the painting they like the best. The paintings are displayed amongst the railwayana on the upper floor of the museum building. Visit krm.org.uk/ for further details.

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Beachy Head handed over

Now Bluebell Railway Trust appeals to return flagship 'P' No. 323 to action.



No. 32424 *Beachy Head* passes Hazelden with the 12.25 'Golden Arrow' service from Sheffield Park on August 18. Invited guests enjoyed a celebratory lunch on the train. NICK GILLIAM

HISTORY was made at the Bluebell Railway's Sheffield Park station on Sunday, August 18, when new-build 'H2' Marsh Atlantic No. 32424 *Beachy Head* was formally handed over for service on the line.

Atlantic Project chairman, Terry Cole formally handed over the locomotive to the Bluebell Railway PLC chairman, Neil Glaskin on platform 1 at Sheffield Park where *Beachy Head* was taking water.

Speeches were followed by a blessing by Father David Murdoch. *Beachy Head* then ran around and was coupled up to the front of the 'Golden Arrow' dining carriages ready for departure. Invited guests which included members of the Atlantic group and the team behind the project, boarded the train for a celebratory lunch.

In a separate development, the Bluebell Railway Trust has launched an appeal to raise funds for the restoration and return to service of its flagship locomotive – SECR 'P' 0-6-0T No. 323 *Bluebell*.

As previously reported, in 2023 a plan was announced to return the loco to action and it was hoped the engine could be back in action in as little as five months at minimal cost.

The initial plan envisaged taking the boiler from classmate No. 178 as this was thought to be in much better condition than that fitted to No. 323, thereby speeding up the restoration.

However, when the now compulsory Non-Destructive Testing was carried out on No. 178's boiler, it was discovered that the back-head was in poor condition, causing it to be condemned.

A revised restoration plan has since been drawn up, which inevitably will require more time and money to achieve the objective of returning *Bluebell* to action.

This will include a heavy boiler repair. An unnamed contractor has been selected to carry out the repair.

In addition to repairs to the boiler itself, many components will be needed for the restoration. Some of these can be recovered from *Bluebell*, while others are held in-store, and some will be made as new.

Subject to funding being raised via the newly launched £150,000 'Make Bluebell Bloom Again' appeal, it is hoped the loco can return to traffic in late summer 2025 or spring 2026.

Visit : www.bluebell-railway.com/trust/make-a-donation/ for details.



PACIFIC POWER: 'Battle of Britain' No. 34072 *257 Squadron* climbs the bank at Northside as it approaches Ropley with the 13.00 'Royal Wessex' dining service to Alton on August 4. The Southern Locomotives Limited-owned 4-6-2 is due to operate on the Watercress Line until January 4. When space permits, it will then be transferred to Herston Works, Swanage for a piston and valve examination. JAMES TAVINER

Railways at Work: the epitome of interpretation

VISITORS to the Great Central Railway on August 10/11 were transported back to 1966 when the line held its award-winning annual Railways at Work event.

The event allowed members of the public to experience the sights, sounds and atmosphere of a busy main line railway in the 1960s.

Immersive re-creations included police dealing with troublemakers, railway staff handling goods, road vehicles, the transhipment of items using plant – as well as an intensive timetable of goods and passenger trains using steam and diesel traction.

The theme of this year's event was '1966 – A New Era' which focused on the transition from the old to the new, and a look at how British Rail started reinventing its image in the mid-1960s.

Malcolm Holmes, general manager told *The RM* that 1500 visitors attended the event.

"I think this is probably the best gala in our calendar," he enthused. "We operated eight locos and ran loads of passenger and goods trains. On top of that, we had reenactors, pick up goods trains and we demonstrated goods being loaded on and off trains just as it might have been in the 1960s."

He added: "This year's event was set in 1966 – a pivotal period in the history of railways where BR Blue was just arriving, diesels were coming, the end of steam was nigh – and big changes in the way that goods were moved on our railways. It was of course the last time we won a major football tournament in the1966 world cup!

"Railways at Work is probably the epitome of interpretation of a period in time on our railways – and it's that which I want to bring to every weekend at the GCR in a small way."



WR 4-6-0 No. 6990 *Witherslack Hall* awaits departure from Quorn & Woodhouse with a train to Leicester North, while a mechanical horse and crane go about their duties in the yard. ROB BATTY

Rail infrastructure deal boosts Quainton public offering

OPERATIONS at the Buckinghamshire Railway Centre (BRC) – which have long seen the Up and Down yards at Quainton Road station separated by a freight-only main line – have now been reunited following a landmark agreement.

The brick road bridge behind the station platform, which in recent years has had a three-ton weight restriction imposed, has been infilled with concrete to make it safe for road traffic.

Thanks to collaboration between Network Rail, HS2 and Buckinghamshire Council, BRC has obtained a rolling five-year lease on half-a-mile of the former main line track, which runs through the middle of the site. This will allow BRC trains to pick up passengers from the restored Grade I-listed Victorian station building – and it also means BRC can shunt stock between its Up and Down yards by rail.

The new arrangements were planned to be celebrated in style on August 26, when GWR 0-6-2T No. 6695, visiting from the Swindon & Cricklade Railway, was due to offer passenger rides from the old platform.

The former Metropolitan/ Great Central joint track through the site may eventually be used for a spur to Aylesbury off the new East West Rail line – hence the rolling lease of the line. The road overbridge will be replaced by HS2 in due course.

Meanwhile, the boiler for Metropolitan Railway No. 1 (E44) has been craned back onto the loco. The 0-4-4T is to be cosmetically restored for display in the museum, pending a return to steam in future.

'Grange' steams along North Norfolk coast

NEW-BUILD GWR 'Grange' No. 6880 *Betton Grange* arrived by road at Sheringham on August 1, for a three-month stay on the North Norfolk Railway (NNR).

"We are delighted to welcome *Betton Grange* for the summer, giving our passengers the chance to ride behind this unique locomotive," said NNR general manager, Graham Hukins.

"This is only the second time a 'Grange' has made it to Norfolk – the other occasion was in 1963 when No. 6807 *Birchwood Grange* travelled to King scrap merchants in Norwich and was promptly cut up!

"*Betton Grange* has received a much warmer welcome and we are privileged to host its first extended visit to a heritage railway."

NNR trains are operating daily until September 19, then weekends and Tuesdays to Thursdays until the end of October. Visit www.nnrailway.co.uk for more details.



No. 6880 *Betton Grange* heads a test train from Sheringham to Holt on the North Norfolk Railway on August 8. The loco joined the Poppy Line roster two days later. STEVE ALLEN/NNR

Autumn steam gala round-up

■ THE Severn Valley Railway has announced two further guest locos for its for its September 19-22 Autumn Steam Gala.

'Black Five' No. 44932, part of the fleet operated by Carnforth-based West Coast Railways is to make a rare appearance on a heritage line, while LYR 0-6-0ST No. 51456 is to visit from the East Lancashire Railway. The latest guests join the already announced No. 45596 *Bahamas* and No. 2999 *Lady of Legend*.

■ SOUTHERN Locomotives Limited-owned SR Bulleid Pacific No. 34028 *Eddystone* has been booked to take part in the North Yorkshire Moors Railway's September 26-29 Annual Steam Gala. As reported last issue, other locos on the roster that weekend include Didcot's No. 4079 *Pendennis Castle*, which is due to make its debut on the Moors.

■ WEST Somerset Railway-based WR 'Manor' No. 7828 *Odney Manor* is due to make its first-ever visit to the Great Central Railway for the October 3-6 Autumn Steam Gala. The intensive timetable will include a both passenger and demonstration goods trains. Another guest loco is expected to be confirmed shortly.

■ AN LBSCR 'Terrier' loco is make its inaugural visit to West Yorkshire from its native Southeast of England this autumn. The Bluebell Railway's 1872-built 0-6-0T No. 72 *Fenchurch* is to take part in the Keighley & Worth Valley Railway's October 4-6 Autumn Steam Up. On the Friday evening, *Fenchurch* will haul a special pre-booked-only train featuring two carriages and a supper.

■ DEAN Forest Railway has confirmed West Somerset Railway-based WR 0-6-0PT No. 9466 is to star in the line's November 2/3 Royal Forest of Steam Gala. It is believed the occasion will be the first time a '94XX' has visited the Forest of Dean, including in GWR and BR days.

Severn Valley 'grateful' to well-wishers for Resilience Fund donations

THE Severn Valley Railway says it is delighted to have received donations totalling £73,000 for its Resilience Fund, launched in May as it seeks widespread support to meet its ongoing costs.

The appeal is being led by the Severn Valley Railway Company Limited, the volunteer-run organisation that is separate from SVR (Holdings) Plc, which operates the heritage line.

SVR managing director Jonathan 'Gus' Dunster, said: "We're hugely grateful to everyone who has responded, and it's heartening to see that they clearly understand the sheer expense of running a heritage railway like the Severn Valley.

"We want to keep highlighting how much we'll need ongoing support. The SVR requires a steady stream of funding and will need it for some time. This isn't about making a big splash or hitting a target – it's about bolstering our resilience for the long haul."

Highlighting examples of the costs, SVR Company chairman Diane Malyon said: "Did you know we need £500 for coal each time we run a return steam-hauled service along the line? Or, that it costs £400 for the 24 litres of specialist paint and varnish that we use for a locomotive repaint?"

Visit svr.co.uk for details of how to donate.

DIARY

SEPTEMBER
6-8 Swanage: Classic & Steam Vehicle Show
7 Cambrian Heritage Railways: Brewery Service
7 Churnet Valley: Bombay Express
7-8 Aln Valley: Model Railex
7-8 Bodmin: China Clay Gala
7-8 Bo'ness & Kinneil: Days Out with Thomas
7-8 Isle of Wight Steam Railway: Cider & Cheese Festival
7-8, 14-15 Middleton Railway: Heritage Open Days
8 Buckinghamshire Railway Centre: Steaming Day
13-15 Chinnor & Princes Risborough Railway: Steam Gala
13-15 Pontypool & Blaenavon: Autumn Steam Gala
14-15 Battlefield Line: 5199 in steam
14-15 South Devon: Heritage Open Days
14-15 West Somerset: Forties Event
14-15 Watercress Line: Engineering Open Weekend
15 Great Central: Railway Swapmeet at Quorn & Woodhouse
15 Mid-Norfolk: Heritage Open Day
15 North Yorkshire Moors: Demonstration Goods Train
15 Lincolnshire Wolds: Cream Tea Specials
19-22 Severn Valley: Autumn Steam Gala
20-22 Didcot: 2-6-2 Autumn Steam Gala
20-22 Great Central: Our Beer, Cider & Gin Festival
20-22 North Norfolk: Steam Back to the Forties
22 Buckinghamshire Railway Centre: Steaming Day
26-29 North Yorkshire Moors: Steam Gala
27-29 Mid-Norfolk: Mixed Traction Event
28 Gwili Railway: Steam Gala
28 Lincolnshire Wolds: Fish & Chips Dining Special
28 Llangollen Railway: Real Ale Train
28-29 Battlefield Line: 5199 in steam
28-29 Gloucestershire Warwickshire: Young Engineers
28-29 Peak Rail: Anything Goes Gala
29 Middleton: Star Rails

OCTOBER
3-6 Great Central: Autumn Steam Gala
4-6 Watercress Line: Autumn Steam Gala
4-6 Keighley & Worth Valley: Autumn Steam-up
5-6 Buckinghamshire Railway Centre: Days Out With Thomas
5-6 Middleton: Autumn Gala
5-6 North Norfolk: Autumn Showcase
6 East Anglian Railway Museum: Small Trains Day

Inaugural digital TWAO?

Mid-Suffolk Light Railway makes application for legal powers under streamlimed electronic process.

ON August 1, the Mid Suffolk Light Railway (MSLR) Company applied to the Secretary of State for Transport for a Transport and Works Act Order (TWAO).

It is believed that this is the inaugural heritage railway application since the implementation of the streamlined process in 2023.

A TWAO authorises the construction or operation of railways, tramways, trolley vehicle systems, other guided transport systems, inland waterways and certain structures interfering with the rights of navigation of waterways in England and Wales under the Transport and Works Act 1992.

As reported in *RM May* 2023 and September 2023, the Department for Transport modernised the TWAO process to enable electronic applications instead of working solely with paper documents. The revised process applied to all new applications with effect from July 14, 2023.

The MSLR has implemented several planning permissions granted by Mid-Suffolk District Council for the phased reinstatement of part of the former MSLR, including the erection of a new halt, all wholly within the railway's site in Wetheringsett, Suffolk.

The TWAO is required so as to confer statutory authorisation for the operation and maintenance of the railway over the level crossing of the public footpath and would allow for the onward transfer of the whole or part of the railway without the need for further statutory instrument.

The order would also require the MSLR Company to provide, maintain and operate at the level crossing such protective equipment as the Office of Rail and Road requires. Finally, the order would provide for the company and any subsequent railway undertaker to sub-lease all or part of the railway and, on so doing, to transfer the statutory rights and liabilities relating to it to a third party with the consent of the owner of the freehold and the Secretary of State.

The museum site, which includes approximately 936 metres of railway, is held on a 30-year lease from a local farmer (who is also currently a trustee) signed on November 1, 2012. MSLR also has a right of first refusal should the landlord decide to sell the property. The parties to the lease have recently agreed to extend its term to October 30, 2054 – and the landlord approved the proposed TWAO prior to the making of the application.



No. 60103 *Flying Scotsman* is seen preparing to offer brake van rides at Shildon on July 19 – the day before the festival kicked off. JAMES GLOSSOP/ LOCOMOTION

Scotsman stays longer at Shildon

A VISIT by No. 60103 *Flying Scotsman* to Locomotion, Shildon, was extended by two weeks until September 1.

As previously reported (*RM* August), the 4-6-2 was originally due to leave the National Collection's County Durham rail site on August 18 after starring in the venue's summer festival, which began on July 20.

On August 1, it was announced that in excess of 5000 people had already enjoyed a ride on a train hauled by the 'A3' during the festival.

Due to popular demand, Locomotion also began offering footplate experiences on the replica of Stephenson's *Rocket* and the '08' diesel shunter. Behind-the-scenes tours of *Flying Scotsman's* support coach were also extended until the end the festival on September 1.

Plans for the future operation of No. 60103 were awaited as this issue went to press.

Locomotion said it now boasts the largest undercover collection of historic rail vehicles in Europe, with over 100 vehicles on display – boosted by the new 47-vehicle collections building which opened to the public in May, alongside other improvements to the site.

Network Rail donation boosts Chinnor track project

THE final tranche of replacement track required for the Chinnor & Princes Risborough Railway's (C&PRR) independent line into Princes Risborough was delivered on July 9 by Freightliner Class 66 No. 66542.

About 400 yards of track donated by Network Rail was brought by train to the Thame Junction boundary with C&PRR metals near Princes Risborough. No. 66542 was relieved by C&PRR's resident Class 37 No. 37227 ready for unloading the following day.

Delivery direct to the work site by train enabled 21 track panels (of rail and concrete sleepers), each 60 foot long and weighing about 11 tonnes, to be unloaded with ease using a track relaying machine owned by the C&PRR. Past deliveries by road have required additional handling.

As reported in *RM* May, the C&PRR is relaying its independent line into Princes Risborough station – which runs alongside a Network Rail siding.

Since 2018, C&PRR trains have accessed the station layout via a half mile diversion over the Network Rail siding, but only when it is not otherwise needed.

C&PRR is still fundraising for other materials such as fishplates and an estimated 800 tonnes of ballast. New volunteers are welcome to assist.

Visit www.chinnorrailway.co.uk for information about how you can help.



In a recreation of Brian Troman's 1984 shot of the 'Kidderminster Venturer' No. 4930 *Hagley Hall* departs Kidderminster Town on July 28, 2024. ALAN CORFIELD/SVR

SVR marks Kidderminster Town station 40th

THE Severn Valley Railway celebrated a milestone in its history on July 27/28, as it marked 40 years since the opening of Kidderminster Town station.

Hundreds of people gathered to honour the occasion, as senior railway figures paid tribute to the volunteers, who 40 years ago, saw the potential and importance of creating a southern terminus for the Severn Valley line.

On both days of the weekend, the SVR's flagship locomotive No. 4930 *Hagley Hall* left Kidderminster Town station at 12.30, re-creating the 'Kidderminster Venturer' special which it hauled back in 1984 on the day the station opened.

Jonathan 'Gus' Dunster, the SVR's managing director said: "We're celebrating the vision of those involved with the railway all those years ago who understood how transformational bringing the SVR to Kidderminster would be. They knew the positive impact it would have, with access to the national rail network and close proximity to major roads and motorway networks. It is therefore unsurprising that nowadays just over 80% of visitors to the railway begin their SVR experience at Kidderminster.

"Also, we're celebrating the vision of those whose ambition and desire to create something really special resulted in this magnificent station being constructed. In my view, it's the most impressive entrance to any heritage railway, and a space that has a unique and wonderful atmosphere at any time of the year."

The SVR's current chairman Chris Walton was involved in the often difficult logistical and financial planning that had been going on for several years before the station opened.

"Believe it or not, Kidderminster Town station isn't quite finished yet," he said. "We are hoping that in the coming years we'll be able to complete the original vision by extending the length of the platforms and installing a canopy all the way to the end.

"Next year, we'll be celebrating 60 years in preservation with special events and commemorations."

Standard 4 boiler funding milestone

MORE than two-fifths of the sum required to overhaul the boiler for Gloucestershire Warwickshire Steam Railway (GWSR) based BR '4MT' 2-6-0 No. 76077 has been raised, thanks to generous well-wishers.

As of mid-August, the appeal by Toddington Standard Locomotive Limited (TSLL), which owns the loco, had reached £65,333 of the £150,000 estimated to complete the boiler work.

Reaching the financial milestone means the boiler can be delivered to contractor Leaky Finders of Cullompton, Devon this coming December as planned. The work is expected to take up to a year to complete.

The boiler, which is currently stored outside at Toddington on the GWSR is being trial fitted with crinolines, cladding and boiler fittings so that when it returns, it can be rapidly refitted to the frames and components assembled.

The engine is at the premises of contractor Locomotive Maintenance Services in Loughborough, where work is progressing using a combination of professional and volunteer labour. It is approaching the point of having a rolling chassis.

Visit www.standard76077.com for details of how you can help.



Andy Meredith, TSLL engineering director (left), and Ian Crowder, TSLL marketing director (right), were fitting crinolines to the boiler of No. 76077 at Toddington on August 17. Crinolines form the framework onto which the boiler cladding is fitted. GARETH EVANS

Loco skills for the future

THE North Yorkshire Moors Railway has secured funding from North Yorkshire Council's UK Shared Prosperity Fund, enabling it to build a new Mutual Improvement Classroom (MIC) at Grosmont Motive Power Depot.

The facility will be used to train the line's footplate crews.

The total project cost is £600,000 and, thanks to Peter Best, a gifted donation of £250,000 has enabled the project to come to life. Mr Best, a former NYMR PLC chairman, was recently awarded a British Empire Medal (BEM) for his services to steam and heritage railways. The 69-year-old has bought and restored a total of 11 locos with his own money – including No. 2253 *Omaha*.

The new MIC will house components from numerous models of locomotives. Most training tools in the collection are priceless, having been inherited or donated from long-lost MICs over time. The facility will also house over 100 technical books on all locomotive matters. Some of these books are over 150 years old and are used in conjunction with information technology equipment to enable the NYMR to present classes globally.



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Compiled by **Gareth Evans**

New lease of life for old wagons

Chasewater Railway volunteers make tired goods vehicles fit for the future by re-creating wagons in tribute to the area's past.

A PROJECT to reconstruct old wagons that could easily be written off as unrestorable, into vehicles reminiscent of those which once served long lost collieries, continues to progress at the Chasewater Railway (CR).

As reported in *RM* June 2023, a team of CR volunteers known as The Wooden Bodied Wagon Gang, has created a colourful train of wagons which pay homage to the area's industrial past.

The latest coal wagon has been finished in the livery of William Harrison, which formerly operated four or five pits in the area.

"This identity was chosen as I saw a model in that livery, plus we had plenty of red paint in stock," explained Bill Owen, team leader.

"It was lettered by signwriter Phil Anderson. He is incredibly talented – he has recently painted *Blue Peter* and LSWR 'T3' No. 563."

The wagon had been at Chasewater Heaths station on a disconnected siding for 10 years, with sleepers stored on it. Last year, the wagon was lifted onto CR metals as part of an Army training exercise and it was towed to the line's Brownhills West headquarters.



The William Harrison of Brownhills coal wagon is based on an old tanker chassis. BOTH PHOTOS: BILL OWEN/CR



Originally an LMS coke wagon, this vehicle has been restored as a flat wagon for use by the railway's Permanent Way volunteers. Note the appropriate lettering for Cannock Chase Collieries PW department, Chasetown – a nod to the area's past.

Originally built as a tank wagon, it was sold by BR to the National Coal Board, and converted to a dropside vehicle. It was used to move counterbalance weights for excavators at Oxcroft open cast mine in Derbyshire.

"Once we started work on it, we discovered it was plastered in used oil, which protected it," added Mr Owen.

"Despite having not moved for many years, we could push it by hand! We cleaned up the chassis. We decided to turn it into a five-plank open using parts we had in store. Some ironwork was fabricated by a contractor."

Another recently completed project is a wagon which previously served as a boiler carrier at the CR. Originally an LMS coke wagon, the rotten body was removed many years ago.

A new flat top has been fitted, plus brake blocks and a through vacuum brake pipe. It has been repainted and lettered for the Cannock Chase Collieries PW department, Chasetown. The wagon will be used by CR's Permanent Way department, fitting the ethos of the CR.

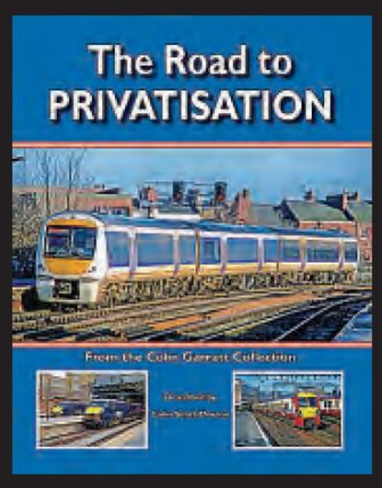
Plans to restore the last remaining Cannock & Wolverhampton Railway brake van are progressing. It is in a poor condition but has been stored at the back of the loco shed for some time.

"We plan to raise funds and contract out the restoration," explained Mr Owen. "We could do it ourselves, but I want to see it restored in my lifetime."

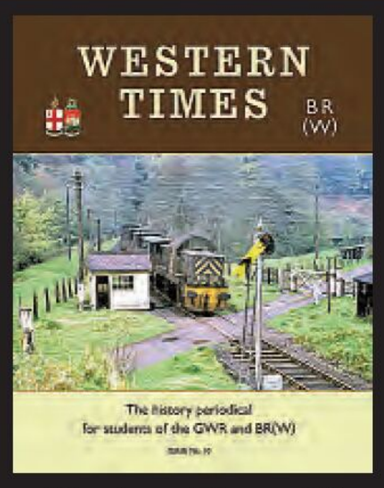
More immediately, the group now plans to turn its attention to creating a brewery set, comprising two box vans and an open wagon.

In a personal capacity, Mr Owen has bought a 1934-built LMS Bolster C, from two CR members. "It's not in bad condition – it needs some welding and repainting," he said. "It will be finished in LMS grey as it is unfitted."

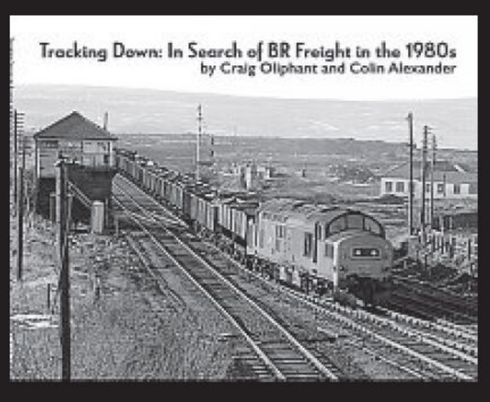
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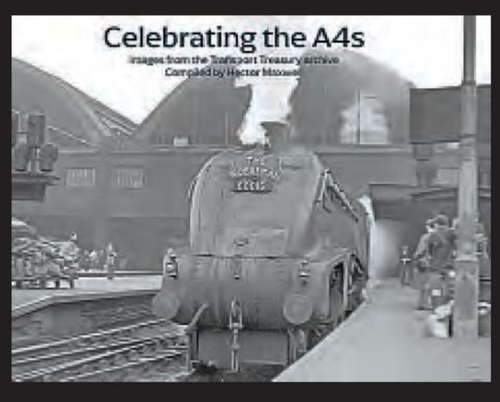
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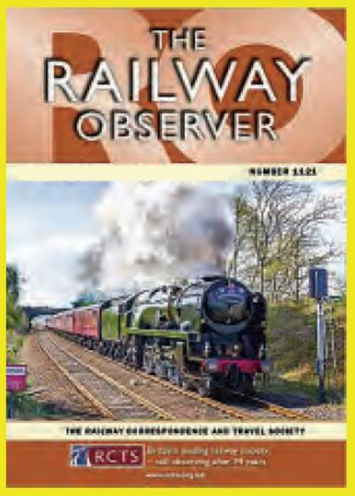
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Industrials power Poppy Line

Saddle tanks provide backbone of North Norfolk Railway summer steam fleet.



Giesl ejector-fitted Hunslet 'Austerity' 0-6-0ST No. 18 is seen leaving Sheringham with a train for Holt on Wednesday, July 10. The locomotive has been restored in the green NCB livery it carried at East Fife in the 1950s and 60s. HAYDEN SHEPPARD

THREE steam locomotives of industrial origin have been playing a key role in the operation of North Norfolk Railway (NNR) services during the peak summer season.

Early July saw Hunslet Austerity 0-6-0ST No. 18 (3808/1954) make a welcome return to the Poppy Line. Recently restored by its owner, Loughborough-based contractor Locomotive Maintenance Services, No. 18 operated on the NNR between 1988 and 2006. It is due to remain on the line for the rest of the season.

No. 18 was built in the early 1950s in Leeds for the National Coal Board (NCB), spending most of its working life at collieries in Fife, before entering preservation in 1983.

A feature of No. 18 is a Giesl ejector – as evidenced by its narrow, oblong chimney, fitted by the NCB around 1963. The device includes an oblong blast-pipe which tapers upwards to a narrow slot, the top of which is pierced by several ovoid holes leading to the oddly shaped chimney. The arrangement is said to result in a greater efficiency than an ordinary blast-pipe, as it produces more draught with less back pressure on the cylinders, especially when the loco is working hard. This reduction in back-pressure makes possible an increase in cylinder power for any given steam rate, which results in reduced coal consumption and also permits the use of lower grades of coal as fuel. The NCB fitted approximately 50 of its engines with Giesl ejectors.

The weekend of July 6/7 saw NNR hold a Festival of Transport event. No. 18 was intended to work the vintage train on July 6, but unfortunately failed and was replaced by Class 31 diesel No. D5631 (31207). In the meantime, another visiting 'Austerity', from Appleby Frodingham Preservation Society, Hunslet 0-6-0ST No. 22 (3846/1956), was steamed ready for the following day's services. No. 18 has since performed well on the NNR.

Resident Hudswell Clarke 0-6-0ST *Wissington* (1700/1938) has also regularly been on the roster hauling the vintage trains.

Meanwhile, Hunslet 16" 0-6-0ST *Ring Haw* (1982/1940) is currently under overhaul at Weybourne. This ex-Nassington Quarry locomotive has been a popular machine over the years since first being preserved back in 1970.

A more recent addition to the industrial steam loco fleet at North Norfolk is Bagnall 0-4-0ST works number 2565, built in 1936 for use at Northampton's Hardingstone Road Power Station where it worked all its life until preservation. Latterly at the Mid-Suffolk Light Railway, it was recently sold and is now on display in the bay platform at Weybourne.

Brookfield back in action at Mangapps

THE engineering team at Mangapps Farm has recently completed a major overhaul on Bagnall 0-6-0PT *Brookfield* (2613/1940).

The locomotive has undergone major boiler work, including the firebox, plus a repaint. The chassis was fettled at the same time. The locomotive is of interest in that it was actually designed as a metre gauge machine, one of a batch of five originally destined for Turkey. The engine was completed as a standard gauge machine instead and diverted to home use, ending up at Brookfield foundry after the war, from where it was preserved.

There are three other locomotives at Mangapps. The best known is Fox, Walker 0-6-0ST *Minnie* (358/1878) which is currently a static exhibit, but there are moves to investigate the possibility of returning it to working order.

Peckett 0-4-0ST *Annie* (1159/1908) is currently dismantled for overhaul. The loco worked at Yates Duxbury paper mills in Bury for many years, before being privately preserved, initially at Yorkshire Dales Railway and latterly at Quainton Road, before transferring to Mangapps.

The final steam loco at Mangapps is Andrew Barclay 0-4-0ST *Toto* (1619/1919) for Blaenavon Colliery. It is currently dismantled for overhaul.



STEAMING IN THE FIELD: The annual Weeting Steam Engine Rally & Country Show in Norfolk saw resident Andrew Barclay 0-4-0ST *Little Barford* (2069/1939) in action on the site's Fengate Agricultural Railway on July 21. The demonstration standard gauge railway is a permanent exhibit at the site. Next year's event is due to take place on July 18-20. JAMES KINDRED

GAUGING FIRELESS FLEET: The two fireless locomotives resident at the Sittingbourne & Kemsley Light Railway's Kemsley Down station are now displayed together, following a reshuffle of part of the site. As reported in *RM* April, Peckett 0-4-0ST *Bear* (614/1896) which previously resided at the station, departed for a new home at the Buckinghamshire Railway Centre on March 5. The opportunity has now been taken to bring together the line's two fireless locomotives for cosmetic restoration and display. As seen on July 12, Andrew Barclay 0-4-0F (1876/1925) (right), contrasts with narrow gauge Bagnall 0-4-2F *Unique* (2216/1923). Remarkably, the 2ft 6in gauge version is somewhat larger than its standard gauge counterpart! SKLR



Compiled by **Cliff Thomas**

SINGLE LINES

■ TWO further guest locos were added to the line-up for the September 7/8 Steam & Diesel Gala at Whistlestop Valley (Kirklees Light Railway). Lappa Valley Steam Railway's Severn Lamb 0-6-4Ts No. 1 *Zebedee* and No. 2 *Muffin* were booked to make rare visits away from their Cornish home. They were to join previously announced visitor (*RM*, August) 0-4-2 tender loco *Bonnie Dundee*, owned by the Ravenglass & Eskdale Railway and currently on loan to the Cleethorpes Coast Light Railway.

■ GRAHAM Morris' Kerr, Stuart 0-4-0ST 'Wren' *Peter Pan*, already renowned as surely the most travelled locomotive in preservation, has recently been racking up further travelling miles with visits to the Amerton Railway (August 17/18), Westonzoyland Light Railway (August 25), Old Kiln Light Railway (September 7/8) and Hayling Light Railway (September 14/15).

■ UNRESTORED Maffei 0-8-0T+tender 'Brigadelok' 4766/1916, DFB No. 968/No. 31, was moved into the Vale of Rheidol Railway's museum building at Aberystwyth on July 22, and will remain through the summer. The loco is from 'Collection X' assembled by the late Peter Rampton and this is the first time it has been on public display.

■ WEST Lancashire Light Railway's August 3/4 gala featured a visit by Statfold Barn Railway's Hunslet 0-4-0ST *Sybil Mary*, which joined resident locos Hunslet 0-4-0ST *Irish Mail*, Bagnall 0-4-0ST *Sybil* and O&K 0-4-0WTT *Montalban*.

■ THE Ffestiniog & Welsh Highland Railway's (Ff&WHR) first Pullman carriage, No. 2115 *Bodysgallen*, has returned to traffic following over a year out of service while it received extensive renovation at Boston Lodge. The project included removing the exterior roof skin to allow the insulation to be replaced, rebuilding the seats, renewal of the electrical system, replacement of all lower side panelling and window frames, and much else in addition to repainting.

■ GREAT Laxey Mine Railway, Isle of Man, has continued to have to suspend services over its full line following discovery of a partially collapsed culvert under the track, just beyond the tunnel under the coast road, in mid-June. Repair work was still in progress at the beginning of August. Meanwhile, short rides to a point just beyond the tunnel have been operated in return for a donation.

Bagnall returns to steam with new name and livery

Sir George Newnes and *Palmerston* to star at L&BR gala.



Bagnall 4-4-0T 2819/1946 approaches Woody Bay station with an L&BR passenger train on August 16. The loco was formally renamed *Sir George Newnes* on August 13. The red livery replaces the green scheme previously carried. JOSH BRINSFORD.

A STAFFORD-built steam locomotive which spent its working life in South Africa is now back on the roster at the Lynton & Barnstaple Railway (L&BR) following overhaul.

Former Tongaat Sugar Co. Bagnall 4-4-0T 2819/1946 joined an afternoon service train on July 9, top-and-tail with re-created Baldwin 2-4-2T *Lyn,* to establish if any issues required attention.

The loco arrived at the railway in 2014, named *Charles Wytock*, after being purchased by an L&BR member. It ran during 2015/2016 but was withdrawn when the boiler was condemned and sold in 2019 to Bagnall 2819 Co. Ltd, formed by a consortium of L&B members. An extensive overhaul subsequently commenced.

Following the test, minor issues addressed included completing the steam sanding gear. The loco, which has been completed in a new red livery, was formally renamed *Sir George Newnes* (*RM*, November 2023), on August 13.

Sir George Newnes was the driving force behind the building of the L&B in the 1890s and became its first chairman. Both the new name and the new livery were chosen by Bagnall 2819 Co. Ltd shareholders.

Acceptance for L&BR service is anticipated around the time of the formal renaming, with the expectation it will share working L&BR trains with *Lyn*, two weeks on and two weeks off.

Sir George Newnes will be a significant attraction at L&BR's September 28/29 Autumn Gala, along with the Ffestiniog Railway's England 0-4-0STT *Palmerston*, which will visit the event following its overhaul and subsequent operations at the Vale of Rheidol Railway, and before it returns to its North Wales home. L&BR's gala will also feature resident locos, re-created Baldwin 2-4-2T *Lyn,* and 0-6-0T *Axe*, making its last gala appearance before withdrawal for overhaul.

FR electric Wickham trolley reaches Dduallt on test trip

FOLLOWING upgrades to the control and transmission systems of the Wickham trolley converted to electric power by young Ffestiniog Railway (FR) engineer Carwyn Coates (*RM*, October 2022), a test run up the FR was undertaken after the end of normal services on August 4.

Recalling an occasion nearly 70 years ago when then FR general manager, Allan Garraway, drove an ex-First World War Motor Rail loco along the overgrown railway with the legend 'Tan-y-Bwlch or Bust' chalked on the front, the same words were applied to the trolley.

Not only was that objective achieved but the intrepid team continued on to Coed-y-Bleiddiau cottage, and part way up the spiral at Dduallt, before returning to Boston Lodge.

Appeal launched towards Threlkeld development

THRELKELD Quarry and Mining Museum has launched a Crowd Funding appeal aimed at raising £30,000 towards construction of a new museum building closer to the Threlkeld site entrance.

The project, for which planning consent was secured in 2017, is already supported by grants of £120,000 (UK Shared Prosperity Fund) and £50,000 (Cumbria Waste Management Environment Trust). The likely cost is estimated to be £450,000.

Although the museum will not be directly related to the railway, the project is linked in that the extension to the 2ft gauge line currently being progressed is covered by the same planning permission, with the new lower terminus to be adjacent to the planned new museum.

Bagnall gathering at Threlkeld – plus a 'Quarry Hunslet'

THRELKELD Quarry and Mining Museum's July 27/28 Annual Steam Gala featured four visiting steam locos, three of which were Bagnall 0-4-0STs.

The Bagnall line-up comprised resident *Sir Tom* (back at Threlkeld after its tour of English lines), newly restored *Sybil* (West Lancashire Light Railway), *Peter* (Amberley Museum) and *Isabel* (Amerton Railway). The other guest loco was Hunslet 0-4-0ST *Sybil Mary* from the Statfold Barn Railway.



Right: Two of the Bagnall 0-4-0STs visiting Threlkeld head up the line to the quarry on July 27, with Amberley's *Peter* leading Amerton Railway's *Isabel*. DAVE HEWITT

Visiting loco 'first' a success at Northumberland's Heatherslaw LR

THE Heatherslaw Light Railway (HLR) said it is delighted with the performance of the inaugural event to feature a guest locomotive in the 15in gauge line's 35-year history.

Ravenglass & Eskdale Railway-based reconstructed Heywood 0-4-0T *Katie* visited the August 2-4 event, and was supported by Heatherslaw resident 2-6-0T+T *Bunty*.

"I am extremely happy and proud of what we as a team, both here at Heatherslaw and at Ravensglass, produced," HLR's operation and procurement coordinator, Carl Fairless, told *The RM*.

Conceding there had been "some trepidation" in advance of the weekend, this being the first time a visiting engine had been to Heatherslaw, and the first time he had planned such an event, Mr Fairless confirmed things "all worked out well in the end with both visitors and staff enjoying the event, and of course *Katie* who performed impeccably."

The question, would the railway be doing a similar event next year, drew the reply, "talks and discussions are already under way so watch this space."



Left: Having left Heatherslaw on August 2, reconstructed Heywood 0-4-0T *Katie* is entering an extended cutting close to the River Till some 800 metres from the station. The driver came from Ravenglass for the weekend and is accompanied by a member of HLR staff. All movements on the HLR are controlled by radio, although there is still a token exchange at the midway passing loop.
BOTH: DAVE HEWITT



Right: Heatherslaw Light Railway's 2-6-0T+T *Bunty* rounds a curve following the course of the River Till after leaving Etal on its way back to Heatherslaw on August 2. The loco entered service in June 2010 following completion by Alan Keef Ltd, which finished a project commenced in the mid-1990s by the railway's founder Neville Smith who died in 1999. Neville Smith always called his wife, Bernice, 'Bunty'.

New company takes over 1863 Mountaineer construction

CONSTRUCTION of the replica Ffestiniog Railway George England 0-4-0T+T *Mountaineer* for 1863 Mountaineer Locomotive Ltd will continue under the auspices of the newly formed company Northern Heritage Engineering Ltd (NHE).

The project was being undertaken by North Bay Railway Engineering Services (NBRES) which ceased trading in early May. The Private Limited Company, set up by David Humphreys in 2013, is now in liquidation.

When NBRES collapsed, David Wood, founder of the 1863 Mountaineer project, initially investigated other potential locations where construction of the loco could continue. However, what emerged was the decision that he and Mark Ashton (a skilled steam engineer employed by NBRES) would set up a new company, Northern Heritage Engineering Ltd, which purchased the assets of NBRES from the Receiver. The new business operates from the same Darlington premises previously used by NBRES and most of the NBRES staff are now working for NHE. David Humphreys is not connected with the new NHE company.

Steel has recently been ordered for construction of *Mountaineer's* tender. Current funding efforts are concentrated on the motion components and the locomotive's chassis is expected to be operational under compressed air by Christmas.

NHE is continuing work on traction engine boilers and is building another new locomotive. No details of the latter or who has commissioned it are being publicised until it is completed.

NBRES rapidly developed a reputation for construction of new narrow gauge locos, its output including 0-6-0ST *Mr Hallworth* (Perrygrove Railway), 2ft gauge Bagnall 'Sipat' 0-4-0ST *Big Dave* (West of Fife Munitions Railway at Lathalmond) and replica 3ft gauge Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth* (Southwold Railway Trust). The collapse of the company is understood to relate to cash flow problems and cancelled work.

Trains return to Ramsey Pier

RESTORATION of the pier at Ramsey, Isle of Man, reached a landmark stage when The Queens Pier Restoration Trust were granted an operating certificate to run its train for passenger rides on the pier, for the first time in 43 years.

The 3ft gauge railway on the pier closed in 1981 but Planet loco 2027/1937 and its trailer which had worked on the pier line were saved and have been conserved in various locations since.

This original Ramsey Pier loco and trailer returned to their original line and operated for the first time under the newly secured certificate on August 4.

Apedale tests Ffestiniog train

THE Apedale Valley Light Railway (AVLR) ran what it light-heartedly termed 'The Blaenau Flyer' on July 20, when two ex-Ffestiniog Railway carriages operated on the line.

Nos. 117 and 120 were coupled together for the first time at the AVLR and worked to Apedale Road station and back.

The carriages were bought in 2016 and after modifications, No. 117 has been in AVLR traffic for some time. Work to bring No. 120 into service, which includes provision of a guard's compartment accessible to wheelchairs via a widened door, has been intermittent for several years, but a push is now on to complete it.

The trial aimed to test the air system, overthrows and couplers of the two vehicles.

DIARY

SEPTEMBER
7-8 & 14-15 Crowle Peatland: Heritage Open Days
7-8 Hampton Kempton Waterworks: Dinosaur Weekend
7-8 Whistlestop Valley: Gala
8, 15, 22 & 29 Little Braxted Railway: Saturday running
13-15 Cleethorpes Coast: 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
15 Westonzoyland: Heritage Open Day
21-22 Bala Lake: Bala Model Railway Show
21-22 Hampton Kempton Waterworks: Weekend of Steam
21 Ffestiniog/Welsh Highland: 'The Snowdonian 2'
21-22 Devon Railway Centre: Everything Goes
22 Bressingham: Model Railway Show
22 Leighton Buzzard: Motorbike Show
22 Statfold: Statbus
22 West Lancs: Working Engines Gala
27 Ravenglass and Eskdale Railway: Fish & Chip trains
28 Alan Keef Ltd: Open Day
28 Ffestiniog/Welsh Highland: Trailffest
28-29 Leighton Buzzard: Gala Weekend
28-29 Perrygrove: Meet the Tractors
28-29 Talyllyn: Heritage Weekend

OCTOBER
4-6 Ffestiniog: Bygones Weekend
5-6 Welshpool & Llanfair: Teddy Bears' Picnic
5, 12, 19, 26 Little Braxted Railway: Saturday running
6 Bredgar & Wormshill: Steam Gala
12-13 Apedale: War Office Loco running weekend
12-14 Statfold: Warley at Statfold
18 Ravenglass & Eskdale: Pie & Mash trains
19-20 Hampton Kempton Waterworks: Weekend of Steam
19-31 Cleethorpes: Halloween Express
22 Ravenglass & Eskdale: Teddy Mountain and Build a Bear Workshops
26 Westonzoyland: Halloween Steam Fright Night
26-27 & 29-31 Devon Railway Centre: Halloween Specials

SINGLE LINES

■ THE July 13/14 Steam Gala at the Evesham Vale Light Railway (now marketed as Valley Railway Adventure), featured visits by Exmoor 0-6-2T *Anne*, 'Baldwin' 0-4-0 tender loco *Soony* and (on static display) 0-6-0 tender loco *Jack*, all from the Perrygrove Railway. They joined Evesham residents Exmoor 0-4-0TT No. 312 *St. Egwin*, Exmoor 0-4-2T *Monty*, and Severn Lamb 0-6-2ST+T *Dougal*.

■ BURE Valley Railway's (BVR) new guards' van No. 83 has passed acceptance testing and entered service. The vehicle was constructed in the line's Aylesham workshops. BVR's 1992-built G&S/Winson 2-6-4T *Wroxham Broad* is currently stripped with the boiler lifted undergoing overhaul in the workshop at Aylsham.

■ KERR Stuart 0-4-0T 'Wren' 3114/1918 provided 'Driver Experience' sessions on advertised days during July and August at the Vale of Rheidol Railway's Devil's Bridge terminus.

■ TALYLLYN Railway's No. 4 *Edward Thomas* entered full service following its recently completed overhaul on July 30. Meanwhile, new carriage No. 25 was delivered to the line's Tywyn Wharf station in early June. This is the second of three new carriages being built for the Talyllyn at Boston Lodge to be delivered, No. 24 having arrived last year (*RM*, October 2023).

■ JAMES Gordon MBE celebrated his 98th birthday on August 4, by visiting the recently revived Alford Valley Community Railway. Mr Gordon founded the original Alford Valley Railway Association in 1979, and the line's steam outline 0-4-0 diesel loco, built by Alan Keef Ltd for the railway in 2001, was named *James Gordon* after him.

■ A SECOND ex-RNAD flat wagon has arrived at the Glyn Valley Tramway Trust's Chirk station site, following regauging and refurbishment in CJS Engineering's workshops in Wigan. It joins the previously delivered flat wagon and van for use in rebuilding the first phase of the tramway.

■ The surviving components of a Corris Railway (CR) velocipede, known by CR as 'The Manrider', built in the mid-19th century, have been restored and incorporated into a re-creation of the vehicle which was used by the original CR permanent way gang. The vehicle is now displayed in CR's museum at Corris station.

Building boasts links from the past to the present

Heritage structure relocated to Lincs Coast LR's new terminus.

THE building for the Lincolnshire Coast Light Railway's (LCLR) redeveloped South Loop terminus station has connections to both railway heritage and a historic link to its new location.

The structure was originally constructed at Skegness station by the Great Northern Railway (GNR) in the late 1800s/early 1900s, as a coal office.

The wooden building was sold out of railway use in 1947 and moved to Ellis Brothers' site in Lansdown Road, Skegness, by the founders of the company which now owns the Water Leisure Park. At some stage the building acquired a clerestory roof, although it is unclear whether this addition was sourced from an old carriage.

Following dismantling, the renovated components were being re-erected during August on the previously prepared foundations at the South Loop site, where a platform is under construction. The new station is due to be opened to the public in 2025.

At the South Loop, the building will form an interpretation centre showcasing the history of both the LCLR and Ellis Bros (Contractors) Ltd, which operates holiday parks in the Skegness area, including the Water Leisure Park.

Meanwhile, LCLR's June 15 Diesel Day featured all nine LCLR-based Motor Rail Simplex diesels, including five which had never previously appeared on a passenger service in the line's 64-year history, thanks to a roster combining them with the air-braked locos which normally handle LCLR passenger trains.

The event included a cavalcade of all nine, the combined age of which totalled 769 years. The oldest was LCLR 1920-built No. 7 *Nocton* with the youngest being *Fred* dating from 1947.

The participants included a privately owned Simplex (works number 8905) which had run for the first time after fitting a replacement engine a week prior to the event following a long restoration project, and a 1942-built 'T3' Simplex which has recently undergone a substantial overhaul at the LCLR.

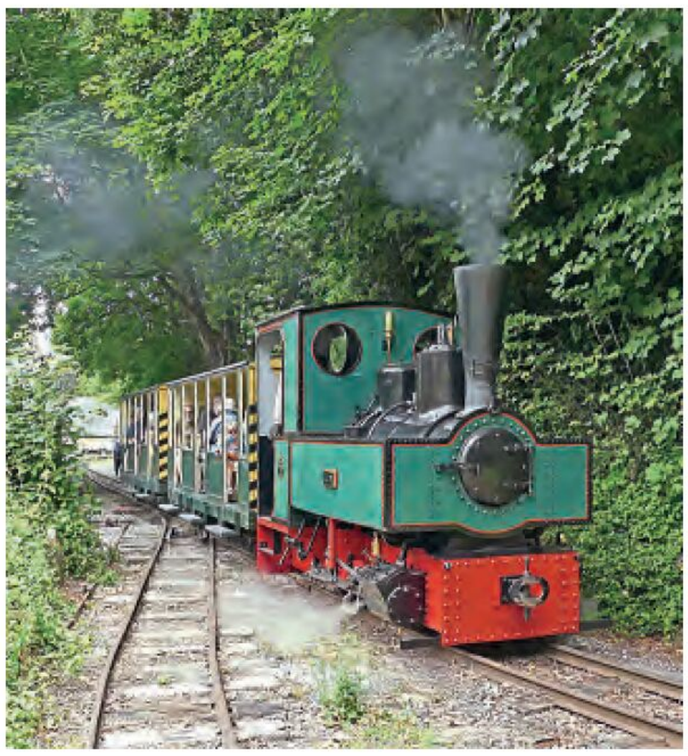


LCLR's cavalcade of nine locos approaches what is known as No. 4 curve on June 15. From the front the locos comprise *Wilton, Fred,* T3, *Sark, Paul, Nocton*, No. 6, No. 8905 *and Major JA Robins RE*. DAVE ENEFER



MANX MILESTONE: **Isle of Man Transport's July 30-August 4 Manx Heritage Transport Festival marked the 150th anniversary of the 1874 opening of the steam line between Douglas and Port Erin, along with the 130th anniversary of opening the Manx Electric Railway's (MER) extension from Groudle Glen to Laxey. On the steam line the first service of the day on August 1 saw double-headed trains run from Douglas to Castletown, where one loco came off and joined the Douglas bound service that had departed from Port Erin. This image shows the 09.50 service from Douglas headed by 1874-built Beyer, Peacock 2-4-0T No. 4 *Loch*, carrying an appropriate headboard, leading the similar 1910-vintage No. 13 *Kissack* at Ballasalla.** JOHN STIRZAKER

AMBERLEY VISITOR: **Richmond Light Railway's Decauville 'Type 3' 0-4-0T 648/1912 *Lily* visited Amberley Museum's July 20/21 Narrow Gauge Gala, the first guest loco at an Amberley event for eight years. *Lily* is pictured on July 20, pulling two ex-Lydd coaches away from Amberley station.** PHIL BARNES



Cleethorpes diesel locomotive naming reinforces town twinning

GUEST locomotives and a naming ceremony were among the attractions of the Cleethorpes Coast Light Railway's (CCLR) July 13/14 Summer Steam Festival.

Visiting steam traction comprised Taylor-built 0-6-4T *Badger* from Whistlestop Valley (Kirklees Light Railway) and Siân Project Group's 2-4-2 *Siân* (Guest Engineering 18/1963).

The weekend also saw the launch back into service of the 15in gauge line's 0-8-2 DH No. 5.

Cleethorpes is twinned with the North Rhine-Westphalia, Germany, town of Königswinter. In a ceremony on the Saturday the newly overhauled loco was officially named *Königswinter* by the Bürgermeister of Königswinter and the Mayor of North East Lincolnshire, to mark the 50th anniversary of the towns being twinned.

The loco was originally built by Severn Lamb Ltd as a Rio Grande steam outline locomotive with a powered tender for Longleat Safari Park. It was rebuilt into its current tank engine form in 1990 and arrived at the CCLR in 2018, being bought by the railway a couple of years later. The loco was out of service in 2023 undergoing rebuilding and was completed in a new red livery in time for the unveiling of its new name.

New-build for Aln Valley Miniature Railway

Petrol-engined 0-4-0 has been constructed in response to growing passenger numbers on the 7.25 inch line in Northumberland.



The new Honda-engined petrol 0-4-0 locomotive is viewed as essential for the expanding 7.25 inch gauge railway. PHIL CIVIL/AVMR

A NEW 0-4-0 petrol locomotive is expected to become the flagship motive power at the Aln Valley Miniature Railway.

Now covering a distance of around 273 yards, the 7.25 inch gauge line was originally conceived as a portable railway, but has evolved over the last two years, since finding a suitable permanent base at the standard gauge Aln Valley Railway's Lionheart station on the edge of Alnwick in Northumberland.

Final testing of the 13.5 horsepower Honda petrol-engined loco (with Eaton hydrostatic transmission driving all wheels and a 'sit-inside' cab) designed and built by Phil Civil, began towards the end of July, prior to its delivery to Alnwick.

It is the most powerful traction for the railway to date, and AVMR owner and director Patrick Allen told *The RM* it will help it cope with increasing passenger numbers.

Also with greater capacity in mind, a 17 feet long rolling stock shed was completed in the spring and a new halt added in time for its July 20/21 gala and visiting locos. They included *Jerry Lee Jr*, on loan from Ashford Miniature Railway until the end of the season.



BARNARDS EXMOOR GALA: The 7.25 inch gauge Barnards Miniature Railway near West Horndon in Essex held a gala on July 20/21. In steam were all four of its Exmoor Steam Railway-built locomotives. Among the highlights on July 20 was 0-4-2T *Doris Hilburn* (works No. 321) on a goods working, seen here approaching Burtonshaw station. STUART CHAPMAN

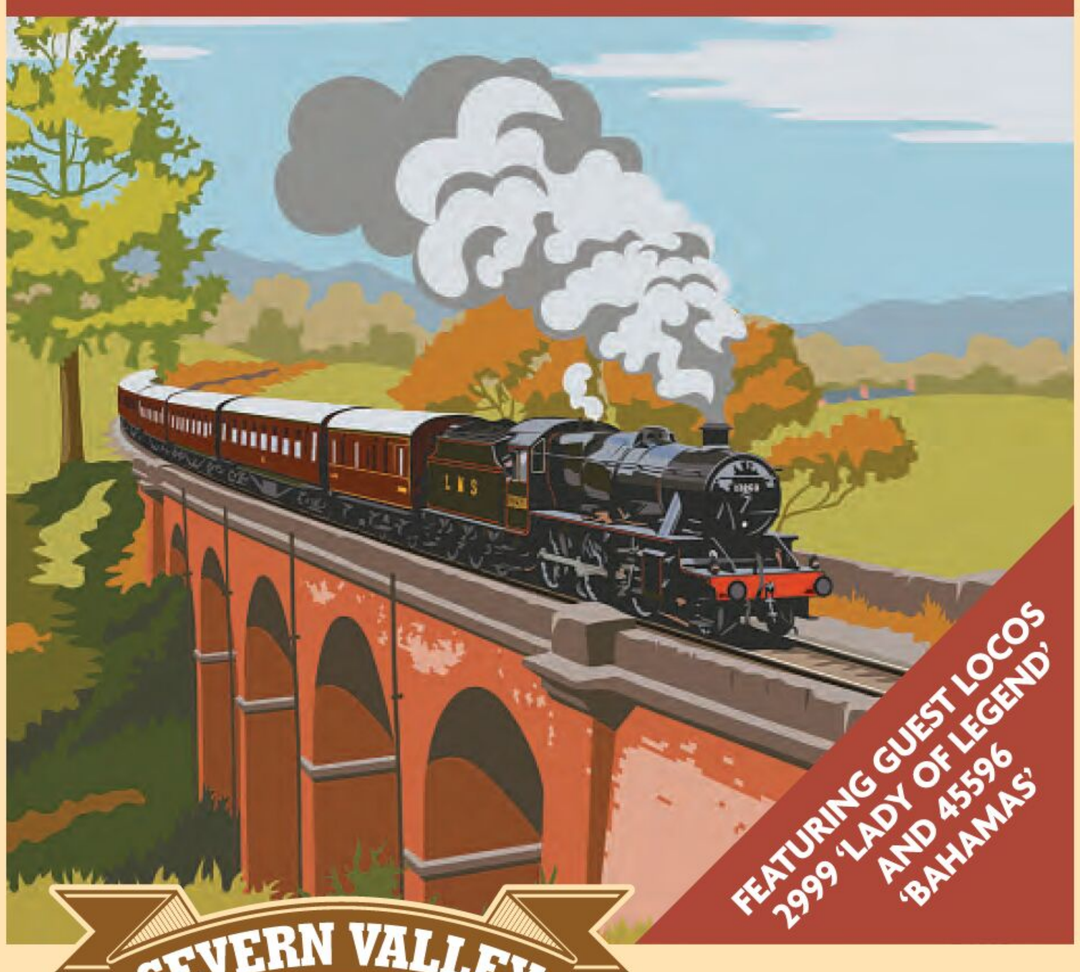
Kestrel passes tests

HAVING suffered a failure earlier in the year, steam tram *Kestrel* returned to action during the school holidays on the 10.25 inch gauge Whitfield Light Railway at the Hayloft, near Widnes, Cheshire.

In July, blower, engine big end and piston repairs were carried out prior to its 10-year steam and hydraulic tests, which were successfully completed.

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2 | 4

1
PIT STOP: LMS 'Jubilee' No. 45596 *Bahamas* took part in a 30742 photo charter on July 27, as part of the loco's visit to Peak Rail. This lowdown image shows the fire being dropped into a pit from the 4-6-0 at Northwood at the end of the day. ROBERT FALCONER

2
EVENING TRIP: As part of the West Somerset Railway's GWR 4-6-0 event, an 11-coach special combining the 'Quantock Belle' with a 'Murder Mystery Special' was operated on the evening of Saturday, July 27. The outward leg was double-headed by No. 6880 *Betton Grange* and No. 6990 *Witherslack Hall* and is seen on the coastal section alongside the beach at Blue Anchor. RUSSELL AYRE

3
STEAM QUINTET: The locomotives for this year's Threlkeld gala were lined up during a pre-event charter on July 26 (see separate story on page 68). Left to right are: Bagnall 0-4-0STs *Sir Tom, Peter, Sybil* and *Isabel*, joined by Hunslet 0-4-0ST *Sybil Mary*. ANDREW DENNISON

4
TRAFFIC FLOW: GWR Small Prairie No. 5526 hauls a train for Buckfastleigh on the South Devon Railway on July 26, as a Volkswagen campervan crosses the line and river Dart on the A384. Road traffic is controlled by lights over Riverford Bridge, which is known to the railway as Hood Bridge. Note the Permanent Way hut to the left of the loco. ROB BATTY

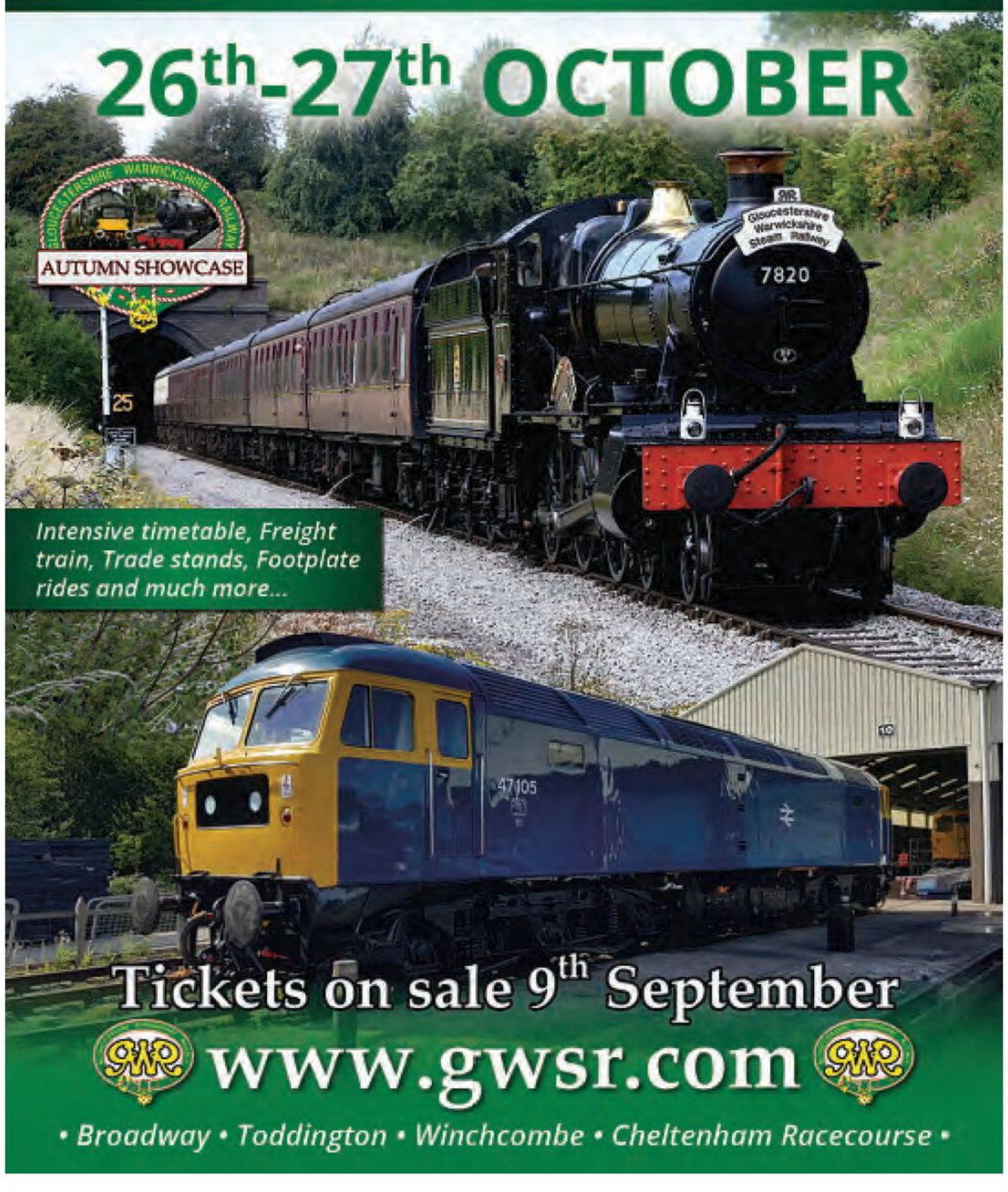




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SIDELINES

Shipley Glen evacuation

PASSENGERS had to be evacuated from the Shipley Glen Tramway in West Yorkshire after a technical failure on July 14 brought movements to a standstill.

The tramway said it carried out a "hitch-free" evacuation of a tramcar using ladders after a pin sheared at the motor end of the drivetrain. It prompted the closure of the system for the rest of the day to allow engineers to attend to the problem.

Heaton Park Tramway volunteer appeal

MANCHESTER Transport Museum Society, which operates Heaton Park Tramway, has appealed for anyone interested in crewing its tramcars or helping to run its museum and shop, to get in touch.

A recruitment day was held on July 7, as part of efforts to increase the size of the team.

Lack of available volunteers led to tram services being cancelled on July 21, although the museum at Middleton Road opened as usual. A further closure took place on August 3/4. Prospective volunteers can contact the organisation by email at: info@hptramway.co.uk

July 27 saw Hull No. 96 operate its first services of the 2024 season.

Supertram donations

ITEMS from Stagecoach's 27-year-long tenure as operator of Sheffield's Supertram system have been donated to the National Tramway Museum in Derbyshire.

A costume for the character 'Supertram Man', who attended events and promoted tramway safety, is among the artefacts which have been added to the collection at Crich, along with ticket machines, branded clothing (including a high-visibility vest and fleece) and commemorative memorabilia.

South Yorkshire Future Trams Ltd, a subsidiary of South Yorkshire Mayoral Combined Authority, took over the running of the network in March.

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Newcastle tram No. 102 returns to service at Crich

After tentative steps, full duties resume in Derbyshire for the F-Class tram following a 24-year gap.



Newcastle No. 102 is seen at Stephenson Place, Crich Tramway Village, on July 31. PETER BIRD

NEWCASTLE Corporation Tramways No. 102 has returned to full service at Crich Tramway Village in Derbyshire – 24 years after it was withdrawn from traffic due to a broken axle.

It was mid-2018 before repairs on the F-Class tram (built in 1901 by Hurst Nelson in Motherwell as a single deck car and converted by the corporation before entering service in 1903) began, the Tramcar Sponsorship Organisation (TSO) funding work to return it to service, having first of all carried out assessments to establish the extent and cost of attention required.

As well as work on its bogies (requiring it to be placed on temporary ones while they were refurbished), restoration, progress of which was interrupted by the Covid-19 pandemic, included removal of saloon windows and one of the staircases for repairs.

Outstanding tasks

His Royal Highness the Duke of Gloucester, Patron of the Tramway Museum Society (which owns and operates the National Tramway Museum), drove No. 102 out of the workshops at Crich on October 20, 2021 during a special event for TMS members, but there were still tasks to be completed before it could return to duties.

A period of testing was followed by No. 102's first tentative trips in service, running at limited capacity as part of the final stages of commissioning.

It was cleared to run with full loads on July 27. The TSO said that it managed these all day with no problems reported.

Withdrawn from service in Newcastle in 1949, it entered service in preservation at Crich in 1975, and accumulated over 5300 miles before sustaining its broken axle. It made brief returns to Tyneside in 1981 as part of celebrations surrounding the royal opening of the Tyne & Wear Metro system and again in 1990 to run on the tramway at the Gateshead Garden Festival.



STAND-IN ROLE: Trams from Blackpool Transport's 'B Fleet' have seen use on relief services over the last couple of months between Starr Gate and Tower, bridging a gap in timetabled Flexity-operated workings at busy times. Modified English Electric 'Balloon' No. 700 (itself covering for No. 718, which had developed a fault) is pictured at Tower on July 28. No. 700 has been kept quite busy recently on unusual duties. On June 15, it became (see August's *RM*) the first heritage tram to take passengers to the new Blackpool North terminus as part of a programme of special tours. TOM MCATEE

Dinosaurs provide further attraction for Seaton Tramway

SEATON Tramway expects the 'Last Day of the Dinosaurs' exhibition at its Jurassic Discovery centre to enhance its status as a major tourist attraction and draw visitors from "near and far".

The tramway purchased the disused centre in January and began reopening it in March with a soft play area and cafe, which it says has already proved successful.

'Last Day of the Dinosaurs' opened on July 27. It is a walk-through, immersive experience, designed to bring the prehistoric era to life with animatronic dinosaurs, acquired from the Natural History Museum in London.

Joint tickets, covering admission to the centre and journeys on the tramway, aim to provide opportunities for visitors to enjoy a full day out in Seaton.

"This exhibition is not just about fun and entertainment," said Seaton Tramway chief executive Jenny Nunn.

"It is about connecting people with the rich history of our planet, highlighting the magnificent Jurassic Coast on our doorstep and fostering a sense of wonder and curiosity. Our aim is to create an engaging, educational and unforgettable experience for visitors of all ages."

Compiled by **Graeme Pickering and Jack Boskett**

'Deltic' diesels breathe into life!

Tulyar power units fired up – and *Royal Highland Fusilier* joins Great Central roster.

AFTER more than a quarter of a century, both power units of the Deltic Preservation Society's (DPS) No. D9015 (55015) *Tulyar* roared into life at Barrow Hill depot in Derbyshire on July 30.

Long-standing volunteer Geoff Brain (who had been present when the locomotive was last shut down in April 1997), pushed the button to start power unit No. 538 (previously in operation in No. 55009 *Alycidon* until a generator failure in 2019).

The second (No. 417) ran for the first time since 2003. The DPS said the ease with which the engines started and ran was testament to an "outstanding team effort and meticulousness of the preparation".

However, on August 3, the day of three scheduled public start-ups of No. D9015 (the first for 27 years), power unit No. 417 failed to start.

The current plan involves removing the problematic power unit and replacing it with No. 430, which is nearing the final stages of assembly. Meanwhile, DPS electricians are focusing on the power circuits, ensuring continuity and connectivity.

Once these tasks are completed, No. D9015 is expected to move under its own power along the Springwell Branch at Barrow Hill.

Not to be forgotten, No. 55009 *Alycidon* is also awaiting attention from DPS volunteers at Barrow Hill. Power Unit 451, which had experienced issues similar to those of No. 417 in No. D9015, faced problems during its visit to the Nene Valley Railway. It is hoped that with ongoing work, all three 'Deltic' locomotives – Nos. 55009, D9015 and 55019 *Royal Highland Fusilier* – will eventually be operational and together at a single location.

Meanwhile, *Royal Highland Fusilier* made a notable arrival at the Great Central Railway's Quorn and Woodhouse station on August 5. The locomotive was subsequently moved to Loughborough by Class 08 shunter No. 13101 in preparation for a fitness-to-run test, which it passed on August 14.

No. 55019 was rostered to work public trains on the line on August 24/25, ahead of taking part in the line's September 6-8 autumn diesel gala.



ABOVE: With both engines running, Class 55 'Deltic' No. 55019 *Royal Highland Fusilier* runs round at Loughborough Central station to double head the 14.50 to Leicester North with Class 37 No. 37714 as a loaded test run on August 14. GRAHAM NUTTALL



RIGHT: No. D9015 *Tulyar* is fired up at Barrow Hill depot in Derbyshire on July 30. STEVE PLOWMAN



SPA VALLEY BONANZA: Class 08 No. 08922 departs Eridge station with the 15.15 departure to Tunbridge Wells on August 2, while Class 50 No. 50021 *Rodney* heads the adjacent train during the Spa Valley's Summer Diesel Gala. CHRIS GEE



NVR CELEBRATES COMMUTER TRAINS: The Intercity 125 Group Class 43 HST power cars Nos. 43045 and 43060 joined ex-Transport for Wales Class 143 'Pacer' DMU No. 143602 on the Nene Valley Railway's Weekly Commute Weekend. Trains ventured down the Fletton branch which connects to the main line at Peterborough – the route is not used by regular NVR public trains. KEITH MARSHALL

New wheels follow repaint for *Sarah Siddons*

METROPOLITAN Railway electric locomotive No. 12 *Sarah Siddons* was moved back to London on August 6, after a lengthy stay at Arlington Fleet Services in Eastleigh.

Led by GB Railfreight Class 73 No. 73213, accompanied by Nos. 73141 and 73128, No. 12 (the sole operational example and one of only two surviving from a fleet of 20 locomotives supplied by Metropolitan Vickers) was in the middle of the consist, with the 'London Transport' 4TC set (which regularly accompanies it) and No. 73109 to the rear, as it was moved to West Ruislip London Underground depot.

Paintwork

Repainting of No. 12, which was built in 1922 (the same year as fellow survivor, No. 5 *John Hampden*, now a static exhibit at the London Transport Museum) was completed on November 30, 2022, the month of its 100th anniversary. It was then wrapped-up to protect the paintwork and lifted off its bogies in preparation for the fitting of new wheelsets.

The lack of surviving information regarding axle modifications undertaken on No. 12 in the 1990s has been a hurdle to overhaul work in recent years.

Its unique features presented added complications to the sourcing of suitable components before the wheelsets could be assembled and fitted. When the locomotive left Hampshire, the latter stage of work had only recently been completed.





Repainted Metropolitan Railway No. 12 *Sarah Siddons* pictured (left) on July 31, at Arlington Fleet Services at Eastleigh, prior to the reattachment of its nameplates and (right), under wraps while in the workshop when waiting for its new wheelsets. CARL WATSON

Bo'ness fleet duo edge closer to returning to traffic

PROGRESS has been made on preparations for the bogie overhaul of Class 47 No. 47643 at Bo'ness depot on the Bo'ness & Kinneil Railway.

It was lifted off its bogies in early August, allowing the bogies to be stripped, wheelsets removed and wheels to be sent away for retyring.

Further information about the Scottish Railway Preservation Society's appeal for donations to help fund the project can be found online at: cafdonate.cafonline.org/25163

Engine parts have been sourced for fellow B&KR-based loco, Class 08 No. D3558, which will allow it to be brought back into traffic, and shedmate, Class 26 No. 26038 *Tom Clift* has been undertaking further duties as part of the running-in process for its rebuilt engine. The BRCW Type 2 returned to passenger work at the end of June – the first time since its 2019 generator flashover.

SIDELINES

Class 142 debut?

CLASS 142 'Pacer' No. 142013 is expected to be launched into service at the Midland Railway – Butterley as part of the railway's DMU Gala on September 21/22.

Many hours of work have taken place to restore it to as close to original condition as possible, including the application of Greater Manchester PTE orange livery, and the fitting of bus-style seating, reupholstered with the original design of fabric.

Meanwhile, Class 100 unit, consisting of Driving Motor Brake Second (DMBS) No. 51118 and Driving Trailer Composite Lavatory (DTCL) No. 56097 is getting a fresh coat of paint in preparation for the event. Although based at the MRB, the Gloucester Railway Carriage & Wagon Company-built set is owned by Llangollen Railcars. Gala visitors will get a rare chance to look inside it.

'Rat' in the Forest

THE Dean Forest Railway is gearing up for an historic event on September 14/15 as it welcomes the return of BR Class 25 No. 25262 for its autumn diesel gala. This marks the first time a 'Rat' has graced the tracks of the Forest of Dean since the days of British Rail.

Tanfield haulage

A NEW event at the Tanfield Railway on September 21/22 will showcase the line's heritage diesel fleet. Billed as 'Delivered by Diesel', the gala will include an intensive timetable for the rare chance to enjoy internal combustion haulage, as well as exploring the important role diesel traction played in the development of railways in the North East of England.

'Tractor' gets attention

EMBSAY and Bolton Abbey Steam Railway-based Class 37 No. 37294 returned to duties after attention in early August to its Spirax valves, which were not sealing correctly. They were found to contain rust, which was completely cleared to allow them to function properly again and the 'Tractor' was put back into traffic on the railway's evening dining train.

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DIARY

SEPTEMBER
3-5 Spa Valley: Thumper 1317 Purple Timetable Days
3-7 East Anglian Railway Museum: Beer Festival
4, 11, 18, 25 Midsomer Norton: Wickham Trolley Rides
5-7 Severn Valley: Bridgnorth Beer Festival
6-8 Great Central: Autumn Diesel Gala
6 Severn Valley: 37263 Bridgnorth Beer Festival Special
7-8 Nene Valley: GB Railfreight Weekend
12 East Somerset: DMU Day
13-14 East Lancashire: Autumn Diesel Gala
14 Aln Valley Railway: Heritage Open Day
14-15 Dean Forest: Diesel Gala
14-15 Watercress Line: Engineering Open Weekend
15 Midsomer Norton: Diesel Brake Van Rides
19-22 London Transport Museum: Acton Town Depot open days
20-22 Epping Ongar: Autumn Diesel Gala
21-22 Midland Railway – Butterley: DMU Gala
21-22 Northamptonshire & Lamport: Gala Weekend
21-22 Tanfield: Delivered by Diesel Gala
28 Dean Forest: Tanker Train Day
28-29 Bodmin: Diesel Gala
28-29 Gloucestershire Warwickshire: Young Engineers Weekend
28-29 Peak Rail: Anything Goes Gala
29 Buckinghamshire Railway Centre: Showbus 2024
29 Gloucestershire Warwickshire: Double Up Sunday Class 37s
29 Plym Valley: Autumn Diesel Day
29 Telford: Anything Goes Diesel Gala

OCTOBER
3-6 Severn Valley: Autumn Diesel Bash
5-6 Llangollen: Railcar Gala
5-6 Middleton: Autumn Mixed Traction Gala
5-6 North Norfolk: Autumn Showcase
11 East Somerset: Diesel & Burger Evening
12 Dean Forest: Tanker Train Day
19-20 Severn Valley: O Gauge Get Together
19-20 Tanfield: Run It Gala Weekend
26-27 Gloucestershire Warwickshire: Autumn Showcase
26-27 Plym Valley: Witches & Wizards Weekend
30 East Anglian Railway Museum: Diesel Day

Last-built Class 90 goes back on display after makeover

Crewe Heritage Centre praises "incredible" cosmetic restoration work carried out by its volunteers, supported by loco owner Freightliner.

CLASS 90 No. 90050 has gone back on display at Crewe Heritage Centre (CHC) after the completion of extensive cosmetic restoration.

CHC advertised its return to public display on August 3, praising the "incredible work" done by its volunteers to complete the project, with the help of Freightliner, the locomotive's owner.

The last of the class to be completed, all 50 being built by British Rail Engineering Ltd at Crewe Works between 1987 and 1990, No. 90050 was delivered to its current home in October last year, on long-term loan.



Class 90 No. 90050 is pictured back on display to visitors at Crewe Heritage Centre on August 3, following its cosmetic restoration. BRAD JOYCE

Attention

When it arrived at the centre, having travelled the short distance by road from Crewe Basford Hall Yard, it was in need of major attention.

Since being withdrawn from service in December 2004, many of its components had been recovered for reuse and, given its derelict state, it seemed likely it would be scrapped.

Following discussions over a couple of years, an agreement for the loan of the loco was reached between Crewe Heritage Trust and Freightliner, the latter offering to supply non-serviceable components to replace missing items, including the pantograph and insulators on the roof.

Among the first challenges were making No. 90050 watertight (given that three out of four of its cab doors were missing when it arrived) and replacing desks and instruments in the cabs themselves, which had been stripped of the originals.

Grey livery has been reapplied, with Freightliner branding on one side and Railfreight Distribution on the other.



TRIP BACK IN TIME: **BR Class 20 No. D8001 (20001) hauls a van train at Rabbit Bridge, between Swithland Sidings and Loughborough during the Great Central's Railways At Work event on August 14.** MARTYN TATTAM

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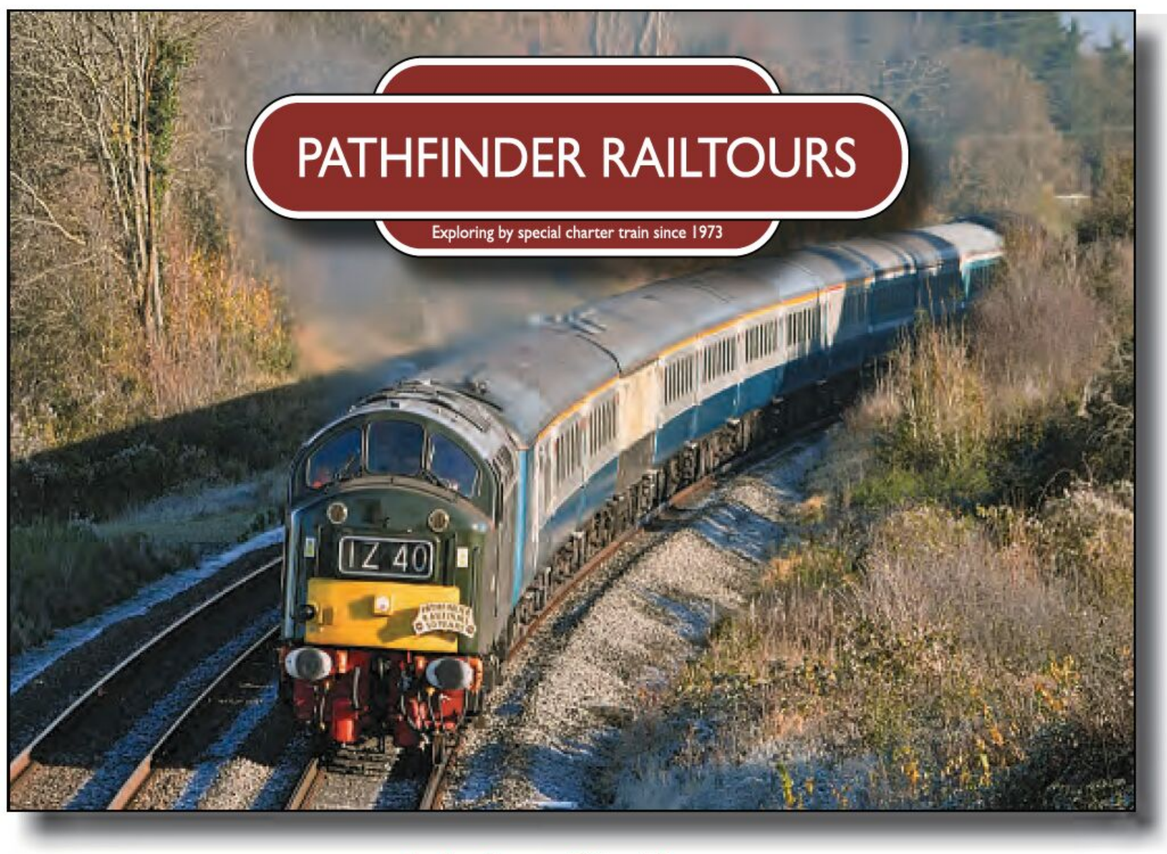
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Or to put it another way, Pathfinder are proud to offer this day out with a Class 40* to routes on which they were once an everyday sight on passenger, parcels and freight workings.

Routes including the Hope Valley Line and over Standedge, but also covering the South Yorkshire Joint Line and the Monk Bretton branch, possible new routes for many Class 40 followers.

So we set off from Burton-on-Trent, calling at the pick-ups to Crewe, with D345 piloted by a WCRC Class 37, not that common 'back in the day' or in preservation. At Crewe the Class 37 will run to the rear, with the train operating 'top-and-tail' for the rest of the day.

On board catering will include a buffet service, the Gricers Grill and a real ale and cider offering.

The locomotive hauling this excursion (D345/40145) is provided by the Class Forty Preservation Society, to whom we are indebted.

The requested route thereafter includes main and secondary lines, passenger and goods loops (subject to confirmation) and through freight lines and branches:

Crewe – Stockport – Guide Bridge – Romiley – New Mills South Jn – Hope Valley Line – Sheffield – Woodhouse – Shireoaks – Woodend Jn (rev) – Worksop – Retford H.L. (short break/rev) – Worksop – Shireoaks – Brancliffe East Jn – South Yorkshire Joint Line – Doncaster – Hatfield & Stainforth (rev) – Doncaster North Chord – Haywood Jn – Askern – Knottingley West Jn – Oakenshaw South Jn – Monk Bretton Branch (rev) – Wakefield Kirkgate – Huddersfield – Standedge – Stalybridge – Crewe and as the set-downs back to Burton-on-Trent

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Compiled by **Chris Milner**

Another Scottish push-pull trip

LOCOMOTIVE Services Group is offering another weekend tour of Scotland's Central Belt in the autumn, using its popular Class 47/7 No. 47712 and push-pull set.

Its Inter-City tour offshoot has released details of the Central Scotland & Fife Push-Pull tour on October 5/6.

Starting from Crewe (08.10), the push-pull special calls at Warrington Bank Quay, Wigan North Western, Preston and Carlisle before travelling over Glasgow's City Union line, visiting both Glasgow Queen Street High- and Low-Level platforms, the Sunnyside branch, Lanark before heading east around the Edinburgh Suburban Line to visit the North Berwick, before arriving in Edinburgh Waverley for an overnight stop.

Day two

On Sunday morning, the tour will depart from Waverley and provide the rare sight of a loco-hauled train over the Borders Railway to Tweedbank. Because the tour has no overnight provision for passengers, Inter-City is suggesting an option of finding accommodation in the Galashiels area as the special pick-up there.

From Tweedbank, the train will cross the Forth Bridge into Fife and via Dunfermline to visit Levenmouth on the recently reopened line. Returning back to Dunfermline for a break, the route is via Longannet and the Alloa branch to Stirling then via Larbert, Cumbernauld, Mossend and Carstairs, arriving back in Crewe mid-evening.

Fares are £165 standard class or £225 first class.

Pathfinder gears up for Christmas excursions

Charter train promoter offers a quartet of special trains in the run up to the festive season.

IN preparation for the various Christmas markets and festivals which are held around the country, Pathfinder is gearing up for the festive period and has announced four seasonal specials.

The first train is the 'Edinburgh Festive Explorer' on November 23, starting at Gloucester and picking up at Cheltenham Spa, Worcestershire Parkway, Bromsgrove, Birmingham New Street, Stafford and Crewe. At Crewe, the West Coast diesel will give way to privately-owned Class 86 No. 86259 *Les Ross* for the onward journey over Shap and Beattock to Edinburgh.

Here, passengers will have a number of hours to visit the Christmas Market in Princes Street Gardens or do their own exploring of the Scottish Capital.

Just a week later, November 30, is the 'Chester Christmas Whistler' which is due to be hauled by Class 40 No. D345 (40145). This train starts at Dorridge (06.30) and continues on a circular route, calling additionally at Leamington Spa, Banbury, Oxford, Swindon, Kemble, Stroud and Gloucester (09.45). There will be time for a three-hour break in Chester.

On December 7, Pathfinder's third festive train will be the 'Mancunian Christmas Marketeer' providing an opportunity for passengers from Salisbury (06.10), Westbury, Bath Spa, Bristol Parkway, Cam & Dursley, Gloucester and Cheltenham to visit Manchester for a break of around 3.5 hours. Haulage will be No. D1015 *Western Champion* making its debut on some parts of the route.

As an alternative to Manchester, there's an add-on tour of Lancashire, running via Chorley, Preston, Blackburn and Copy Pit Summit, before returning to Manchester Victoria via Todmorden.

Fares for any of the aforementioned three excursions are £135 standard class (£95 junior) or £500 for a party of four. First class seats are £199 (£179 junior) or £756 for a party of four and premier dining seats are £299 adult (£279 junior) or £1156 for a party of four. Table for Two seats are available at a supplement of £45 per person in First Class.

The final train – the 'Thames Valley Christmas Cracker' – is on December 21 and will run from Burton-on-Trent to visit freight branches in the Thames Valley and London areas.

Calling at Tamworth, Birmingham New Street, Worcestershire Parkway, Cheltenham Spa and Stroud, the route includes Appleford freight terminal, Milton sidings, the Colnbrook branch and many other loops and sidings in west and south west London. The itinerary will include a one-hour break at London Victoria. Motive power will be West Coast Railway Class 57s in top-and-tail formation.

Fares on this special are £135 standard class (£95 junior) or £500 for a party of four and in first class £199 (£169 junior) or £716 for a party of four.

Full details of these excursions can be found at: www.pathfindertours.co.uk



On July 27, Pathfinder Railtours utilised Class 40 No. D345 (40145) with the 'Jolly Whistler' railtour from Crewe and via the Hope Valley to Skegness, here seen leaving the single line at Heckington and entering the double track section to Hubberts Bridge, heading towards the East Coast resort. CHRIS MILNER



'CROMPTON' HAULAGE:

Class 33 No. 33012 *Lt Jenny Lewis RN* passes through Stroud with a UK Railtours charter from Clapham Junction to Lydney Dean Forest Railway on Saturday, July 27, formed of London Underground's 4TC carriage set. Part of the 71A Locomotive Group fleet, the 'Crompton' is based at the Swanage Railway. JACK BOSKETT

Seven-coach 'Thumper' excursion to visit Gloucester and Cheltenham

HASTINGS Diesels Limited has announced its fifth tour for this year which will involve taking its seven-coach 'Thumper' unit to Gloucester and Cheltenham on September 14.

Starting from Hastings, 'The Glevum DEMU' will call at St Leonards Warrior Square, Crowhurst, Battle, Etchingham, Tunbridge Wells, Tonbridge, Redhill, Guildford and Reading before taking the Golden Valley route to Gloucester and Cheltenham via Stroud.

Passengers will have just over four hours at Gloucester and just under four at Cheltenham, and there may be an option for a visit to the Gloucestershire Warwickshire Steam Railway at additional cost. Glevum is the roman name for Gloucester.

A buffet car will be open all day for the sale of hot and cold food and drinks, while first class passengers will receive an inclusive at-table service of drinks and light refreshments, with sandwiches at lunchtime and cheese and wine in the evening.

Fares are £80 in a standard class trailer coach (£60 from Reading) with a bay of four seats in a trailer at £300 (£230 from Reading). A standard class seat in the motor coach is £87 (£67 from Reading). First class fares are £105 in a trailer coach and £112 in a motor coach (£85 and £92 from Reading respectively).

Passengers can book by email using the bookings@hastingsdiesels.co.uk address or by post by downloading a booking form from www.hastingsdiesels.co.uk, where full details for booking are outlined.



'TUG' ON TOUR: Rare motive power for the Brighton main line as Class 60 No. 60055 emerges from Clayton Tunnel hauling the Branch Line Society's 'Cappagh Capital Campaigner' on August 3, working the section from Hove to Wembley reception sidings. No. 60028 was at the rear. CHRIS LIVINGS

Class 45 'Peak' rostered to revisit old stomping ground

A NEW tour in the Locomotive Services Group's InterCity programme will see Class 45 No. 45118 *The Royal Artilleryman* work over the Pennines from Liverpool Lime Street to Newcastle – a route synonymous with the class in the 1970s and 80s.

The 'Pennine Peak' is planned for Friday, November 8 and will start at Crewe (08.10) with an LSL Class 47 leading to Liverpool where passengers can also join. There will also be a pick-up at Runcorn on the way into Liverpool.

From Lime Street, No. 45118 will head across the Pennies, taking a route via Earlestown, Manchester Victoria (the final pick-up point), Stalybridge, Huddersfield, Wakefield Kirkgate, Castleford, Church Fenton, York and finally to Newcastle for a break of around three hours.

The return route will be via various TransPennine diversionary routes, including the Durham Coast, Yarm, Church Fenton and then over the Pennines via the Calder Valley through Hebden Bridge to Manchester Victoria and Liverpool Lime Street.

Fares on this all-first-class train are £139 (non-dining) – with a guaranteed table for two supplement at £25 per person. A buffet bar will be available for the purchase of hot & cold beverages, light refreshments, and alcoholic drinks.

Online booking is open at inter-city.co.uk

STEAM TOURS: SEPTEMBER

Date	Name	Steam Section	Locos	Promoter
Sept				
1-30	'Jacobite'	Fort William-Mallaig (twice daily)	45407 or 45212	WCRC
4	Welsh Marches Express	Bristol TM-Hereford-Shrewsbury & return	LSL Pool	ST
4	Kentish Belle	London Victoria-Canterbury West-Ramsgate-Faversham & ret	45596	RTC
5	Dalesman	Hellifield-Carlisle & return	WCR Pool	WCRC
7	Stratford Flyer	Norwich-Leicester-Stratford upon Avon-Leicester	45596	RTC
8	Waverley	York-Skipton-Carlisle & return	WCR Pool	RTC
11	S&C Fellsman	Chester-Hellifield-Settle-Carlisle & return	LSL Pool	ST
11	Swanage Belle	London Victoria-Staines-Swanage, Southampton-Victoria	45596	RTC
14	West Somerset Steam Exp	Paddington-Newbury-Bishops Lydeard & return	45596	RTC
17	Dalesman	Hellifield-Carlisle-Shap-Carnforth	WCR Pool	WCRC
19	Dalesman	Hellifield-Carlisle & return	WCR Pool	WCRC
21	Golden Arrow	Hanwell-Ashford-Canterbury W-Dover-Tonbridge-Hanwell	34046 or 70000	ST
21	Cumbrian Mountain Express	Carnforth-Carlisle-Settle-Hellifield-Preston	WCRC Pool	RTC
21	Coast-to-Coast	Liverpool Lime St-Man Vic-Sheffield-Scarborough-Milford Loop	WCRC Pool	RTC
25	Golden Hind	Taunton-Exeter-Plymouth & return	LSL Pool	ST
27	Mayflower	Bristol-Exeter-Plymouth & return	5043+7029	VT
28	Atlantic Coast Express	Waterloo-Yeovil Jct-Exeter-Taunton-Westbury-Waterloo	35028	RTC
28	Mancunian	Man Picc-Chester-Holyhead & return	45596	RTC
28		Taunton-Exeter-Yeovil Jct-Paddington	LSL Pool	SD
Oct				
2	Golden Arrow	Hanwell-Ashford-Canterbury W-Dover-Tonbridge-Hanwell	34046 or 70000	ST
3	Dalesman	Hellifield-Carlisle & return	WCR 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.

MODERN TRACTION TOURS: SEPTEMBER

Date	Name	Section	Locos	Promoter
5	Cambrian Coast Express	Bristol TM-Worcester SH-B'ham NS-Shrewsbury-Pwllheli	NR Cl 97/3s	PT
7	Sugar Loaf & Stormy Push-Pull	Crewe-Shrewsbury-Llandrindod Wells-Cardiff-Crewe	2x LSL 37/4s (tnt)	IC
7	S&C and Tyne Valley Pullman	Potters Bar-Retford-Skipton-Carlisle-Hexham-Potters Bar	LSL Blue Pullman	MP
12	Cambrian Coast Express	Swindon-Cheltenham-B'ham NS-Shrewsbury-Pwllheli	NR 97/3s	PT
13-15	West Highland Pullman	Slough-Banbury-Solihull-Fort William & return	LSL Blue Pullman	MP
14	Eastriggs Eloper	Watford Jct-Carlisle-Eastriggs-Longtown-Watford Jct	GBRf 57/3 + 66 (tnt)	UKR
14	Torbay Pullman	Leeds-Stockport-Stoke-Paignton & return	LSL Blue Pullman	MP
14	Glevum DEMU	Hastings-Redhill-Kemble-Cheltenham	Hastings DEMU 1001	HD
15	Wirral Swan Song	Hooton-Kirkdale depot-New Brighton-Hoylake-Hooton	2 x 507 EMUs	BLS
17	Exmoor Coast Pullman	Carnforth-Crewe-Walsall-Minehead & return	LSL Blue Pullman	MP
20-22	West Highland Pullman	Watford J-Rugby-Tamworth-Fort William & return	LSL Blue Pullman	MP
21	Beamish & Durham Pullman	Newport-Barnt Green-Durham & return	LSL Blue Pullman	MP
21	Bluebell Railway	Nottingham-Peterborough-Acton-East Grinstead	GBRf 66, and 2x73/1s	UKR
27	Highland Clansman	Thirsk-Alnmouth-Berwick-upon-Tweed-Aviemore & return	LSL Blue Pullman	MP

All tours listed above may be subject to cancellation due to industrial action – check with tour promoter.

Key: **BLS** Branch Line Society www.branchline.org.uk **HD** Hastings Diesels www.hastingsdiesels.co.uk **IC** InterCity 0800 038 5364 **MP** Midland Pullman 0800 038 5360 **PT** Pathfinder Tours 01453 835414 **RET** Retro Railtours 0161 3309055 **RTC** Railway Touring Company 01553 661500 **SR** Statesman Rail 0345 3102458 **ST** Saphos Trains saphostrains.com **UKR** UK Railtours 01438 715050 **VT** Vintage Trains 0121 708 4960 **WCR** West Coast Railways 01524 737751

Rare opportunity to visit former Eastriggs MoD base

UK RAILTOURS (UKR) has secured a first ever visit by a railtour to the former Ministry of Defence site at Eastriggs, near Carlisle – which includes approval to visit the ex-MOD Longtown branch.

'The Eastriggs Eloper' – which takes its name from nearby Gretna Green, famous for marrying eloping couples – starts at Watford Junction (06.15) and will call at Milton Keynes, Northampton, Nuneaton, Tamworth, Stafford and Preston.

Hauled by a GBRf Class 57, the route will also include the Crewe Independent Goods Lines and the Carnforth goods lines.

At Carlisle there will be time for a break, during which time a GBRf Class 66 will be added to the train for the top-and-tailed movements.

Subject to operational requirements, UKR said it is hoped to pass through the arrival sidings and traverse the branch line as far as the transhipment area but will not enter it. This will be followed by a visit to the Longtown branch and other non-passenger lines around Carlisle. A final break in Carlisle will allow the Class 57 to be repositioned on the front of the train.

Because of infrastructure limitations at Eastriggs and Longtown, the train length will be restricted with fares a little higher. They are: adult standard £159, junior standard £139 and first-class non-dining £229. A buffet car will be available serving hot and cold drinks and snacks, and there is no first-class dining on this tour.

UKR added that in the case of connecting services, the departure time from Watford Jct will be after the arrival of the 05.09 from Clapham Junction and 05.39 from Euston, and after the arrival of the 06.04 from Euston into Milton Keynes – subject to no late running or cancellation of these service trains.

More details and booking online at www.ukrailtours.co.uk or by calling 01438 715050.

SIDELINES

Sold out in hours!

THE Branch Line Society's 'Wirral Swan Song' railtour on September 15, which will say farewell to the Class 507 EMUs on Merseyrail, sold out in just 17 hours. The tour will feature a pair of units working around the Wirral, with a visit as far as Kirkdale depot on the network's northern section.

■ Merseyrail said a second farewell tour will run later in the year. Details will be announced soon.

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RAILTOURS PORTFOLIO



1 | 3
2 | 4
5

1
THE 'NORTH WEST WANDERER': Intercity staged a multi-traction tour around North West England on August 10, featuring mostly English Electric-powered classic traction. The first leg from Crewe to Carlisle was top-and-tailed by 'Hoover' No. 50050 (D400) *Fearless* and 'Peak' No. 45118 *The Royal Artilleryman*, the train then reversing so the '45' led the second leg to Preston via Settle and Blackburn (pictured at Smardale, north of Kirkby Stephen, on the S&C Line). The train reversed again at Preston, with Class 40 No. D213 (40013) *Andania* added to the '50' to haul a circular trip to Hellifield, out via Blackburn and back via Carnforth, the '45' still at the rear. Back at Preston, the '40+50' pair were replaced by Type 3s Nos. 37409 *Loch Awe* +37521, which took the train to Manchester Victoria via Copy Pit and return to Preston via Bolton. The final leg of the day saw 'Choppers' Nos. 20132+20118 pilot No. 45118 back to Crewe via the West Coast Main Line. PHOTO: STEVE SIENKIEWICZ

2
Nos. D213 (40013) *Andania* and 50050 (D400) *Fearless* depart Hellifield on the circular run from Preston to Preston via Blackburn and Carnforth, with No. 45118 at the rear. TOM MCATEE

3
With the light fading just after 20.20, Nos. 37409 *Loch Awe* +D6817 (37521) have just come off the Copy Pit line and are heading towards Todmorden station with the Preston to Preston via Blackburn and Bolton leg of the tour. ROB BATTY

4
The level of enthusiast interest in the tour throughout the day can be judged by this snapshot taken south-east of Clapham (North Yorkshire) as a large group of photographers wait for the train, around a dozen of whom are using poles. ROB BATTY

5
No. 50040 (D400) *Fearless* roars past Docker, Cumbria, with the first leg of the 'North West Wanderer' from Crewe to Carlisle via the West Coast Main Line. No. 45118 is at the rear. STEVE SIENKIEWICZ

Compiled by **Chris Milner**

SIDELINES

Bumper first year for Marsh Barton…

IN its first year of operation, Marsh Barton station on the outskirts of Exeter has seen use by 90,000 passengers. Costing £16m to construct, the station is served by an hourly train service between Exmouth and Paignton. The station opened on July 4, 2023.

…and for Thanet Parkway

OPENING on July 31 last year, Thanet Parkway has seen 91,000 passenger journeys to and from the station in its first year. Situated between Ramsgate and Minster, the number of services per day has nearly doubled with an hourly highspeed service to St Pancras International, alongside a peak hourly local service to Canterbury or Ramsgate. There has also been an uplift in use at Ramsgate and Minster stations.

New bridge on Chiltern route

A FIVE-day closure of the line between Oxford and Banbury at the end of July has allowed Network Rail engineers to install a new 240 tonne bridge deck over the River Cherwell south of King's Sutton. Passengers were bussed between the two stations while intermodal services were diverted via the West Coast Main Line.

Cwmbran going step-free

AS part of a scheme to make Cwmbran station step-free, the main span for the new accessible footbridge has been successfully installed by Network Rail. Work is continuing to complete the brickwork and cladding of the lift shafts, ahead of installing the actual lifts. An autumn completion is anticipated.

Temporary footbridge for Lostwithiel

NETWORK Rail has started work to install a temporary footbridge at Lostwithiel station while plans for a permanent bridge are progressed. The adjacent level crossing is one of only two points in the town crossing the Great Western Main, and barriers can be lowered for up to 22 minutes an hour.

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Northumberland Line reopening takes shape

Revised target of December 2024 set for start of passenger services.



Northern Class 158 DMU No. 158851 is seen at Ashington station on August 5, the first day of the driver training workings. NORTHERN

THE project to reopen the 18-mile Northumberland Line between Newcastle and Ashington has seen several key milestones passed in recent weeks – and crew training is now underway.

Completion of a new bridge on the A1061 Newsham Road on the south side of Blyth was achieved on August 1, and will allow the signalling system to be completed, paving the way for the start of driver training runs along the route.

During August, another key piece of infrastructure to be completed was the installation of the cycle bridge over the A189, connecting northern Blyth to Blyth Bebside station. On July 31, the Palmersville underpass opened for public use, connecting a right of way on either side of the line, and replacing a foot crossing with safer and convenient access for walkers and cyclists.

Programme director Neil Blagburn said: "Speaking on behalf of the partnership, we are delighted to have reached these key milestones, thanks to the hard work and dedication of all the people and organisations working on this hugely ambitious scheme.

"With each passing week we are getting nearer to running a passenger service again for the benefit of everyone in South East Northumberland and beyond."

The project, led by Northumberland County Council in partnership with the Department for Transport, Network Rail and Northern Trains, has an anticipated final cost of £298.5m. Research suggests that for every £1 invested in the Line, more than £1.50 is expected to be generated in wider benefits.

Because of the impact of adverse weather during the construction phases of the project, a new target window of December 2024 has been set for passenger services starting. However, all project partners and contractors are working to open ahead of this date.

Driver training diagrams have begun following an initial test run on August 5.

An end-to-end journey along the route will take around 35 minutes and a peak single fare from Ashington to Newcastle will cost £3, while a return trip will be £6. An off-peak single for the same journey is £2.60 and a return is £5.20.

Latest phase of MML electrification switched on

A NEW section of the Midland Main Line (MML) was energised on July 28, following the completion of electrification between Kettering North Junction and Wigston South Junction, near Leicester.

Although it is several months yet before the new Class 810 'Aurora' bi-mode trains begin to enter service (expected early 2025), once the new overhead line equipment has been tested and approved using the new SPL Powerlines test train using Class 91 No. 91117 (see Traction & Stock on page 92), driver training for the 'Aurora' under the wires will begin.

In readiness for any emergencies that might occur, Network Rail has been holding training sessions for firefighters based at Wigston. These took place at the new East Langton substation, one of the three new substations providing power to the route. There is also a new grid feeder station at Braybrooke, south of Market Harborough. Residents living near the line have been reminded the electrification is now live.

The work to electrify this 21-mile section of line has taken just two years and involved the rebuilding or raising of a number of bridges, mast and base installation and the erection of large sections of palisade fencing.

The next phase of electrifying the MML is expected to be between Syston and East Midlands Parkway. The section between Wigston and Syston is complex due to the low clearances under London Road bridge by Leicester station. Also, a decision is awaited on whether to include any form of grade separation at Wigston to cater for future passenger and freight traffic growth or alternatively four tracking the section from Leicester to Wigston, reusing the two disused bores of Knighton Tunnel.

Solution found in Altnabrec station access legal dispute

HAVING been closed since November 12, 2023, following an access dispute, Altnabrec station on the Far North line from Inverness to Wick and Thurso could reopen by early September, subject to works being completed.

ScotRail suspended services to the remote station after a legal dispute with a resident of the former station house was allegedly preventing access to the station site and level crossing for maintenance.

A solution has been found in the construction of a new footpath avoiding the public right of way adjacent to the station house. Before services can recommence, Scotrail need to replace or upgrade some of the passenger information equipment at the station.

Refurbishment for Richmond

RICHMOND station is benefiting from a refresh as a result of an ongoing collaborative project involving Network Rail, South Western Railway, the Railway Heritage Trust and Richmond Council.

The art deco station, with its façade finished in Portland Stone, was designed by James Robb Scott, with the current building opening in 1937.

The work includes cleaning the stone façade; refurbishing and repolishing the entrance doors; installing new station lettering to the façade; repainting the windows and the inside of the booking hall with the original heritage colours; refurbishing toilets on the lower concourse; and new flagpoles.

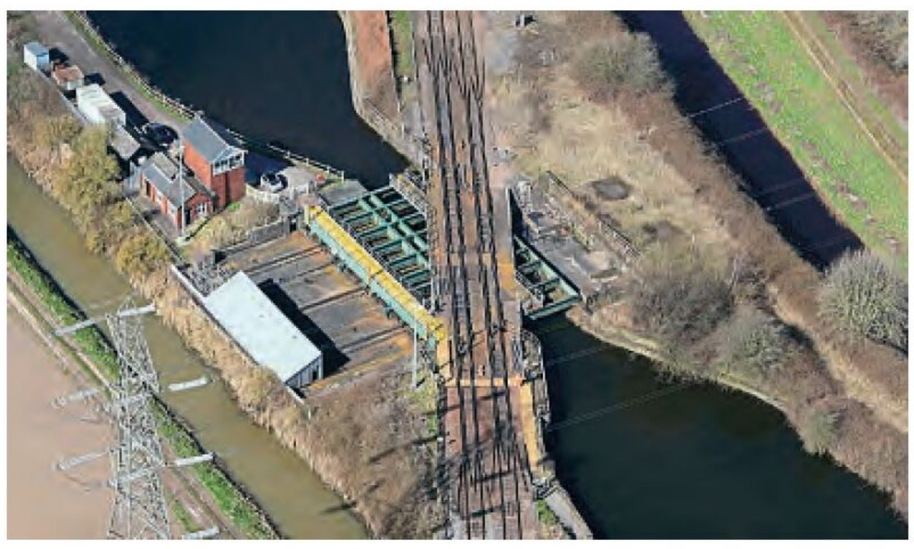
Teams are now repointing and repairing the stonework and plan to replace the entrance canopy with a heritage style bronze-coloured fascia. Completion is due by March.

Bridge fault closes canal

A FAULT with the unique sliding bridge at Keadby, North Lincolnshire, resulted in the Stainforth and Keadby canal being temporarily closed.

Sensors detected a problem on August 1, and would not let the bridge – which carries rail traffic between Doncaster and Scunthorpe – slide open for the passage of boats. Network Rail said a fault was found with a key component and it was necessary to have a new part specially manufactured.

Closure lasted several days while the new part was installed. The structure is Britain's only sliding railway bridge over a canal.



An aerial view of the unique sliding bridge at Keadby which is controlled by a 1926-built LNER signalbox. NETWORK RAIL

Escalator upgrade on Merseyside

NETWORK Rail is investing £12.5m to upgrade 14 escalators at four stations across the Merseyrail network over the next three years.

The escalators – which have reached the end of their life – are at Liverpool Lime Street, Moorfields, James Street and Hamilton Square. Each escalator will take over 20 weeks to replace due to the specialist and detailed nature of the work, and to minimise disruption to passengers, only one escalator per station will be replaced at a time.

Work to renew the first of six escalators has got underway at Liverpool Lime Street, with the whole project due to be completed by 2027.

As part of a separate project which affected Merseyrail services to Southport, between August 19-23, a life-expired bridge over the River Alt between Hall Road and Formby was replaced with a new concrete structure.

Huddersfield roof restoration

WORK has begun to restore the trainshed station roof at Huddersfield and to preserve one of the few remaining 'Euston Roof' examples on the railway network.

As part of the Transpennine Route Upgrade, the station is being redesigned with the construction of new and longer platforms, with an extra track to enable more trains to stop there.

Grit blasting of the roof canopy beams will take place overnight until March 2025, followed by steelwork repairs and painting during the daytime. The work will mean the diversion of some services and use of a rail replacement service.

Work has also begun to dismantle the listed tearoom. This will be stored while the platform remodelling takes place, before being repainted and reinstated at a later date.



The complex scaffolding needed to enable the roof restoration at Huddersfield station. NETWORK RAIL



TROON BUILDING REOPENS: **THE £5m reconstruction of Troon station platform one building and canopies following a devastating fire in July 2021, has been completed. After a consultation with the local community, council and other stakeholders, on the design of the station and features, work began in October 2023. Seven platform canopies have also been replaced. The chosen design echoes the previous building while changing the internal layout to better meet passengers' needs, and includes a booking office, toilets and waiting area, as well as a Changing Places facility. The station opened on July 17, allowing visitors to the 152nd Open Golf Championship to benefit.** NETWORK RAIL

First 'Beacon' bridge opens

PASSENGERS who use Garforth station, east of Leeds, are benefiting from a newly designed footbridge.

The 'Beacon' bridge is the first of its type, and with work on the staircases completed has opened, although it will be later this year that work on the lifts is completed to make the station fully accessible.

The so-called 'Beacon bridge' is one of three pilot designs first devised in 2018 as modern options for future bridge accessibility schemes. A security feature of the Beacon bridge is to have its side panels made from toughened glass which allows users to see other people on the bridge or staircases.

During development it was discovered that standard enclosed footbridges made some passengers feel unsafe, especially while travelling alone and at night. The multi-million-pound project has been funded by the Government's 'Access for All' station scheme.



The new bridge at Garforth with its clear glass panels. NETWORK RAIL

£5.2m invested in Stephenson double-decker bridge upgrade

A YEAR-long project to strengthen the iconic High Level Bridge at Newcastle-upon-Tyne, which provides a vital road and railway link over the River Tyne, is now complete.

Network Rail has invested £5.2m to overhaul the underside of the structure which connects Gateshead and Newcastle. Designed by Robert Stephenson and completed in 1849, it was the world's first double-decker road and railway bridge.

The work undertaken included grit blasting and repainting of the structural beams holding up the road and pedestrian decks; repairs to the wrought ironwork; waterproofing the road deck; and improving the drainage channels on the road to protect the newly refurbished structural beams below, along with carriageway resurfacing.

As the structure is Grade I listed, a complex scaffolding system had to be hung from the bridge without it interfering with the original ironwork.

SIDELINES

Barnes Bridge strengthened

A SIX-day closure of the of the Hounslow Loop line between Kew Bridge and Barnes, which concluded on August 3, has seen completion of strengthening Barnes Bridge.

The Grade II listed bridge has had all 48 wooden wheel timbers replaced with Fibre-reinforced Foamed Urethane (FFU) alternatives which were produced from recycled material and have an extended lifespan of 50 years.

Engineers also strengthened the spans of the Grade II listed bridge, working underneath on scaffold platforms.

Waterloo exhibition finds new home

AN exhibition which was first unveiled to mark the 175th anniversary of London Waterloo station has found a permanent home in the old international terminal.

Curated by former NSE public relations manager and rail historian Mike Lamport, the exhibition highlights images and stories mapping the social, cultural and transport history of London Waterloo, covering from the Cholera to Covid eras. The exhibition is located by Platform 24.

Prior to the introduction of the Elizabeth Line, London Waterloo was formerly the busiest railway station in the UK. Now, it is the third busiest, with 57.8m entries and exits last year.

Faster '67' diagrams on the North & West route

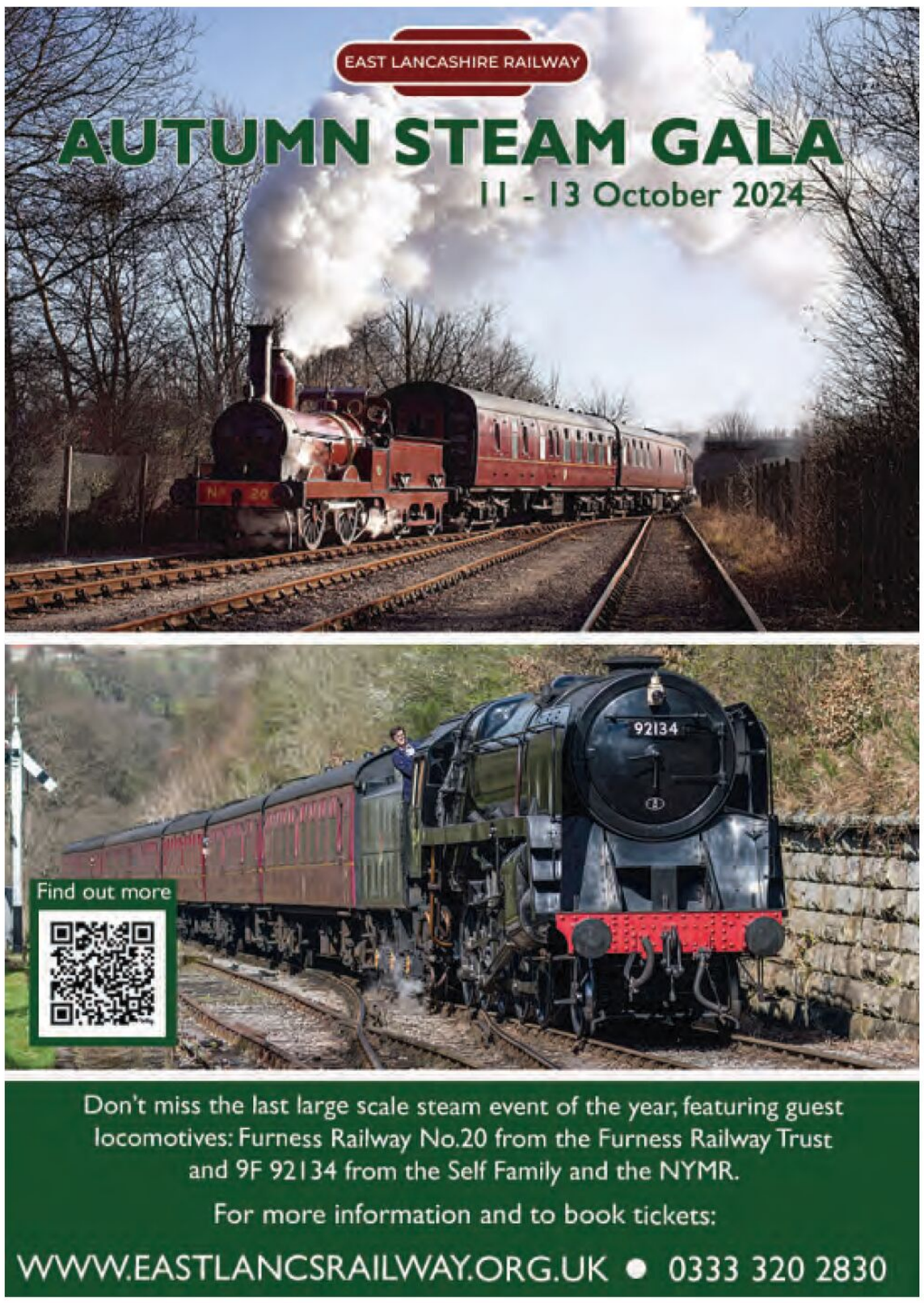
JOURNEY times for Class 67 loco hauled services between Cardiff Central and Manchester Piccadilly are set to be sped up following work to remove dozens of historic speed restrictions.

The Transport for Wales (TfW) operated services have faced speed restrictions in around 40 locations on the Marches Line, however, Network Rail has removed 38 of those restrictions, paving the way for quicker journey times. The work to remove these restrictions has taken around three years to complete, and journey time improvements should be evident in the December 2024 timetable. Both the Class 67 and DMUs used on the route are now able to run at the same maximum speed for the route.

Network Rail and TfW are now looking at other locations across the Wales and Borders route where similar line speed improvements can be made.


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SIDELINES

Heidelberg agrees iWagon deal

HEIDELBERG Materials UK (formerly known as Hanson) is to have its entire wagon fleet retrofitted with iWagon technology – making it the first business in the world to adopt the system.

Developed by wagon leasing company VTG Rail UK and Knorr Bremse Rail Systems, installation is due to begin in mid-November.

Initially trialled using VTG-owned JPA tank wagons modified at Tarmac's Dunbar maintenance depot, the iWagon modifications include sensors providing real-time condition monitoring and data with the aim of improving safety, performance and reliability.

VTG says it will set a new standard for commercial freight operations.

Blyth base for Mandy Rail

FREIGHT wagon repair and maintenance company Mandy Rail has become a tenant at Battleship Wharf at the Port of Blyth.

The firm works on wagons owned by companies including Touax, VTG, GBRf, Ermewa, Freightliner and Direct Rail Services. Rail facilities at Battleship Wharf can accommodate trains of up to 420metres in length.

Port of Blyth commercial director Alasdair Kerr said: "Mandy Rail's expertise in freight wagon repair and maintenance not only enhances the Port's service offerings but reinforces our dedication to providing comprehensive solutions for our clients."

Cranes lift London Gateway capacity

TWO new rail-mounted gantry cranes at DP World's London Gateway rail terminal are expected to increase logistics hub capacity by 50% and container handling by 75%.

The company says they form part of its wider commitment to increase the movement of cargo by rail, which has also been supported by a direct rail link between London Gateway and Southampton and its modal shift programme, introduced at the latter facility in September last year, offering customers a financial incentive to use rail rather than road for onward movement of goods.

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The Stobart container terminal on the northern bank of the River Mersey at Widnes. Trains arrive from Felixstowe via Weaver Junction and Runcorn (the line to the right of the image) and pass the site, reversing in the middle distance at Ditton to join the access/exit road. The route from Arpley Junction (Warrington) runs under the electrified line, emerging alongside the terminal spur. STOBART PORTS

GBRf launches five more trains per week for Stobart

Additional Felixstowe-Widnes workings are a response to 'substantial demand'.

THE success of a GB Railfreight service between the Port of Felixstowe and the Stobart Ports terminal at Widnes in Cheshire has led to a second being launched to meet what both companies describe as a "substantial demand" for container movements.

GBRf launched the initial six trains per week operation in October last year. The new service adds another five paths to the weekly total. The two firms estimate that the additional trains will remove the need for around 500 lorry movements each week.

"This year alone, Stobart Ports have moved over 100,000 containers by rail, cutting road miles and saving around 20,000 tonnes of CO_2," said Stobart Ports managing director Sean French. "Our ongoing investment in rail not only maintains our leadership in UK rail logistics but also supports our environmental goals."

Company background

Well known for its roots in road distribution, Stobart was acquired in 2021 by the Culina Group, a specialist in storage and the distribution of ambient and chilled food and drinks. It provides supply chain, transport and logistics services to clients in the UK and mainland Europe.

The company's Widnes site has both External Temporary Storage Facility (ETSF) and Approved Freight Service Operator (AFSO) status, allowing it to be used to hold goods until customs approvals have been finalised, and to record details and carry out security checks and the sealing of consignments prior to export. In addition to storage services, it has facilities for final mile distribution.

"We're delighted to introduce this new service with Stobart, effectively doubling the volume we transport between Felixstowe and Widnes," added GBRf's head of intermodal Julie Garn. "Having already moved 100,000 boxes in and out of the Port of Felixstowe in 2024, we aim to double this figure by year's end."

Drax's golden milestone

MARKING the 50th anniversary of the opening of Drax Power Station in North Yorkshire, which began supplying energy to the National Grid in 1974, GB Railfreight Class No. 66301 has been unveiled in a gold livery with blue branding.

Having emerged in its new colours from Arlington Fleet Services in Eastleigh, the locomotive worked from Drax to Tyne Coal Terminal at Tyne Dock (now used for biomass shipments) via Pontefract, Shipley and the Settle & Carlisle and Tyne Valley routes for photo opportunities.

Commercial generation of electricity from coal at the site ended in 2021, the power station having been gradually converted to burning biomass pellets over the previous eight years.

On July 4, GBRf ran its 10,000th loaded train from the Peel Ports-operated Ligna Biomass terminal at the Port of Liverpool. GBRf says it has moved over 15million tonnes of biomass between the two locations since 2016.

"The 10,000 journeys we have made over the last eight years have supported Drax and the UK Government to produce low carbon power for us all," explained GBRf chief executive John Smith. "This power has provided for families and businesses up and down the country, helping ensure that everybody's needs are fulfilled, from keeping the central heating on in the winter to powering our electric vehicles."



Later named *Drax Power Station 50*, GBRf Class 66 No. 66301 hauls a rake of Drax IIA-D biomass wagons, including matching gold leading wagon, at England Lane, Knottingley on its way to Tyne Coal Terminal via the Settle & Carlisle and Tyne Valley routes on July 31. MARK GILL

Mark Gibbens, Drax head of logistics said: "We have long-standing relationships with both GB Railfreight and Peel Ports and we are delighted to celebrate this incredible milestone with both of them."

Compiled by **Graeme Pickering**

SIDELINES

Landslip affects Metrolink services

METROLINK services between Oldham Mumps and Rochdale town centre resumed on August 19, almost six weeks after a landslip near Derker. A replacement bus service was scheduled between Oldham and Rochdale while work took place to reinstate the track in its original position and repair overhead lines.

Transport for Greater Manchester has confirmed that further work will be required over the next 12 to 24 months to improve the alignment's longer term resilience.

Results from detailed ground investigations were awaited to determine whether foundations beneath the track may need to be strengthened at a later date.

DLR extension support

A REPORT has been published by Transport for London following consultation on plans to extend the Docklands Light Railway from Gallions Reach to Thamesmead via Beckton Riverside.

TfL says there were 1254 responses from members of the public and 29 from stakeholders. 75% believed the extension would make journeys further into East and South East London.

More 'step-free' stations

TRANSPORT for London says that design work is getting underway in preparation for projects to make Alperton, Arnos Grove and Eastcote Piccadilly line Tube stations step-free after feasibility work began last year.

Plans for the conversion of North Acton and West Hampstead were announced earlier this year and the Northern line stations at East Finchley, Colliers Wood, Tooting Broadway, Metropolitan line stations at Croxley and Northwood, Neasden on the Jubilee line and Turnham Green (District and Piccadilly lines) are to undergo assessment for possible step-free access.

Temporary bicycle ban

EDINBURGH Trams placed a temporary ban on the carriage of bicycles during the August festivals, in order to make more space available for passengers.

Extra services ran into the early hours of Saturdays and Sundays for four weekends to accommodate people returning from late night events.

Faulty pantograph strips affect Tyne & Wear Metro services

The issue is the latest cause of reliability problems for the ageing Class 599 fleet and the first of their replacements are yet to be introduced.

TYNE & Wear Metro passengers were asked by operator Nexus to allow extra time for journeys and avoid travelling at peak times, after faults were discovered with pantograph carbon strips on the system's Class 599 Metro-Cammell trains.

The problem came to light on the morning of July 22, when seven trains were initially identified as having defective strips. Temporary withdrawals from traffic reportedly resulted in delays of up to 36 minutes. The decision was taken to prevent potential overhead wire damage and affected vehicles were refitted with older batches of strips as a temporary solution.

It is understood that only 20 Class 599s were available to run services that afternoon, eight short of the number needed for a full timetable.



Class 555 No. 555021 is seen on a shunting movement at South Gosforth depot on July 31. It is one of nine members of the 46-strong class so far delivered to Tyneside. Nexus expects the first of the units to enter service in late 2024, but the Tyne & Wear Metro system will continue to be reliant on its ailing Class 599 'Metrocars' for considerably longer. JAMES GARTHWAITE

Reintroduction

By early August, Nexus had established that over half its Class 599 fleet were affected. It told *The RM* that it had been gradually able to reintroduce more into service and there were no longer any stopped solely as a result of the problem.

The new five-car Class 555 sets, 46 of which are being built for Nexus by Stadler, were expected to begin replacing the Class 599s last year, but late 2024 is now the target for the first to enter service.

Having been introduced when the Metro system opened in 1980, keeping sufficient Class 599s operational has become a growing challenge. Some peak time services were temporarily withdrawn in March 2023 to ease the pressure and Nexus issued Stadler (which also maintains the Class 599s) with a formal improvement notice.

"We appreciate and accept that customer confidence has been affected by the reliability issues we have seen with our trains and are working hard with Stadler to make improvements," said Metro operations director Kevin Storey. He added that it "remained focused" on achieving the "best possible performance" from the Class 599s during transition to the Stadler-built fleet.

Nine of the new trains have so far been delivered, three of which had completed kilometre accumulation by early August. An autumn start is expected for driver conversion training.

Modifications considered for new Subway trains

GLASGOW Subway's new 17-strong fleet of Stadler-built four-car units could undergo changes to speed-up the door-opening process.

Subway operator Strathclyde Partnership for Transport has told *The RM* that it is looking at a potential modification to the sets, which were gradually phased in to use from December last year, completely superseding the previous Metro Cammell trains from the evening of June 28.

Featuring air conditioning and 'walk through' gangways between cars, the units are designed to offer improved accessibility and reliability, but currently take around 30 minutes to complete a circle of the Subway, as opposed to 24 minutes for the previous fleet. Although the doors taking slightly longer to open and close (accompanied by audible and visual alerts), is a factor, SPT says the primary reason for the longer journey times is that the trains are still being controlled by the old signalling system, which, like the train fleet, is being replaced as part of the £288 million modernisation programme.

The new communications and signalling are due to go live in 2026. SPT says journeys should become faster than they are at present, but it is "too early to say" if they will return to the previous 24-minute norm. This should be clearer once performance testing has been completed next year.



A TASTE OF HOME: The ticket hall of Heathrow Terminal 4 Underground station has become the location for a work by photographer and artist Joy Gregory. Part of Transport for London's Art on the Underground programme, a 'A Taste of Home' is installed on a series of 24 billboards in the Piccadilly line ticket hall rotunda and uses excerpts from poetry and photographic collages to explore the stories of people who have recently arrived in London, and the way that food and feelings of compassion connect people. THIERRY BAL/TFL

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Compiled by **Graeme Pickering**

GB Railfreight announces lease of Class 18 hybrid shunter fleet

The confirmed acquisition of four Clayton-built locomotives follows a trial launched in 2022 at Whitemoor Yard in Cambridgeshire.



One of four class members on lease to GBRf, Class 18 No. 18015 is seen at its Eastleigh Yard base on July 20, two days after delivery. DAVID BLANDFORD

HAVING initially used the first-built of the 15 hybrid Class 18s on a trial basis, GB Railfreight has confirmed the acquisition of four of the locomotives, on lease from owner Beacon Rail.

No. 18001, the first of the 90-tonne Bo-Bo shunters to be completed, was also the inaugural example to be delivered to a potential customer for evaluation, arriving for assessment on GBRf-operated movements at Whitemoor Yard in Cambridgeshire on February 1, 2022.

As in the trial, the four locomotives will support Network Rail supply chain movements at Eastleigh, Whitemoor and Bescot. No. 18012 is at Whitemoor and No. 18015 at Eastleigh. Nos. 18013/014 are the other locos being leased.

Class 18s can operate solely on battery power, charging via a three-phase electricity supply as well as via regenerative braking. They also have a Stage V emissions compliant JCB diesel engine which can also be used for charging or, where needed for range or performance, provide traction.

Sustainable

"The Class 18 hybrid shunt locomotives are another exciting step forward for GB Railfreight in modernising and decarbonising our business," said GBRf asset director David Golding. "By utilising them on SCO (Supply Chain Operations) services, we're making sure our partnership delivers a greener, more sustainable railway that works better for everyone."

In the spring, Freightliner began a 12-month trial involving No. 18006, which was delivered to Crewe Basford Hall on April 9. The company said it would allow it to evaluate the capability of the Class 18, as well as gaining an insight into maintaining and operating a hybrid locomotive and providing feedback to Beacon and Clayton about the design and any modifications it felt might be necessary in the future.

No. 18003 was sent to British Steel at Scunthorpe in February for the company to assess as part of its search for a new fleet of shunters for the site.

Viewed as a potential successor to traditional yard locomotives such as Class 08s, the Class 18 is produced to Clayton's CBD90 specification and part of a wider family of related hybrid shunters already in use with Tata Steel and at the Sellafield nuclear site in Cumbria.



OVERHEAD TESTING TRAIN FORMED: August 3 saw the first run on the Midland Main Line of the newly-formed Powerlines test train, consisting of Colas HST power car Nos. 43303 and 43301 and four trailer cars (all ex-CrossCountry), the latter with Powerlines and Eastern Rail Services branding, and Europhoenix Class 91 No. 91117 (which underwent corrosion repairs and fitting with test equipment earlier this year) in the middle of the consist. The HST set moved from the Severn Valley Railway at Kidderminster to the former Brush works at Loughborough for the Class 91 to be coupled into the formation along with the necessary cabling. It is understood that the train will be used to test the overhead line equipment installed between Kettering/Glendon Junction and Wigston South. It is pictured on August 3 at Cossington, north of Leicester. Having left the works at Loughborough running 127 minutes late, it reversed at Wellingborough (rather than continuing as planned to Bedford) and headed to UKRL's Leicester depot. CHRIS MILNER

Alstom to continue TPE Class 397 maintenance

ALSTOM has secured a £10.4 million contract extension from TransPennine Express which will see it maintain the operator's CAF-built Class 397 'Nova 2' fleet until at least December 2025.

Work on the 12 units, leased to TPE by Eversholt Rail, will continue to be carried out at Alstom's Polmadie (Glasgow) and Longsight (Manchester) Traincare Centres, supporting over 50 jobs across the two sites.

Since entering service in November 2019, the Class 397 fleet, which operates services between Liverpool Lime Street and Manchester Airport to Edinburgh Waverley and Glasgow Central has travelled in excess of eight million miles, an average of 688,000 miles per unit.

Alstom UK & Ireland services director Peter Broadley said the extension to the contract was testament to the quality of the company's work and its strong partnership with TPE.

"We are committed to ensuring the continued reliability and performance of the Nova 2 fleet, supporting both customer satisfaction and operational efficiency," he added. "The contract extension is also great news for our dedicated teams in Manchester and Glasgow, who provide a round-the-clock service, seven days a week, ensuring fare-paying passengers enjoy safe, comfortable and dependable journeys along the West Coast Main Line."



TransPennine Express Class 397 'Nova 2' unit No. 397007 at Liverpool Lime Street. ALSTOM



ScotRail No. 156467, the second of the operator's 42 Class 156s to go for C6 overhaul at Gemini Rail Services, pauses at Preston on its journey between Corkerhill and Wolverton Works on August 6. PHIL WALLIS

Overhauls for Scotrail Sprinters

GEMINI Rail Services has begun a programme of C6 overhauls on ScotRail Class 156 diesel multiple units.

All 42 sets allocated to the operator will travel to Wolverton for the work, with attention being given to key systems including cab controls, doors and toilets. Bodywork repairs will also be carried out. ScotRail says the units will receive exterior repaints and light interior refreshment.

No. 156456, the first to go through the programme, returned to service in early August.

Progress will be dependent on the repairs required, but it is expected to take an average of two months to complete a unit and ScotRail anticipates that the works will be dealing with two at a time from the end of the year.

Europhoenix 'Syphons'



Reliveried in April this year into modified Rail Operations Group colours (similar to those carried by the Class 93s) at Loram in Derby, Europhoenix 'Syphon' No. 37608 *Andromeda* is pictured on August 1, passing Daventry International Rail Freight Terminal (DIRFT), south of Rugby. CHRIS MILNER



Previously in Europhoenix grey and red livery, Class 37/9 No. 37901 *Mirrlees Pioneer* was returned to Railfreight Metals livery at UKRL in Loughborough in July. The locomotive is pictured (top), on August 7 at Lea Marston, Warwickshire, on the 5M56 working from Long Marston to Burton-on-Trent, consisting of two Rail Operations Group translator vehicles. It had earlier travelled to Long Marston from Derby Railway Technical Centre (Network Rail) with the same vehicles and was originally expected to return with coaching stock, bound for Castle Donington. In a subtle nod to its current owner, it carries a phoenix emblem on the cabside. TOM SELL

‘Azumas’ used in digital monitoring trials

Forward-facing CCTV will help to detect potential problems with infrastructure and lineside vegetation.

IN a collaboration involving London North Eastern Railway, Network Rail, train manufacturer Hitachi and Artificial Intelligence (AI) specialist Cross Tech, ‘Azuma’ sets are carrying Forward-Facing Closed-Circuit Television (FFCCTV) equipment.

The 12-month trial of the system, which LNER says can be moved between trains and set-up relatively quickly in the cab, began in May, but details were announced several weeks after the launch.

It utilises AI camera sensor technology to pinpoint where work is necessary and is also expected to provide an insight into how maintenance on the East Coast Main Line can be optimised by detecting situations such as leaves on the line, overhanging and invasive or hazardous tree species, low ballast levels, track and embankment conditions including subsidence and signal and level crossing sightings from a driver’s perspective.

“We can use this technology to understand where vegetation is encroaching on the operational railway and at risk of making contact with either trains or fixed infrastructure such as overhead electrified wires,” said Network Rail route engineer Johanna Priestley.

“We can also identify where vegetation growth has compromised the driver’s view such as on the approach to signals or level crossings. This initiative will allow us to make passengers’ journeys more reliable and help minimise the risk of disruption on the network.”

Hitachi Rail’s UK & Ireland senior director of sales Nick Hughes said he believed it would give valuable insights to drive better decision-making.

Second Class 93 arrives

THE second Rail Operations Group tri-mode Class 93 has arrived in the UK.

Built at Stadler’s factory in Valencia, Spain, No. 93002 was shipped to Portbury Docks and on July 22 moved by road to the Harry Needle Railroad Company’s Worksop depot. A programme of testing awaits it, including multiple working with No. 93001, which operated its first loaded test runs in May.



BATTERY TRIAL: Class 802 TransPennine Express ‘Nova 1’ unit No. 802207 successfully completed a dynamic trial on the test track at Hitachi’s Newton Aycliffe factory in County Durham on July 23, running solely on battery power. It is pictured at the site the following day. As reported in July’s *RM*, the unit has been fitted with a high-energy battery which can deliver 700kW of power, in place of one of its three diesel engines. It is capable of the same acceleration and performance as the engine and is no heavier than it. No. 802207 will undergo network testing as part of proposals to develop an entirely battery and electric-powered intercity train, capable of running in battery mode on non-electrified stretches of route. JAMES GARTHWAITE

Wagon Report

Compiled by **Steven Fredrick Lappage**

NETWORK Rail is moving away from a national programme of track renewals, and in the future such work will be devolved to regional level.

This in turn has raised questions about the various fleets of expensive to operate high-output equipment, including High Output Ballast Cleaners (HOBC) and Track Renewal Trains (TRT) based at Taunton, and the High Output Plant System (HOPS) electrification vehicles based at Swindon.

Two Plasser & Theurer-built HOBC sets have already been sold, and in the future only the most recently delivered RM 900 unit No. DR 76504 (also carries EVN identity No. 99 70 9314 504-0) dating from 2016 will be kept.

A major issue with these trains is their extreme length and weight. Few yards have sidings long enough to stable a complete set, so they often require splitting and reforming. The total weight is also in the region of 4000 tonnes, with a power wagon, of which there are two in each set weighing more than 120 tonnes.

Shorter, more flexible formations – such as operated by Rhomberg Sersa with just a pair of material handling wagons and a rake of YDA ‘Octopus’ hoppers – are thought to be more cost effective.

Neither of the Matisa P 95 UK track renewal trains are likely to be retained. Nos. DR 78801/811/821/831 were delivered in 2004, with Nos. DR 78802/812/822/832 arriving in 2011. Collectively, the HOBC/TRT sets also work with around 200 specialised ‘clean ballast’, ‘used ballast’ and ‘sleeper carrying’ wagons.

■ ACQUIRED for electrification of the Great Western Main Line (GWML) are 14 Multi-Purpose Vehicles (MPV) supplied by Windhoff. Following completion of the truncated GWML electrification programme in 2019, no further schemes requiring this type of equipment have been authorised.

For use with the MPVs, eight Rautaruukki container flats were refurbished and outfitted with a variety of OHLE modules. They are KFA(O) Nos. DR 76902/904/908/909/912, also EVN Nos. 99 70 9131 002-6/004-2/008-3/009-1/012-5), and KFA(Y) Nos. DR 76916/917/919(Nos. 99 70 9131 016-6/017-4/019-0).

■ FURTHER JNA ‘Hawk’ gondola conversions delivered have been Nos. 81705891253-6 to 286-6. The programme is expected to end shortly. More MRA side-tipper donors received at the Loram UK site at Derby RTC have been Nos. 501014/058/074/118/160-162/292-294.

■ BESCOT Down Yard was largely cleared of redundant DB Cargo stock during the first week of July. The only wagons remaining in any quantity are KSA MG Rover hi-cube vans and WIA enclosed car transporters.

■ RECENT disposals nationwide have included RRA runner flats Nos. 110613/721; OCA dropside opens Nos. 112 054/055/101/112/173/199/209/211/214/258/259/298/307; HQA Autoballaster hoppers Nos.380701-710; MTA spoil open No. 395212; RRA runner No. 400272; SPA steel flats Nos. 460008/013/039/137/194/343/399/485/762/774/963/987 and No. 461074; FJA bogie dropside open No. 621915; BAA/BCA*/BZA^ 40 foot steel flats Nos. 900006^/012^/032/036^/038*/047/054^/061/066^/080^/082/104/121/183*/184^/188^//190/191/197/202^/206^/208^/211*/212*/213/215/217^/218^/224*/225/236*/253^/274*/281; BBA 50 foot steel carriers Nos. 910049/067/082/100/102/103/214/257/262/351/372/385/404/406/443/505/511/512/576; YVA cable drum carriers Nos. KDC 950034/046/179/330/400; BPA bogie plate flat No. 965006; YQA ‘Parr’ borail wagons Nos. DC 967534/581/609/838; and RRA bogie pipe runners Nos. 99 0009/012/015/018/029/033/040/041/045/048.

■ FERRYSTOCK disposals have been Touax JRA bogie box opens Nos. 33 70 6790 006-4/007-2/010-6/017-1/018-9/019-7/020-5/021-3/027-0/032-0/035-3/040-3/053-6/075-9/089-0/091-6 and Cargowaggon IVA four-wheel vans Nos. 23 80 2398 505-0/513-4/518-2/530-8/532-4/540-7/552-2/553-0/566-2/568-8/572-0/575-3/577-9/581-1/585-2/586-0/591-0/595-1/597-7/598-5/599-3/613-2/628-0/629-8.



Network Rail USP 5000 RT ballast regulator No. DR 77907 is seen at Stafford on July 29.

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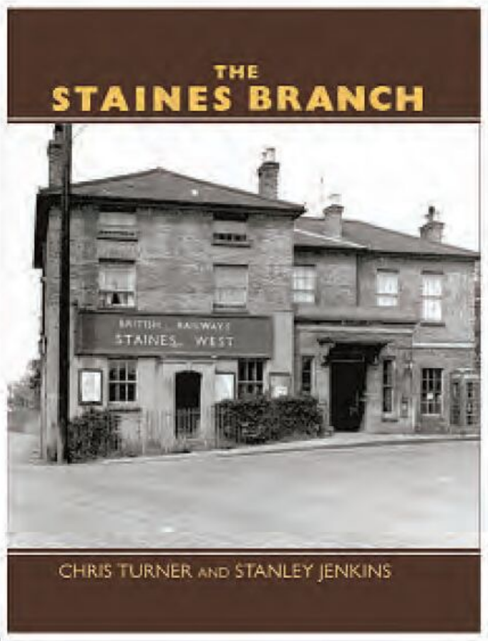
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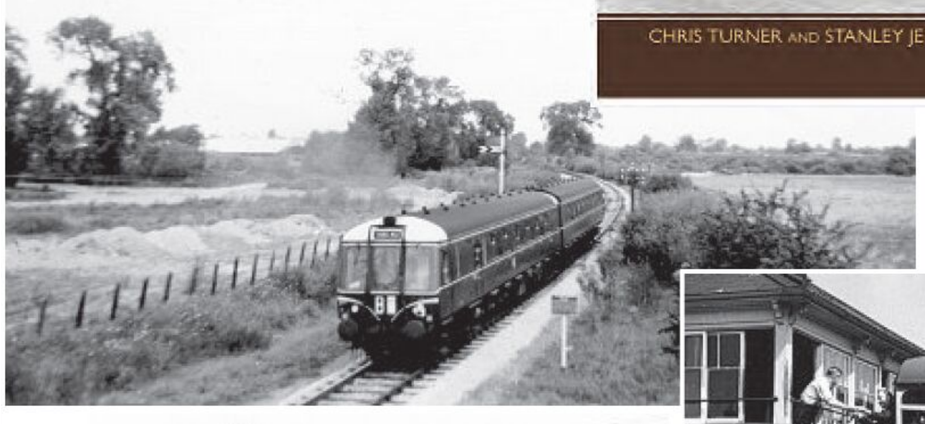
CHRIS TURNER AND STANLEY JENKINS

After more than 50 years of painstaking research including staff interviews, Chris Turner has finally completed this comprehensive study of the hitherto unrecorded GWR line from West Drayton to Staines. Lovingly produced and designed by Paul Karau, the work covers the history, traffic, operational details, route description accompanied by 25-inch OS maps for the whole line, well illustrated detailed coverage of Colnbrook and Staines stations, together with building drawings, signalling appendix, staff listings, etc.

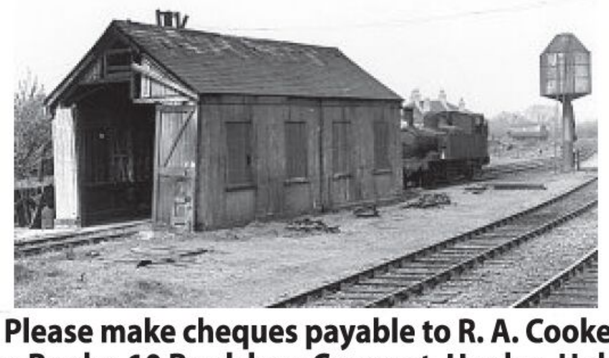
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TRACTION & STOCK PORTFOLIO

ANNIVERSARY REPAINT: Another view of 'golden' Class 66 No. 66301 which, along with a matching biomass wagon, has been repainted to mark the 50th anniversary of Drax Power Station (see Freight news on page 79). The loco and wagon are seen leaving Drax and crossing the River Aire at Godwall on July 31, at the head of 6N61 to Tyne Biomass Terminal, which on this day was routed via the Settle & Carlisle Line (rather than York) so that commemorative photographs could be taken. The power station's anniversary was also marked over the weekend of August 17/18, with a series of visiting railtours and a night photoshoot (see pages 6/7). TOM CULSHAW

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Image: 'Kings Cross reflected', Bradley Langton, 2021

Compiled by **Ashley Butlin**



Transport for Wales-operated Class 231 'Flirt' DMU No. 231004 awaits departure from Stratford station, East London just after noon on Thursday, August 8 – the empty stock move returning it home to Cardiff Canton depot as 5Q42 from Clacton. The unit had arrived at the new Stadler facilities at Clacton from Canton on July 22 for bogie work. IAN SINCLAIR

LOCOMOTIVES

Allocations
43030 sent for disposal
43185 sent for disposal
47830 DFLH-DHLT-LSLO
60012 Off registration
60032 Off registration
60036 Off registration
60037 Off registration
60048 Off registration
60052 Off registration
60068 Off registration
60077 Off registration
60078 Off registration
60084 Off registration
60089 Off registration
60093 Off registration
66112 WBBT-WBAT
69013 GBGD-GBRG

Liveries
Blue & gold + Drax 50 Years of Moving Forward: 66301
Blue Pullman: 43050/59
GBRf: 60056/76
Large logo blue: 50007/49

Named
43050 *Loch Morar*
43059 *Loch Shiel*
60056 *Great Gable*
66050 *Yorkshire Rose*
66301 *Drax Power Station 50*
66305 *Embsay & Bolton Abbey Steam Railway*

Name reapplied
50007 *Hercules*

Renumbered
56312 – 69013
66156 – 66656

Stored/stopped locations
Eastleigh Works: 57007
Radway Green, Alsager: 60036/37/77

Disposals
Lowmac Alloys, Irvine: Arrival date: w/c August 12: 43030, 43185. Cut date: w/c August 19: 43030, 43185

Sandbach Car Dismantlers, Middlewich: Cut dates: August: 90017/23/32

MULTIPLE UNITS

Allocations
150281 sent for disposal
197034 newly delivered HQ/HLHQ
197121/24 HQ-CH
730028/42 HQ-BY
730215/21/26/27/28/29 newly delivered HQ/EJHQ
777033/43 HQ-KD
807004 newly delivered HQ/HFHQ
72787/88 (465235) sent for disposal

Liveries
SWR: 458409/10/28

Names removed
323219 *Kings Norton*
323242 *Alvechurch*

Renumbered
458509 – 458409
458510 – 458410
458528 – 458428

Formations
458409: 67609+74009+74109+67709
458410: 67610+74010+74110+67710
458428: 67628+74028+74128+67728

Now in passenger traffic
197121/24
730028/42
777033/43

Now back in traffic
458408/23/26/28

Stored/stopped locations
Cockshute: 74405/23/52
Derby: 720137
Doncaster Belmont: 730208/25
Donnington RFT: 197034
Eastleigh T&RSMD: 701023/48, 701518/24
Ely: 175002, 175108
Gascoigne Wood: 730213/26
Great Yarmouth: 465237
Hornsey: 379022/23
Ilford: 720511
Long Marston: 701057/60, 701509/11, 730210/11
Old Dalby: 730025/27, 730203, 810003
Oxley: 730221
Wembley: 321305/21, 730215/28/29
Willesden: 730026/35, 730205/20
Worksop: 720537

Disposals
C.F.Booth, Rotherham: Arrival dates: July 29: 72787/88 (465235). Cut dates: August 7: 72788; August 9: 72787
Sims Metals, Newport: Arrival dates: August 14: 57281; August 15: 57281 (both 150281)

HAULED COACHING STOCK

Formations
HA01: 40601+42004+42561+42046+42054

Stored/stopped locations
Mid-Norfolk Railway: 41194, 42370/77, 44021, 48127-29/43-48, 49110/15/16



Ex-works Class 08 No. 08530 is seen in Freightliner livery outside the Hunslet Engine Company, Barton-under-Needwood on August 13. PAUL KEIGHTLEY

■ **STOCK CHANGES CORRECT AS OF AUGUST 24.**

Compiled by **Ashley Butlin**

The network's notable moves

Avanti West Coast

The 9S44/06.16 London Euston to Edinburgh Waverley had an eventful journey on Monday, July 15. From Wolverhampton, it was operated by Pendolino No. 390124 and was gradually losing time throughout the journey. Between Slateford and Edinburgh the train lost 15 minutes.

The return working 9M56/12.52 Edinburgh to London Euston was cancelled. Meanwhile Class 57 No. 57308 was summoned from Carlisle and was attached to No. 390124 at Edinburgh hauling the set to Polmadie depot for attention. Later, No. 57308 left Polmadie light engine (0Z99/21.31) bound for Carlisle.

With their imminent replacement by Hitachi IETs, it does seem appropriate to show some interest in the Avanti West Coast Voyagers. On Tuesday, July 23, a journey from Chester to Llandudno Junction was made on 1D83/09.02 from London Euston to Holyhead formed of Nos. 221103+221104.

While at Harrow & Wealdstone on July 24, new Avanti 'Evero' pairing of Nos. 805011+805003 were noted passing through platform 3 at speed with 9G26/14.16 London Euston to Birmingham New St.

ScotRail

Class 334 No. 334004 was hauled south from Yoker to Wolverton by Class 37 No. 37601, the first of the class to go to the works for corrosion repairs.

Class 156s are also passing through Wolverton Works. No. 156456 returned north on Thursday, August 1, being observed passing Thankerton with 5S07/08.15 Wolverton Centre Siding to Corkerhill, where it arrived at 15.48. Following this, on August 6 No. 156467 was observed passing Thankerton whilst working 5H20/09.05 Corkerhill CS&MD to Wolverton Centre Sidings.

Caledonian

The Lowland sleeper service was seriously delayed on the morning of July 24 when Class 92 No. 92028 hit a deer at Leggatfoot, about 1m 55 chains north of Thankerton. Arrival at Glasgow Central was 84 minutes behind schedule.

CrossCountry

From August 10 to November 9, CrossCountry is running a temporary timetable with services reduced. This is to allow for staff training.

Northern Rail

There was disruption around Bolton during the morning of Wednesday, July 24. The 2J25/08.23 from Clitheroe to Rochdale, had proved reliable enough on the two previous days, but on the Wednesday the platform indicators at Bolton showed it was running around 30 minutes late.

According to Realtime Trains it had arrived at Blackburn on time but was then held there for 24 minutes. It was eventually terminated at Manchester Victoria 'due to an issue with the train crew'. With 2J25 running so late it made sense to travel into Manchester using the 2W46/08.32 from Southport to Stalybridge formed of No. 769431, which was 13 minutes late at Bolton having made extra stops in place of cancelled services.

Trains leaving Newcastle station towards Durham can, at least in theory, depart from either the east or west end of the station and then cross the Tyne on either the High Level Bridge or the King Edward Bridge. The same applies for trains from Newcastle to Sunderland, although in most instances Sunderland trains will leave Newcastle at the east end of the station and cross the Tyne on the High Level Bridge.

On July 9 a journey was made from Newcastle to Sunderland on the 1J09/16.17 from Newcastle to Middlesbrough, formed of No. 158817, which is one of the few trains that leaves Newcastle station at the west end from platform 9. It crossed to the Up Slow before passing over the King Edward Bridge. From there it used the chord from King Edward Bridge North Junction to King Edward Bridge East Junction, and then it ran along the Gateshead side of the Tyne to Greensfield Junction where the chord to Park Lane Junction, Gateshead was taken, before crossing to the Up Slow.

Prototype Class 150 No. 150001, now the oldest diesel multiple unit on the National Network, was seen on Wednesday, July 10, alongside platform 8 at York station where it was forming the 2C33/11.10 departure to Leeds via Harrogate.

While they have hardly revolutionised rail services in the northwest, the Class 769 working on Northern have outshone their classmates on GWR and TfW. Several opportunities were taken by a correspondent to travel with Class 769 during mid-July.

On Friday, July 19, a journey was made from Wigan Wallgate to Bolton using the 2W62/16.32 from Southport to Stalybridge formed of No. 769442. On July 24, a journey from Bolton to Manchester Victoria used the 2W46/08.32 from Southport to Stalybridge, formed of No. 769431.

Later the same day, when travelling from Deansgate to Bolton, No. 769434 formed the 2W28/19.27 from Manchester Oxford Road to Southport. On Friday, July 26, the 2O74/10.05 from Southport to Manchester Oxford Road formed of No. 769434, was joined at Wigan Wallgate.

Due to engineering (electrification) works on Sunday, July 21, train services between Bolton and Wigan Wallgate and Bolton and Preston were operated by bus replacement services. As a result of the line closures, some services, which could not work via Bolton, were routed via Wigan North Western. This involved the use of the Parkside curve, which links the original Liverpool & Manchester Railway with the West Coast Mainline. A journey was made by a correspondent from Manchester Piccadilly on the 1N58/12.45 from Manchester Airport to Blackpool North formed of unit No. 331105. Having crossed Chat Moss, the train slowed to take the curve from Parkside Junction, joining the West Coast Mainline at Golborne Junction.

Brodie Engineering Ltd has announced a five-year agreement with Northern for the operation of Class 156 DMU 156478. Prior to going on lease, the unit has undergone substantial preparatory works, including a full C6 overhaul, interior repaint and refresh and exterior repaint and re-livery. All work was undertaken at Brodie Engineering's Caledonia Works.

Transpennine Express

On July 10, TransPennine Class 802 No. 802210 ran empty from Heaton Depot in Newcastle (5Q09/10.21) to Carlisle. From there at 12.19 this unit departed south to Crewe (5Q10) and returned, firstly (5Q11) at 14.51 to Preston, then (5Q12) back north to Carlisle and finally eastwards back to Heaton Depot arriving at 20.02.

Transport for Wales

A further Class 175 move on July 19 found No. 175108 top-and-tailed by Class 37 Nos. 37601+37218 from Crewe to Landore.

Class 231 No. 231004 was noted on July 22 working 5Q35 Cardiff Canton to Clacton CSD for a reported bogie swap at the Greater Angia service depot – having reportedly suffered a slight accident recently. Repairs completed, it returned to Cardiff on August 8.

General Motors locomotives have a reputation for reliability, but this was not earned by the Class 67s working for Transport for Wales as was shown by some journeys made in TfW trains together with other observations made during mid-July.

No. 67012, in grey livery, was noted stabled at the Arriva Traincare depot at Crewe on Friday, July 19, viewed from a passing train. Later, the 1V42/12.30 from Manchester Piccadilly to Cardiff Central, was seen arriving at Crewe station headed by DVT No. 82226, in Air Ambulance livery, with No. 67014, in grey livery, pushing at the rear of the train. According to Realtime Trains this service had started at Wilmslow "due to late arrival of an inbound service".

A journey was then made from Crewe to Manchester Piccadilly using the 1W57/10.52 from Cardiff Central to Manchester Piccadilly, headed by No. 82229, with Class 67



Eurostar's Class 374 power car No. 4028 in Gold Olympic livery leads the 11.31 St Pancras to Paris Nord service on August 2 near Sellindge in Kent (between Ashford and Dollands Moor), where HS1 runs alongside the traditional lines. ANDREW GARLAND



A different view of Golant on the Fowey branch in Cornwall, taken by drone over the River Fowey from an angle not possible when the sun is shining. GBRF's Nos. 66751 *Inspiration Delivered Hitachi Rail Europe* and 66781 *Ratcliffe Power Station* top-and-tail the weedkiller train on August 4. JON HIRD

No. 67017 pushing at the rear. At Manchester Piccadilly the same set then formed the1V46/14.30 to Cardiff Central.

On Thursday, July 25, No. 67010, in DB red, was seen passing Shotton at the head of empty stock train 5Z10 from Holyhead Carriage Maintenance Depot to Crewe Carriage Sidings. Driving Van Trailer 82230 was at the rear of the train.

Further observations on Friday, July 26, saw the 1V42/12.30 from Manchester Piccadilly to Cardiff Central, which had been seen earlier in the week worked by a Class 67, formed of a Class 197 DMU. A little later on the same day, the 1W57/10.52 from Cardiff Central, was seen terminating by platform 5 at Manchester Piccadilly led by DVT No. 82227 with No. 67008 at the rear. The same set formed the 1V46/14.30 departure to Cardiff Central, which was used as far as Crewe.

At Crewe the 1W19/12.49 from Cardiff Central formed of a Class 197 terminated by platform 12. Passengers were advised to move to platform 6 and join the continuation of train 1W19 to Manchester Piccadilly, the service headed by DVT No. 82230, and with No. 67015 at the rear.

The Class 197s are well established on some TfW services, although some members of the class are still under test. On Tuesday, July 23, Nos. 197033+197031 were seen making a brief stop at Llandudno Junction whilst working as empty stock train 3Q71 from Holyhead to Crewe. The same pair was seen again on July 25, passing Shotton on empty stock train 3Q74 from Crewe to Holyhead.

As previously reported, the VivaRail D-stock diesel-electric Class 230s have not been operating on the Borderlands Line without problems. Two trains are in operation each day but are changed over at lunchtime so only one is in use at a time.

A visit to Bidston on Thursday, July 25, saw No. 230010 arrive by platform 1 as the 2F68/12.14 from Wrexham Central. Having discharged its passengers, the unit continued as empty stock train 5F68 from Bidston to Birkenhead North EMU depot.

As No. 230010 left Bidston, No. 230009 drew up by platform 2 having arrived around 10 minutes late as empty stock train 5J72 from Birkenhead North emu depot.

A journey was then made on No. 230009 forming the 2J72/13.20 departure to Wrexham Central. This train left Bidston seven minutes late and remained this amount behind time all the way to Wrexham Central. Staying with No. 230009 as far as Shotton on 2F78/14.27 from Wrexham Central to Bidston, it left Wrexham Central four minutes late and was just as late at Shotton.

No. 230009 was seen for the last time on July 25 when calling at Shotton as the 2J80/15.33 from Bidston to Wrexham General.

West Midlands Railway

Reported movements of new Class 730 units around the country included No. 730034 being towed by Class 37 No. 37884 from Doncaster Belmont to Old Dalby on July 31. On the same day, Class 37 No. 37608 moved new No. 730216 from Derby to Oxley.

On August 2, Nos. 730215+730227 were moved from Derby to Wembley by No. 37884. Further moves on August 5, had No. 37608 take Nos. 730210+730211 from Willesden to Long Marston followed by Nos. 730220+730205 in the opposite direction. However, somewhere en route the train failed and was rescued by No. 37901.

Two days later, No. 730203 was conveyed from Loughborough to Crewe by Class 37 No. 37510. Observations of the Class noted by a correspondent on July 24 included Nos. 730038+730013 working 2K32/14.30 Milton Keynes Central to London Euston. Later, whilst travelling into Euston further Class 730s noted outside Camden CSD included Nos. 730036, 730039, 730016 and 730012.

East Midlands Railways

Trains between Norwich, Nottingham and Liverpool Lime Street are generally formed of Class 158 DMUs, so on Sunday, July 21, a correspondent making a journey from Manchester Oxford Road to Warrington Central on the 1R50/09.42 Nottingham to Liverpool Lime Street was interested to find it formed of Class 170 Nos. 170204+170422.

Testing of the new Class 810 Aurora bi-mode units south of Leicester commenced on Monday, July 22, when No. 810004 worked a 5Q44/10.50 Sheffield to London St Pancras. The working ran on July 23-25 with No. 810004 running the Old Dalby-Alfreton-Sheffield-Leicester-St Pancras-Leicester-Old Dalby diagram each day.

London Overground

Noted on July 24, at Barking and on a journey across to Gospel Oak, were Class 710/2s Nos. 710261, 710265, 710262, 710269 (Blackhorse Rd), No. 710271 (Harringay Green Lane), and whilst at Harrow & Wealdstone for an hour in the afternoon on the same day, noted working the London Euston to Watford Junction route were Nos. 710264, 710379, 710266, 710376, 710258, 710374, 710260 and 710256.

Govia Thameslink Railway

Movements reported of the Class 379 units between Worksop and Hornsey included Nos. 379020+379002 brought south by Class 47 No. 47727 on July 12, with the Class 47 taking Nos. 379019+379029 back later in the day.

Normally Thameslink, whilst not perfect, is quite reliable, putting TfL's Elizabeth Line and Overground to shame. However, on Saturday, July 13, things were not going to plan. Arriving at West Hampstead Thameslink station at around 13.20, our correspondent was surprised to find the 9V43/12.37 from St Albans to Sutton (Surrey), formed of Class 700 No. 700049, which should have left at 13.02, still by platform 1. Joining the train, the driver twice announced there was a problem and he was going to switch it off and switch it back on again in the hope of a resolution. Eventually the train arrived at West Hampstead Thameslink station, running almost 20 minutes late. The 9O43 formed of No. 700056, would normally have stopped by platform 1 but, with that road still occupied by 9V43, the 9O43 stopped alongside platform 3.

Consequently, leaving West Hampstead Thameslink, the 9O43 had to use the crossovers from the Up Fast to the Up Slow so as to stop by platform 1 at Kentish Town. According to Realtime Trains 9V43 eventually left West Hampstead Thameslink 37 minutes late and was terminated at Kentish Town 'due to a problem with the train'.

c2c

While a correspondent travelled between East Ham and Barking on July 24, the following c2c Aventra Class 720/6s were noted outside East Ham EMU depot: Nos. 720612, 720604, 720610, 720607 and 720605 with another set tucked inside the shed.

After just 10 minutes at Barking, No. 720601 *Julian Drury c2c Managing Director 2008-2020* pulled into Platform 5 with a service to London Fenchurch St. ▶

Southern Railways

Trains working the West Coastway seem to have numerous problems on a daily basis. On July 5, the 05.16 Barnham to Bognor Regis was cancelled due to unit No. 377107 being defective. The 06.28 Brighton to Portsmouth was formed of No. 377154 instead of No. 377302 which had a faulty GSM radio in Brighton Depot.

The 08.42 Littlehampton to London formed of Nos. 377441+377423 was diverted via the Arun Valley Line due to signalling issues between Arundel Junction and Angmering. In addition, the 07.46 from Victoria and 09.42 return terminated and started from West Worthing respectively with unit Nos. 377125+377466.

Further problems ensued with the 11.02 Bognor to Brighton Depot ECS move being formed of No. 377460 from Littlehampton instead of the booked eight carriages due to services arriving in the wrong order. Further delays and alterations continued throughout the morning.

July 8 found similar situations taking place. The 08.05 Victoria to Portsmouth and Bognor Regis terminated at Gatwick Airport due to defective stock with unit No. 377113. The defective unit ran ECS to Bognor Regis then later made the 14.37 ECS move to Brighton Depot, being replaced with No. 377414.

Meanwhile, No. 377326 was pressed into service working the 10.26 Bognor Regis to Horsham with No. 377123 on the service from Portsmouth. They then ran as seven carriages instead of the normal eight.

Further variations followed on the next day with No. 377314 used on the 11.06 Brighton to Seaford and remained on that diagram working all day instead of a four car Class 377. No 377201 was utilised on the 07.39 Brighton to Southampton and remained on the diagram working all day instead of a booked Class 387.

The 07.33 Chichester via Littlehampton to Brighton, formed of No. 377315, was attached to unit No. 377416 at Littlehampton due to excessive extra units being berthed there due to an incident at Wivelsfield involving emergency services the previous evening, when Southern services were terminated short or diverted via the Arun Valley Line.

The situation was no easier on July 10, with unit Nos. 377443 and 377314 working services between Brighton and Southampton throughout the day due to a shortage of serviceable Class 387s.

The 08.12 Littlehampton to London was delayed by 20 minutes due to a cab fault on leading unit No. 377211 which had to be removed from the formation before Nos. 377201+377137 took the service forward.

The 09.42 Littlehampton to London was delayed at Haywards Heath due to anti-social behaviour on board resulting in a 25 minute delay. After Gatwick Airport the service ran non stop to Victoria. No time was made and as a result the 11.46 return also ran with a 20 minute late start. To make up time it was diverted via the Arun Valley Line and arrival in Littlehampton was some 10 minutes early, allowing the 13.42 to depart on time.

More doom and gloom for Southern and Gatwick Express services occurred on July 11, due to a cracked crossing at Balham. Services were cancelled. diverted or terminated short of their destination.

Things were a little better on July 13 although the 07.16 Victoria to Littlehampton terminated at Hove due to a fault on unit No. 377435 working with No. 377462.

Class 377 EMUs Nos. 377406+377160 were removed from service at Haywards Heath on July 17, due to a cab fault affecting both units whilst working the 15.16 Victoria to Littlehampton. The units then ran ECS to Brighton Depot for attention. The 17.12 return service was cancelled but started from Haywards Heath with No. 377149 working solo, resulting in the remainder of the diagram being formed of only four cars instead of the usual eight.

On July 26, Southern services from the coast heading towards London Victoria were terminating at Haywards Heath, Gatwick Airport, East Croydon or diverted to London Bridge due to a points failure and signalling issues at Victoria. Gatwick Express services were suspended until mid-afternoon, but then more problems with signalling, and points issues, this time at Three Bridges, with some Arun Valley services diverted via Hove.

Due to an overnight engineers' block in the Southampton area, early morning Southern services were diverted into Portsmouth on July 28. There were yet more delays the following day with signalling issues at Victoria resulting in some services not even leaving the West Coastway Line. 05.11 Littlehampton to London was cancelled due to a rostering error. The first two services from Portsmouth to Horsham were terminated at Barnham.

More signalling issues at Victoria on July 31, disrupting Southern services, and due to late running, the 09.46 Victoria formed of Nos. 377151+ 377123+ 377475 formed the return 11.42 from Littlehampton and remained as a 12-car train all day.

Due to a shortage of Class 377s on July 31, the 07.50 Brighton to Littlehampton and 09.12 Littlehampton to Victoria was formed of single set No. 377459 instead of the normal eight coach train. On arrival at Victoria, No. 377205 became spare and was attached to No. 377459 to form the 11.16 to Littlehampton eight-car as booked.

August 1 saw utter chaos at Brighton due to a power failure, and a derailment inside the Depot involving unit No. 377402. Gatwick Expresses trains were running between the Airport and Victoria only. Southern services between Littlehampton and London were diverted via the Arun Valley Line. Thameslink services were either terminating at Three Bridges or Haywards Heath. Eastbourne to Victoria in both directions were calling additionally at Three Bridges. Some sort of normal service resumed for the evening peak.

South Western Railway

The refurbished Class 458/4 units are now entering service. On Wednesday, July 17, the 2S45/15.22 from London Waterloo to Weybridge, was seen stopping by platform 3 at Barnes, formed of Nos. 458421+458415. With the line through Barnes Bridge and Chiswick closed for engineering works at the end of July, trains that would normally run around the Hounslow Loop were terminating at Kew Bridge, having run via Richmond and Hounslow.

On Monday, July 29, the 2R41/15.15 from London Waterloo to Kew Bridge, was seen pausing at Barnes station formed of Nos. 458420+458422. Whilst more Class 458/4 trains are entering service, others are still being delivered from refurbishment. The following day, No. 458410



A busy scene at Peak Forest on August 9 as No. 66079 with a heavy load bound for Dallam Freight Depot (Warrington) is banked out of the sidings by classmate No. 66032, while four others are stabled in the sidings on the right. ROBERT FALCONER

was seen passing Kew East Junction between two barrier vehicles and headed by Class 69 No. 69009 Western Consort, running as 5X64 from Wembley Receptions 1-7 to Southampton Central.

The last two Class 707 units working on SWR Nos. 707024+707030 were seen between Raynes Park and Motspur Park on Wednesday, July 31, when working 2D35/13.54 from Waterloo to Guildford.

Charter Trains

Making an unusual sight along the Midland Main Line on Saturday, July 6, was Class 52 'Western' No. D1015 *Western Champion* working the 1Z77/06.02 East Midlands Parkway to Cranmore and 1Z79/15.15 return 'Westbury Whizzo', seen in fine form passing Market Harborough both ways with a rake of BR blue and grey coaches in tow.

A further unusual visitor to the Midland was DEMU unit No. 1001 when it worked the 1Z24/07.02 Hastings to Derby RTC and 1Z25/15.14 return 'Derby Researcher' on Saturday, July 13. The train was formed of Nos. 60118 *Tunbridge Wells*+60528+69337+70262+60529+60119+60116 *Mountfield*. This is only the second time our correspondent had seen this unit at Market Harborough.

Class 67 Nos. 67005 *Queen's Messenger*+67006 *Royal Sovereign* in top-and-tail formation worked the Victoria to Pulborough Pullman train on July 24. It then ECS to Eastleigh for cleaning before returning to Pulborough. The return trip to London was via Havant, Eastleigh then up the South Western Main Line to Clapham Junction and then through to Victoria.

On Sunday, July 28, the UK Railtours 'Waterside Wanderer' ran as 1Z33/09.01 London Fenchurch St to Harwich Town in the hands of Class 33 No. 33012 *Lt. Jenny Lewis RN* with LU 4TC coach set and GBRf Class 66/7 No. 66793 on the rear. It duly arrived at the Essex terminus before setting off as 1Z34/12.20 Harwich Town to Ipswich Griffin Wharf with the Class 66 leading.

It is understood the Griffin Wharf sidings at Ipswich have never been traversed by a passenger service – before it made its way on to Clacton-on-Sea as 1Z35 for a 90-minute stop, before working 1Z36/16.13 round to Walton-on-the-Naze encompassing a reversal at Thorpe-le-Soken station. The final leg was from Colchester Town back to Fenchurch Street.



The weekday 06.56 Skipton to King's Cross is still booked for a Class 91 and Mk.4 set, the long days of summer allowing it to be photographed in the Aire Valley. On July 30, No. 91101 *Flying Scotsman* worked the train, which is seen at Utley on the approach to Keighley. TERRY HANSON

DB Cargo

The 6M35 overnight Humber Refinery to Kingsbury loaded tanks, was diverted via Scunthorpe and Derby on July 3-5 with Class 66 Nos. 66097+66181 hauling the return 6E54 Kingsbury to Humber Refinery empty tanks, through Nottingham on July 3-5. The route via Scunthorpe has steeper gradients than the normal route via Nottingham, hence the need for two Class 66s.

Scrap metal workings reported included No. 66120 on a Cardiff Tidal-Kingsbury-Cardiff Tidal diagram on July 16, followed by No. 66089 on the same working on July 23. A Cardiff Tidal-Kingsbury-Cardiff Tidal diagram was worked by No. 66205 on July 30. A further change on August 1 found No. 66170 on a Cardiff Tidal-Sunderland-Cardiff Tidal diagram with the same loco employed on August 6 on the Cardiff Tidal-Kingsbury-Cardiff Tidal diagram.

A further rake of 52 wagons was moved from Tees Yard to Margam on July 19, hauled by Class 66 Nos. 66128+66003.

On Wednesday, July 24, a Shieldmuir Mail Terminal to Willesden mail train comprised of a single Royal Mail Class 325 No. 325011 being pulled by Class 66 No. 66103. When seen passing Lancaster at 17.47 this service was 162 minutes behind schedule.

On Thursday, July 11, the 6M16 from Wilton Energy from Waste Terminal to Knowsley Freight Terminal was seen passing York station behind red liveried Class 66 No. 66205.

At Kensington Olympia on July 25 Class 66 No. 66066 *Geoff Spencer* was noted passing through with the 6X11/07.01 Toton North Yard to Dollands Moor loaded car flats.

The 4M71 from Southampton Western Docks Berth 109 to Birch Coppice Exchange Siding was seen approaching Harrow & Wealdstone on Monday, July 29, behind EWS liveried Class 66 No. 66068.

Freightliner

Class 66 No. 66615 hauled 22 empty cement tanks from Theale to Hope through East Midlands Parkway on July 1.

The 4M30 from Grangemouth Freightliner Terminal to Daventry International Railfreight Terminal Reception was seen arriving at Carlisle station on Saturday, July 6, behind Class 90 Nos. 90015 and 90004.

During the week commencing July 8, the 09.11 Westbury to Crawley New Yard only ran twice: on July 9 with No. 59005 *Kenneth J Painter* and July 12 with No. 59101 *Village of Whatley* which was seen passing West Worthing some 30 minutes late. Further observations included on July 15, No. 59201; July 17, No. 59101; July 19, No. 59103; July 22, No. 59005; July 24, No. 59004; July 25, No. 59103.

The 4M63 from Felixstowe North Freightliner Terminal to Trafford Park Freightliner Terminal was seen approaching Harrow & Wealdstone on Monday, July 29, headed by three locomotives, Nos. 90013+90043+66571.

Also, at Harrow & Wealdstone on the same day, two container trains, both from Lawley Street Freightliner Terminal to Southampton Maritime Container Terminal, passed within less than five minutes. First was the 4O03, headed by No. 66539. Just over four minutes later was the 4O38, with No. 70004 at the front. Later the 4R98 from New Bilton to Willesden Euroterminal was seen passing through behind No. 66556.

Looking immaculate in orange livery, Class 59 No. 59201 *Westbury PSB* was seen between Raynes Park and Motspur Park on Wednesday, July 31 at the head of the 6O45 from Hanwell Bridge Loop to Tolworth Day Aggregates.

Observed at Barking on July 24, running through Platform 8 at 10.16 was Class 59/2 No. 59201 hauling 6Y40/09.12 Purfleet Foster Yeomans to Merehead Quarry empty box wagons. Later, at Kensington Olympia, No. 59103 *Village of Mells*, still in its old Hanson blue and grey livery, with 6O45/12.58 Hanwell Bridge Loop to Tolworth Days Aggregates heavily graffitied hopper consist.

Ipswich Freightliner Depot has been sending out driver-training runs on Class 66 locomotives as 0T20/06.25 travelling to Harwich International – Chelmsford – Norwich and then back to Ipswich on 0T21 during weekdays. On August 2, No. 66597 *Viridor* was noted on the diagram.

Making a rare appearance on the north of England section of the West Coast Main Line (WCML) on Thursday, August 1, was Freightliner's pink liveried Class 66 No. 66587 *As One We Can* which ran light from Crewe (0Z51/06.56) to Hardendale Quarry. Later that day, No. 66587 was coupled in front of Class 66 No. 66601 *The Hope Valley* pulling a set of green mineral wagons from Hardendale (6H51/11.08) bound for Tunstead Sidings in the Peak District.

DRS

Class 88 No. 88009 *Diana* was coupled behind silver liveried Class 68 No. 68010 *Oxford Flyer* as the two locos ran light on Thursday, July 11, on 0Z90/11.43 from Crewe to Carlisle Kingmoor. Later that afternoon, No. 68010 returned alone from Kingmoor 0Z91/15.04 returning to Crewe.

Class 66 Nos. 66424+66430+66431 ran as a light engine trio on July 12, from Crewe (0S73/08.25) to Millerhill.

The only northbound Anglo-Scottish freight service to run on the WCML on Sunday, July 21 was the partly loaded Daventry (4S45/15.58) to Coatbridge container train pulled by Class 68 No. 68003 *Astute*.

Noted at Gospel Oak on July 24 was Class 66 No. 66428 *Carlisle Eden Mind* on 4M07/10.02 Tilbury to Daventry (Tesco) as it tried to navigate across onto the London Overground North Orbital route, a process that delayed the London Overground 2N77 train to Richmond in Platform 1 for over 10 minutes due to 'congested lines ahead' message conveyed over the internal tannoy.

On Sunday, July 28, pink nameplated Class 57 No. 57307 *Lady Penelope* ran light from Carlisle (0Z99/09.53) to Preston and return.

Class 68 Nos. 68006 *Pride of the North*+68008 *Avenger* top-and-tailed, on Tuesday, July 30, a single white FNA flask from Sellafield (6K73/16.50) to Crewe.

GBRF

Weekend stopover intermodals into Harwich Parkeston Quay yard began the month on July 6, with a different working from Doncaster i-Port: a 4H14/14.50 departure which arrived behind Class 66 No. 66710 Phil Packer BRIT at 21.45. It was followed some 10 minutes later by the normal 4A28 from Felixstowe, handled by No. 66754 Northampton Saints.

Departures on the following Monday were the normal arrangement with No. 66754 on 4M64 to Ditton (O'Connor) at 04.50 followed by No. 66710 on 4R43 round to Felixstowe North GBRf at 09.20.

On July 13, No. 66710 returned with the normal running 4L43 from Doncaster, arriving at 12.45, while 4A28 from Felixstowe was in the hands of No. 66709 *Sorrento*.

When the Microsoft ▶

security upgrade caused global issues on July 19, that affected airports, hospitals and ports, No. 66731 *Capt. Tom Moore A True British Inspiration* was noted arriving into Harwich PQ yard as 4E21 from Felixstowe North around 13.10. It left early the next morning at 04.35, back round to Felixstowe.

That day saw No. 66788 *Locomotion 15* arrive with the normal 4L43 from Doncaster i-Port, while No. 66709 continued with the 4A28 diagram. A week later, on July 27, No. 66788 was the sole occupier of the yard as there was no run round from Felixstowe as 4A28 so no Monday 4M64 Ditton (O'Connor). On August 4 it was No. 66788 again on 4L43 with 4A28 cancelled again.

On July 6, Class 66 No. 66761 worked 6L48/12.20 Garston Car Terminal to Dagenham Docks Reception through Harrow & Wealdstone.

The Harwich Refinery to North Walsham diagram saw No. 66780 *The Cemex Express* arrive on Monday, July 8, as 0L41 from Whitemoor yard for the usual 6P41 diagram, and returned with 6A32 on the following day before taking 0E06 back to Peterborough MPD. Interestingly, it was noted the following day on 4M29/10.28 Felixstowe North - Birch Coppice intermodal by a fellow correspondent.

It was July 17, before No. 66731 worked 0L41 from Peterborough MPD for the next empty run as 6P41, returning the next day with the full load (now 15 wagons instead of the normal 17 – with at least one still in Wellingborough Up Yard for extra servicing) before the usual exit back to Peterborough – yet it, like classmate No. 66780, was noted back in Harwich PQ yard the following day with an intermodal as mentioned above.

July 24 saw No. 66727 *Maritime One* work over from Peterborough MPD and take 6P41 on that day, return on July 25 exiting back to its base later that evening. On July 27, No. 66709 did not work 4A28 into Harwich PQ yard - but on Monday, July 29, it worked 0P41 from Ipswich to take charge of 6P41 down to North Walsham. That same day, No. 66307 *Ipswich Town* as 6Z98 moved from Peterborough to Wellingborough Up Yard to bring a single empty condensate tank back to the Harwich Refinery, but left it in sidings in Harwich PQ yard.

No. 66709's return run was cancelled on July 30 and 31. It was not until August 1 that it ran from Ipswich Reception down to North Walsham to work 6A32 back. Normally, there is never a diagram activated on a Friday and it was therefore a surprise to see No. 66709 allocated 6P41 on August 2 with a normal time departure. And there was to be no same day return, as No. 66709 moved light engine back to Ipswich before exiting under 0E06 back to Peterborough MPD.

Scrap trains reported included Class 66 No. 66766 on a Liverpool-Swindon-Liverpool diagram on July 10. The same locomotive was in use again on July 15 on a Small Heath Yard-Attercliffe-Liverpool diagram. Two days later, it was again on the Liverpool-Swindon-Liverpool circuit.

A change on July 19 found No. 66745 on a Bescot-Kingsbury-Liverpool working. No. 66734 was in use on July 22, on the Small Heath Yard-Attercliffe-Liverpool diagram, and again one week later, on July 29. It was out again on July 31 and August 2 on the Liverpool-Swindon-Liverpool run.

Observed at Tuebrook on July 10 were Class 69 No. 69001 *Mayflower* and Class 66 No. 66307 *Ipswich Town*. The latter has since worked several diagrams between Drax and Liverpool on biomass trains. The following day, No. 66767 *Kings Cross PSB* was at Tuebrook. Observed on July 15, No. 66767 worked 07.26 Liverpool Biomass to Drax AES while Nos. 66711 Sence and 66751 worked 4M34/04.36 Drax AES to Tuebrook Sidings.

An MoD service reported on the evening of Tuesday, July 16, Class 66 No. 66799 set off from Carlisle New Yard at 19.51 pulling a set of empty flats and two grey round topped containers (6V02) bound overnight via Oxford (04.05) and Eastleigh (10.44) to Marchwood (arr 11.20). July 26 found Class 66 No. 66769 on a Southampton Western Docks-Marchwood diagram.

A visit to London by a correspondent at several locations on July 24 noted No. 66794 *Steve Hannam* at Willesden West London Junction with 6V04/07.33 Grain Oil Terminal to Colnbrook BAA loaded fuel tanks, running over an hour late, while at Kensington Olympia an hour later its two-tone Trainload freight grey Classmate No. 66793 was noted on the 4Z27/10.48 Tonbridge West Yard to Brentford Town Days GBRf (sic).

No. 66749 *Christopher Hopcroft MBE 60 Years Railway Service* was observed passing through Clapham Junction Platform 2 hauling 6O60/10.27 Bow Depot to Tonbridge West Yard with a consist of empty hopper wagons. Later, at Harrow & Wealdstone No. 66764 *Major John Poyntz Engineer & Railwayman* was noted on 4M67/12.18 London Gateway to Hams Hall with a fully-loaded intermodal.

Colas Rail

The 6S29 from Hunslet Yard to Oxwellmains Lafarge was seen passing Newcastle station on Saturday, July 6, behind No. 70802.

On Saturday, July 13, Colas Rail Class 56 No. 56113 ran light from Carlisle (0Z56/14.21) to Rugby.

Freightliner Class 70 No. 70009 on hire to Colas hauled the 6M57 Lindsey Refinery Colas to Kingsbury loaded tanks through Nottingham on July 19, 23, 25 and 27.

No. 70809 ran light on Tuesday, July 23, from Crewe (0C01/12.30) to Carlisle New Yard. On the next day the loco pulled a loaded log train from Carlisle New Yard (6J37/14.12) via Shap to Chirk.

On July 30, Class 70 No. 70806 ran light southwards from Carlisle (0Z70/08.41) to Rugby. On the same day Class 56 No. 56090 headed northwards, also light engine, to Carlisle from Crewe (0Z56/09.10).

West Coast Railway Co.

Class 47 No. 47826 and Class 57 No. 57316 double headed on Tuesday, July 9, an empty rake of blue and grey Mk.2 coaches from Carnforth (5Z52/13.03) to Burton Wetmore Sidings.

WCRC's maroon Class 47 No. 47848 hauled eight matching Mk.2 carriages plus one Mk.1 coach on July 10 from Southall (5M43/10.25) to Carnforth.

On July 11, maroon liveried Class 57 No. 57010 pulled two blue and grey Mk.2 coaches (6024+6067) from Burton Wetmore (5Z43/13.07) to Carnforth.

In a positioning move ready for the following day's railtours, 'Black Five' No. 44932 arrived at WCR's Carnforth base with a support coach from Crewe at 23.03 on Friday, July 12. The following day, 'Black Five' No. 44871 ran to Carlisle via Shap from Carnforth (1Z86/11.24) pulling a railtour which had started from Crewe. Later that afternoon, No. 44871 and train (1Z88) ran from Carlisle via Settle to Farington Junction, south of Preston.

Having earlier run light engine from Carnforth, WCR's maroon Class 47 No. 47848 took over the passenger carrying coaches (1Z88) from Farington Junction at 19.38 allowing the 'Black Five' to run light engine to Crewe.

On Sunday, July 14, No. 44871 was active in North Wales and arrived back in Carnforth from Liverpool Lime Street at the rear of a rake of maroon Mk.2 coaches pulled by No. 47848.

On Tuesday, July 16, No. 44871 was back again on the mainline pulling an empty rake of nine maroon Mk.2 coaches and one Mk.1 coach from Carnforth (3Z51/07.42) to Lancaster to pick up passengers. From there, railtour (1Z51) departed at 08.15.

On the rear of that morning's train was WCRC's maroon Class 47 No. 47802. This loco was audibly providing assistance up the gradient out of Lancaster as the train made its way to Preston then via Settle northwards to Carlisle. Later that Tuesday afternoon, the steam/diesel formation, with No. 44871 leading, returned (1Z52) on the same route and, after arriving in Lancaster at 20.26, it was back to Carnforth to arrive at 20.48. On Wednesday, July 17, No. 44871 plus a Mk.2 maroon coach left Carnforth at 11.47 heading for Southall.

On Friday, July 26, WCR Class 86 No. 86401 *Mons Meg* was coupled in front of Class 57 No. 57313 *Scarborough Castle* as the pair of locos pulled a 'Northern Belle' set of coaching stock from Carnforth (5Z44/12.09) to Rugby. The following day, this formation ran empty (5Z76) to Coventry to depart at 07.09 northwards (1Z76) with No. 86401 leading and No. 57313 on the rear.

At Carnforth, in a down loop line, No. 86401 was removed and replaced by SR 'Battle of Britain' Pacific No. 34067 *Tangmere*. The Class 86 then ran light south to Preston and at the rear of 1Z76 No. 57313 was replaced by Class 47 No. 47848. After a very heavy downpour of rain, which temporarily flooded the passenger subway at Carnforth, train 1Z76 departed at 11.21 for Carlisle with No. 34067 at the front assisted by operating No. 47848 at the rear.



Catch the Class 325 Royal Mail trains in action while you can, as the fleet is due to be withdrawn in October. Sets Nos. 325005+325012 approach Crawford (South Lanarkshire) on July 31, working 1M27, the 12.35 Shieldmuir Mail Terminal (Glasgow) to Willesden PRDC (London). OLLIE MORRILL

A rare passing of trains on the 82-arch Harringworth (Welland) Viaduct on the Corby line on July 19, sees Freightliner's No. 66622 head south with 6L45 from Hope (Earles Sidings) to Dagenham, while No. 66075 heads north with 6V92 from Corby BSC to Margam. RICHARD GENNIS

From Carlisle the 'Northern Belle' departed at 15.09 to run (1Z77) via Settle to Preston. At Preston No. 34067 was replaced by No. 86401 as 1Z77 carried on to Coventry pulled by No. 47848. However, No. 34067's return light engine to Carnforth, together with support coach No. 80217 was, like all other WCML services in the area, delayed by a signal failure at Morecambe South Junction.

After being held at Outbeck Loop and signal PN226 south of Lancaster, No. 34067 finally arrived back at Carnforth at 21.35. Later that same evening 1Z77 arrived back at Coventry seven minutes late at 22.19 – from Coventry this 'Northern Belle' formation ran empty southwards (5Z78) to Platform 1 at London Euston. On Sunday, July 28 this formation left Euston (5Z79/12.33) with No. 86401 leading and No. 47848 on the rear to arrive back at Carnforth 40 minutes early at 18.59.

On Monday, July 29, WCR's maroon Class 47 No. 47245 pulled 10 blue and grey Mk.2 coaches, plus two umber and cream Mk.1 carriages, from Burton Wetmore (5Z40/14.40) via Stafford (15.42) to Carnforth (arr 18.59).

West Coast Railways' Carnforth base was viewed from passing trains on Saturday, July 20. At the north end of the site Nos. 33029, 37606, 37668, 47848, 47854, 57006, 57009, 57315 and 57601 all appeared in working order. Class 47 No. 47355, lettered for Fragonset, to the south of the site, is in poor condition.

Varamis

Class 321 No. 321342 is now a Varamis unit as from July 18, with No. 321338 due to go next to Varamis in the near future.

DC Rail Leasing

Class 56 No. 56103 hauled four box wagons of stone and 11 empty box wagons from Chaddesden to Brandon through Nottingham on July 4. The same locomotive pulled 15 box wagons of sand from Middleton Towers to Ravenhead through Nottingham on July 6.

It was reported again on July 13 working 6Z89 sand train from Middleton Towers to Chaddesden sidings. At this point Class 60 No. 60028 in Cappagh livery then hauled the two empty wagons and 13 box wagons of sand from Chaddesden to Ravenhead. Two days later, it was observed at Leicester Humberstone Road with 24 box wagons of stone from Tunstead that were being unloaded.

Arlington, Eastleigh Works

Noticed from a South Western Railway train travelling from Botley to Eastleigh early morning on July 23, was the front end of an LNER set in the siding, No. 800105. It later formed 5X31 departing Eastleigh Works at 07.34 arriving in Reading at 09.28, then the 5Q29 departing Reading at 09.42 arriving Bounds Green Depot at 11.50.

A week later, on July 30, No. 801230 was towed from Bounds Green to Eastleigh Works by Class 69 No. 69008.

Loram

During the morning of Tuesday, July 9, an inspection train was seen stabled in the siding to the south of Newcastle station. The train was formed of Class 37 No. 37116+96606+6001+9808+62287+9701. According to Realtime Trains the inspection train had arrived as train 3Q58 from Derby RTC.

The following day, Class 43 Nos. 43277 *Safety Task Force*+43272 formed a 0Z44/12.28 Derby RTC to Derby RTC, the working being noted passing Market Harborough.

A Mobile Maintenance Train formed of Nos. DR97501+DR97601+DR97801 was seen at York station on Wednesday, July 10, running as 6U81 from Darlington Down Sidings to Darlington Down Sidings.

On July 11, Class 950 No. 950001 was noted held at a signal at Ferryhill South Junction while forming the 2Q08 from Middlesbrough Sidings to Newcastle, via Whitby.

On the same day, Plasser & Theurer 09-3X-D-RT Tamper/Liner No. DR73113, which carries Swietelsky logos, was seen passing York station when running as 6U19 from Doncaster District Civil Engineer's Sidings to Darlington Down Sidings.

Observed at West Worthing on July 12, was Class 153 No. 153376 running from Littlehampton. The front location showed Boston and Kettering on the rear.

On Saturday, July 13, the 1Q69 from South Croydon to Derby RTC was seen arriving alongside platform 8 at Victoria formed of Class 37 No. 73965 *Des O'Brien*+9523+999550+1256+6260+73962 *Dick Mabbutt*.

A 1Q97 from Ferme Park Reception to Clacton-on-Sea was seen arriving alongside platform 16 at Liverpool Street on Wednesday, July 17, formed of Class 37 No. 37116+977997+977974+72639+9481+37610. Twelve minutes ahead of its booked time at 13.40, 1Q97 continued on its way, now led by No. 37610.

The Network Rail Track Recording train visited Littlehampton twice on July 22, working the Tonbridge, London Bridge, Littlehampton, Brighton, Littlehampton, Hove, Redhill and Tonbridge circuit formed of Class 73 Nos. 73963 and 73962 top-and-tailing Nos. 6260+1256+999550+9523.

Network Rail track unit No. DR98008 formed a 3Z07/10.00 Bletchley CS – Derby RTC on July 29.

A Rail Grinder led by DR79304 and with DR79301 at the rear was viewed from a passing train on Monday, July 29, between Wembley and Willesden whilst it was running as 4Q02 from Rugby D.E.D. to Welwyn Garden City Freight Depot.

Colas Rail Class 43 Nos. 43272+43274 top-and-tailed, on Tuesday, July 30, a set of NR yellow infrastructure monitoring rolling stock from Derby (1Q47/11.55) via Stafford (12.56) and Whitehaven (17.55) to Carlisle (arr 19.13).

Our thanks

THE Railway Magazine's thanks for information go to: Paul Atkinson, John de Boer, Peter Boyce, Gene Collins, Mike Cooper, Barry Knock, Sean Morris, Mark Reynolds, Ian Richardson, Craig Wellum and Chris West. ■



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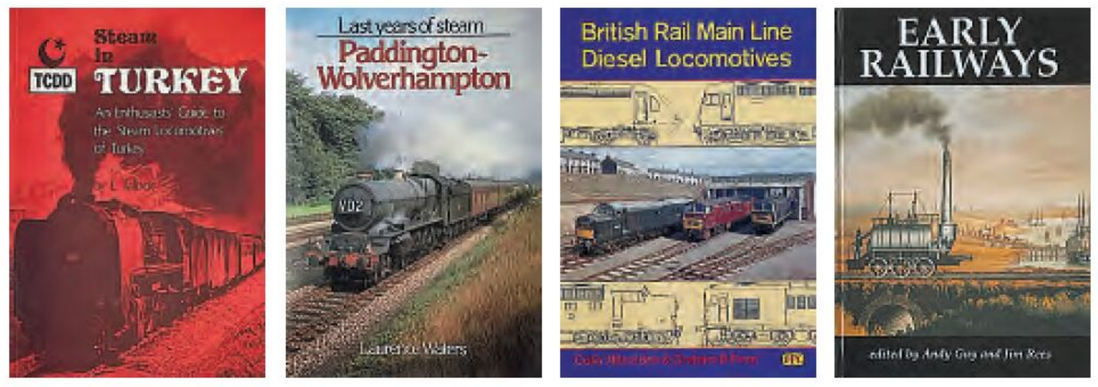
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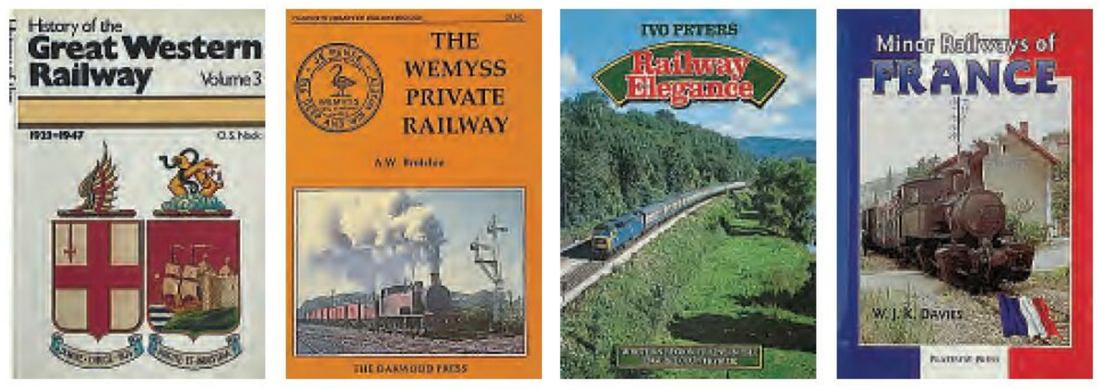
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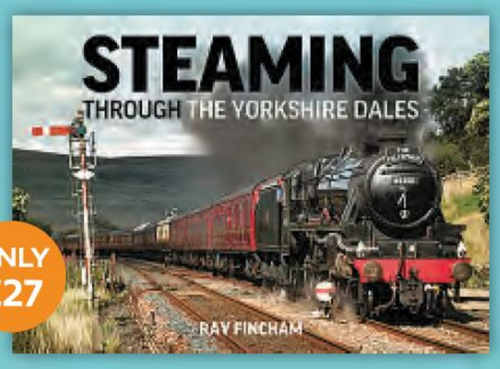
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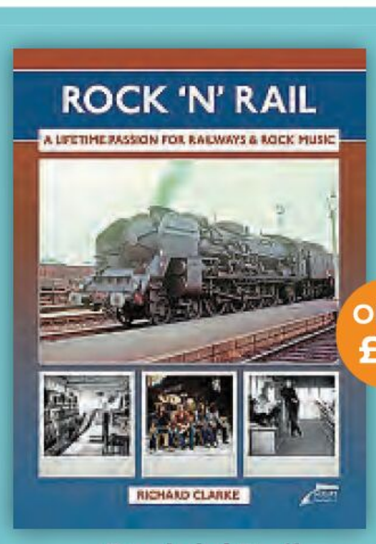


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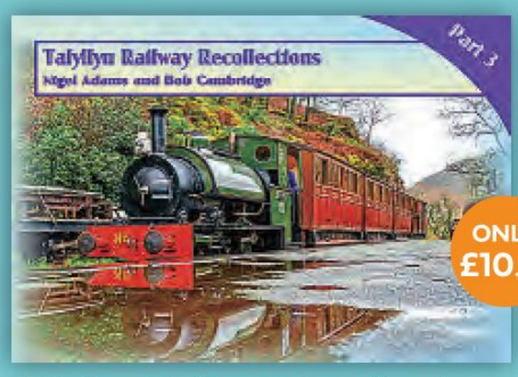


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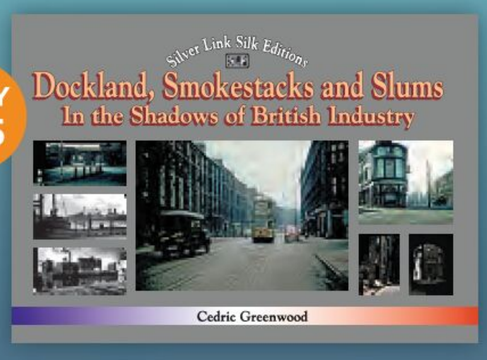
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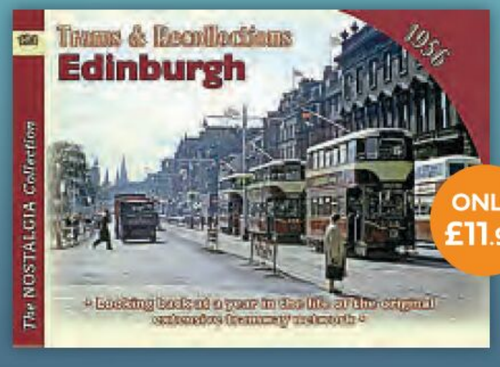


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Timetable gets green light

Kishoge station finally opens after a 15-year delay.

THE new Iarnród Éireann timetable has been signed off by the National Transport authority and was due to go live on August 26, with several service improvements aimed at accommodating the increasing number of passengers.

Key changes include up to five additional weekday services on the Heuston/Galway route, featuring an earlier first service and a later final service, plus an extra Sunday service in each direction. The Heuston/Waterford route will also see additional services, including a later final service.

The Dublin to Belfast route will introduce seven new services from Monday to Saturday, providing an hourly service that includes pre-09.00 arrivals in both cities. These services will eventually operate from the new Belfast Grand Central Station.

Other improvements include a new late evening connection from Wexford to Dublin Connolly and enhanced Cork Commuter services, with new Saturday and Sunday services on the Cork/Cobh and Cork/Midleton routes.

Additionally, departure times for many DART Northern Commuter, Maynooth Commuter, and Newbridge/Hazelhatch to Grand Canal Dock services will change to improve punctuality, and all Sligo services will call at Broombridge for connections with the Luas Green Line.

Meanwhile, Kishoge station between Heuston and Hazlehatch was scheduled to open on August 26. It was built in 2009 but due to the economic conditions of the time, it did not open. Ahead of its opening, remedial work was needed on the platforms and concourse, as well as upgrades to the mechanical and electrical equipment and to the lifts. The station was deep cleaned, and new signage installed.

Green light for DART + West but new depot refused

AN Bord Pleanála has granted permission for the DART+ West extension in Dublin, which will extend the DART network from Connolly/Spencer Dock to Maynooth and the M3 Parkway.

The approval from Ireland's national independent planning body, which came two years after the Railway Order application was lodged in July 2022, includes a new station at Spencer Dock, a second entrance at Preston Street, and enhancements at Connolly Station.



On Friday, August 9, 4 ICR set No. 22023 failed in Sligo before working the 1305 Sligo - Dublin Connolly. In an unusual move, it was coupled to 4 ICR No. 22014 and formed the 1505 Sligo-Dublin Connolly. Platforms on the line restricts ICRs to seven cars, thus the rear vehicle was locked out from passenger use and is seen crossing the Rye Water Aqueduct outside Leixlip Louisa Bridge Station, this section will be electrified as part of DART + West. KIERAN MARSHALL

However, the plan to construct a new DART depot west of Maynooth station, intended for maintaining the new DART+ fleet, was rejected. The refusal was due to several concerns – most notably the significant flood risks associated with the depot's proposed location in a floodplain near Kilcock. Additional objections included the depot's proximity to residential areas, raising issues of noise, air pollution and visual impact, as well as incompatibility with local zoning policies designed to preserve the area's rural character.

The decision also highlighted the inadequacy of the public consultation process and the failure to explore alternative sites more thoroughly.

Despite the setback, Iarnród Éireann (IÉ) expressed strong support for the overall approval, describing it as a "crucial milestone" in doubling the capacity of the Greater Dublin Area rail network. IÉ also stated that it would immediately begin considering alternative locations for the depot, to ensure it aligns with the broader DART+ Programme's timelines.

The RM understand that IÉ is looking for potential alternative sites.

Diamond Jubilee celebrations for Stradbally Steam Rally

THE Irish Steam Preservation Society held its 60th Steam Rally over the weekend of August 4/5.

To mark the rally's diamond Jubilee, former Guinness Spencer 1ft 10in loco No. 15, an 0-4-0T built in 1895, was moved to be on display at the annual Steam Rally in Stradbally, Co. Laois.

The origins of today's Stradbally Woodland Railway can be traced back to the August 1967 rally when No. 15 was steamed while mounted on blocks. In 1968, a short section of track was laid for the event and the loco hauled several small passenger carriages. The loco has since been on static display undercover for several years.

The current 3ft gauge line was established in 1969 when former Bord na Móna 0-4-0WT No 2/LM44 *Róisín* was acquired.

The latest locomotive to be preserved at the Stradbally Woodland Railway, Hunslet Wagonmaster No. LM335, made its public debut on static display at the rally.



Left: Guinness Spencer 1ft 10in gauge loco No. 15 made a rare appearance outdoors.

Right: The latest addition to the collection at Stradbally, Hunslet Wagonmaster No. LM335 was displayed outside during the rally. Ex-Bord na Móna steam loco No. LM44 *Róisín* can be seen in the background.

BOTH: KIERAN MARSHALL



SIDELINES

New consultation for Metro North scheme

A FRESH public consultation has opened into the expansion of Dublin's suburban rail network, on the orders of Ireland's national independent planning body after new information came to light.

An Bord Pleanála (ABP) hearing on the €9.5 billion Metro North rail line from Swords to Charlemont, which includes 16 stops serving Dublin Airport and the city centre, began on February 19, concluding on March 28. It has now reopened for a second round of public consultation from August 19 to October 9.

APB directed a re-advertisement of the project after Transport Infrastructure Ireland submitted nearly 200 additional documents.

The new information includes updates on land ownership and environmental impact assessments. While the planning process was initially expected to last 12 to 18 months, the completion of Metro North is now expected to extend beyond 2031. Public submissions can still be made, although it is more likely ABP will consider them in writing rather than reopening the oral hearing. The final decision is anticipated by the end of this year.

Downpatrick aims for an autumn reopening

IRELAND'S sole operational broad gauge heritage railway hopes to reopen in time for Halloween and Santa trains – approximately a year since it was hit by flooding which caused £3m worth of damage.

Downpatrick and County Down Railway (DCDR) chairman Robert Gardiner told *The RM* that the line was still to receive any insurance payments. The railway's own policy is expected to pay out no more than £250,000, and funding from the Northern Ireland Government flood assistance scheme will only allow a maximum claim of £1000,000.

Mr Gardiner said that despite a positive visit by Northern Ireland Minister for Infrastructure John O'Dowd to the railway in July, there is little scope for additional funding from Government.

Any money received from insurers and government will have to be targeted to ensure that the railway can operate securely, and the plan is to send several bogies and traction motors on locos and railcars off for overhaul. Work to reopen the line has progressed over the summer.

Compiled by **Keith Fender**

Soviet loco variety in Kazakhstan

Away from the main line, a wide variety of older Soviet era locos remain in use on Kazakhstan's railways.



LEFT: BoBo+BoBo No. 2TE10M-2045 operated by Promservice - Otan hauls coal up to the summit of the transfer line out from the Bogatyr' mine to the main line exchange at Ekıbastūz 1 station on May 11. This loco – one of 3513 double units built, was built in 1984 at the Voroshilovograd diesel loco plant, located in what is now the Ukrainian city of Luhansk. DUNCAN MCEVOY

LOCOMOTIVES from a bygone era can still be found hard at work, serving the needs of heavy industry, in Kazakhstan.

The country's mainline railways have seen considerable investment in new locomotives built locally under licence and in France and China – plus new passenger trains supplied by Talgo (again mostly built in Kazakhstan) for use by national railway company Kazakhstan Temir Zholy (KTZ), as reported in *RM* March 2021.

However, away from the main line a wide variety of locos built during the pre-independence period when Kazakhstan was part of the Soviet Union remain in use at major industrial sites, although they are rarely photographed other than by local enthusiasts.

In the north east of the country, around 330km from the Capital Astana, the city of Ekıbastūz is home to a huge open cast coal mine which has an extensive rail system using both diesel and electric locos.

Mining began in the area in 1912 with a British financed firm setting up operations before the Russian Revolution and subsequent establishment of the Soviet Union ended the private company's involvement.

Under the Soviet government, largescale exploitation of the coal field did not begin until the mid-1950s, but it has continued ever since with reserves estimated at greater than 10 billion tonnes. Some of the coal mined is used by two large nearby power stations which share the world's tallest chimney (at 419.7 metres (1377ft) tall); the rest is transported by rail to customers elsewhere.

Many of the lines including those inside the three massive open cast pits are electrified at 3kV DC, although some industrial lines are not electrified; the nearby mainline is electrified at 25kV AC leading to diesel hauled transfer freights between the two systems operated by independent operator Promservice Otan, using ex-KTZ locos.

Elsewhere in Kazakhstan, other collieries and nearby steelworks provide work for large fleets of diesel locos. The country's largest steelworks is in Temirtau, located in the Karaganda region around 250km south east of Astana. The steelworks started production in Soviet days during the Second World War in 1944, and was fully commissioned in the 1950s.

The steel industry was privatised in the mid-1990s, and the Temirtau plant became part of the Indian based Arcelor Mittal group. In December 2023 it was bought by a Kazakh government investment company which has since sold it to a new Kazakh company, Qarmet, which is promising significant investment as part of the government's efforts to boost steel and other metal exports.



ABOVE: No. PE2M-335, a specialised loco built in the 1980s (one of 450 built 1968-85, known as Traction Units, or tyagovy agregat) at Dnepropetrovsk Electric Locomotive Plant or DEVZ, which today is also in Ukraine and known as the Dnipro Electric Locomotive Plant, or DEVZ, seen dumping spoil from the Bogatyr' coal mine at Ekıbastūz on May 11, operating using its side contact pantograph on the temporary catenary strung along the side of the tip. The two green tipper trucks behind the locomotive are in fact slave traction units with traction motors. DUNCAN MCEVOY

The steel plant owns five collieries in Shakhtinsk, around 50km away, connected by rail with internal trains serving the Coal Enrichment plant at Kyzyl and from there KTZ operated freight trains take the coal to the steelworks.



RIGHT: Seen on May 15, the eight-axle TEM7A-0125 leaves the Shakhtinsk colliery Railways Coal Enrichment Plant No.1 at Kyzyl with a long train of empty wagons used to move coal and coke on the internal network. This locomotive, like the collieries, owned by Qarmet, was built by the Lyudinovsky Diesel Locomotive Plant in Russia (today owned by Sinara). It is a ballasted 180 tonne BoBoBoBo trip locomotive, used where the additional traction effort required to move heavy trains requires such mass. The cast iron ballast adds 25 tonnes, of which half is removable, but despite such weight, the locomotive generates only 2000hp. Over 500 TEM7A locos were built between 1988 and 2002, many for industry, although Russian Railways (RZD) also operates them. In the distance behind is a six-axle modified type TEM2, No. TEM2U-9750. DUNCAN MCEVOY

New Hitachi units enter public service in Italy

ITALIAN national passenger operator Trenitalia has 58 multi-mode diesel/electric/battery trains on order from Hitachi, which is building them in Italy.

The Hybrid Treno Rapido (= Hybrid rapid train) trains – branded as 'Blues' by Trenitalia as part of its musical themed fleet naming policy (e.g. other new EMUs are 'Rock', 'Pop' and 'Jazz', all in English) are being delivered to replace older DMUs and the few remaining diesel loco hauled services in Italy.

The majority of the trains are being delivered for regional services as either HTR312 66.8 metre long three-car or 86 metre HTR412 four-car trains. The overall framework contract agreed in 2019 is worth €1.23 billion and covers up to 135 trains. The European Investment Bank has provided a €450 million loan to finance the orders.

In April, Trenitalia launched the 'intercity' version of its Hitachi-made 'Blues' Class HTR412 train on the scenic route from Reggio di Calabria to Taranto on the coastal line around the southern boot of Italy. Hitachi describes the trains as the world's first four mode hybrid trains (EMU, DEMU, BEMU and battery+diesel being the four modes) – and whilst they are the first to enter service – they are not alone, as the new Stadler Class 756 multi-mode trains built for Transport for Wales share similar battery+diesel capabilities. The seven 'intercity' type HTR412 four-car trains are costing around €60 million.

The regional versions of the HTR312/412 have been replacing older DMUs in many areas with over 30 HTR412 and HTR312 in use on a variety of regional routes across the rest of the country – plus 10 HTR412 are now in service on each of Italy's major islands, Sicily and Sardinia. The new trains are also replacing the few remaining Italian Class D445 diesel loco hauled regional trains in Tuscany, especially on the Florence – Sienna route, although for now some peak hour services from Florence to Borgo San Lorenzo remain loco hauled.



New Intercity HTR412 'Blues' unit in the new Trenitalia white and blue Intercity livery seen at Taranto with a service for Reggio di Calabria on June 4. IAN HUTTON



Now almost extinct, a pair of the old Class Aln668 DMUs led by No. ALn668 3327 seen at Cassino on April 24. The new 'Blues' units have replaced the few remaining Class Aln668 trains with the last few in service now based at Foggia on the Adriatic coast. Italian Railway companies bought 785 of these units between 1956 and 1983; the majority of which were bought by national rail company FS and built by Fiat at Savigliano. KEITH FENDER

Brightline expands high speed rail network in USA

AMERICAN private passenger company Brightline has started construction of its brand-new high speed Brightline West line between Las Vegas and the Los Angeles region.

The ceremonial start to construction was on April 22 in Las Vegas. The planned 218 mile long electrified high speed line will run from Las Vegas to Rancho Cucamonga, California, with 96% of the route being built between the carriageways of the existing Interstate 15 motorway. Construction is expected to take just four years with services beginning in 2028. Connections to existing Los Angeles region 'Metrolink' commuter rail services will be available at Rancho Cucamonga. The American government has provided $3 billion towards the cost of construction.

Ten 'American Pioneer 220' (AP 220) 200mph/320kph high speed trains have been ordered from Siemens to operate Brightline West services. This new design, which will be built in the USA, is based on the Velaro trains used in Europe (e.g. Eurostar Class 374). Siemens will also provide maintenance for 30 years at Brightline West's new depot to be built in Sloan, Nevada.

Brightline opened its first section of brand-new railway on September 22, 2023 between Cocoa Beach and Orlando Airport, to introduce hourly Miami – Orlando Airport services. Passenger growth on the first new private intercity route in the USA since the 1940s has been significant with over 2 million passengers in 2023. The company is now expanding its fleet of Siemens-built passenger coaches, which operate between two Siemens-built SCB40 'Charger' diesel locos. Thirty additional carriages are on order which will extend the current four-car trains to seven cars.

New intermediate stations are due to be constructed along the route. Furthermore, a completely new line extending the route from Orlando Airport to Tampa is also planned to serve several stations, including one near Disney World. This is expected to open in the late 2020s.



A Brightline service from Miami to Orlando Airport passes through the town of Stuart on the Florida East Coast Railway mainline, which the service uses. SCB40 No. 115 is seen leading on March 14. A new station is planned here, to be built roughly where the back of the train is in this picture, and is due to open in 2026. KEITH FENDER

California high speed line progresses

ALSTOM and Siemens have been shortlisted to supply the first six high speed trains for the California High Speed Rail programme.

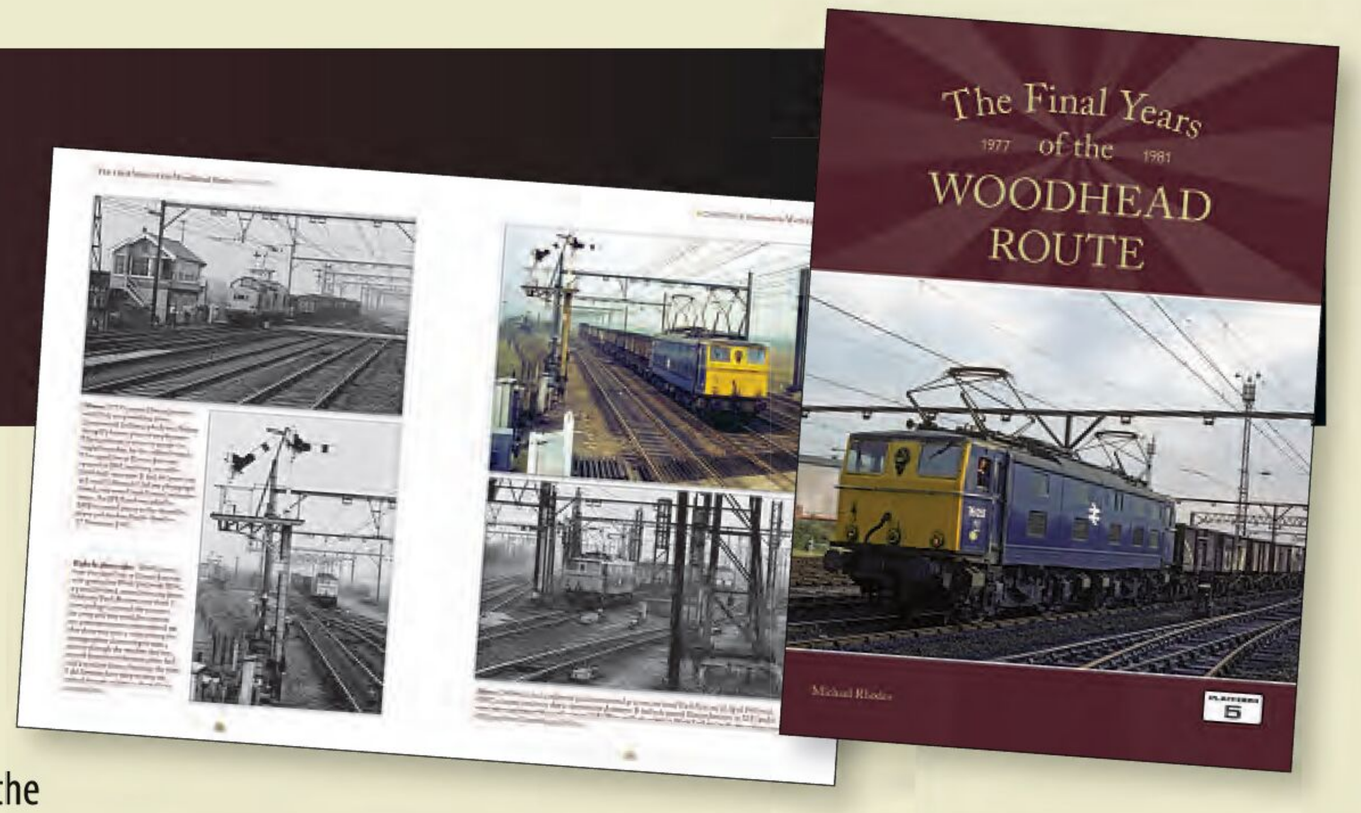
A firm order will be placed this year. The state of California has been slowly building a 494 mile long high speed line since 2015 that will eventually connect San Francisco and Los Angeles / Anaheim. Major environmental planning approval has now been given for 422 miles of the route.

The initial 119 mile section between Bakersfield and Merced is due to open in 2028, with four stations. The initial six trains will be used to test the route and to provide passenger services. The entire system is expected to open in the late 2030s or later.

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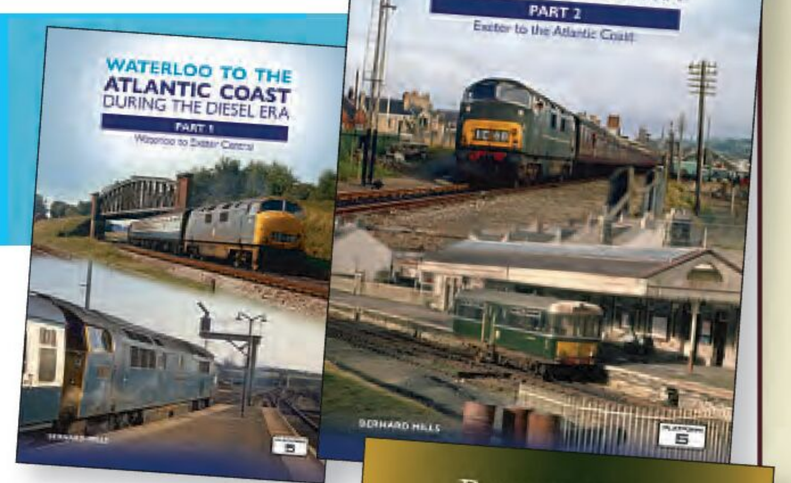
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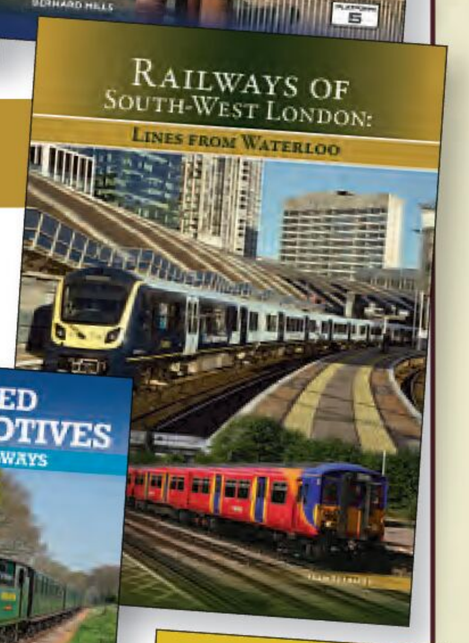
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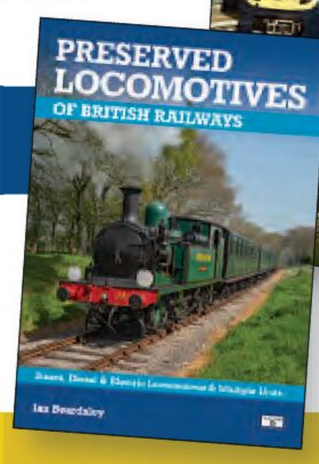
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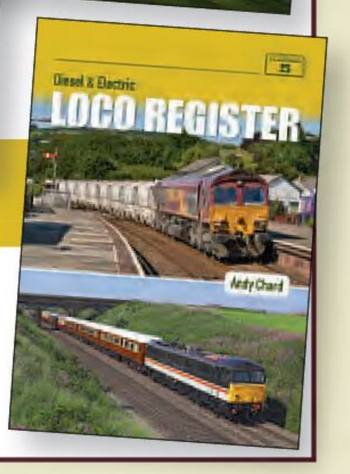
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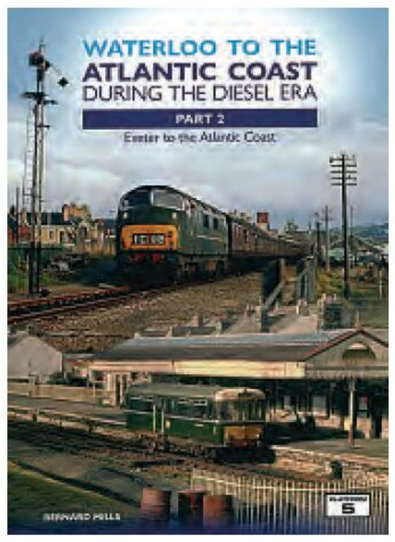
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Waterloo to the Atlantic Coast During the Diesel Era (Part 2 Exeter to the Atlantic Coast)

By Bernard Mills



THIS excellent book completes ex-railwayman Bernard Mills' detailed survey of the historic Atlantic Coast route during the era of British Railway's diesel operation.

Part 2 covers the extensive network of Southern Railway (LSWR) lines to the west of Exeter. This is often referred to as the 'Withered Arm', and includes the SR lines that reached as far as the northern Atlantic coast of Devon and Cornwall – including Ilfracombe, Bude and Padstow.

The important main line LSWR route from Okehampton to Plymouth, which was closed by BR after 1963, is also featured.

The lines west of Exeter are part of the Atlantic Coast route that was less extensively recorded by railway photographers than the Waterloo to Exeter main line covered in Part 1, so the author's photographic record of this area is important.

As in the previous volume, production values are very high with excellent detailed captions, personal anecdotes and a lucid, informative historical connecting narrative. The colour reproduction of Bernard Mills' superb images is, as before, first class.

Photographic coverage of the network of routes is thorough and includes two helpful route maps. The number of locations portrayed is extensive, and almost all are included.

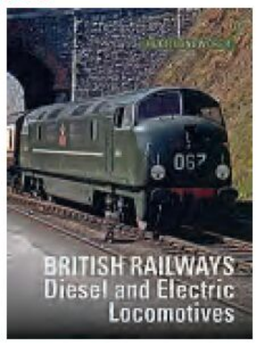
Diesel loco-hauled trains are the main, but far from exclusive, focus: from the diesel-hydraulic era of 'Warships' and 'Westerns' right through to the use of Class 150 DMU 'Sprinter' units on the re-opened Exeter to Okehampton line in 2021.

This is a vivid and thorough portrait of an important network of railway routes that suffered severe rationalisation in the post-Beeching Report era. Recommended very strongly to all enthusiasts of our railway system and its chequered history. **RSS**

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British Railways Diesel and Electric Locomotives

By Hugh Longworth



THIS is the latest contribution by Hugh Longworth to the Crecy series covering British rolling stock, and follows the author's usual format of two main sections: the first listing the various classes showing numbers, renumbering, build locations, dates to service, withdrawals and disposal dates; the second showing the allocation history for each locomotive. Three appendices accompany the book with a complete renumbering list, shed codes and an alphabetical listing of names both official and unofficial.

Vast amounts of information has already been published on the subject over the years and this appears to be a compilation of what is already in print, and therefore has little new to add to the subject. The biggest disappointment was discovering the publication only covers the period through to Privatisation, so does not include Classes 18, 66-70/92 and 93. Sadly this was not clear at first and, given the relatively small number of locos within these classes, could have been easy to include, and thus produce a complete listing that would greatly enhance the publication.

Providing an alphabetical list of names was to be commended, but including dates applied, and where applicable removed, within the list would have negated the need to look back in the allocation section where the dates are included. Negotiating the various sections is not easy, and providing an index would have helped considerably. It would also have been useful to have appendices listing stock in preservation, industrial use, and exported. Further, there are still locomotives whose history is not yet complete, and a short section to highlight these may have produced nuggets of information to help fill missing gaps.

Overall, what could have been a comprehensive publication falls short of its potential. Those with previous publications will find little new here, but someone looking to fill a gap in their library should find this a useful – if incomplete – addition. **AB**

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By Henry Conn



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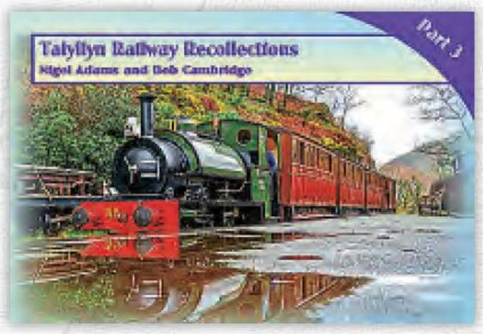
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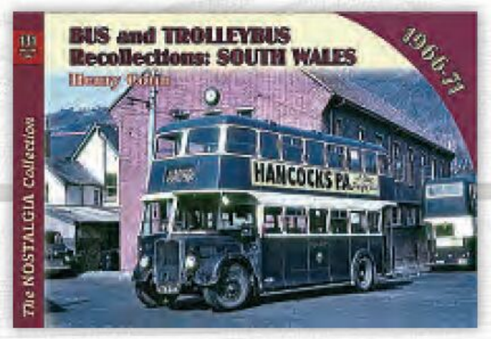
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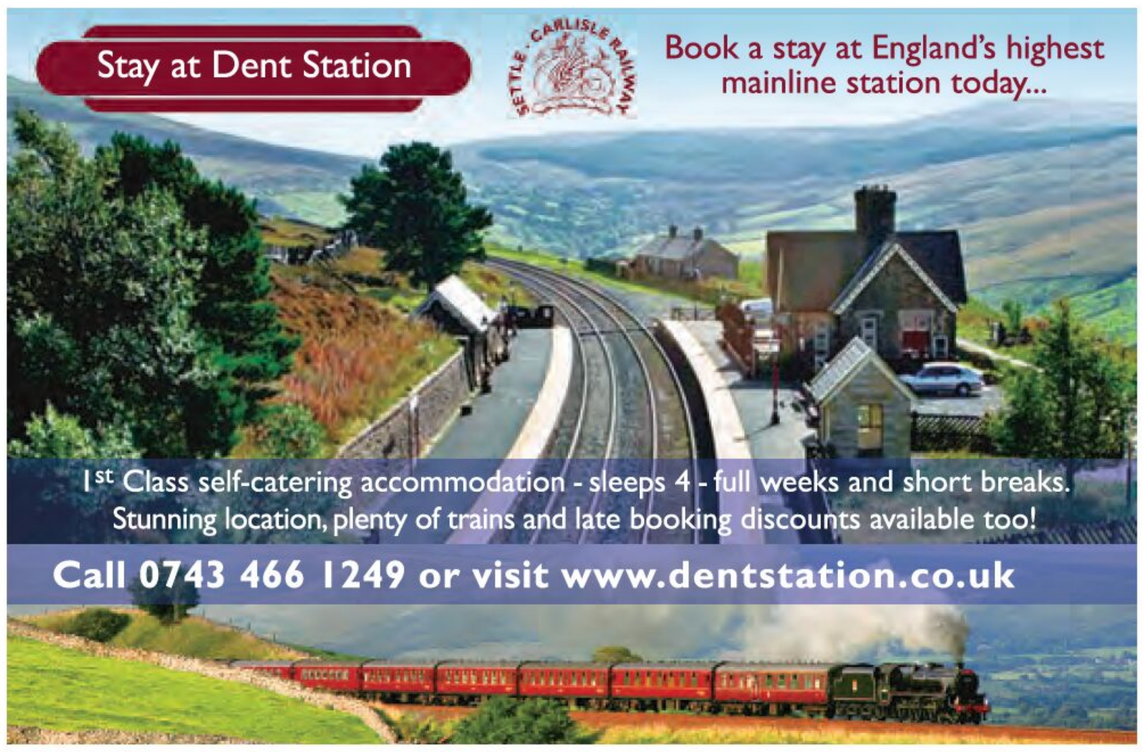
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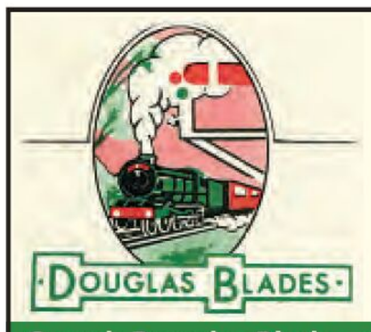
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This updated version of the Lancashire Triangle books first published in 1996, brings together the Wigan-Tyldesley-Eccles route and the Tyldesley-Leigh-Pennington branch that were constructed under the L&NW 1861 Acts. Plus the "Black Harry" line from Patricroft to Clifton. Updated text with, but for a handful of exceptions, a complete new set of over 200 illustrations, many in colour, with notable contributions from the late Jim Carter and W.D.Cooper. 190pp, maps, many original L&NW, some in colour, plus TTs, Hardback.

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"

The Great Central Railway in Lancashire:-

The Wigan Junction Railways opened in part, in 1879 to Strangeways, by a line from the CLC at Glazebrook, finally reaching Wigan Central in 1892 after many trials and tribulations not the least of which were financial. 127pp, 139 illustrations, some in colour. Line maps T.Ts etc. Hardback, colour jacket. ISBN 9780955003059. **NOW ONLY £20.00**

The St. Helens & Wigan Junction Railway first mooted in 1877, would take 23 years before the branch from Lowton St. Marys to St. Helens Central was fully open and again the coal deposits east of St. Helens, in particular at Haydock and Golborne, and other St. Helens industries were the main attractions of this line. 120pp, 144 illustrations, some in colour Line maps T.Ts etc. Hardback, colour jacket. ISBN 9780955003066. **NOW ONLY £20.00**

Both these routes were fully absorbed by the Great Central in 1906.

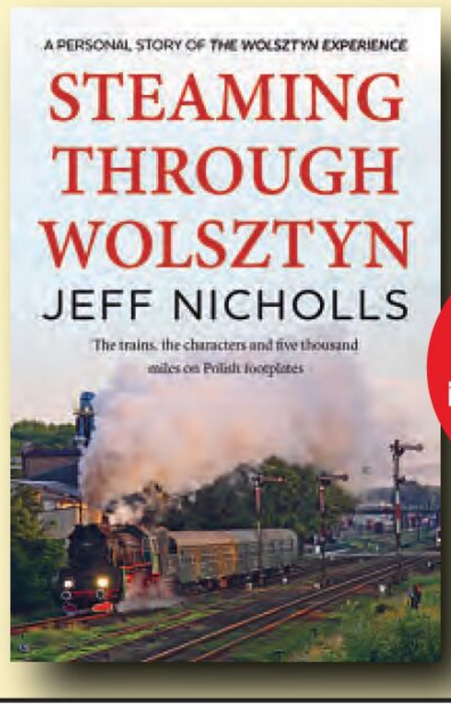
As reviewed by the Railway and Canal Historical Society:-

The opening chapters of each book summarise the early history of the branches up to 1st January 1906, the date on which they were taken over by the Great Central Railway. Subsequent chapters describe and illustrate, in sequential order of route, the individual stations along the lines. In both books monochrome and colour photographs are of good quality and accompanying captions are well researched and informative.
The photographic subjects include locomotives,railcars, DMUs, stations, structures, signal boxes, junctions, rolling stock, mining and other industries. Copious maps, diagrams and ariel views provide a useful aid to routes, station layouts and locations.

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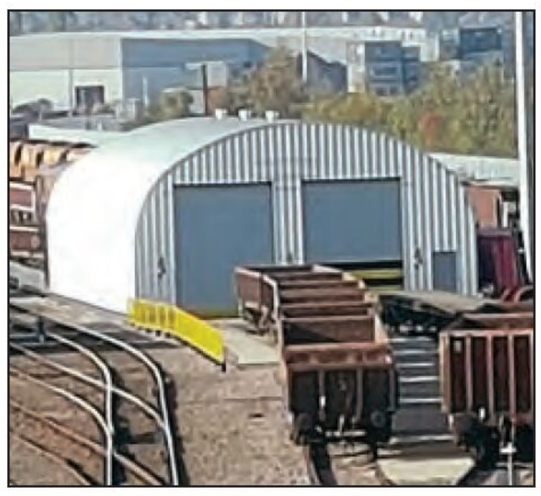
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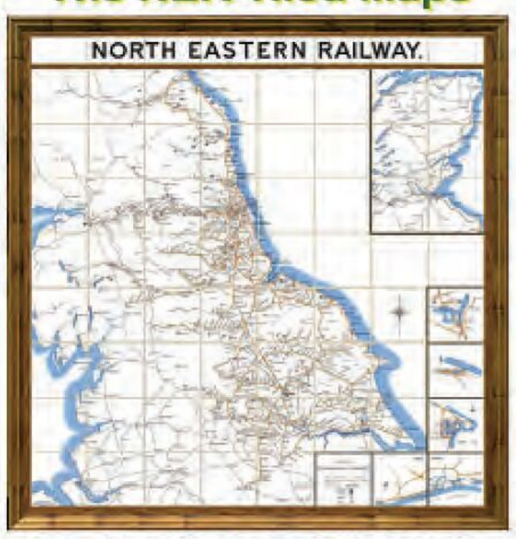
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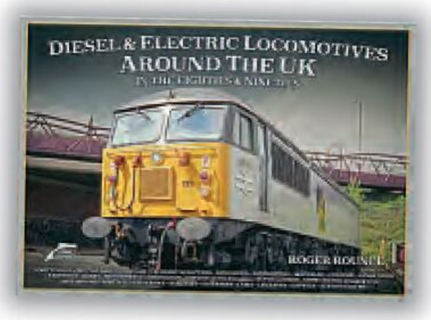
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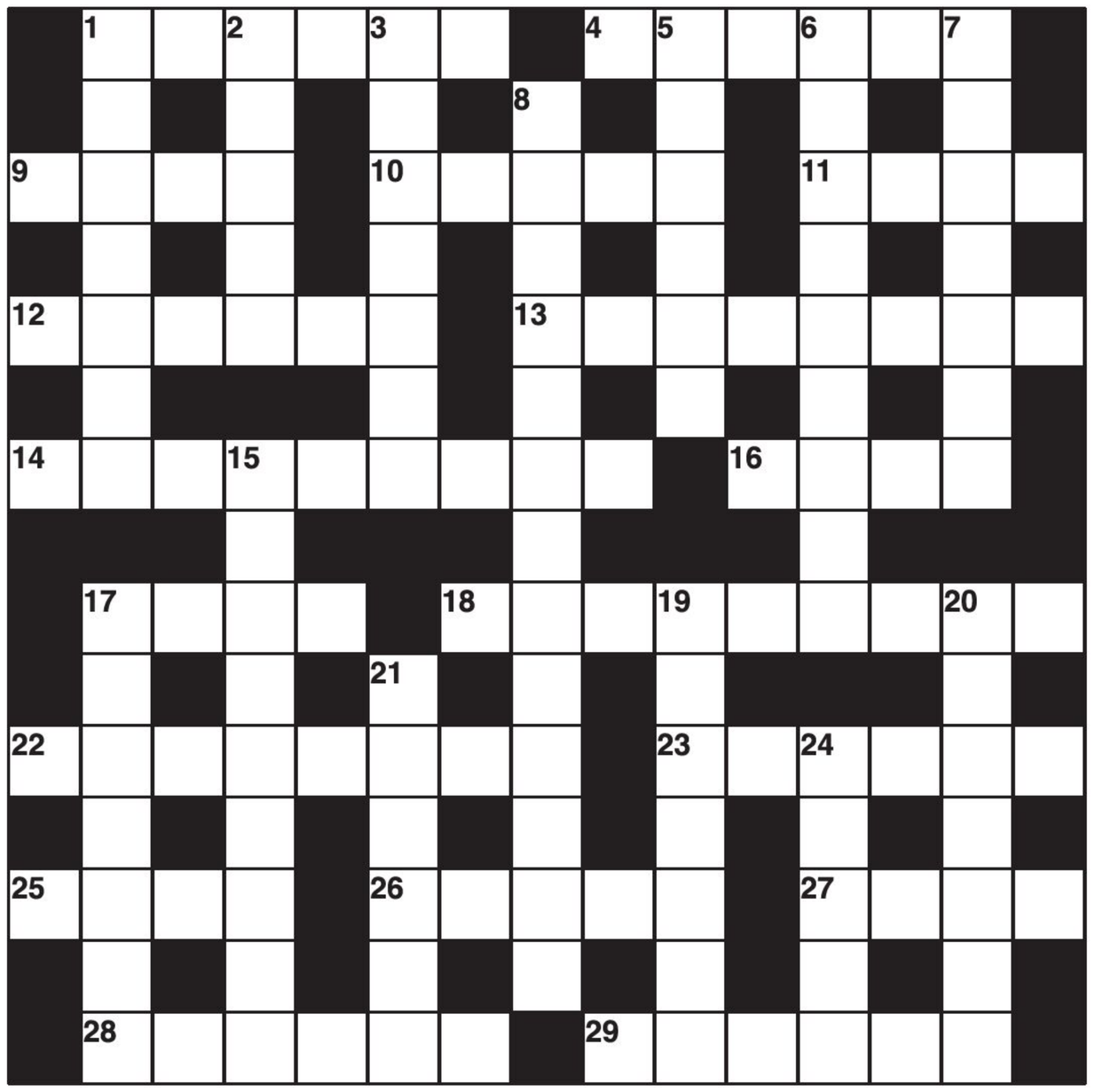
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Across

1 and 4 London terminus serving commuters in SE London and Kent (6,6)
9 ___, Stuart & Co, locomotive builder of Stoke (4)
10 *Salmon* ___, 'A3' No. 60041 (5)
11 ___ Valley Tramway, narrow-gauge railway in the Ceiriog Valley, NE Wales (4)
12 Station on the Waterloo line east of Exeter, reopened in 1983 (6)
13 1950s NE Region loco shed 51L (8)
14 ___ Marsh, W Region loco shed 82B (2,7)
16 ___ & Bradninch, GWR station east of Exeter (4)
17 Word following Acton, Canning and Kentish in London station names (4)
18 Carriage accommodating two classes (9)
22 Preserved 'Jubilee' No. 5593 (8)
23 ___ Lane, goods yard between Barking and Dagenham (6)
25 See 2 down
26 Hampton ___, Severn Valley Railway station (5)
27 Snells ___ Halt, on the LNWR's Loughborough branch (4)
28 ___ & Church Hope Railway, Isle of Portland (6)
29 Name shared by the two consecutively numbered preserved 'Kings' (6)

Down

1 *The* ___, Class 60 No. 60023 (7)
2 and 25 across First locomotive to run on Brunel's broad gauge (5,4)
3 ___ Basin and ___ Village, on the Wisbech & Upwell Tramway (7)
5 Station between Southampton and Brockenhurst (6)
6 The 'E' of ASLEF (9)
7 ___ *Hall*, GWR No. 5961, named after a London charitable institution (7)
8 Former GWR station and steam shed 86G (9,4)
15 The ___, station serving West Bromwich Albion FC's ground (9)
17 British Steel ___, name carried by Class 56 No. 56076 (7)
19 Northerly terminus of the Dean Forest Railway (7)
20 ___ Central, station opened in 1986 to serve the new 17 across (7)
21 'Britannia' No. 70015 (6)
24 'Deltic' No. D9007 (5)

September crossword entry form

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Send completed form (photocopies are accepted) to: September 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 November 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 July issue.

Across: 1 Swordfish 8 Betton 9 Grange 12 Lots 13 North 14 Pole 17 Cockade 18 Radlett 19 Bow Fell 22 Chester 24 Rolt 25 Burma 26 Dale 29 Tiviot 30 Avocet 31 Grenadier

Down: 2 Watt 3 Ransome 4 Fighter 5 Star 6 Deltic 7 Ogmore 10 Blackburn 11 Tenterden 15 James 16 Odney 20 Wallis 21 Launton 22 Command 23 Thanet 27 Pier 28 Hope

July winner: Peter Blake, York

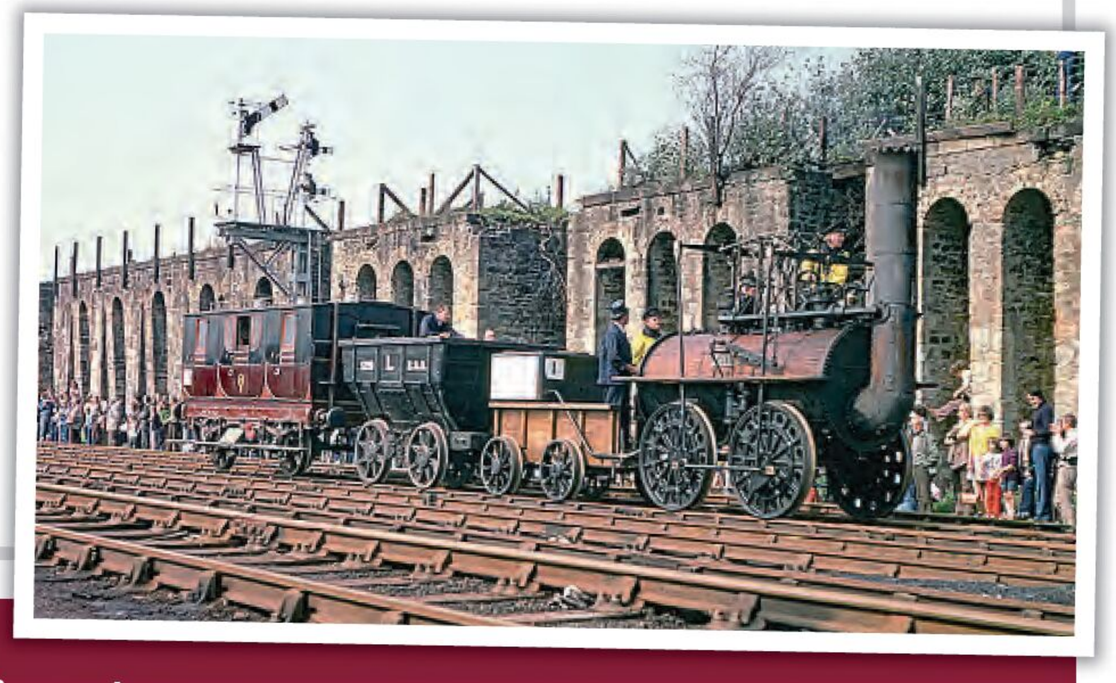
Runners-up: David Waltham-Hier, Hampshire; Roy Thorne, Herefordshire

The closing date for this month's crossword is Friday, October 4, 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...

THE first major plans are due to be unveiled next month for celebrations in 2025 to mark 200 years of the Stockton & Darlington Railway, which will feature events not only in the North East but across the country as the industry, heritage lines and museums look to the past, present and future of our railways. The issue is out on October 2.



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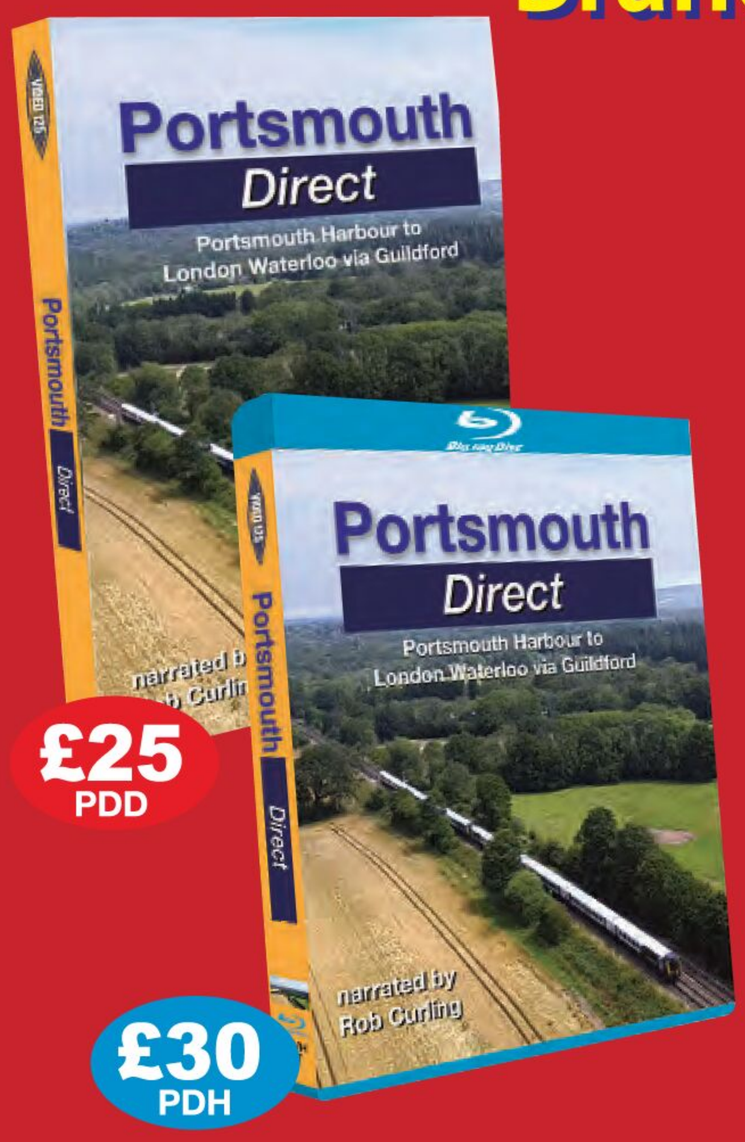
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Narrated by Rob Curling Written by Peter Middleton
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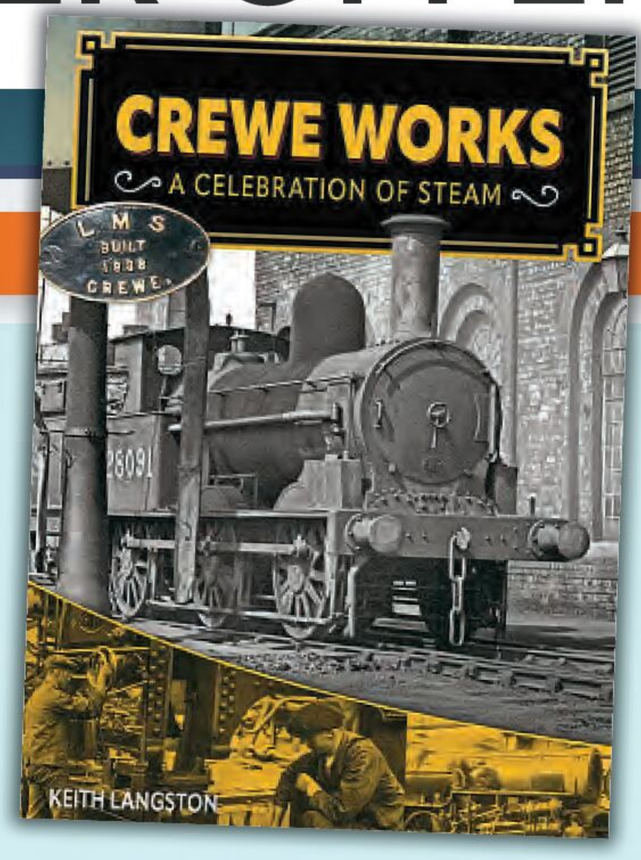
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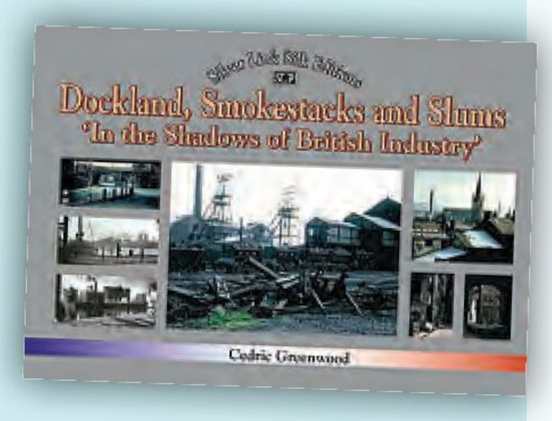
Keith Langston honours the thousands of workers at Crewe Works, where steam locomotive No. 32 Tamerline was first completed in 1843, and the last, BR 9F No. 92250, in 1958. Crewe, once famed as "the most famous railway works in the world," significantly influenced global railway practices. The works, integral to Cheshire, provided jobs and utilities to the town, with many local families feeling some connection to the vast engineering enterprise. Post-1948, under British Railways, Crewe maintained 2779 steam locomotives, even as plans for a future without steam trains emegerged. This book chronicles steam locomotive classes built by Crewe, including BR Standard class locomotives post-1951, and notes steam's brief return in 2005. Despite reductions, Crewe continued vital engineering work into 2023, maintaining its legacy.

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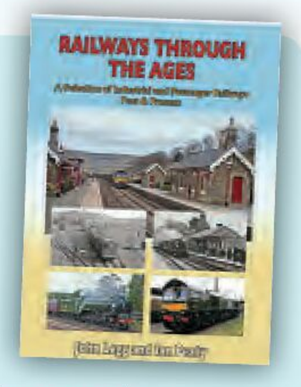
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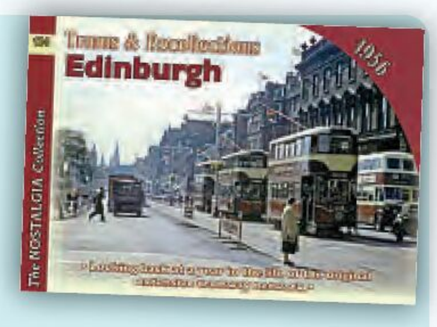
From their early beginnings until today, railways have been an important part of the industrial and commercial fabric of this country, with lines running to all major towns and cities providing necessary connections for freight and passengers. In past decades, an abundance of both standard and narrow-gauge railways existed, working small branch lines connecting both outlying villages and industrial sites with small private networks. Most have closed, but some have successfully resurrected themselves as heritage railways, mainly supported by loyal volunteers. The book includes a mixture of old and new, standard gauge, narrow gauge, industrial, heritage lines, stations and infrastructure.

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TRAMS AND RECOLLECTIONS: EDINBURGH 1956

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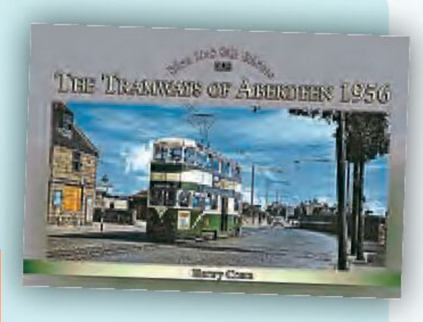
In 1956, Edinburgh's tramway operations ended. Routes 6, 7, 11, 13, 14, 16, 17, 19, 23, and 28 operated at the year's start. Routes 7 and 17 ended in March, and others followed until the final tram on November 16. This book features David and John Clarke's 1956 photographs, documenting their July visits to Edinburgh.

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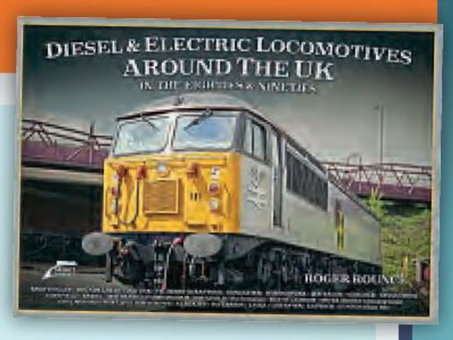
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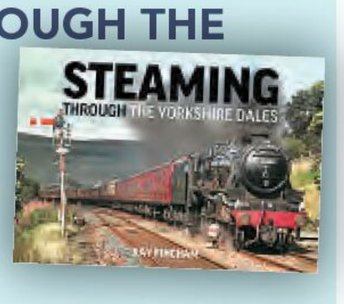
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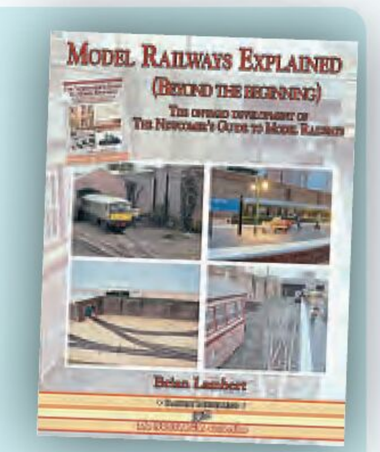


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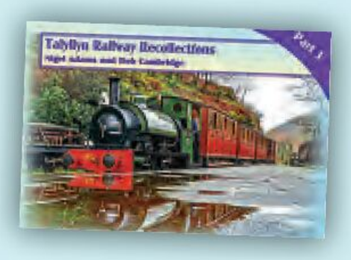


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