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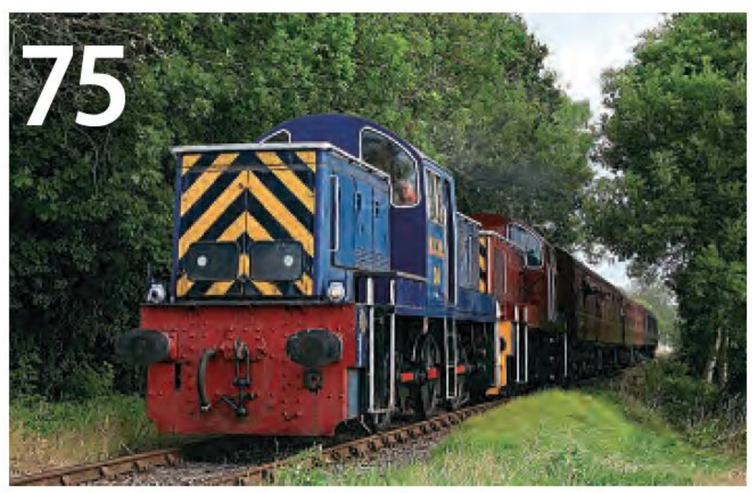
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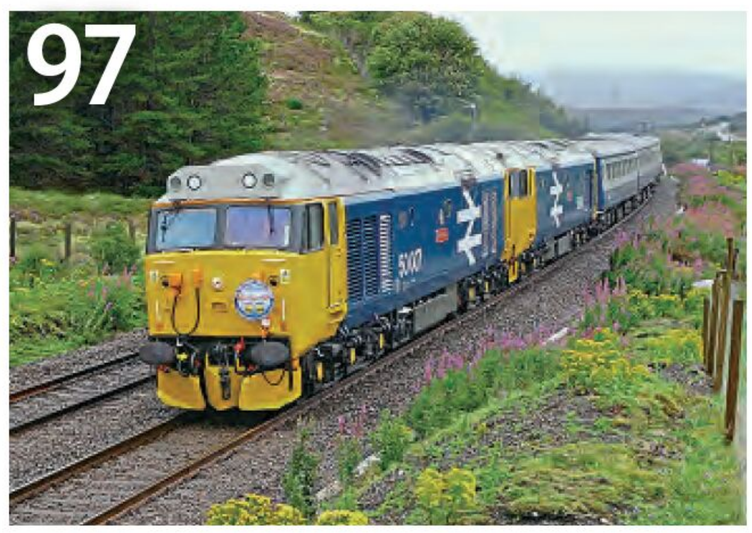
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■ **COVER:** 2025 will see a year-long celebration of railways, from ***Locomotion No. 1*** to GBRf's latest No. 99002 and beyond. MURGATROYD49 (CC BY-SA 4.0) / GBRF

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Be part of the DNA

THE Stockton & Darlington Railway may not have been the first, but it "set the DNA for the railway system" that was to follow. Not my words, but those of respected rail historian and National Railway Museum curator Anthony Coulls.

Using locomotives to haul passenger and goods trains for a paying public, along with developments like rudimentary signalling, timetables and dedicated stations, means that today's modern railway can be traced back to the S&DR opening at the end of September 1825.

2025 will be the bicentenary of that opening, and the occasion will be marked with a year-long programme of events both in North East England and across the rest of Britain.

'S&DR 200' events will begin in March, centred around four main museums in the region – including Locomotion in Shildon and the recently revamped Hopetown Darlington – telling the story of the railway and its impact on social, industrial and economic development. Highlights include a re-creation of the first S&DR train using a replica *Locomotion No. 1* running along surviving sections of the original route, plus displays of early locos and railway firsts.

The 'Railway 200' programme has a much wider remit, telling the story of the past, present and future of all railways, while also highlighting the many career opportunities available within the industry. The team is organising some exciting high-profile events – such as a travelling exhibition train (when was the last time we had one of those?) and a major open day at Derby Litchurch Lane Works.

More than that, however, 'Railway 200' is an umbrella for hundreds of smaller events being staged throughout the year by heritage lines, museums, community groups and more – all kicking off on January 1 with a synchronised steam loco 'whistle-off' at locations across the country.

The full programme is evolving all the time, but there's bound to be something for everyone as celebrations of the birth of the modern railway gain national, and international, attention.



Paul Bickerdyke,
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The RAILWAY Magazine

NEWQUAY, NEW PLATFORM

A remarkable view of Newquay station close to midnight on August 28, as Type 3 No. 37610 has just arrived with the eight-weekly 3Q53 ultrasonic test train trip from Penzance to Exeter via Looe and Newquay. Work is underway here to reinstate a second platform as part of the £57 million Mid Cornwall Metro scheme, which will allow an hourly coast-to-coast service to Falmouth via Par, St Austell and Truro. The project also includes a new passing loop on the Newquay branch at Tregoss Moor which, in addition to the existing one at Goonbarrow, will mean that local trains can run concurrently with long-distance Intercity services during the summer months, instead of being replaced by them as is the present case. The platform work is due to be completed this winter and the passing loop by February 2025, allowing an hourly service to Par to begin in May 2025 and the full Mid Cornwall service in 2026. JON HIRD

High-speed Midlands to Manchester link plan

Line north from Lichfield would pick up where cancelled HS2 Phase 2a project left off.

By 'Industry Update'

A PLAN to reuse the alignment of HS2's abandoned Phase 2a railway north of Birmingham has been published by the elected mayors of the West Midlands and Greater Manchester.

Dubbed the Midlands-North West Rail Link (MNWRL), the route will use land already purchased to provide a new line covering 50 miles between Litchfield and High Legh, where it would join the planned Northern Powerhouse Rail line that will connect Manchester and Warrington via Manchester Airport.

MNWRL consists of two segments: a 'Cheshire Connector' north of Crewe and a 'Staffordshire Connector' from south of Crewe to the HS2 at Fradley, near Lichfield.

Much of the design work for what was to be Phase 2a of HS2 to Crewe, and link with the national network, has already been completed at a cost of £2 billion, and the Government is being urged to protect the route to allow the new proposal to reach a stage where the project's cost and proposed funding can be established.

It is expected that funding will be a mix of private and public sources, and the Government has indicated its support as it wants to encourage more devolved power for transport projects.

Initial studies suggest that as much as 85% of the projected benefit from HS2 can be secured for 60% of the cost. The saving comes from a revised specification, with trains running at 185mph rather than 225mph, which will allow conventional ballasted track to the used rather than the more expensive slab track.

With this lower specification, the journey time from London to Manchester would be reduced by 30 minutes, compared with the 45 minute saving proposed by the earlier HS2 project. The capability for services from Birmingham to access the route will be restored by providing the necessary chord to connect to the line.

Capacity crunch

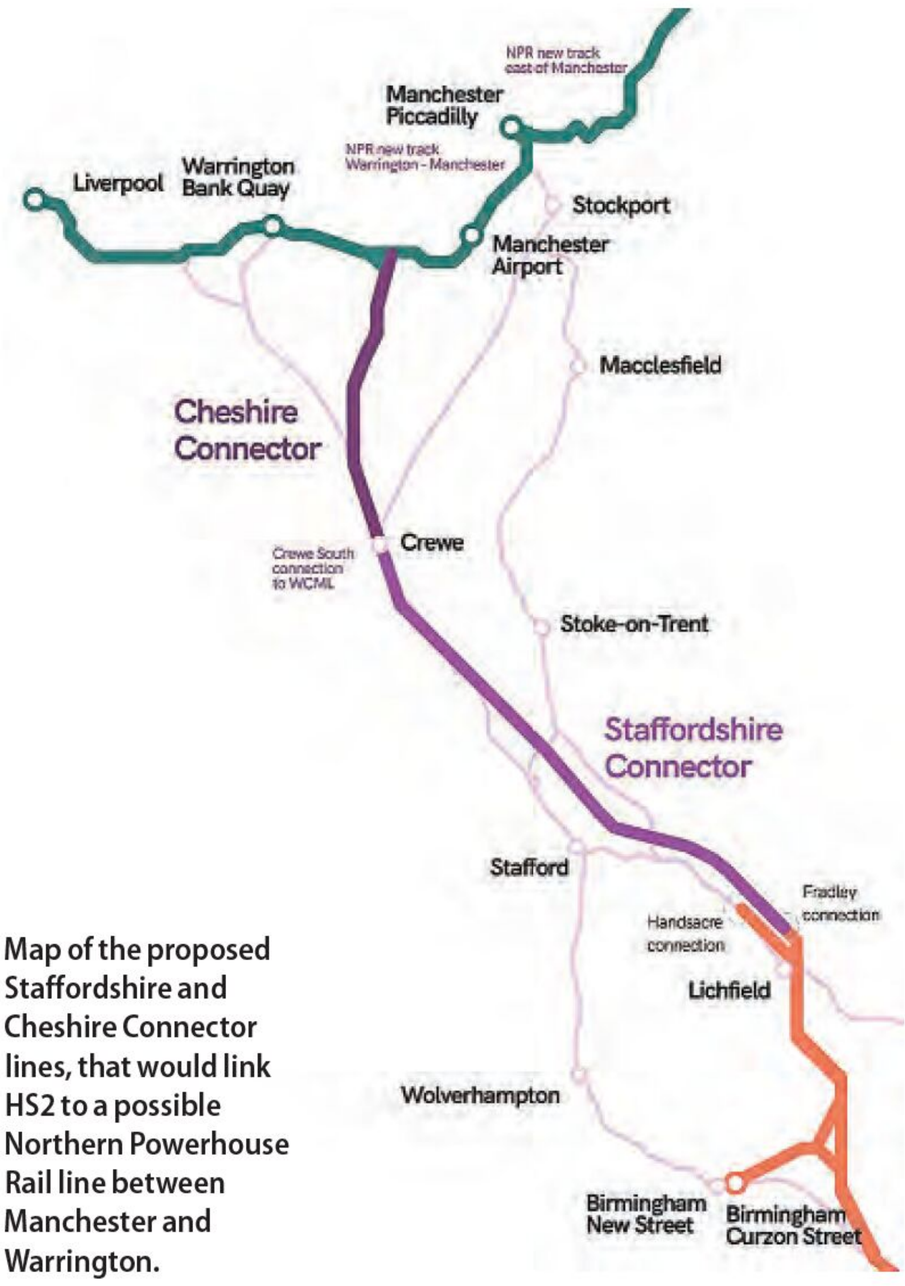
The proposal addresses the capacity crunch that lies ahead for both the West Coast Main Line and the M6 motorway, where it is believed congestion will stunt economic growth in both the West Midlands and North Western conurbations.

MNWRL would also alleviate the heavily congested Stour Valley rail route from Birmingham New Street to Wolverhampton and beyond, which handles all traffic in this corridor after the closure of the parallel Great Western route in the 1970s and its later conversion to light rail.

The previous Conservative Government said it would relinquish the protected route for HS2 Phase 2a where Parliamentary powers exist for construction, but as yet no land disposal has actually taken place. The advent of the new Labour Government in July has presented the opportunity for a reappraisal about delivering the project with a less ambitious specification using a different funding mechanism.

Previous Governments have chipped away at the original 2008 HS2 proposal to contain the cost that was originally estimated at £37 billion, but had escalated to an expected £100 billion for the complete route to reach the North West and Leeds. When conceived, a positive business case was claimed that included the opportunity of through high-speed services from the European continent to major cities in Britain by providing a connection with HS1 via the North London Line (from Stratford to Primrose Hill).

This link was the first part of the intended project to be scrapped on the grounds that it would cause excessive disruption during the period the route was enhanced. In successive cutbacks that followed, decisions were taken to forego an intended station at Heathrow Airport, the complete Eastern leg to the East Midlands and Leeds, the Golborne link to the West Coast Main Line south of Wigan, and more recently the Manchester leg that also served Manchester Airport.



Map of the proposed Staffordshire and Cheshire Connector lines, that would link HS2 to a possible Northern Powerhouse Rail line between Manchester and Warrington.

Euston funding

The end of work beyond Old Oak Common to reach London Euston, where construction work is well advanced, is perhaps the most perverse decision – although there are indications that the decision might be reversed again by making greater use of private sector funding.

If the Euston extension is not authorised in time, the 225mph high-speed trains will be confined to a shuttle service between Old Oak Common and a new terminus at Birmingham Curzon Street. The resulting limited timetable will mean that just three platforms will be required at Curzon Street, whereas the station has been designed with seven. This means that track will only be laid to serve three platforms, leaving the remaining four without any infrastructure. However, the MNWRL proposal provides a solution to address this lost opportunity.

Cost cutting actions taken by the Treasury have not taken account of the reality of providing train services over the truncated route, which will have to use the existing national network to reach their destinations. The situation at Old Oak Common is particularly difficult, as construction work will reduce the GW Main Line to just two tracks while also expecting passengers to change onto Elizabeth Line services to reach central London.

The Government is turning to the private sector for funding as, without the Euston section, the journey time benefits of the high-speed line are lost in the time taken to travel from central London by the Elizabeth Line and change trains.

Unsuitable stock

Another issue concerns the provision of HS2 rolling stock, where the tender for providing 54 trainsets was based on services trains running on dedicated infrastructure with a train length of 400 metres, comprising two units without tilt capability.

The transfer of services from HS2 to the national network north of Lichfield means that this plan becomes unsuitable, as a double-set will be too long for the stations to be served, and therefore only a single set can be used.

This will be a particular problem for Manchester, where the current three trains per hour to London use 11-car 'Pendolinos' with 607 seats each – which is more than the 504 seats proposed for a single HS2 set. The HS2 trains will also have slower timings once they leave HS2 as they are not equipped with tilt.

It is likely that construction of the trains as specified, due to start next year, will have to be rethought. But any delay could bring the unwanted consequence of removing continuity of workload at the Alstom's Derby factory.



PORTISHEAD AWAITS: A decision is expected this autumn on whether the planned reopening to passengers of the line from Bristol to Portishead can go ahead. The line closed in 1964, but was partially reopened for freight from Royal Portbury Dock at the end of 2001. North Somerset Council acquired the remaining trackbed from Pill to Portishead in 2008, with various schemes proposed since then to attract the necessary funding. If a positive decision is given this year, the line could be reopen by 2028. Meanwhile, some of the old trackwork in the Quay's Avenue area of Portishead was removed on August 12 and donated to the Avon Valley Railway for reuse – including several lengths of 1944 GWR bull-head rail. RICHARD GILES

West Coast buys Riviera Trains' Mk.2 fleet

Deal spells end for Riviera Trains brand after 30 years.

By Chris Milner



A rake of Riviera Blue/Grey Mk.2s forms the 'Cooling Tower Choppers' tour behind No. 69008 at Cossington, north of Leicester, on August 17. JACK BOSKETT MEDIA

CARNFORTH-BASED West Coast Railway (WCR) has agreed to buy the entire fleet of Mk.2 carriages currently operated by Riviera Trains.

Riviera operates a fleet of around 60 Mk.2s, which are fitted with Central Door Locking (CDL) and run in BR Blue/Grey livery. The stock is often used by tour operators such as UK Railtours and Pathfinder Railtours.

Riviera Trains owner Barry Cordell, who is in his late-80s, has decided it is time to step down from the operation of a substantial mainline fleet after 30 years in the charter train business. Mr Cordell also owns Pathfinder Railtours, and he plans to focus his time on that business, which means that Riviera will be formally wound down and dissolved.

Running Riviera Trains alongside Mr Cordell has been operations manager Charles Paget, who has been an integral part of RT for the past three decades and will now join WCR as its business manager. He will play a key role in ensuring continuity, managing relationships with customers of RT, and overseeing the ongoing operations of the acquired assets. Both men have played a pivotal role in the provision of locomotive-hauled coaching stock for ad-hoc operations and special trains.

The Riviera fleet has been based at Nemesis Rail in Burton-on-Trent for maintenance, but it is expected the whole fleet will move to Carnforth in due course, with future operations being handled out of the WCR depots at Carnforth and Southall. Mr Cordell has publicly thanked Nemesis Rail for all the work and support it has provided.

CDL dispute

WCR has been embroiled in a bitter dispute with the Office of Rail and Road (ORR) over the fitting of CDL equipment to its Mk.1 carriages – particularly affecting the popular steam-hauled 'Jacobite' service between Fort William and Mallaig in Scotland. A judicial review agreed with the ORR's decision, and the ORR subsequently prohibiting the use of non-CDL Mk.1s for passenger use.

The acquisition of the Riviera fleet does not really change that situation, however, as they are air-braked and so cannot work with most steam locomotives. But the purchase will provide additional carriage capacity for West Coast, which has yet to indicate whether it intends to sell any of its Mk 1s. Back in January 2023, WCR bought Riviera's chocolate and cream Mk.1 fleet.

With the sale expected to be concluded by the end of September, Mr Cordell said: "After 30 years' involvement in the operation of individual special trains, I am pleased to be handing over the baton of providing rolling stock to David Smith of West Coast Railway. This agreement builds on the solid business relationship that the two organisations have enjoyed in recent years, and will provide stability for the charter industry going forward."

WCR owner David Smith said: "Acquiring the Riviera Trains fleet will add security to our charter train operations, and I look forward to working with Charles Paget in the coming years to enhance the relationships with existing customers."

■ One Riviera carriage, TSO No. 6158, was noted on a recent 'Cambrian Coast Express' to have been fitted with four hopper windows fitted alternately on each side. Two other carriages are believed to have been similarly treated (see photo on page 81).



GWR 'TURBO' UPGRADE COMPLETE:

Gemini Rail Services at Wolverton Works has completed a three-year programme to refurbish Great Western Railway's Class 165/166 'Turbo' DMUs. No. 166220 was the final unit released on September 10, completing the fleet of 16 three-car and 20 two-car Class 165s, plus 21 three-car Class 166s. The units are leased from Angel Trains, and £10 million has been spent on the interior makeovers. Improvements include new flooring, replacement and repairs to seating, and painting of all surfaces. All now carry GWR green livery. The trains were built in the early 1990s for Thames Valley services out of Paddington, but many have been displaced by electrification to work out of Bristol and Exeter. JACK BOSKETT

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Winners and losers as figures show overall growth in freight

Freightliner is top and steady, while GB Railfreight's rise continues and DB Cargo is in slow decline.

By 'Industry Update'

QUARTERLY statistics for rail freight haulage published by the Office for Rail and Road on September 19 reveal a 7% growth to reach 4.18 billion net tonne kilometres from April and June this year.

The growth came in two main areas: the increased use of rail services by Tesco, which is running a greater number of dedicated container services; and the greater use of biomass as a fuel for electricity generation.

The UK's final coal-fired power station at Ratcliffe on Soar was due to cease generation at the end of September, having received its last delivery of coal by rail in June. The decline in other bulk materials continues, reflected in the lower volume of traffic being hauled by DB Cargo. Steel traffic continues to fall and now accounts for little more than 6% of the overall figure. This will only get worse with end of steel production at Port Talbot.

In terms of distances freight was hauled, Freightliner had a 31% share of the 8 million total kilometres (2.48 million km, a rise of 1%), with GB Railfreight at 2.39 million km (8% up at 30%) but DB Cargo down 5% to 17%. Smaller operators such a Colas Rail and Devon & Cornwall Railways also recorded significant growth, but Direct Rail Services fell back by 6% in the three month period.

The ORR statistics also show that reliability has improved. Freight cancellations other than when requested by the customer reduced to 1.1%, and delay statistics indicated that the average was 9.4 minutes for each 100 train kilometres operated.

Note that these are far below the level of cancellations experienced by passenger train operators.

Channel Tunnel disappointment

The ORR figures showed further inability to attract Channel Tunnel traffic, which suffered a 10% decline compared to the previous year, to register just 1.5% of the overall haulage requirement – a fraction of the traffic that was once carried by train ferries.

The underlying reason is that movements are not containerised, with lorry load consignments providing point-to-point haulage that avoids the need for any intermediate handling.

FINAL CDAs RECOVERED

DB Cargo's No. 66152 visited the Fowey branch in Cornwall on September 2, to recover the last three non-preserved CDA china clay wagons, Nos. 375125, 375135 and 375137. They were moved from a siding at the entrance to the docks to near the unloading shed so that they could be cut up on site by local firm Henry Orchard & Sons, and the remains removed by road the following week. These wagons – which were converted from HAAs rather than purpose-built as CDAs – had been used as barrier/reach wagons until August last year, when the rest of the fleet was withdrawn. They were needed to lengthen trains to push loaded wagons into the unloading shed, as locomotives are not permitted to enter the building. JON HIRD



Rail firms aim to develop better and smaller traction batteries

Hitachi and partners are working to develop a more compact design that can store greater energy.

By Graeme Pickering

A BATTERY pack, smaller and lighter than that currently being tested on a Class 802 unit, but with improved energy density, is being developed by a Hitachi Rail-led partnership.

The company is working with the public body Innovate UK, Birmingham Centre for Railway Research & Education (BCRRE) at the University of Birmingham, DB ESG (the UK rolling stock engineering business of Deutsche Bahn), and battery supplier Turntide Technologies, on the project which utilises lithium iron phosphate (also known as lithium ferro-phosphate or LFP) battery chemistry. It says the result will be 40% smaller, but able to store 22% more energy than that installed on TransPennine Express No. 802207.

Fitted with a 700kW battery in place of one of its diesel engines to prove the technology for intercity trains, the 'Nova 1' set is understood to be performing well during night-time network testing (see page 86).

Builds on previous trials

The latest concept builds on what was learnt during development of the larger battery. Findings will also be used in the intercity project, but the main focus for the LFP programme is its application for trains serving regional and suburban routes.

Hitachi, which already has experience of introducing new fleets featuring battery technology in Japan and Italy, says that if batteries are to be incorporated into low floor trains (which provide better passenger accessibility), scaling down their size to fit the more limited space available is essential. As well as weighing less, a smaller but more powerful battery can also be easier to retrofit and maintain.

Innovate UK is co-funding the project, which has secured a total of £1.4 million for research and development, sourced from both the public and private sectors. To optimise battery design and usage, BCRRE will use computer technology to replicate journeys, including some on lines in the North of England.

DB ESG, which has been involved in the intercity project, is leading work on the battery enclosure, which will include fire protection, cooling capability and electrical integration.

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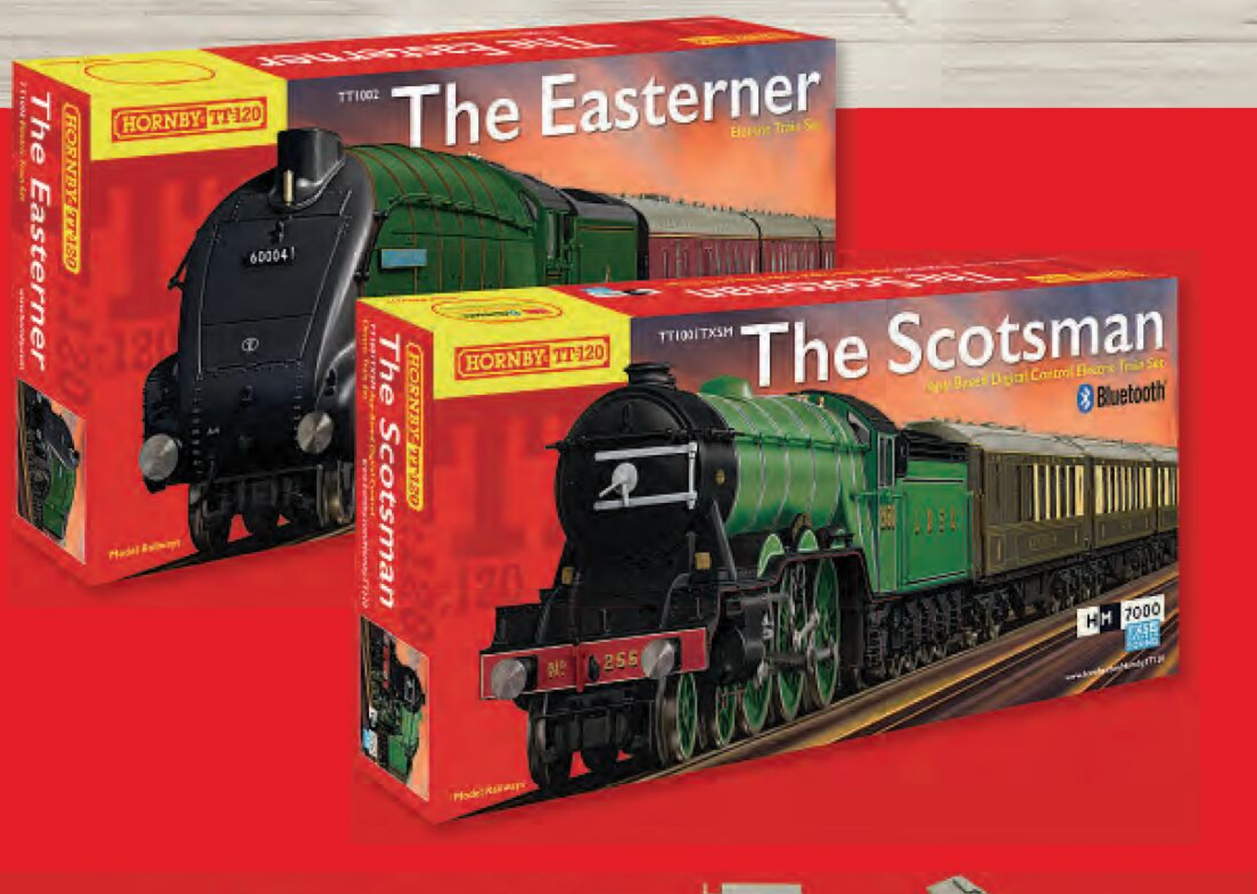
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SIDELINES

Class 325s withdrawn

ROYAL Mail withdrew its final Class 325 postal units from traffic on September 20, with two empty stock moves early on the following morning, almost three weeks earlier than the widely expected last date of October 10.

The final moves were: 5M55/12.58 Mossend-Shieldmuir, 1M55/14.19 Shieldmuir-Daventry; 1S55/20:44 Daventry-Shieldmuir, 5S55/03.05 Shieldmuir-Mossend; 1M27/12.35 Shieldmuir-Willesden PRDC, 5K07/00.19 Willesden PRDC-Crewe IEMD; and 1S24/12.26 Willesden PRDC-Shieldmuir, 5S24/22.28 Shieldmuir-Mossend.

As of September 23, the sets were located at Crewe IEMD (Nos. 325004/8/9/16), Mossend (Nos. 325003/5-7/11-14); and Willesden PRDC (Nos. 325001/2/15). Any further moves are likely to be for long-term storage or disposal.

■ See also pages 38-42.

Entries open for 'Railway Oscars'

THE Heritage Railway Association is now accepting entries for its Annual Awards 2025, which will be held in Gateshead on February 8.

There are 12 categories this year, including new ones for 'Station of the Year' and 'Achievement of the Year', all recognising excellence or innovation in heritage railway and tramway restoration, preservation and operation. There are also four other awards sponsored by the railway press, including *The Railway Magazine's* 'Lifetime Achievement Award'.

HRA members can submit entries online at www.hra.uk.com until November 8.

Drivers accept pay deal

ASLEF union members have accepted a 'no strings' pay deal that will bring an end to the long running train drivers' dispute that began in July 2022. The offer is for 5% backdated for 2022/23, a 4.75% rise for 2023/24, and a 4.5% increase for 2024/25. In 2023, the Rail Delivery Group said the average train driver salary was just over £60,000; these increases will take that to £69,000.

Meanwhile, transport union the RMT said it had put new Government offers to its members of a 4.5% rise for Network Rail staff in 2024, and increases of 4.75% for 2023/24 and 4.5% for 2024/25 for workers at train operating companies.

Strathspey *Scotsman* incident report released

Communication at the root of the collision, RAIB investigation finds.

By Gareth Evans



The view along the driver's side of the tender when *Flying Scotsman* was 62 metres from the carriages. Image taken as part of the incident's

FACTORS which led to National Collection-owned 'A3' Pacific No. 60103 *Flying Scotsman* colliding with a stationary set of carriages at Aviemore have been identified following an inquiry by the Rail Accident Investigation branch (RAIB).

At 18.05 on Friday, September 29, 2023, *Flying Scotsman*, travelling tender first, collided with the Royal Scotsman carriages on the approach to platform 3 at Aviemore station on the Strathspey Railway.

These coaches, which normally operate on the national network, were due to be hauled on the Strathspey Railway by No. 60103 as part of a planned movement to Boat of Garten station. The collision occurred at 7 mph (11 km/h) during a move in preparation for the coupling of the loco to the coaches.

Two people in the carriages were taken to hospital as a consequence of the accident. The collision also caused minor damage to the loco's tender and damage to the coaches involved, which were taken out of service.

RAIB found that the immediate cause of the collision was that the driver of No. 60103 did not know that the loco was in close proximity to the carriages and did not control its speed accordingly.

Video footage taken from three different locations shows the tender colliding with the stationary coaches. Witness evidence indicates that the driver did not intend to couple the loco to the coaches during that move, instead intending to stop short before coupling up.

There were six people in the loco's cab at the time of the accident – a driver, a fireman, a custodian's representative, Strathspey Railway Company's (SRC) operations manager, an apprentice fitter and a GB Railfreight driver. The SRC rule book requires that the number of people in the cab of any loco is limited to four. RAIB found no evidence of poor working relationships between the loco crew. Witness evidence was clear that there were no unnecessary conversations, distractions or a lack of attention to the tasks being undertaken.

Witness evidence strongly indicates that there was no clear consensus as to who was controlling the movement or could be regarded as being in charge in the cab.

There was no briefing or plan for the movement – and no one had been tasked to assist the driver with observing the line in the direction of travel.

RAIB found SRC did not effectively manage the visit of *Flying Scotsman* to the railway. Although Royal Scotsman visits were regarded as normal by SRC, the decision to haul the Royal Scotsman with *Flying Scotsman* represented an additional activity outside normal operations.

Since the accident, SRC has developed a new standard operating procedure to manage special events and special train planning.

As part of an organisational change, SRC has also recruited a full-time general manager to take charge of all aspects of the operation of the railway.

RAIB has made one recommendation. It is addressed to the SRC and relates to a review of the arrangements for foreseeable abnormal operations, such as visiting railway vehicles and special events, to ensure that the risks are identified, assessed and mitigated.

RAIB has identified two learning points. The first is a reminder of the importance of train crew maintaining an effective lookout while driving on a line-of-sight basis, and knowing who is responsible for maintaining that lookout. The second is the importance of complying with rules regarding the number of people in a locomotive cab and ensuring that roles during movements are clearly understood.

■ The report can be read online at: www.gov.uk/government/organisations/rail-accident-investigation-branch

Revamped Wirral Transport Museum to open by spring 2026

By Graeme Pickering

FEATURING an expanded collection to tell the story of local railways and trams, along with ferries and road vehicles, the revamped Wirral Transport Museum is on course to open by spring 2026, according to its new custodian Big Heritage (BH).

Responsibility for the Birkenhead museum, which has been closed to visitors since April 2023, was transferred from Wirral Council to the not-for-profit community interest company late last year, after a report cited "consistently over budget" running costs and a lack of scope to expand or grow footfall under local authority control.

"It's an economic regeneration scheme really, not just a revamped transport museum," BH founder and managing director Dean Paton told *The RM*. "It's going to be the absolute catalyst for a kind of new, refreshed Birkenhead."

With double the previous exhibition space, the company aims to make it one of the best attractions of its kind in the UK. It will be designed to appeal to all age groups, with a strong focus on social history and interaction.

Features in addition to the collection of historic vehicles will include a children's discovery centre and a model railway, inspired by the former Birkenhead Dock branch, which will stretch across the site.

Financial support of £5-6 million was sought for the project, with development funding being provided via the National Lottery Heritage Fund's Dynamic Collections Programme. It forms part of a wider plan for the area including an upgrade to Woodside Ferry Terminal and a Battle of the Atlantic-themed museum and gardens.

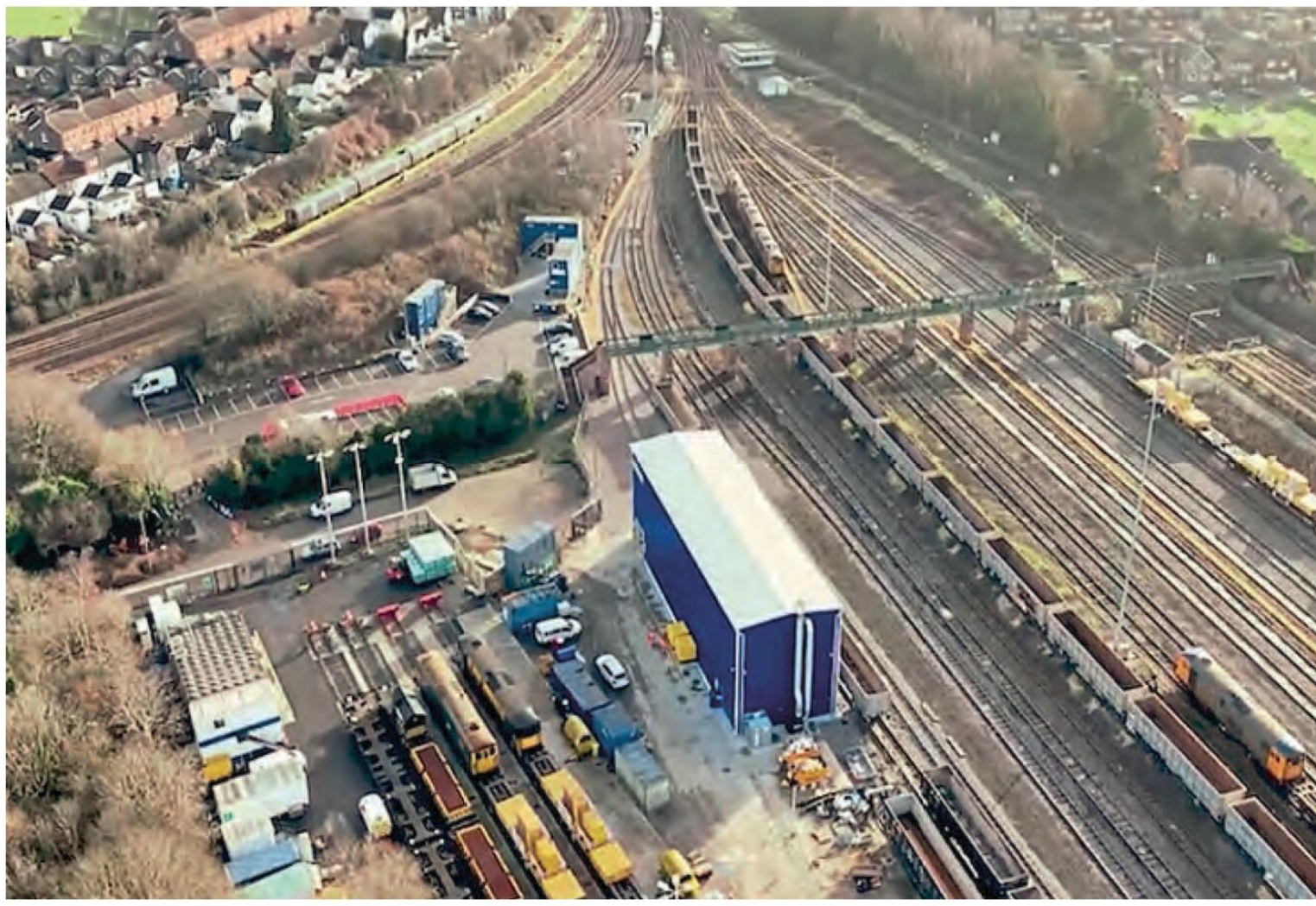
Heritage tram operations, which Mr Paton describes as "pivotal", will resume to coincide with the opening, making their long-awaited return to the full half-mile route between the museum and Woodside after Wirral Council made a commitment to funding track repairs.



No. 66303 inside the Tonbridge depot for the official opening on August 30, with (from left) Phil Williamson, managing director of construction firm Cairn Cross; Maggie Simpson, director general of the Rail Freight Group; and John Smith, CEO of GBRf.

Tonbridge loco depot opens...

New GB Railfreight facility aids operations in South East England.



The new GBRf loco depot on the north side of Tonbridge West Yard. CAIRN CROSS

GBRF officially opened a new maintenance depot in Tonbridge West Yard on August 30, a strategically important location for the company but used previously without covered accommodation for working on locomotives.

The £2.5 million single-road, single-ended depot on the north side of the yard adds to the company's existing facilities at Doncaster and Peterborough.

It will maintain Class 73, 69 and 66 locomotives in partnership with firms such as EMD, Wabtec and St Leonard's Railway Engineering.

GBRf says the new depot will significantly improve the efficiency of operations in the South East, and lower carbon emissions by reducing the distance a loco has to travel for maintenance.

The Tonbridge site becomes particularly important during the autumn and winter seasons, when GBRf operates a series of leaf-fall and snow/ice railhead treatment trains for Network Rail.

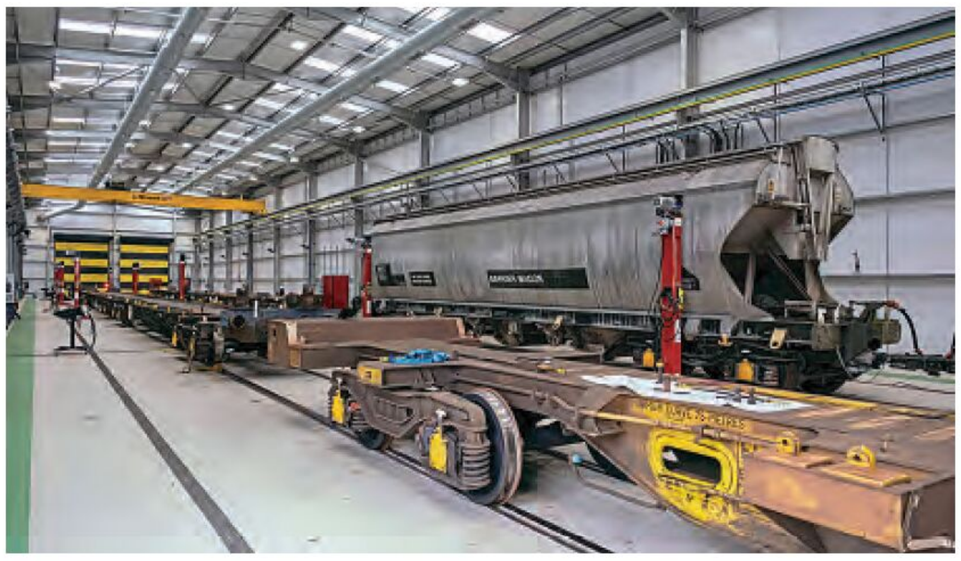
...while charity event allows a peek inside Peterborough

GBRF opened the doors of its Peterborough depot to visitors on September 7/8, as part of a charity event raising funds for Great Ormond Street Hospital and the MS Society.

The event was timed to coincide with the nearby Nene Valley Railway gala that saw the freight company supply eight locomotives for hauling passenger trains (see page 79).

Depot visitors were able to see the work done on servicing and maintaining locomotives and wagons. They were also shown the company's driving simulator, which was built using recycled parts from Class 66 No. 66734, the locomotive that was scrapped after being derailed at Loch Treig on the West highland Line in June 2012.

The open day and gala events were held in partnership with Modern Railways and Hornby Magazine.



Inside the two-road wagon repair building, with various FEA container flat wagons plus hopper wagon No. 33 70 9382 000-5 which (along with No. 33 70 9382 049-2) will be used as barrier wagons for delivering new London Underground Bakerloo and Piccadilly Line trains. HAYDEN SHEPPARD



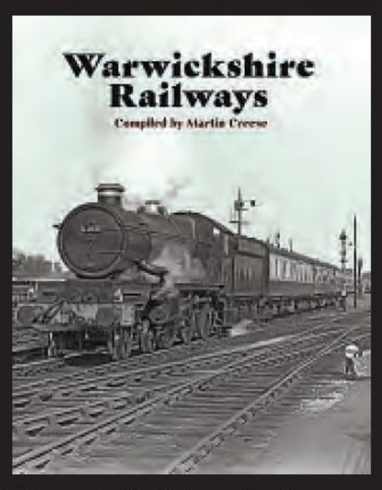
The Class 66 simulator which uses parts from scrapped No. 66734. HAYDEN SHEPPARD



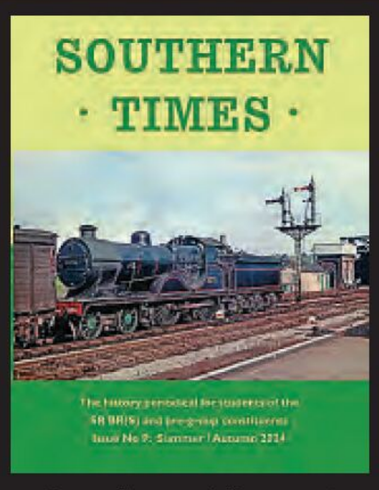
GBRf's single-road locomotive depot at Peterborough on September 7, with Nos. 66760 and 66741 outside and No. 66711 inside. Nos. 66312 and 66756 are stabled on the right. HAYDEN SHEPPARD

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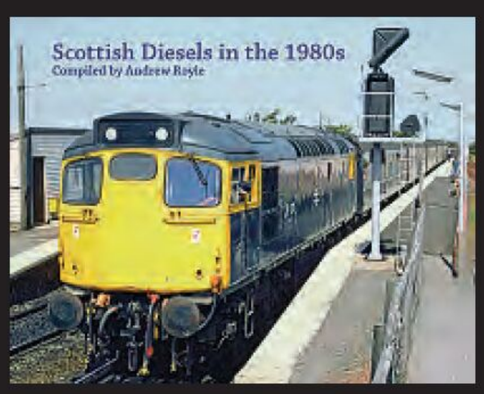
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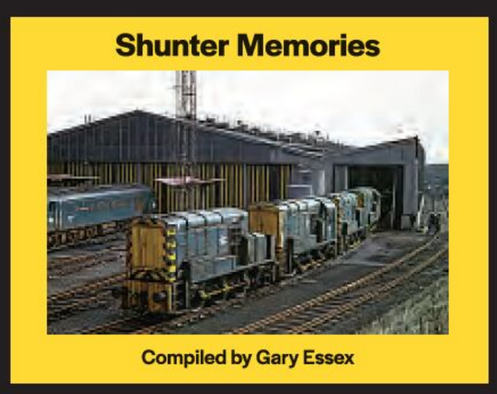
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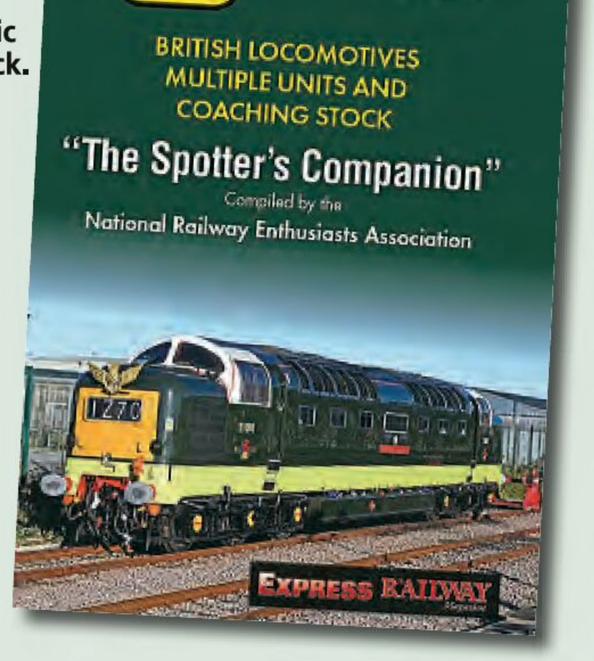
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We are looking for current photos for use on the front cover.
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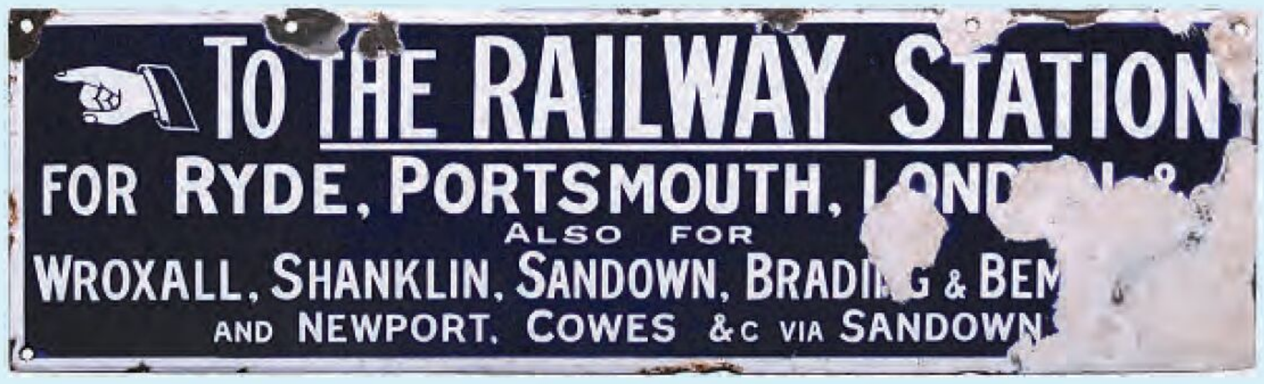
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Tramway plan to connect Cardiff Central with Cardiff Bay

New Metro line would complement the existing branch line.

TRANSPORT for Wales (TfW) has revealed plans for a brand-new tramway from Cardiff Central railway station to Cardiff Bay, connecting the two directly by rail for the first time.

The first phase of Cardiff Crossrail, which is being delivered by Cardiff Council and TfW, will significantly improve the railway network between the city centre and Cardiff Bay, benefiting the wider city and region.

Construction of a new metro would see a new two-platform station built in the southern car park of Cardiff Central station, providing interchange with the main station. The proposed tramway would run from the current southern car park, crossing through Callaghan Square to join the existing Cardiff Bay line from Queen Street station. A third platform will be built at Cardiff Bay, which would be in addition to the second platform already being built during the ongoing transformation of the Cardiff Bay line as part of the South Wales Metro project.

TfW has embarked on a six-week public consultation on its proposals, which will run until October 27 and is available on line at haveyoursay.tfw.wales/cardiff-crossrail.



An impression of how the Cardiff tramway could look. THE URBANISTS

Dan Tipper, TfW's chief infrastructure officer, said: "Our ambition is that the new tramway will contribute towards a more sustainable transport network for Cardiff, encouraging more people to leave their cars at home."

New Sheffield service outlined

HULL Trains has published its proposed timetable for a twice-daily service connecting Sheffield with King's Cross. If the service is approved by the Office of Rail and Road, it would be the first direct link between King's Cross and Sheffield since 1968.

The proposed weekday times are 09.20 and 16.54 from Sheffield, arriving in London at 11.44 and 19.14. Times from King's Cross are 12.48 and 19.56, arriving in Sheffield at 14.57 and 21.56. Weekend trains would run at similar times.

The operator believes that there are more than 350,000 people along the route to London via Worksop who would have access to the new direct service.

With its Class 802s bi-modes committed to existing operations, the likelihood is Hull Trains would lease some trains in the short term while ordering new rolling stock.

If approved, the new service could begin in the second half of 2025.

Borders extension study paused due to funding issue

HOPES of an extension of the Borders Railway south from Tweedbank to Carlisle have been dashed after a feasibility into the project was put on indefinite hold as a result of the claimed £22 billion 'black hole' in Government finances.

It has also emerged that the closure of the Restoring Your Railways scheme (see September issue) has killed off any hope of introducing a service along the Waterside Line from Southampton to Fawley in Hampshire.

Railways in Parliament Compiled by **Jon Longman**

£70m heritage grants

BASILDON and Billericay MP Richard Holden asked how many heritage railways have received grants or financial assistance from the Government since 1999.

Culture, Media and Sport Minister Chris Bryant replied: "Since 1999, the National Lottery Heritage Fund has awarded £70,562,212 to the UK's heritage railways. Within that amount, the department funded over 60 heritage steam organisations through the Culture Recovery Fund (2020-2021), providing nearly £15 million in support for the heritage rail sector.

"This has included multiple awards supporting the infrastructure of iconic heritage railways as well as the restoration of individual locos and elements of rolling stock, including the *Flying Scotsman*.

"Since 1999, Historic England has awarded grants to heritage railways such as the Bowes Railway which has received seven grants totalling £515,834. In addition, Bowes received £36,241 and the Lynton and Barnstaple Railway received £3374 through Covid-19 Emergency Grants.

"A £49,000 repair grant was provided towards the cost of the restoration of a Grade II* listed turntable at St Blazey. The turntable has been restored to operational condition by a social enterprise company. It allows main line steam to run into Cornwall on railtours bringing tourists to the Duchy and be turned for their return journey.

"Historic England has been supporting the Railway 200 celebrations in many ways, including research, outreach and listing sites with links to heritage rail."

Swiss negotiations

ROMFORD MP Simon Rosindell asked about the Secretary of State for Transport's discussions with her Swiss counterpart on the merits of direct rail connections between London and Basel.

Simon Lightwood, the Parliamentary Under Secretary of State for Local Transport, said: "The Government fully supports the growth of international rail passenger services, including potential new direct connections, and recognises the socio-economic benefits that these provide for UK citizens and businesses.

"DfT officials regularly engage with their Swiss counterparts to discuss the potential merits of direct rail connections between the UK and Switzerland, as well as supporting the work of industry partners to explore their feasibility. The Secretary of State and the Rail Minister hope to discuss this shortly with Swiss counterparts, including exploring plans to formalise our cooperation on this matter."

Shrewsbury misses out

TELFORD MP Shaun Davies asked whether the DfT had assessed the potential economic impact of electrifying the line from Telford to Wolverhampton and Shrewsbury.

Mr Lightwood said: "With an indicative cost of £270m, Midlands Connect, the sub-national transport body which researches, develops and progresses transport projects in the Midlands, view electrification of this route as prohibitively expensive.

"However, they are refreshing the business case for line speed improvements and my officials are in regular contact with Midlands Connect to support them. The Minister of State for Rail expects to receive an updated case later this year."

Heritage safety plans

NORTH East Somerset MP Dan Norris asked how the DfT's discussions with the Office of Road and Rail (ORR) on the potential merits of setting up a new Heritage Rail Safety and Standards Board were progressing.

Mr Lightwood replied: "Officials have had several meetings over the last year with the ORR about the Heritage Rail Association's (HRA) plans to establish a Heritage Rail Safety and Standards Board. We understand that the HRA is progressing with its plans, and my officials will continue their engagement with the ORR as this develops."

White Rose delay

SIR Alec Shelbrooke, the Wetherby and Easingwold MP, wanted to know when the pause in constructing the White Rose station in Leeds will end.

Mr Lightwood said: "We understand that the scheme promoter is seeking to resolve legal and commercial processes with the principal contractor. These processes are expected to be concluded by the end of this year with a view to remobilising site works early 2025."

Restoring fund axed

NORTH Shropshire MP Helen Morgan asked if there has been an assessment of the adequacy of each business case submitted to the Restoring Your Railway Fund (RYR) before withdrawing that funding.

Mr Lightwood replied: "The Chancellor's statement of July 29 confirmed that the RYR programme will close. Aside from RYR projects currently at the delivery stage or in construction, all remaining RYR-originated projects are now being considered as part of preparations for the upcoming Spending Review. This will include reviewing the business cases of these projects.

"Ministers have been clear that not all proposed transport projects will be able to proceed to delivery due to the challenging financial situation facing the DfT."

Compiled by **Graeme Pickering**





The final deck segment of the Colne Valley Viaduct is seen (above) being lowered into place on September 5. The aerial shot (left) shows the curvature of the 2.1 mile long structure and the launching girder used to position the deck pieces. HS2

Last deck piece positioned in 2.1-mile Colne Valley Viaduct

HS2 Ltd claims the title of building Britain's longest rail bridge, as final section is put into place.

SEPTEMBER 5 saw the final concrete deck segment lowered into place on the Colne Valley Viaduct near Denham in Buckinghamshire.

Now structurally complete, HS2 Ltd says it supersedes the Tay Bridge as Britain's longest rail viaduct, with a quoted length of 2.1 miles as opposed to 2.04 miles for the latter (which opened in 1887).

Construction of the viaduct deck began in May 2022, and involved the use of a 525ft-long, 700-tonne launching girder to lift each of the 1000 deck segments (cast on-site) into place using the balanced cantilever construction method. Working from north to south, the girder, originally built for use in the construction of the East Tsing Yi Viaduct in Hong Kong, was used to position the segments (all uniquely shaped to create a curved structure) on either side of each pier before moving along to the next.

Supported by 56 piers, the viaduct spans a series of lakes, the Grand Union Canal, River Colne and local roads.

Loïc Menard, project director for Align Joint Venture, which is managing its construction, said the team and supply chain partners had worked very hard, achieving progress "ahead of plan".

Midlands bridges

The positioning of the final deck segment took place just days after the completion of Highfurlong Brook Viaduct, south of Daventry in Northamptonshire. With a length of 534 feet, the seven-span structure, which will carry trains almost 30 feet above the brook's flood plain, became the first viaduct on the HS2 route to reach that stage when engineers finished building its parapets. The next phase will be earthworks at either end to carry the railway before the installation of track, signalling and overhead line equipment.

An 11-hour operation took place over the weekend of September 7-8, to push the 518ft West Link Viaduct into its final position over the M42/M6 link roads at Water Orton in Warwickshire. HS2 Ltd says it was completed quicker than planned, allowing the roads to be reopened six-and-a-half hours earlier than scheduled. The parallel East Link Viaduct was moved into place earlier this year.

The pair are among the 13 viaducts that form part of HS2's Delta Junction, incorporating the main line and north and south spurs linking it to Birmingham Curzon Street station. The East Link Viaduct will be temporarily used as a haul road for the movement of material excavated from Bromford Tunnel for reuse in earthworks at the Delta Junction.

Final segments cast for Northolt Tunnel West

AT its Isle of Grain plant in Kent, PACADAR UK has completed the casting of 59,129 concrete segments for HS2's five-mile long Northolt Tunnel West in West London.

Production of the segments, installed by the Tunnel Boring Machines (TBMs) throughout the length of the twin bores, forming 8447 complete rings creating an outer and inner lining, began in April 2022. Individually, the segments weigh an average of seven tonnes.

By early September, TBMs *Sushila* and *Caroline* (which began boring the West tunnel in late 2022), had travelled almost four miles from their starting point of West Ruislip towards Green Park Way in Greenford, where the bores will join those of Northolt Tunnel East. The latter tunnel is 3.4 miles in length. Heading westwards (from its eastern portal at Victoria Road Crossover Box in Ealing, near the Old Oak Common station site) to Green Park Way, TBMs *Emily* and *Anne* began its excavation earlier this year.

Bromford Tunnel boring reaches halfway point

TUNNEL boring machine *Mary Ann* reached the halfway point on its 3.5-mile drive to create the first bore of the Bromford Tunnel (between Water Orton in Warwickshire and Washwood Heath in Birmingham) on August 28.

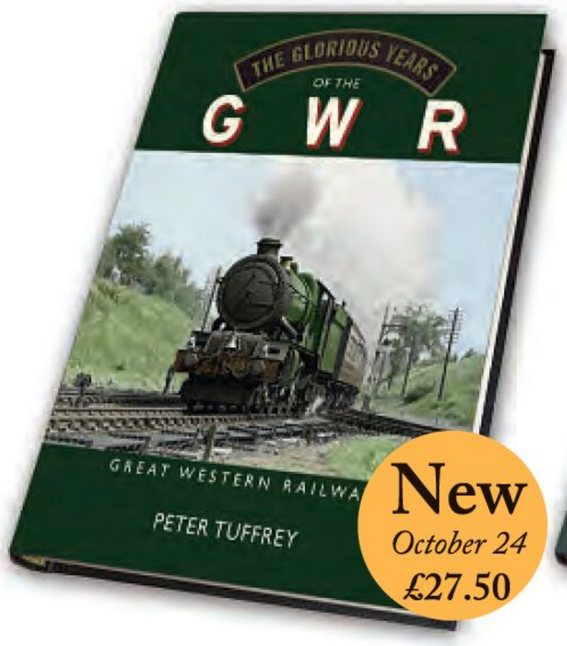
Having travelled beneath Park Hall Nature Reserve and the River Tame since getting underway in August 2023, the site of the 47 metre (154ft) deep ventilation shaft for the tunnel at Castle Vale marked the completion of 1.75 miles of excavation. *Mary Ann* will continue alongside the M6 before going under it and breaking through at the tunnel's western end next year.

TBM *Elizabeth*, launched in March, is creating the second bore, which it is due to complete late next year.

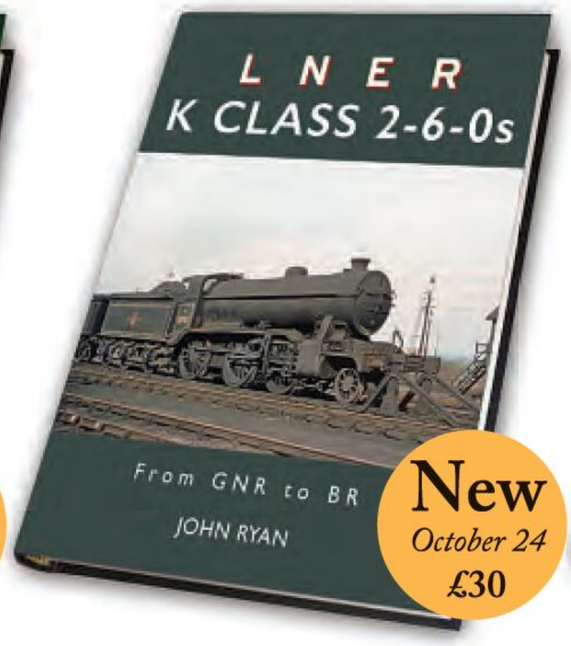


The east portal of Bromford Tunnel showing the bores being excavated by TBMs *Mary Ann* (left) and *Elizabeth* (right), on August 28. The vehicle in the foreground has cabs at both ends and is for taking supplies and equipment into the tunnel. Also based at the portal are vehicles to transport tunnel ring segments and workers into the bores. CHRIS MILNER

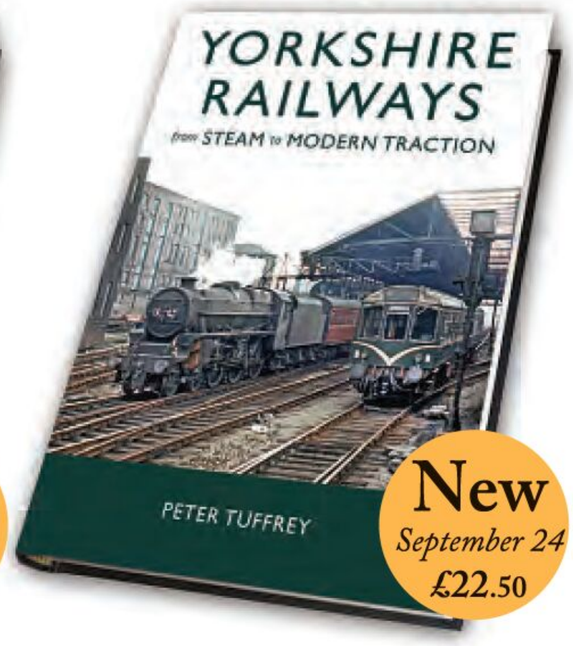
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Celebrating 200 years of railways

2025 marks 200 years since the opening of the Stockton & Darlington Railway, an anniversary that will be celebrated with hundreds of events across the country, as Paul Bickerdyke reports.

NEXT year will see an extensive series of railway-related events staged across the country to mark 200 years since the opening of the Stockton & Darlington Railway in 1825.

There will be major celebrations in North East England focused on the impact and legacy of the S&DR, while a separate programme will take place nationwide to honour the past, present and future of all railways.

The S&DR was the world's first public railway to use steam locomotives, the definition being crucial. Private railways existed before, typically at collieries, as did steam locomotives and even passenger-carrying railways, but the S&DR brought it all together to create a blueprint for all that followed. Or as Anthony Coulls, the National Railway Museum's senior curator for rail transport and technology, puts it: "It set the DNA for the railway system."

Transporting coal from the mines of County Durham to the port at Stockton was the main driving force, but from the start the railway also transported other goods and had regular passenger services, while the concepts of signalling, timetables and stations were all developed by the S&DR. Perhaps more importantly, it proved that locomotives could pull trains over long distances.



Artist Terence Cuneo's dramatic depiction of the opening of the Stockton & Darlington Railway in 1825. NRM

S&DR 200

The Stockton & Darlington Railway opened on September 27, 1825 when *Locomotion No. 1* hauled passenger coach *Experiment* and a train of wagons over the 26 miles from Witton Park (east of Bishop Auckland) to Stockton, picking up wagons and passengers along the way.

To celebrate this, a festival of events will run at various locations across the North East from March to November, peaking around the actual 200th anniversary in late September.

"The opening of the S&DR led to the birth of modern railways, which went on to change the world," said Alison Clark, head of culture, leisure, sport and tourism at Durham County Council. "We want to deliver a festival that will spark renewed local, national and international interest in the pioneering story of the S&DR, as well as providing unforgettable experiences for all our visitors."

The highlight will be a re-enactment of the first journey along parts of the surviving route on September 26, 27 and 28 using replicas of *Locomotion No. 1*, passenger coach *Experiment* and a rake of coal wagons. This is sponsored by LNER, and the festival team is working with Network Rail on route planning and operations.

The major museum partners for S&DR 200 are the newly redeveloped Hopetown Darlington (the former Head of Steam at North Road station), Locomotion in Shildon, Preston Park Museum in Stockton, and The Story in Durham. Their permanent displays will include interpretation of the S&DR, backed by additional temporary festival activities.

Hopetown Darlington will present a display of early locomotives from April to July 2025, including the original *Locomotion No.1*, designed by George Stephenson and held in the Science Museum Group's collection, with loans of other locos from the Science Museum Group, National Museum Wales and Beamish Museum. It will also host an exhibition on the future of transport and skills from July to September 2025, looking at the rail industry in the era of climate crisis and how a growing green technologies sector in Teesside can provide opportunities for the region.

Locomotion in Shildon will stage an exhibition of railway firsts in its Main Hall in recognition of the innovation of 200 years of railways, and display images from The Young Railway Photographer of the Year exhibition (see boxout on the page opposite). There will also be three line-ups of iconic locomotives and rail vehicles representing 200 years of railway history, along with talks and lectures for enthusiasts plus activities for families and adults.

Preston Park Museum will present an art installation looking at how railways play a vital role in connecting wildlife habitats across our countryside, in partnership with the biodiversity team at Network Rail. It will also host several artworks of national significance related to the railways and the communities they served.

The Story will present an exhibition exploring two centuries of transformation following the opening of the S&DR, which spurred economic development and transformed the socio-economic fabric of the region. This will be told through authentic voices from the museum's collections of letters, diaries, court papers and other records.

Related events across the region include new public artworks and murals; outdoor spectacles beginning with a large-scale light projection and drone show in Bishop

Auckland on March 29 charting 200 years of rail travel; and a two-part Ghost Train outdoor performance on September 21 in Darlington and September 28 in Stockton.

"S&DR200 is using a world-changing historical event that took place in the region as a starting point to explore the future," said S&DR200 festival director Niccy Hallifax.

Railway 200

Railway 200 is a separate but related series of events across the UK supported by the rail industry, the UK Government, Transport Scotland, Transport for Wales, the Northern Ireland Executive, rail and business bodies, civic and community groups and a wide range of other partners. It aims to celebrate the past, present and future of railways, and along the way highlighting the range of opportunities that are offered by a career on the railways.

Rail Minister Lord Hendy said: "Since the first passenger train entered service almost 200 years ago, our railways have become integral to millions of lives, bringing communities closer together, opening up new opportunities for business and driving economic growth across the country.

"Railway 200 presents an exciting opportunity to unite the wider public in recognition of our rail network and the brilliant people who keep it running. I hope this year-long series of events and celebration encourages the next generation to consider a career in rail."

The first event will be a coordinated 'Whistle-Off' by preserved steam locos across the country at 12 noon on January 1, organised by the Heritage Railway Association.

This will be followed by a national Railway 200 ticket sale, offering heavily discounted train travel for days out, while a touring 'Inspiration' exhibition train formed of Mk.3 carriages will travel the country for the public to visit at mainline stations, heritage railways and rail freight depots.

The train is being developed in partnership with the National Railway Museum and supported by a £250,000 grant from the National Lottery Heritage Fund. It will consist of interactive exhibitions exploring the past, present and future of rail. At least 400,000 people – including school groups and families – are expected to visit over the year, aiming to inspire schoolchildren and others to consider a career in the rail industry.

A highlight of the year will come in August when Alstom will host 'The Greatest Gathering' at its historic Litchurch Lane Works in Derby, which aims to bring together the largest temporary collection of locomotives, units and rail-related exhibits in one place, making it the biggest open day event in a generation.

Other plans include the National Railway Museum celebrating its 50th anniversary, including the re-opening in summer of its refurbished and refreshed Station Hall.

A steam gala in January at the Severn Valley Railway aims to have the largest gathering of locos from heritage railways across the UK, while the Bluebell Railway is planning a rail festival from June to August to attract more than 80,000 people, including 18,000 schoolchildren learning about STEM-related careers in the railway industry.

From July to September, the Keighley & Worth Valley Railway will host the Olivier award-winning theatre production of The Railway Children, staged in the location where the classic film was shot – the production including a steam train journey for the audience. And the Mid Hants Railway is working with more than 200 individuals and community groups to create a giant textile timeline of train travel, inviting poets and other wordsmiths to submit work inspired by rail's 200th anniversary.

Other events include a celebration in July of the Heart of Wales Line; a family day at the BCIMO national innovation centre in Dudley in May; a special Railway 200 badge for Scouts and Guides; and commemorative events at the National Trust cottage in Wylam, Northumberland, where George Stephenson was born.

The full list of events, which is growing all the time, can be found on the Railway 200 website at www.railway200.co.uk Anyone organising a related event is able to publicise it through this website, which includes an interactive map of what is happening where.

Speaking on behalf of Railway 200, Network Rail's Eastern Region managing director Jake Kelly said: "Railway 200's ambitious programme not only embraces the railway's historic roots, but also looks to future innovations and how the industry adapts to modern-day challenges to get people and goods to where they need to be.

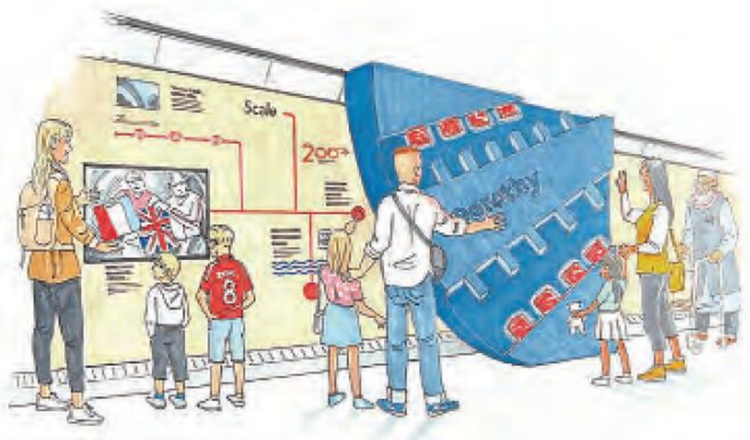
"Whether you are a frequent traveller, simply live by the railway, or are an engineer of the future, all are invited to take part in this huge programme of events, to celebrate the 200th anniversary of an invention born in the North East which has gone on to transform communities across the globe." ■



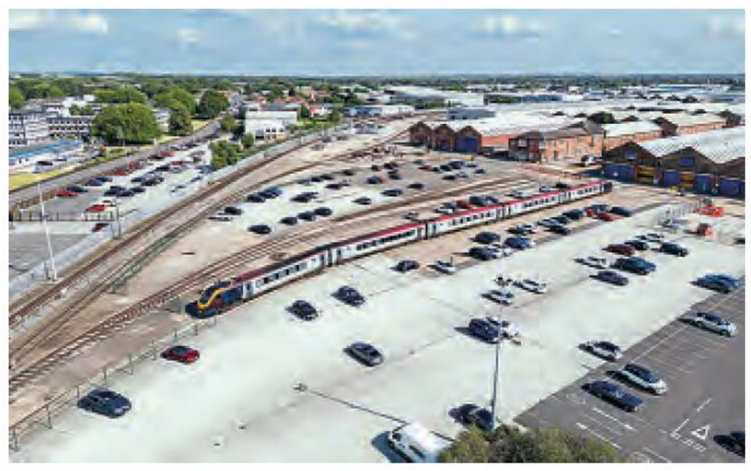
Locomotion in Shildon will be one of the major museums involved in celebrating both S&DR 200 and Railway 200, its collection including the original Locomotion No. 1 and HST power car No. 43102 – both seen there on May 23.



At the Darlington end of the Bishop Auckland branch is the recently revamped Hopetown museum, seen as it reopened to the public on July 15.



An impression of how the travelling exhibition train could look, this carriage representing 'Railway Firsts'.



Alstom's Derby Works will stage a major open day called 'The Greatest Gathering' over three days in August. Debranded 'Voyager' No. 221113 is seen there on July 17. STEVE DONALD

YOUNG RAILWAY PHOTOGRAPHER OF THE YEAR

THE Young Railway Photographer of the Year competition has returned for a second time, with this year's theme being Railway 200.

Organised by the National Railway Museum and The Railway Photographic Society, with support from partners in the railway and photography industries – including Mortons Media, publisher of *The Railway Magazine* – the competition is seeking the best images from photographers aged 25 and under.

The call for entries is now open and runs to January 31, 2025. Entrants will be invited to submit a portfolio of up to six images in two age categories: 18 and under, and 19-25.

An exhibition of shortlisted entries will be displayed at the National Railway Museum in York and at Locomotion in Shildon in summer 2025, before the winners are announced at an awards ceremony.

The winners of the inaugural YRPOTY competition were announced in 2022 to celebrate the centenary of the Railway Photographic Society.

Charlotte Kingston, head of design, exhibitions and communications at the National Railway Museum, said: "This was one of the National Railway Museum's most popular recent exhibitions and the skill, breadth of subject matter and imagination on show from previous entrants was fantastic.

"There couldn't be a better time to celebrate the railways in 2025 and the competition will inspire the next generation to think creatively about the railways."

To find out more about entering, see the dedicated website at www.youngrailphotographeroftheyear.co.uk.



Crewe Works lives on

The glory days of locomotive building may be over, but the remaining parts of Crewe Works are not only surviving but thriving as a centre of excellence for overhauling bogies and other major components, as Paul Bickerdyke reports.

CREWE Works was once one of the country's major railway factories, up there with – and at least equal to – the likes of Doncaster, Derby and Swindon.

Situated north-west of the town centre alongside the Chester line, the Works was founded 181 years ago in 1843 by the Grand Junction Railway. It then continued to develop under the ownership of the LNWR, LMS and British Railways – building a total of more than 8000 steam, diesel and electric locomotives over the years.

Locomotive construction ended in 1991 (with the final East Coast electric No. 91031) and the Works went into private ownership – first to ASEA Brown-Boveri, which became Adtranz in a merger with Daimler Benz, then to Bombardier and now Alstom. Locomotive repairs ended after the impressive 'Great Gathering' open day in 2005 and large parts of the site were sold off for redevelopment as housing and shops – including the famous Erecting Shops at the western end.

Such has been the decline that many readers may even believe there is nothing left of the Works today. But they would be wrong. Although around half the size it was in 2005, and perhaps a quarter of its peak, the Works is now thriving as a centre of excellence for major component repairs and refurbishment – in particular bogies and HVAC (heating, ventilation and air conditioning) modules.

"Alstom Crewe is the number one overhaul facility in the UK," claims general manager Mark Derbyshire, "and we're always looking for the next volume contract."

One example of this is the overhaul of Avanti West Coast's 'Pendolino' fleet bogies, a programme that in mid-September was about two-thirds of the way through, having completed all the 35 eleven-car sets and started on the 21 nine-car sets – a total of 1148 bogies in all.

The work is part of the fleet's H7 overhaul, which is the seventh round of major work since the trains entered service in July 2022, each round taking place after 750-800,000 miles or roughly two to three years of service. The H7 work began in September 2023 and is due to end in February 2025, with H8 currently scheduled to begin at the end of 2025.

Slick operation

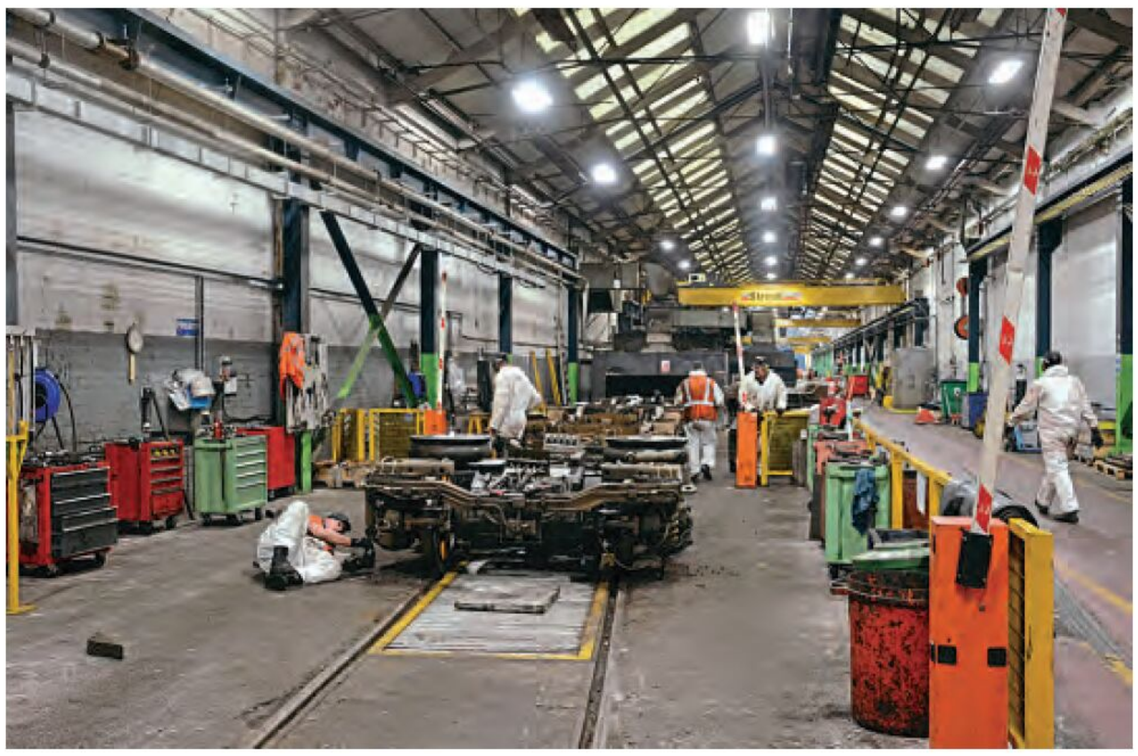
In a slick operation, a full set of 'Pendolino' bogies (with two bogies per vehicle) are turned around in less than a week. ▶

Above: A photo taken from a similar location as that on the opposite page, but at the 'Great Gathering' open day on September 10, 2005. The traverser runs behind the 'Peak', '40' and '86', with the Erecting/Locomotive Repair Shops in the background.

Left: A view of the western end of the Alstom site, showing the crane that lifts incoming bogies off the road transport and onto the Works rails to start their refurbishment cycle. The Crewe to Chester line runs behind the house that can be seen through the crane, while the houses on the left are built on the location of the former traverser and the main Erecting Shops.

Below: The diagram shows the layout of the works in the mid-1960s, separated from the Electric Maintenance Depot by the Crewe to Chester line. The area highlighted in yellow is the surviving section occupied by Alstom today, as can be seen in the lower satellite photo. Note how much of the former Works site has been given over to housing – and in particular the row of houses built over the location of the former traverser that was outside the erecting shops.

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After unloading from the road transport, the bogies enter what was once the 'Fabrication Shop' (in the 1960s diagram) to be prepared for dismantling and jet washing. These are not 'Pendolino' bogies in this shot, but part of another contract.



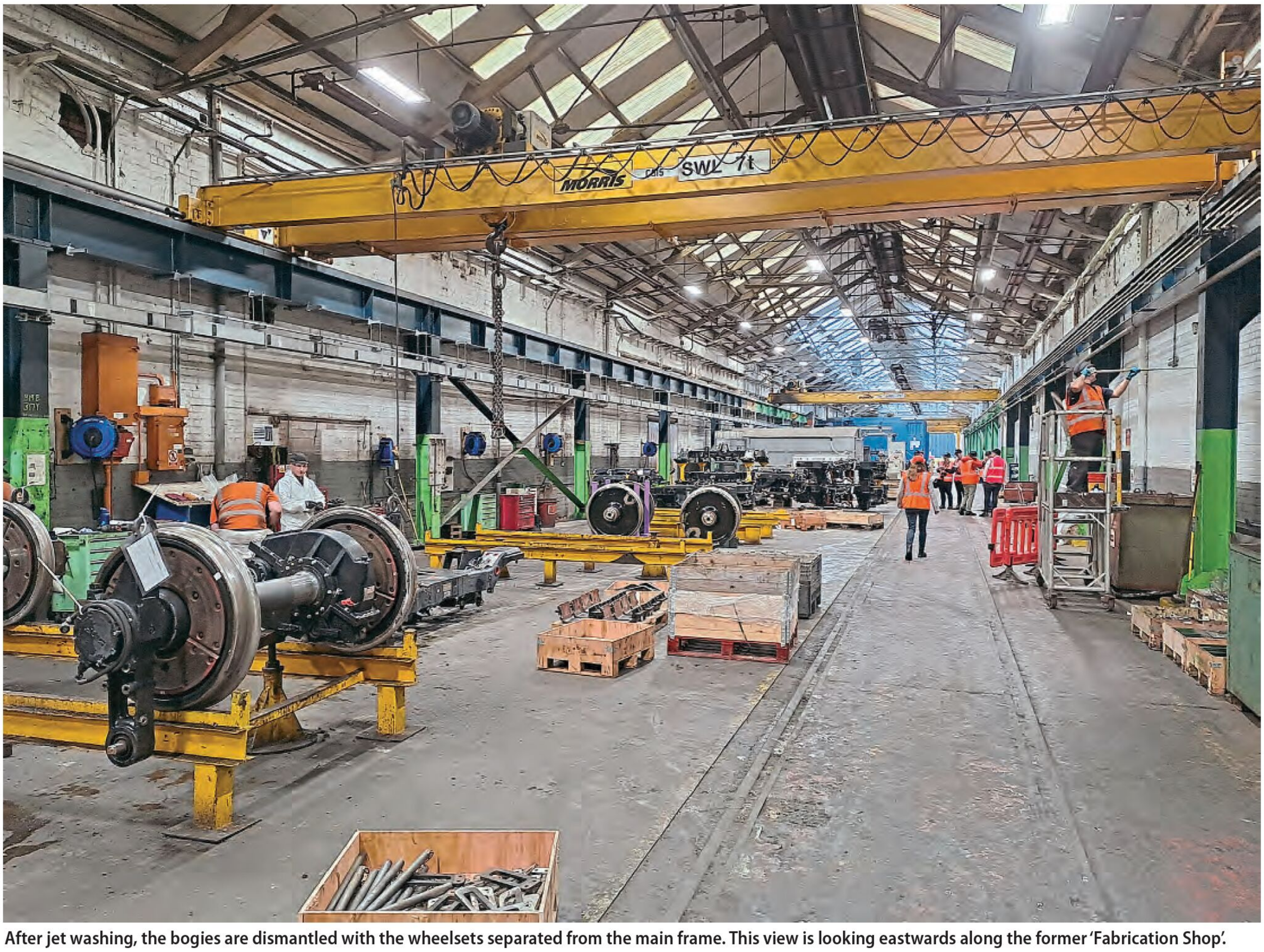
This bogie has just emerged from the powerful jet-washer, which removes thousands of miles of accumulated grime.

The process begins on a weekend at Longsight depot in Manchester, where a Class 390 set is lifted so its 'dirty' bogies can be removed (to be replaced by an incoming refurbished 'clean' set), the train then remaining out of service at Longsight for a week while other maintenance work is done.

The bogies are transferred to Alstom Crewe in batches, the first five arriving on a Monday morning, where they are jet washed, stripped, painted, rebuilt and tested before being sent back to Longsight the following day. Components that are changed include bearings, bushes and rubber seals. Careful scheduling sees the full set of bogies back in Manchester ready to go under the next Class 390 in the programme the following weekend – giving a 'beat rate' of one unit per week.

"The merger of Bombardier and Alstom [in 2021] was a real boost for Crewe," says Derbyshire. "Before then Alstom UK didn't have an in-house wheel shop before, but now it does."

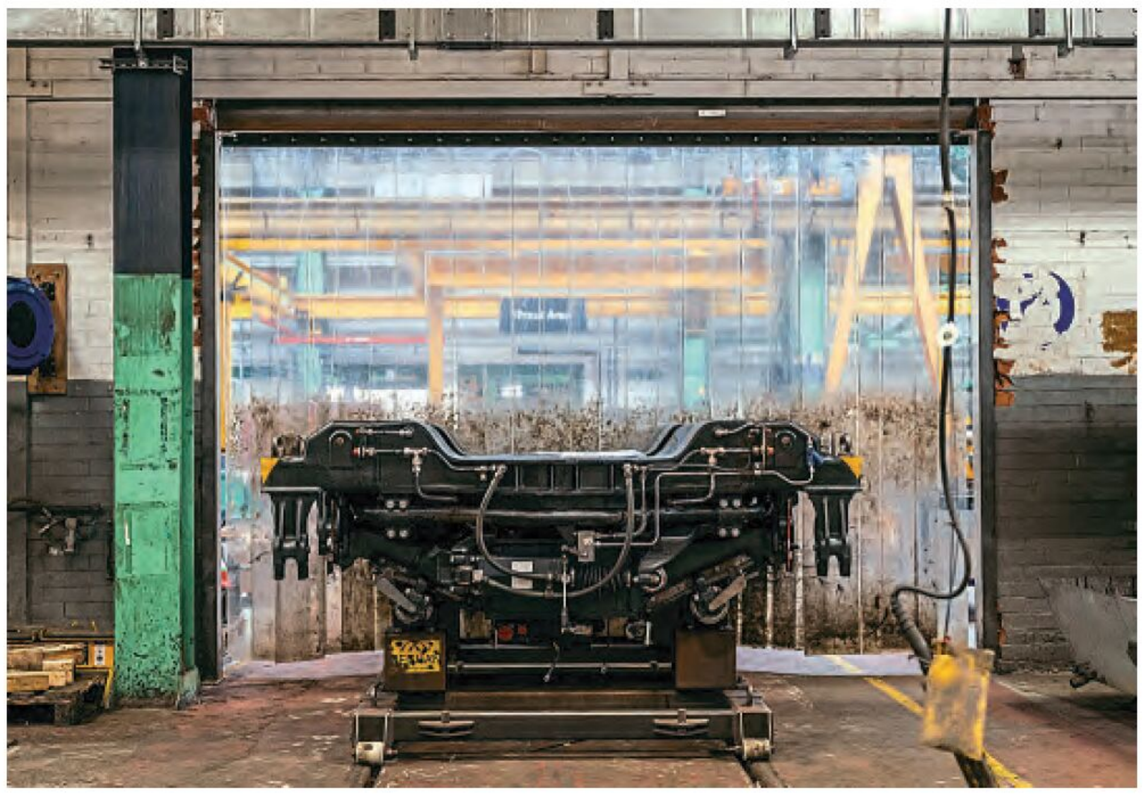
Work such as the 'Pendolino' bogie overhauls was previously outsourced to contractors, with the teams being disbanded after the job was completed, meaning much ▶



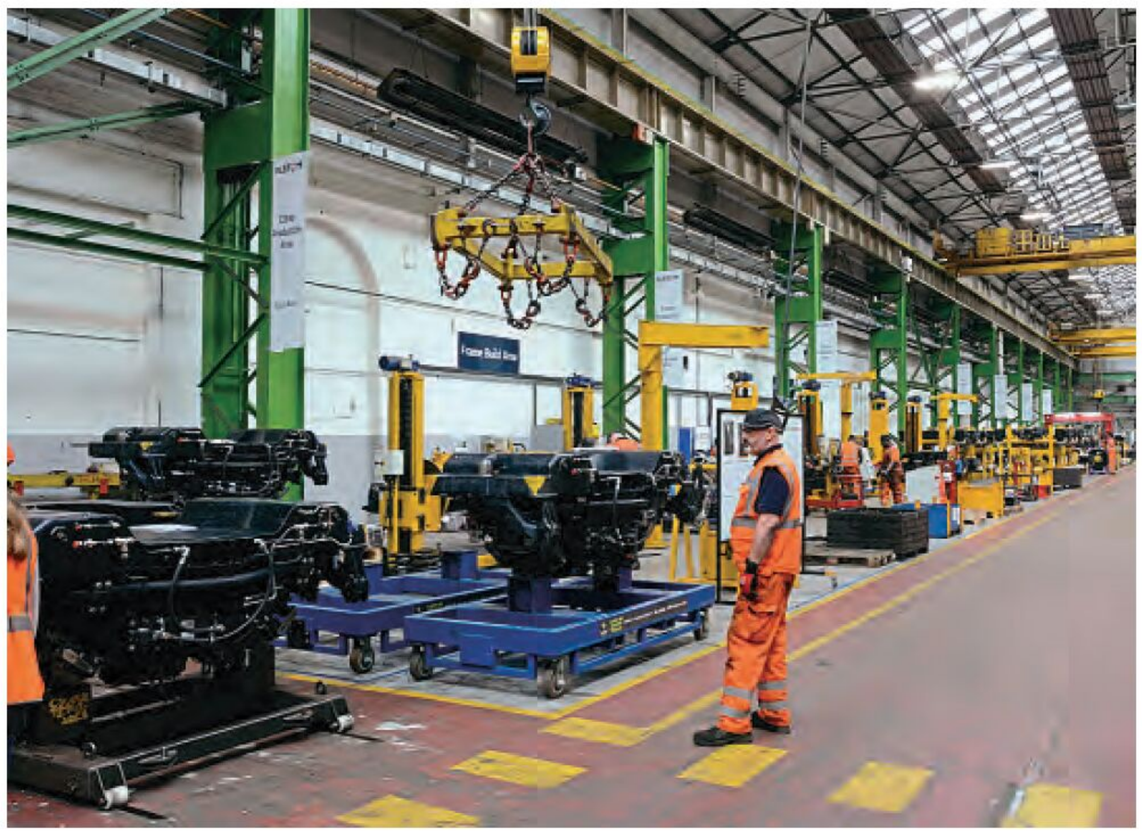
After jet washing, the bogies are dismantled with the wheelsets separated from the main frame. This view is looking eastwards along the former 'Fabrication Shop'. Note the rails still embedded in the floor on the right-hand side that were once used by locomotives.



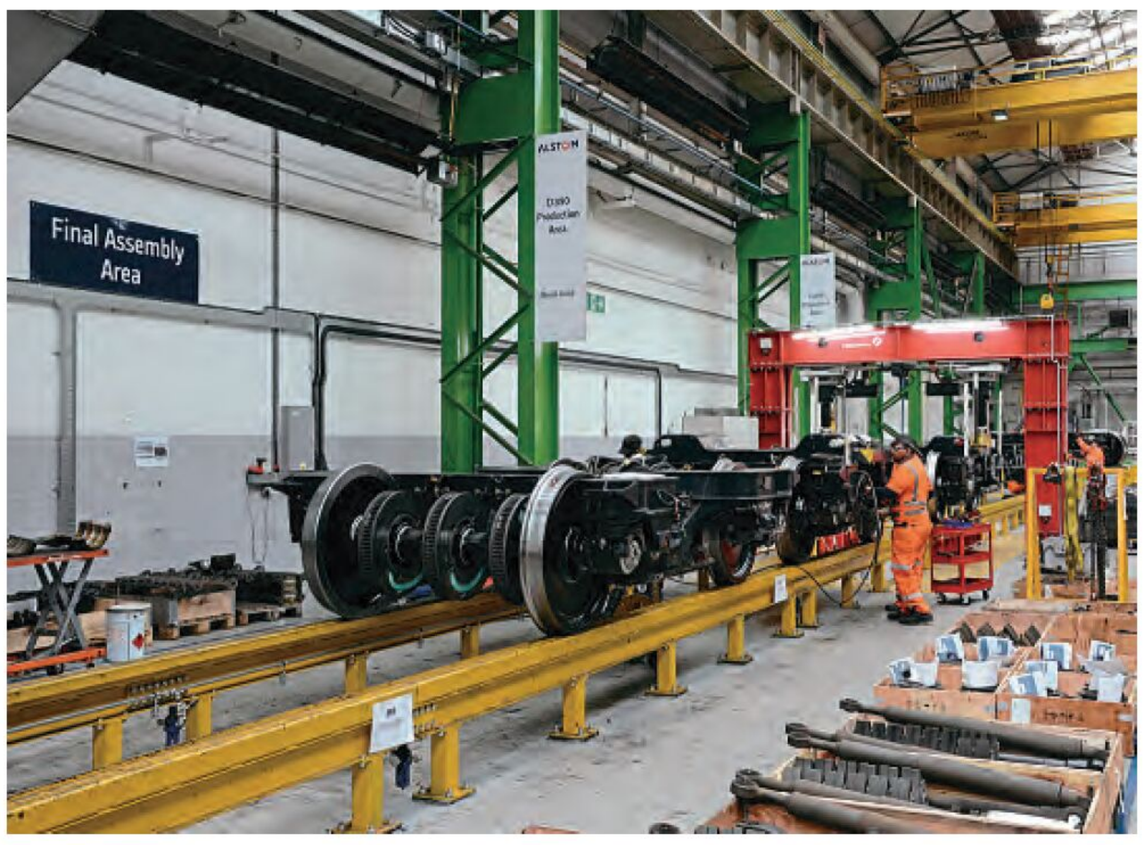
Between the former 'Tube Shop' and 'Welding Shop' is the Electrical Power House building, which has a mural outside commemorating the 175th anniversary of the Works in 2018. Note also the seating area under the tree is laid out like the spokes of a wheel.



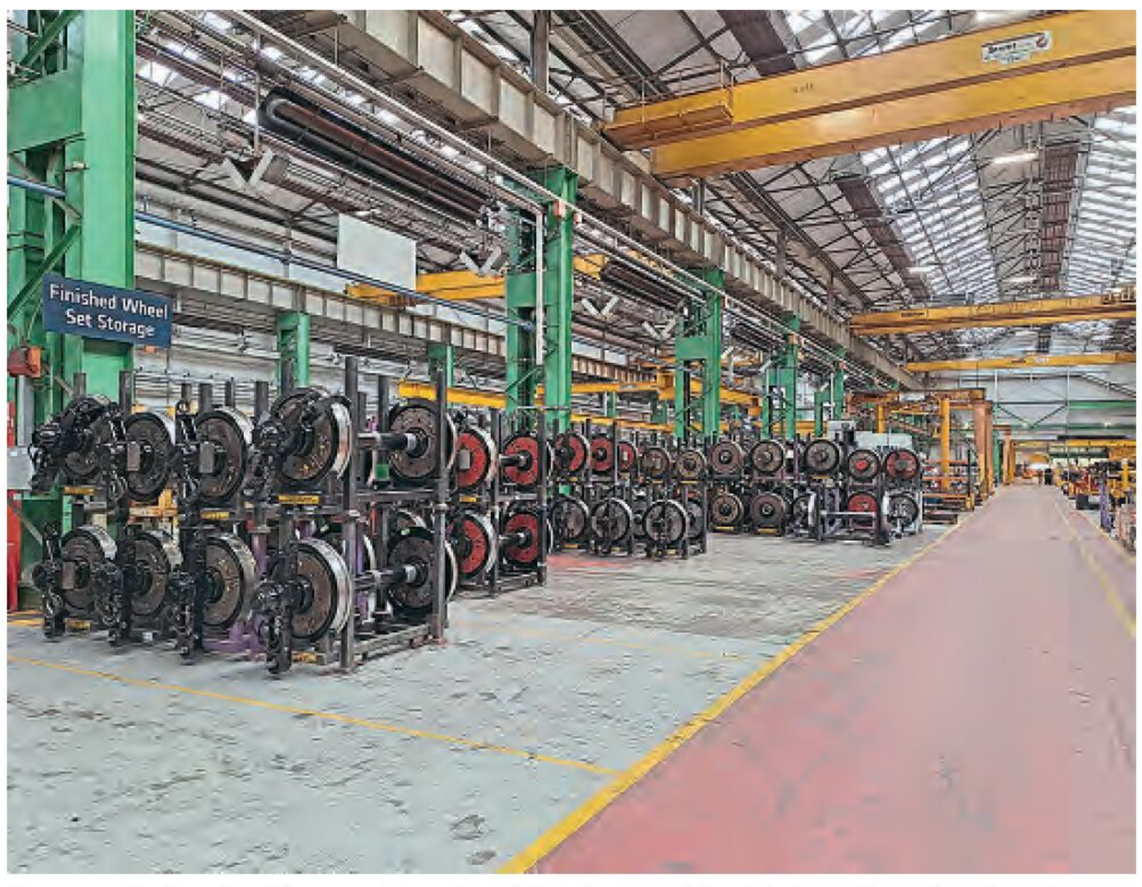
About halfway along the former 'Fabrication Shop' is a doorway through to the former 'Electric Erecting Shop', where the bogies begin to be reassembled with refurbished and new components. This bogies frame sits on a wheeled frame so it can be rolled from one shop to another on a set of transverse rails.



Once through into the former 'Electric Erecting Shop', the 'Pendolino' bogies find themselves in the frame build area. This view is looking west along the reassembly line.

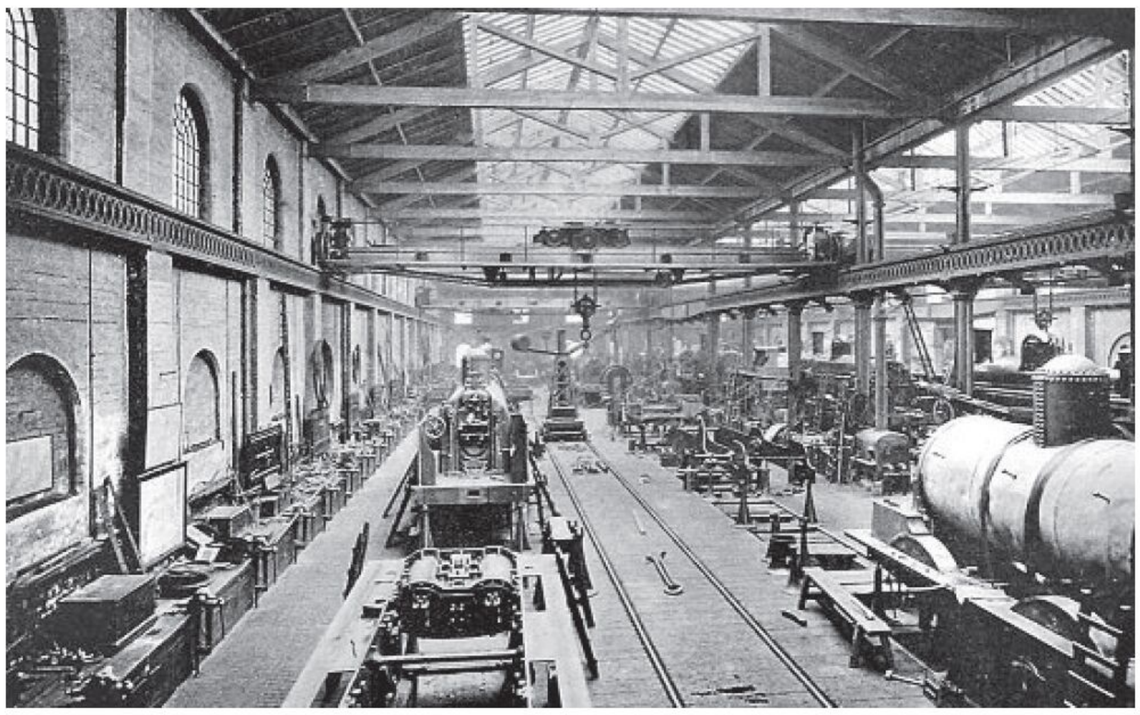


About halfway down the reassembly line, the wheels are reunited with the frames and the bogie then continues along a set of rails to the final assembly and inspection areas.

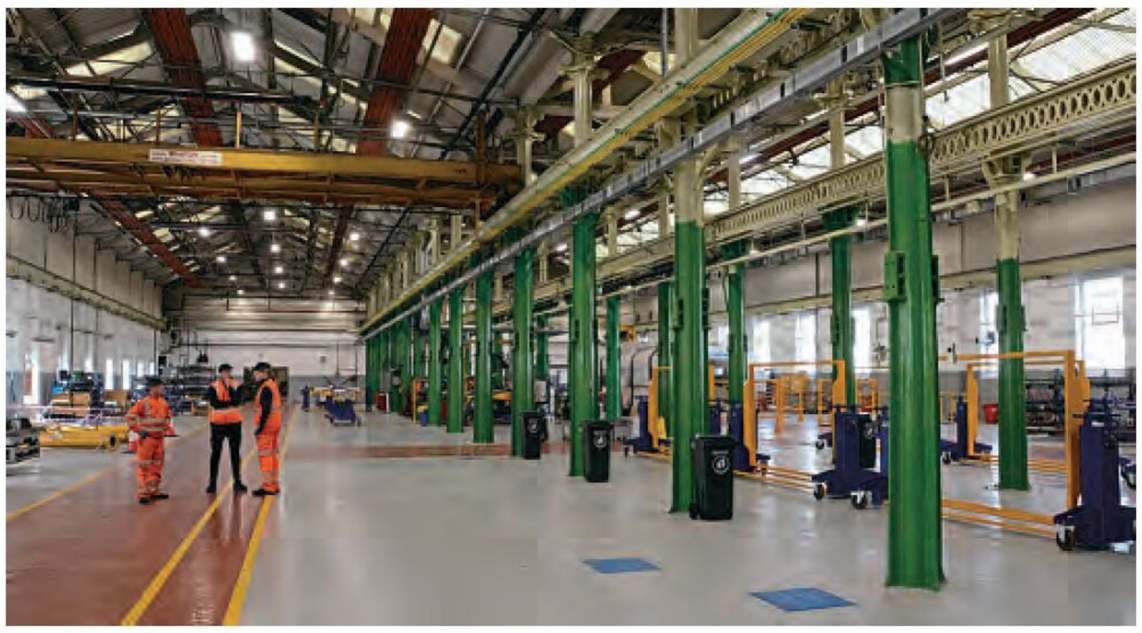


A general view, looking eastwards, of the former 'Electric Erecting Shop' and 'Spring Shop', showing the finished wheelset storage area.

This is how many will remember Crewe Works, busy building and repairing main line locomotives – in this case, a number of Class 40 and 47 diesels in the mid-1960s. Sadly, locomotives are no longer worked on at Crewe, but the surviving part of the Works is going from strength to strength refurbishing major components. BR



An 1890s view of locomotive construction at Crewe, showing the distinctive metal supports seen in the Alstom HVAC building (see photo, right).



A view, looking west, inside the former 'Tube Shop', which is now used by Alstom for refurbishing HVAC modules. The area on the left will be developed to process 'Pendolino' HVAC units later this year. This building dates back to the LNWR era, a clue to which are the distinctive metal support columns on the right.

of the expertise was lost. But now, those skills are retained within the permanent workforce at Crewe of around 250 employees, many of them based locally in the town.

Past to the future

The Avanti work is just one of the current contracts and the Works has the capacity for up to 80 bogies per week, in addition to the overhaul of other major components like compressors and pantographs for fleets such as 'Electrostars', HSTs, 'Voyagers', 'Sprinters', 'Turbostars' and more.

This 'other' work includes the refurbishment of HVAC units, and preparation is underway to start work on those from the 'Pendolino' sets. Interestingly, the production line for this is being set-up in one of the earliest remaining buildings on site, a former LNWR erecting shed from the Francis Webb era of the late 1800s.

Looking further ahead, Alstom Crewe will be responsible for assembling bogies for the new HS2 trains, shipping up to 12 bogies per week to its sister site at Derby, where main assembly of the vehicles will take place. This work is expected to begin in 2027, representing a continuous link on the same site from the very earliest to the very latest railway technology. ■



A example of a rooftop HVAC (heating, ventilation and air conditioning) unit at Alstom for assessment.

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- ★ Marvel at the double departure of two engines in steam
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- ★ Visit Beamish – The Living Museum of the North
- ★ Enjoy a photo opportunity at the Angel of the North
- ★ Journey along the scenic Weardale Railway
- ★ Discover the birthplace of railways at the Locomotion Museum
- ★ Steam on the oldest existing railway at Tanfield Railway
- ★ Visit the historic Stephenson Steam Railway
- ★ Narrow-gauge steam at the South Tynedale Railway
- ★ Journey on the fascinating Aln Valley Railway

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DEPARTS: Wednesday 25 June 2025

6 DAYS



TOUR HIGHLIGHTS

- ★ Steam nostalgia on the Bodmin & Wenford line
- ★ Travel on the Dartmouth Steam Railway along the beautiful English Riviera coastline
- ★ Enjoy free time to explore Dartmouth, an historic naval town
- ★ Take in a circular cruise viewing sights from the majestic River Dart
- ★ Journey on the delightful West Somerset Railway
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Deltic deliberations

The prototype diesel No. DP1 *Deltic* offered a step-change in power and acceleration when it was introduced in the late 1950s, as John Heaton FCILT describes.





Deltic **prepares to leave King's Cross on August 2, 1958, with 'The White Rose' to Leeds Central.** COLOUR-RAIL

THE drone of Deltic diesel engines drifted across the slopes of Kesteven as a locomotive-hauled train climbed Stoke Bank from Peterborough towards Grantham at a remarkable speed, one that would have impressed even the most experienced East Coast Main Line observers of the time. And unlike its main line thoroughbred steam counterparts, the diesel scarcely showed signs of fatigue as it reached the summit.

On board, a gale blew through the 10-coach train as it plunged into Stoke Tunnel and reached 88mph down the 1-in-200 gradient to the wayside station of Great Ponton, 2.3 miles from Grantham. Power was shut off and the brakes applied so fiercely that it was obvious the train would quickly come to a stand. "Less than a mile," shouted a disembodied voice; "65.5 seconds", added another; "1697 yards," confirmed the first. Equated to level track, the stopping distance had been 1547 yards (0.88 mile).

The date of this test was March 5, 1959, so the loco was not just *a* Deltic but *Deltic* itself, the prototype (officially No. DP1) with its blue and aluminium bodywork and yellow 'go-faster' nose-end whiskers. This 67ft 9in-long Co-Co giant was built at English Electric's Dick, Kerr & Co Works in Preston in 1955 and was a forerunner to the production run of 22 machines.

Left: ***Deltic*** **at the north end of Doncaster station in the late 1950s, possibly being removed from the 8.20am King's Cross-Hull, which was a regular diagram at the time.** HAWTHORNE COLLECTION

Preparations were in hand for revolutionising the ECML timetable to use the capability of the two D Napier & Son Ltd 1650 bhp patrol-craft engines to the full. This was the line that had already forged a reputation for high speed before the Second World War, when Gresley's 'A4' Pacific *Mallard* had wrested the world speed record for steam traction from German clutches, recording 125mph but officially claimed as 126mph.

More brake tests

As a driver I knew once said, looking me directly in the eye, "Any fool can start a train, but stopping it is a different matter." And, from such a viewpoint, the chief mechanical and electrical engineer had organised a series of test trains to establish the braking distances that could be achieved with the new traction under a variety of circumstances.

This particular run terminated at Grantham, where *Deltic* ran round its train and set off back towards the capital via *Mallard's* famous racetrack down Stoke Bank. But first there was a comparative test to be performed on the 1-in-200 gradient again, this time as a rising gradient, just beyond Great Ponton at High Dyke. Speed had reached 64.1mph and the train came to rest in 670 yards and 34.8sec – a 'level-track' equivalent of 723 yards, surprisingly a difference of only 53 yards.

Off came the brakes again as the Deltic engines were gently nursed towards full power. The next test was arranged for Lolham, seven miles before Peterborough, on an average 1-in-1120 falling gradient (which is to all intents and purposes level). The official report quotes the loco's weight as 106 tons and the maximum permissible speed as 105mph, on this occasion conveying a 355 ton trailing load. At 102mph with power off, the order was given to throw out the anchors. All the coaches were vacuum brake fitted with Direct Admission (DA) valves and *Deltic* using its own air brakes.

On the initial brake application, the locomotive retarded the train but, after about 10sec, the coach brakes became more effective and during the rest of the process a force of 5-7000 lb was measured on the drawbar between the loco and coaches. *Deltic* drew up in 2073 yards and 72.9sec, an allowance of 33 yards fewer being made to equate with level track. Trains Illustrated performance writer C J Allen was on board, covering aspects of this test in his May contribution that year, but the programme amounted to more than this single run.

Another brake test was conducted on March 13, 1959, this time with 15 coaches (14 having DA valves) weighing 513 tons. Approaching Grantham, on the same 1-in-200 falling gradient used by the first run at Great Ponton, the train stopped in 1210 yards (1,114 level equivalent) and 50.2 sec, but from a speed of 79.4mph (ie 8.6mph slower).

From such data it is difficult to measure the relative efficiency of the brakes on the heavier train, but it seemed that the more coaches, the better the braking. Graphs were drawn to help, the results being plotted against the 'S' curve minimum stopping distance applicable to any train fitted with standard brake gear. ▶

It was recognised that the actual performance would differ, based on the driver's signal sighting and reactions.

This time no stop was conducted on the climb back uphill to Stoke Tunnel, but one was performed at Greatford, 3.67 miles north of Lolham on virtually the same falling gradient (1-in-1122 in this case). *Deltic* was travelling at 101.6mph and stopped in 2093 yards (2062 level equivalent) from 70.5mph. Within the parameters of the conditions, these figures could be considered identical to the first run.

The report's data sheet for the locomotive quotes the fuel capacity as 800 gallons and the designed maximum rail tractive effort as 52,500lb (29,000lb at 35mph). Wheel diameter was 43in, and six chains was the minimum radius curve capable of being negotiated. Lubricating oil was quoted as Shell Rotella T30 with a specific gravity of 0.892 at 60 deg Fahrenheit, with consumption at the rate of five pints/hour at maximum power. The train heating boiler was a Vapor Clarkson (Stones) model in the No. 1 end with capacity of 2000 lb/hr at 80lb/sq.in.

Table 1: King's Cross to Ardsley

Loco	Deltic			
Vehicles/ tare tons	15/513			
Train	King's Cross-Leeds test train			
Date	March 12, 1959			
Recorder	CM&EE Doncaster office			
Miles	**Timing Point**	**WTT**	**M S**	**Ave MPH**
0.00	KING'S CROSS d	0	0 00	
		[4]	20tsr	
17.70	Hatfield	22	21 02	50.5
		[2]	2 sig checks 20tsr	
31.95	Hitchin	35½	38 00	50.4
58.80	Huntingdon	[2] 56½	58 12	79.8
		[2]	40tsr	
76.36	PETERBOROUGH	73½	74 49	63.4
		[2]	40tsr 2 sig checks	
105.45	Grantham	99½	101 07	66.4
120.13	Newark	110	111 53	81.8
			sigs	
138.61	Retford	124 [2]	127 17	72.0
			40tsr/sigs	
155.99	DONCASTER	141½	143 47	63.2
160.89	Adwick Jct	[1] 148	148 51	58.0
164.60	South Elmsall	151½	152 10	67.2
			handsig/20tsr	
171.88	Hare Park	158	159 39	58.3
		[2]	sigs	
175.81	WAKEFIELD W a	165	165 34	39.9
0.00	d	0	0	
			sigs	
4.30	Ardsley pass	6½	7 46	33.4

Running times

The next task was to establish running times and for this eight trains were run between March 11 and March 19, 1959: a round trip to Leeds on the first two days, and single legs to and from Newcastle each day from March 16, with 377½ and 510½ tons trailing tare loads to and from each destination. In practice, the Down Leeds runs finished just outside the city at Wortley South Junction and similarly the Newcastle ones at King Edward Bridge. All Up trains terminated at Hornsey, those from Leeds having started at Holbeck High Level station.

The schedules were based on *Deltic's* full power being used where possible within the existing speed profile, allowances being added for the temporary speed restrictions (TSRs) in force, of which there were many – most of them severe – as was to be typical for at least the next 20 years.

Except on the steepest gradients, *Deltic* reached the maximum permitted speed and was then eased, which then resulted in equal timings for the two loads until acceleration was next required. Outline logs were produced for the working timetable point-to point sections, but the tests would have benefited from a more detailed log being produced by an expert recorder.

Table 1 shows the 15-coach load special heading for Leeds, detailing the delays that had to be negotiated. However, the report contains the following sample commentary (slightly edited) of an impressive but unidentified run, probably the 15-coach northbound Newcastle journey of Table 3.

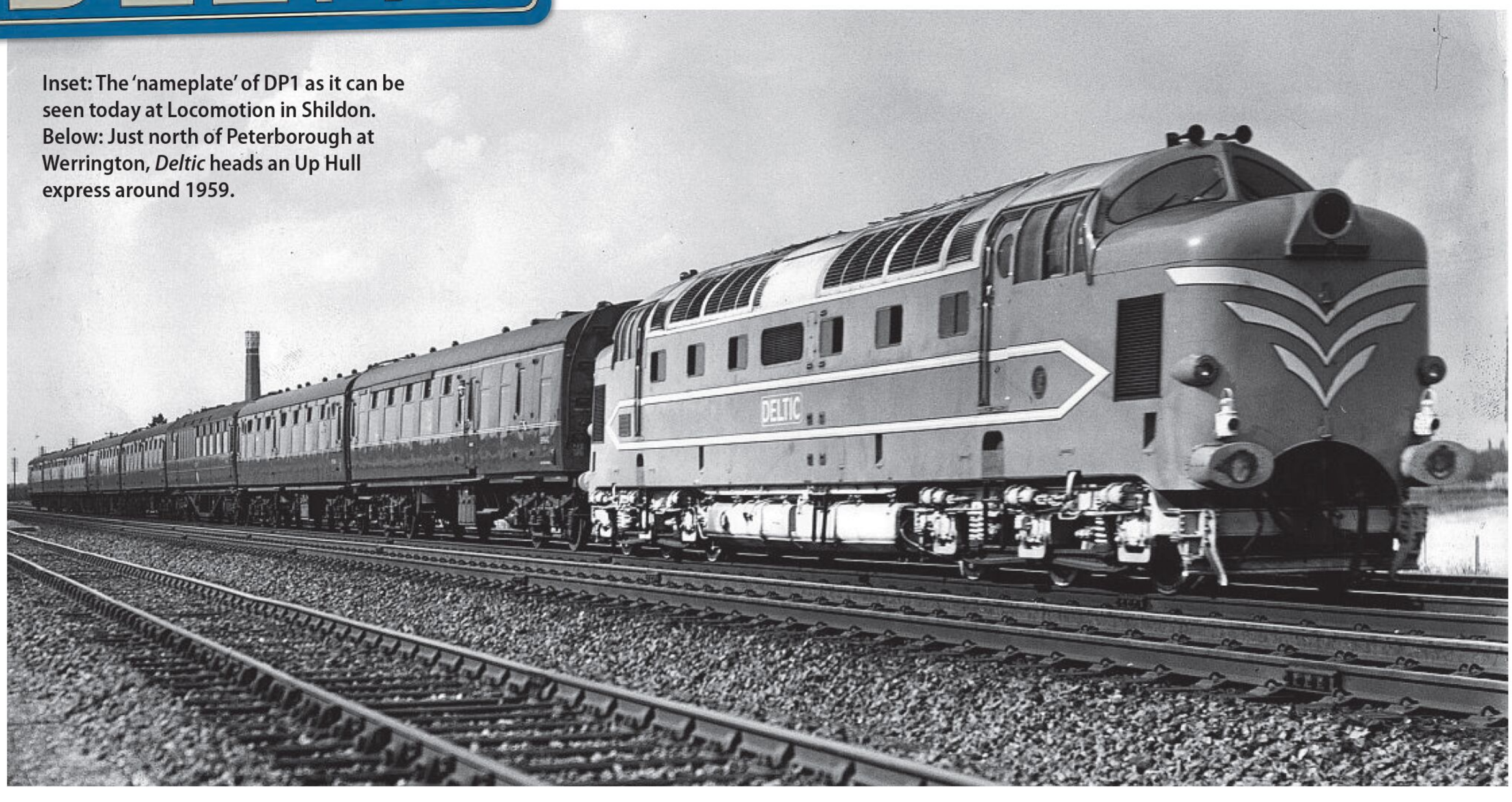
"The train coasted through Peterborough station at 20mph and then accelerated on full power to the maximum permitted 60mph in two miles, where power was shut off and speed maintained to Werrington Junction. Then using full power to Stoke summit, speed reached 85mph. 4.6 miles at 1-in-200 reduced speed to 78½mph, rising to 81mph at Corby Glen, falling to 77mph on three miles at 1-in-178, power being shut off on reaching 86mph down the 1-in-200 at Great Ponton. The average speed for the 20.2 miles to Stoke summit was 79.5mph, with a raw average drawbar horsepower (uncorrected for gradient or acceleration) of 2285, and a maximum of 2301 at 85mph."

The results were tabulated as 'recommended timings' representing a 'fair balance between maximum power working and minimum fuel consumption'. An example quoted concerned the Ardsley to Wakefield Westgate section, which contained two 50mph restrictions and one to 25mph, where the 4½min allowance required acceleration between the restrictions followed by braking for them. The trade-off between the high fuel consumption and the time saving of easy running was calculated as 1 min extra running time. Perhaps a decision concerning '1min longer or extra fuel consumption' should not have been an engineering prerogative.

The suggested point-to-point times were raw running allowances applicable to the March 1959 speed profile with its 90mph ceiling, containing no adjustment for TSRs or other out-of-course delays.



Inset: The 'nameplate' of DP1 as it can be seen today at Locomotion in Shildon. Below: Just north of Peterborough at Werrington, *Deltic* heads an Up Hull express around 1959.





No. DP1 negotiates the steam age infrastructure at the north end of Peterborough ('North') station on September 10, 1960 – a scene that is a far cry from today's modern electrified layout. COLOUR-RAIL

Fuel consumption was measured from filling the loco's tank to overflowing, then to the same condition at the end of the day's work, so included light engine and idling amounts. To produce usage for traction purposes, the amounts of 16 galls per hour when not train working and 1 gall/coach/hour for train heating were deducted from the total – producing figures of 1.25 gall/mile for 11 coaches at 60-70mph and 1.45 gall/mile for 15 coaches at similar speeds, in the favourable weather conditions and light winds that pertained during the trials. Perhaps ambitions were too low. What about some figures at 90mph or projections for 100mph allowing value for money to have been calculated at the highest speeds, or even whether higher fare levels would be necessary?

To Leeds and Newcastle

Assessing suitable express running times was a difficult proposition, mainly because of the number of TSRs. But off went *Deltic* on March 11, starting from King's Cross and terminating at Holbeck High Level. The running time to Ardsley was 178min 21sec against a net schedule of 152min plus 12min added for the restrictions. In case younger readers are surprised by this amount, even a famous 'Deltic on 8' executive train schedule in the 1970s often had this time added. Typically, but depending on annual plans, a 20mph TSR of ¾-mile each could be taken by each of the three divisional civil engineers.

Deltic had 10 coaches and the dynamometer car, weighing a precisely quoted 377½ trailing tons. It suffered a signal stop before Hatfield, while a 20mph TSR was in force through Hitchin that prevented a flying average to Offord curves. Two 40mph TSRs intervened before Grantham, then a signal check at Retford, and two further signal stops plus a 40mph TSR before Doncaster.

Surely a run down the 'West Riding' main line to Leeds would yield a clearer run? Sorry, no: stopped by a handsignalman (colloquially, 'flagman' in the report) before another, presumably emergency, 20mph TSR. Finally, *Deltic* indulged itself in a prodigious bout of slipping leaving Wakefield Westgate up the 1-in-100 gradient, presaging what drivers of these mercurial machines had in store with the production fleet.

The return journey fared little better, four TSRs commanding 12min recovery time and a signal check approaching Huntingdon. After two signal stops and five checks further wrecked the run to Hornsey, the loco retired to the shed. The gross schedule from Ardsley to Hatfield and actual times were 145½min and 161min 57sec respectively.

The following day, the same northbound journey was attempted with a 513 ton trailing load, but it received much the same reception by civil engineers and signalmen. The 'flagman' made a special effort by imparting his information to the driver before the train had completely stopped and, despite the heavier load, *Deltic* refrained from embarrassing itself leaving Wakefield. No mention is made of the rail conditions. The heavier train had a 154½min net schedule plus 17min recovery time for the six TSRs. In addition, there were eight signal checks of unspecified severity. The actual time was 173min 30sec.

Returning to London, *Deltic* ran the 513 ton train from Ardsley to Hatfield (pass to pass) on a schedule just 1½min longer than the lighter formation but taking 11min 27sec less, despite still being beset with signal and TSR delays. However, the heavier train had only 10min recovery time instead of the 12min of the lighter train.

On the two return Newcastle journeys, fewer delays were encountered but the tests established the times only from Hatfield to 'King Edward Bridge' and back from Durham.

Table 2: Doncaster to Ferme Park

Loco	Deltic				
Vehicles/ gross weight	52/1146				
Train	Freight Test*				
Date	March 21, 1959				
Recorder/ Position	CM&EE Doncaster test team				
Miles	**Timing Point**	**WTT**	**M S**	**Max MPH****	**Ave.**
0.00	Doncaster Decoy	0	0 00		
			2 sig checks		
15.68	Retford	25	21 57	57	42.8
34.16	Newark	48	42 20	60	54.4
44.61	Barkston South Jct	62	54 16	55	52.5
48.84	Grantham	68	59 34	50	47.8
54.15	Stoke		67 36	49**	39.7
77.93	Peterborough	105	96 33	57	49.3
			20tsr		
95.49	Huntingdon	127	120 33	61	43.9
102.59	St. Neots		-	60/stop. Detach 1 wagon	
122.34	Hitchin	162	151 22	59	52.3
129.25	Knebworth	172	158 51	60½	55.4
133.98	Welwyn Garden City		-	58½/stop. Detach 1 wagon	
136.59	Hatfield	180	168 04	58	47.8
141.54	Potters Bar	188	173 25	59	55.5
149.31	Wood Green		188 20	60/to Slow Line	31.3
-	Ferme Park a	205	197 35		

* 50 Vacuum braked minfits/brake van and dynamometer car
**Maximum speed reached from the previous location shown in the log
e.g. Wood Green 60mph means 60mph reached between Potter's Bar and Wood Green, not at Wood Green
Wood Green now Alexandra Palace
***Eased to dissipate time from Grantham to Stoke
Minfits were given the TOPS classification MCV
46.8mph ave Doncaster-Wood Green including stops
CM&EE= chief mechanical and electrical engineer
Ferme Park exact location and mileage was unspecified

A table-top exercise was undertaken to estimate 'Deltic' times from Newcastle to Edinburgh, as shown in Table 4. The Down 111½min net schedule was 2min quicker than the Up one, but a 2min stop at Berwick was estimated to cost Down trains 5min and Up ones 3min. For the record, all the Newcastle loads were 2½ tons lighter than the Leeds ones.

Truculent trucks

Presumably hungry for more days out with their new loco, the engineers then conducted a bizarre test on March 21, 1959 with a fully vacuum brake-fitted rake of mineral wagons from Doncaster Mineral Sidings to Ferme Park, in the North London suburbs. Fifty 16-ton capacity 'Minfits' plus a brake van (as required in 1959) and the dynamometer car marshalled immediately behind the loco (for a gross trailing weight 1146 tons) were duly coupled to *Deltic*, which waltzed them off to London at 60mph. Table 2 shows the outline log with the top speeds and actual averages.

Who requested this test? Was the purpose to use 'Deltics' on such work when not ▶

"As a driver I knew once said, looking me directly in the eye, 'Any fool can start a train, but stopping it is a different matter'"

Table 3: King's Cross to Doncaster

Loco		Deltic				Deltic			
Vehicles/tare tons		15/510½/515				7/240/250			
Train		Test Train*				08.20 King's Cross-Leeds			
Date		March 18,1959				February 28, 1959			
Recorder/Position		G C Pettitt to Grantham/Test team fwd				H G Ellison/P G Barlow			
Miles	Timing Point	WTT	M S	M P H	Ave MPH	WTT	M S	M P H	Ave MPH
0.00	King's Cross					0	0 00		
0.76	Copenhagen Jct						2.46	25	16.5
2.46	Finsbury Park						5 19	52	40.0
4.91	Wood Green*	0	0 00	15/c.30			7 32	72	66.3
7.36	Cemetery						9 38	67	70.0
8.31	Oakleigh Park	[8]	6 50	22	27.4	[1]			
10.06	Greenwood					15	12 07	65	65.2
12.69	Potters Bar		12 27	59	46.7		14 43	tsr 50	60.6
14.43	Brookmans Park						16 10	77	71.9
17.64	Hatfield	22	18 52	70	46.3	23	18 50	70/79	72.3
21.26	Digswell						23 00	sigs 15	52.2
21.94	Welwyn North		22 30	74/76	71.0				
23.46	Woolmer Green SB						25 25	66/82	54.6
26.69	Langley Jct		26 23	70	73.4				
27.94	Stevenage						29 24	70/81	67.4
31.89	Hitchin	33½	30 27	84	76.7	38	34 02		51.2
33.29	Cadwell						2 36	72	32.3
36.98	Arlesey Station		33 55	90	88.1		5 10	98	86.2
41.10	Biggleswade						7 50	90	82.8
44.06	Sandy		38 56	84/90	84.8	11	9 57	75 ease	84.0
47.45	Tempsford						12 15	95	88.4
51.64	St. Neots		44 06	88	88.0		15 06	80	88.2
55.84	Offord		47 10	61½	82.2		19 08	sigs 45	62.5
58.74	Huntingdon	52½	49 43	70	68.2	24	23 11		43.0
59.94	MP 60						2 38	46	27.3
61.94	Ley's Summit		52 28	66	69.8		5 43	tsr 15	38.9
63.39	Abbots Ripton						8 28	65	31.6
67.30	Connington South		56 33	86	78.8		11 17	88	83.3
69.26	Holme		58 10	65	72.8	[2]			
72.60	Yaxley		61 10	71½	66.8				
74.96	Fletton Jct						17 31	55	73.8
76.30	Peterborough	67½	65 25	17	52.2	20	20 04	-/72	31.5
79.41	Werrington Jct		69 30	60	45.7	7	4 20	65	43.1
81.84	Helpston						6 16	84	75.3
84.74	Tallington		74 00	80½	71.0		8 15	97/94	87.7
88.60	Essendine		76 45	86/87	84.3	14	10 39	96/100	96.6
92.15	Little Bytham						12 50	96	97.6
94.94	MP 95		81 21	78	82.7				
97.03	Corby Glen		82 56	82	79.9		15 51	100	97.0
100.08	Stoke		85 13	77	79.6	24	17 46	93	95.5
102.05	Great Ponton		86 37	85	84.6	[3]	19 04	87	91.2
105.39	Grantham	93	90 00		66.6	32	22 19		61.6
106.44	MP 106½						2 02	58	31.0
109.73	Barkston					6	4 31	89	79.4
115.28	Claypole						8 29	82	83.9
118.98	Barnby						11 17	60	79.3
120.06	Newark	12	13 05		67.3	15	13 01		37.6
121.54	Trent						2 25	55/45	36.6
124.63	Cromwell		sig stop				5 12	82	66.6
127.33	Crow Park						7 08	84	83.8
131.89	Tuxford						sig stops		
138.55	Retford	26	32 25		57.4	19	72 05		10.4
139.55	Canal SB						2 00	59	30.0
143.93	Ranskill	[2]	40tsr				5 17	88	79.9
147.65	Bawtry						8 51	tsr 40	62.7
151.25	Rossington					[8]	12 00	79	68.6
155.90	Doncaster p/a	43½	48 31		64.8	27	18 27		43.3

* Test Train ran Ferme Park Up Side-King Edward Bridge. Timing started at Wood Geen Tunnel S.B (pass), shown in original log as 7.5miles from Potter's Bar

required for passenger trains, or to justify the construction of similar high-powered freight locos? After all, the 4000hp *Kestrel* experimental loco of 1967 was used on Mansfield-Whitemoor 'Joint Line' coal trains in the very early 1970s after an ECML passenger workout. Or was the freight consist designed simply to produce a train double the weight of the 15-coach passenger trains used in the earlier tests? I suppose 'Minfit' (and not 'Minifit', as at least one web source calls them) wagons would have concentrated the weight in a shorter length than say, heavily-laden bogie bolsters, but was the short wheel-base option a sensible one?

I suspect the answer to the latter question is obvious from the results. The wagons had been given 'normal' oiling and servicing at Doncaster, but two truculent trucks were detached en route (subsequent speeds continuing unmoderated) and three more were side-lined at Ferme Park, all owing to hot axle-boxes. The report pleads that the maximum speed did not exceed 61mph and the loads were evenly distributed and 'well within' capacity. 'Normal' lubricating should presumably have been replaced by 'special' arrangements.

It was clear that drivers were not familiar with running mineral trains at this speed, or with DA valve-fitted wagons. On one occasion, a slight brake application to limit the maximum permissible speed being exceeded resulted in the train stopping mid-section. On other occasions, after the train had been halted following a rapid brake application, difficulty was experienced restarting. This indicated to the testing team that "an unreasonably long period of time is required before the brake blocks are completely released." Difficulty starting? Well, you could say so. Once, it took 18 attempts to get underway.

It is questionable whether the test established that 'Deltics' were suitable for hauling fast fully-fitted goods trains, but it undeniably demonstrated 'Minfits' were not suitable to be hauled by 'Deltics'. As for the report, it concluded: "It is apparent that average speeds of 50mph with maximum speeds of 60mph are too fast for this type of wagon with the existing standard oil-lubricated axleboxes." Did we need a test to establish that?

Other *Deltic* runs

The Railway Performance Society archives contain a smattering of other *Deltic* outings on the ECML. One is a detailed report by the then East Coast investigator Noel Proudlock on the running of the 8.20pm travelling post office to Edinburgh, which used the prototype diesel as far as Doncaster before handing over to 'A1' Pacific 60157 *Great Eastern* to Newcastle and then one of the four 'A2/2s' No. 60510 *Robert the Bruce*, which made a smart run to Edinburgh, uncharacteristic of the sub-class's reputation. However, the diesel was running to a heavy overnight train steam schedule, probably with some vehicles limited to 75mph, and was content simply to keep time, no doubt to the relief of the sorters on board. I was surprised to read that Noel found only 14 passengers were on board as the train crossed the Anglo-Scottish border, compared to 183 leaving King's Cross.

In the Up direction, RPS member Alan Varley experienced two runs from Grantham to Peterborough with *Deltic*, on the 12.30 Hull-King's Cross, in September 1959 out of 13 runs he made over this section in four days. Ten runs were with steam and one with English Electric Type 4 (Class 40) No. D208 on Pullman coaches. In the sometimes dystopian world of 1959 motive power allocations, there seems to have been an inverse relationship between the weight of the load and the capability of the locos provided. The three diesel loads were lighter than any of the 10 steam loads, and the heaviest of those had a 'V2' 2-6-2 as opposed to the Pacifics working the other nine. The better of *Deltic's* performances was with nine coaches reaching 74mph at High Dyke.

As an aside, the best of the Pacifics ('on eleven') climbing from Grantham in Alan's survey were: 'A1' No. 60144 *King's Courier* at a maximum speed of 52mph, closely followed by 'A4' No. 60029 *Woodcock* and 'A3' 60109 *Hermit* with 51mph. The two worst were No. 60121 *Silurian* (after a special stop at Grantham to arrange its replacement at Peterborough), and No. 60523 *Sun Castle*, both peaking at 34mph. 'V2' No. 60893, with its 'load 12', made a creditable 45mph.

"Fuel consumption was measured from filling the loco's tank to overflowing, then to the same condition at the end of the day's work, so included light engine and idling amounts.



No. DP1 accelerates away southbound from Grantham in September 1959, up the 1-in-200 gradient to Great Ponton and Stoke Tunnel. COLOUR-RAIL

What could Bill Hoole do?

The RPS archives feature a gem with the prototype loco working the 8.20am King's Cross to Doncaster, which Hugh Ellison and future Western regional operating manager Peter Barlow timed to Doncaster. This was an ordinary train, no more than a semi-fast, but not on February 28, 1959 when *Deltic* backed down into a lightweight seven-coach load. Would it be a perfunctory run cantering along at steam speeds? Certainly not, for there was the redoubtable 'Top Shed' driver Bill Hoole at the controls.

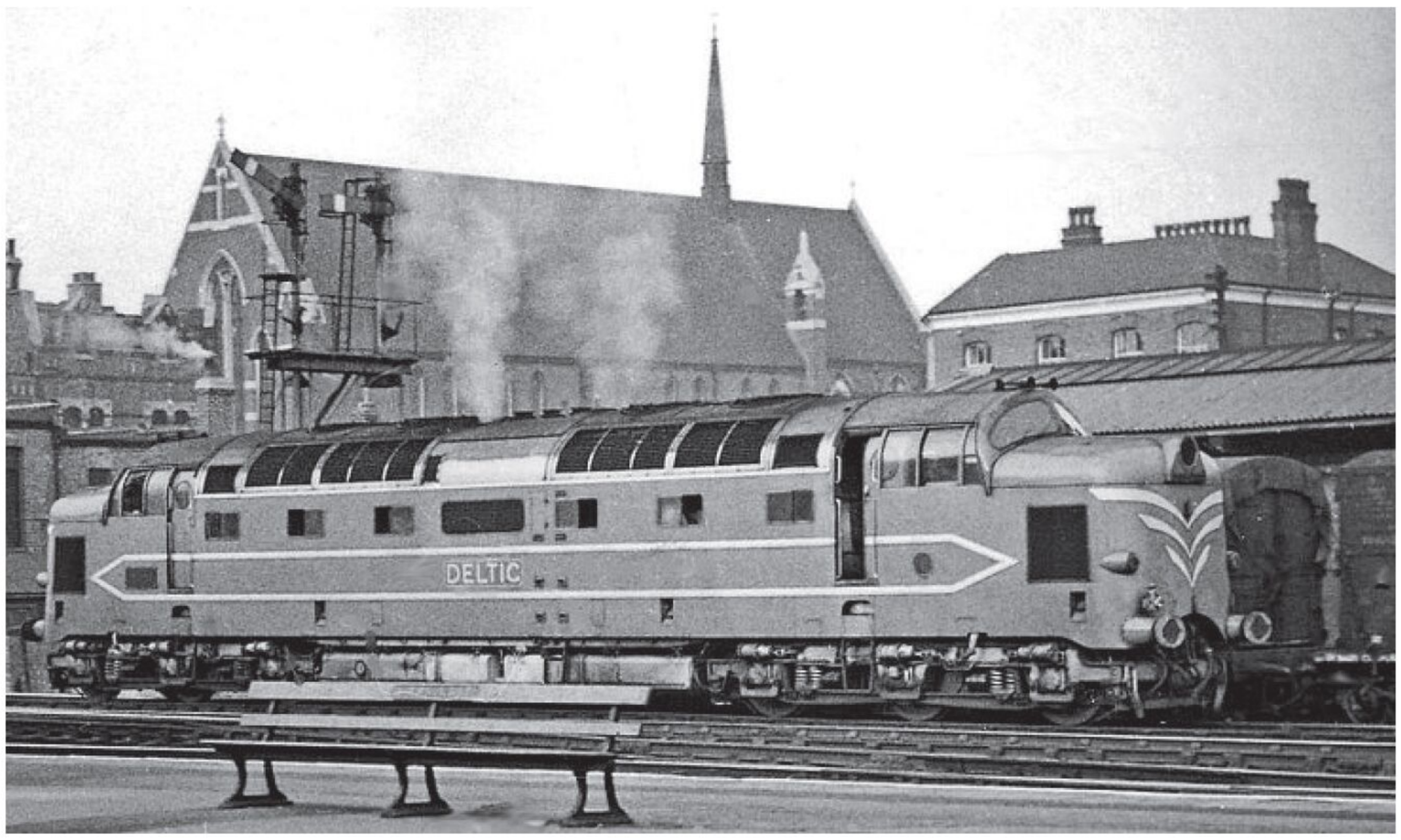
The 90mph blanket speed limit was given short shrift, but the run probably qualified as 'restrained', with Bill Hoole reining in this harbinger of the approaching modernised railway to no more than 100mph. The exceptional 1959 speeds climbing Stoke Bank would have graced any pre-125 era run, averaging 96½mph from Essendine to Stoke summit, with 100mph being recorded both at Essendine and Corby Glen.

It will not have escaped some readers that this run was only five days before the first 'Deltic' brake test run described earlier. The time of 112min 37sec to Newark Northgate was achieved exclusive of the five station dwell times, but included two signalling delays and two TSRs. Then, nemesis. An 'A4' had failed with the 8.00am King's Cross to Leeds, causing 56min delay to driver Hoole and his passengers. The irony will not be lost on those familiar with this driver's exploits with 'A4s'.

Mr Ellison says it was not serendipitous to have experienced this special combination of loco and driver, as rumours had been circulating about what was going on, implying the arrangement was some form of preparation for the forthcoming trials. The C J Allen Trains Illustrated article tabulated the performance of the 08.20am a week earlier, timed by M G Langdon, which the author said, with unusual emotion, 'takes my breath away.' In that case, the superior Stoke Bank speeds of the Ellison/Barlow exploit would have left him gasping for air.

Perhaps sending out driver Hoole with the test train formations on the 8.20am booked service would have served the same purpose as the tests... and kept time, defective 'A4s' permitting. Table 3 shows the above run alongside the heavy Newcastle Down test run on March 18, 1959, which follows the discovery in the RPS electronic archives of a more detailed log as far as Grantham, recorded by a junior member of railway staff who had been allowed to join the train courtesy of the legendary Gerry Fiennes, then King's Cross line traffic manager. The name of the recorder? Gordon Pettitt, destined to be general manager of the Southern Region and a sector director.

The official test train report concludes with a complicated table recommending sectional running times for all loads from 300 to 600 tons varying from 223½ to 239min with no intermediate station stops or recovery time, which is then graphed against average speed. It is a remarkable fact, indicating the basis of railway economics, that this ▶



The EE prototype at Harringay station (named Harringay West at the time) in North London on April 4, 1959. Like other early diesels using King's Cross, it had to be serviced at Hornsey depot as the purpose-built one at Finsbury Park did not open until April 1960. BEN BROOKSBANK (CC BY-SA 2.0)

Table 4
Sample proposed 'Deltic' schedules King's Cross to Edinburgh on 1959 infrastructure

Load (tons trailing)	King's Cross-Newcastle (mins)	Ave mph	Newcastle-Edinburgh (mins)	Ave mph with 2 min Newcastle stops	Darlington + Berwick-upon-Tweed stops mins	Total King's Cross-Edinburgh + stops mins	Ave mph
315	224	72	111.5	67	12	347.5	68
385	226	71	111.5	67	12	349.5	67
420	227	71	112	67	12	351	67
550	234	69	114.5	66 (3 min stop)	12	360.5	65

Deltic passes Greenwood signalbox (between New Barnet and Hadley Wood in North London) in 1959 with the 8.20am King's Cross-Doncaster (to Hull). J F AYLARD

100% increase in load merits a mere 7% extra running time – a figure that would increase after adding starting allowance from traffic calls of course.

A selection of four loads and times is shown in Table 4 using the 'Morning Talisman' stopping pattern and the table-top Newcastle to Edinburgh estimated times.

Compared to the 1959 'Morning' and 'Afternoon Talisman' schedules of 412 and 405min respectively, the *Deltic's* test results indicated possible schedules of 347½min with the morning train's three stops and 338½min (69½mph average) with the afternoon's single Newcastle call... plus recovery time.

Looking to the future

The next step in the progression of fast East Coast journeys came in March 1961 when production 'Deltic' No. D9001 took 11 Mk.1s from King's Cross to Doncaster in 125min 10sec, 117min net, running above normal limits using 'double block' spacing to achieve a 74.8mph average speed. Gerry Fiennes was convinced that the future depended on the achievement of 70-75mph averages with 3000+hp locomotives.

In preparation for proposed 1963 timetable accelerations, a further series of test trains was organised in October 1962, with most speed restrictions specially authorised at the future values. This time production 'Deltic' No. D9018 *Ballymoss* (named without ceremony at Doncaster Works on November 24, 1961 and the future No. 55018) was compared to Brush Type 4 No. D1500 (renumbered No. 47401 under TOPS and eventually named *North Eastern).* At the time of the trials, the Brush loco was brand-new, having been in service only two weeks. A future article will examine how the combatants fared.

Thanks are due to Graham Walker (secretary to the Friends of the Passmore Edwards Railway Library, Newton Abbot) for bringing these reports to my attention. ■

DELTIC TODAY

No. DP1 was in stopped in November 1960 with an engine oil-leak, but repairs were not authorised by its owner English Electric, and it was withdrawn in March 1961 after completing some 450,000 miles in traffic.

No further use was found for the loco, so it was donated to London's Science Museum in April 1963, staying there until October 1993 when it was moved to the National Railway Museum in York, then to Locomotion in Shildon in July 2004, where it can be found today.



On October 8, 2011, *Deltic* was joined at Locomotion by the six remaining production 'Deltics' to celebrate 50 years of the class. Visible in this shot (from left) are: Nos. 55022 *Royal Scots Grey,* D9009 (55009) *Alycidon,* D9016 (55016) *Gordon Highlander,* 55019 *Royal Highland Fusilier* and DP1.



A view of the driver's position in the cab of *Deltic.*


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A Baker's dozen

ROYAL MAIL '325s'

John Baker presents a selection of Class 325 photos taken over the last three decades as the dedicated Royal Mail EMUs are about to be withdrawn from service.



Set No. 325003 under construction at ABB Derby Works on March 13, 1995. The buffers and buckeye coupling have yet to be fitted.
THE RM / COLIN MARSDEN

Above: A view of three unidentified Class 325 units inside the Princess Royal Distribution Centre at Willesden, North London, soon after its opening in September 1996. FOREMAN-ROBERTS

ROYAL Mail withdrew the last of its mail-by-rail services using the dedicated fleet of Class 325 EMUs on September 21. With the units almost 30 years old and in need of major refurbishment, the company says it will now use alternative means of moving the mail. The only remaining Class 325 moves will be for storage or disposal.

Although the company has not ruled out using other rail operators, there was no hint of any possible replacement deal as this issue went to press. Similarly for the units themselves, it seems unlikely at the moment that any further use will be found for them, and so the cutter's torch seems the most likely destination.

Their inception dates back to 1993 when Royal Mail invested £150 million in mail distribution that included a rail network centred on the Princess Royal Distribution Centre (PDRC) in Willesden, with connections to regional hubs at Bristol, Glasgow (Shieldmuir), Warrington, Doncaster, Newcastle (Low Fell) and Tonbridge. The investment included a fleet of 16 dual-voltage, four-car EMUs dedicated to transporting mail using either 25kV overhead or 750 DC third-rail lines.

The fleet was built by Derby-based ABB Transportation (at the Litchurch Lane site ▶

Below: Class 325s were fitted with third-rail shoes for working over the Southern DC network to Tonbridge, although these services only lasted until 2003. Set No. 325010 – the one that was scrapped in 2012 – passes Clapham High Street on August 20, 2003 with working 5O04, the 11.35 Willesden-Tonbridge. HAWTHORNE COLLECTION



Still looking 'fresh out of the box', first-built set No. 325001 is pictured at Low Gill (Cumbria) on June 16, 1995 with a southbound working along the West Coast Main Line. COLOUR-RAIL

Above: January 2004 was previously thought to be the end of mail by rail workings but, while hauled TPO services did finish, a new contract with GBRf saw the Class 325 fleet revived. On the final night of the old contract – January 9, 2004 – set No. 325013 makes its York stop with a northbound working. CHRIS MILNER

Below: Although the '325' fleet is based at Crewe IEMD, the proximity of Willesden depot to the PRDC hub meant units could often be found stabled there – although on this occasion, September 6, 2004, set No. 325005 was in store between the end of the EWS contract and the start of the GBRf one. Note set Nos. 325004/5/6 have Scottish Crowns above the vehicle numbers at the coach ends, the other 13 units feature English Crowns. HAWTHORNE COLLECTION

Set No. 325005 is dragged by Class 47 No. 47200 at West Ferry, Dundee, on July 7, 2005 as it returns from Aberdeen to Shieldmuir. The working was a replacement for road services that were expected to be disrupted by traffic around a G8 conference in Gleneagles. JIM RAMSAY

now owned by Alstom). They were based on the earlier Class 319 Thameslink EMUs but with a 'Networker' type cab and roller-shutter doors on the sides. They also had buckeye couplings and standard buffers, allowing them to be hauled by locos but not in multiple with other classes of unit – although up to three '325s' could be coupled together to make 4, 8 or 12-car formations.

The '325s' were designed to carry containerised mail at up to 100mph, with conventional hauled stock continuing to be used for Travelling Post Office (TPO) services or other services over non-electrified lines (for which the fleet of Class 67s was ordered by DB Cargo's predecessor EWS).

The introduction to traffic of Nos. 325001-325016 was delayed by red tape arising from the privatisation of British Rail in the mid-1990s, meaning they did not enter service until September 1996. However, the concept of moving mail by rail between dedicated terminals was only to last a few years, as Royal Mail announced in June 2003 it would be switching all traffic to road and air, and the final TPO workings ran in January 2004.

A fresh start

All seemed lost until new entrant to the rail freight market GBRf won a short-term contract at the end of 2004 to move mail by rail using the '325s' between London, Warrington and Glasgow – Class 87s being used to haul the units until their motor coaches had been overhauled.

The contract was subsequently renewed several times, meaning that once again there were daily services along the West Coast Main Line, although never again reaching anything like pre-2004 levels. ▶





Above: A mock-up cab numbered No. 325000, built before the production run, was on display at the National Railway Museum in York until 2013, after which it was transferred to the Nene Valley Railway where it is pictured at Ferry Meadows (now Overton) station on October 14, 2017. HAWTHORNE COLLECTION

Left: Mail services under the GBRf contract were hauled by Class 87s until the Class 325s' motor coaches had been refurbished. No. 87012 hauls a 12-car rake of three unidentified units at Headstone Lane (North London) on June 30, 2006. HAWTHORNE COLLECTION



Right: An eight-car set led by No. 325012 passes Great Strickland, between Penrith and Shap, on November 29, 2019 with the 12.44 Shieldmuir to Warrington. JONATHAN ALLEN

Below: The last mail services from Low Fell near Newcastle ran in June this year, but prior to that on April 22, 2024, set No. 325005 is pictured stabled in Tyne Yard alongside No. 66074. Tyne Yard is just to the south of the Low Fell terminal, which is located alongside the chord that connects the East Coast Main Line to the Tyne Valley Line at Dunston. GRAEME PICKERING





Daventry International Rail Freight Terminal was added to the mail network this year, the non-electrified sidings meaning that units have to be dragged away from the main line. In this view on the afternoon of September 5, shunter No. 08629 hauls No. 325009 into DIRFT with a working from Shieldmuir that would return north again after a few hours. STEVE KNIGHT (CC BY-2.0)

In June 2010, DB Schenker (the immediate successor to EWS) took over the contract to run the trains, which now included services along the East Coast Main Line from Willesden to Low Fell.

Traffic has remained steady since then, with Daventry added to the network this year, so the Royal Mail's announcement in July that the Class 325 fleet was to be stopped came as something of a surprise.

The original fleet remains almost intact, all being based at Crewe International Electric Maintenance Depot (opposite the Works, see the diagram on page 21), but one unit No. 325010 was being scrapped in March 2012 after being stopped for repairs and robbed of parts to keep its classmates running.

Their regular use has been confined almost entirely to the East and West Coast Main Lines, plus the route to Tonbridge before 2004. However, they have on occasion popped up at unexpected destinations, such as a run from Shieldmuir to Glasgow with No. 325005 hauled by No. 47200 on July 6, 2005 (returning the next day) as a replacement for road services expected to be disrupted by traffic around a G8 conference in Gleneagles; or on March 16, 2008 when No. 66728 hauled Nos. 325002+325008 to Fort William as a driver training run ahead of GBRf taking over the West Highland Line aluminium workings.

Whether the end of the Class 325s this month spells the end of all mail by rail remains to be seen. But for now it seems that 200 years of rail history may have come to an abrupt end. ■



Sunset of the '325s' – but captured on October 19, 2012 – as a three-unit set heads south along the West Coast Main Line at Bay Horse (south of Lancaster) with 1M44, the 16.17 Shieldmuir to Warrington. ROBERT FRANCE

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The industrial part of the programme visits the NCB at Norton Hill Colliery at Midsomer Norton, the Waterside Complex in Ayrshire and Baddesley Colliery in Warwickshire where we see the Garratt "William Francis". Finally, we visit two ironstone lines at Wroxton and Irchester.

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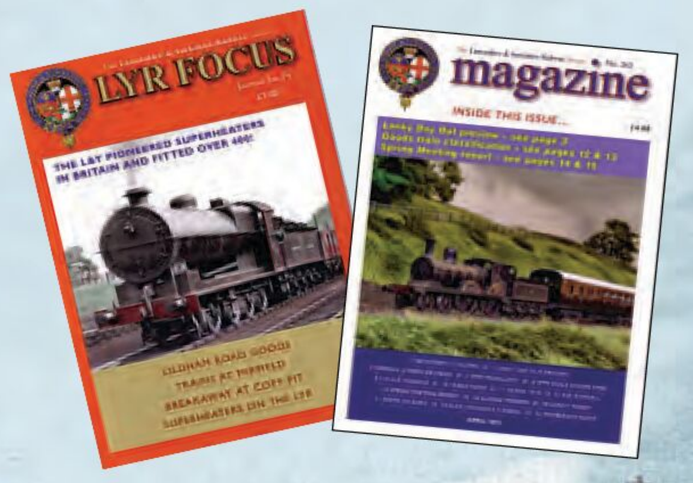
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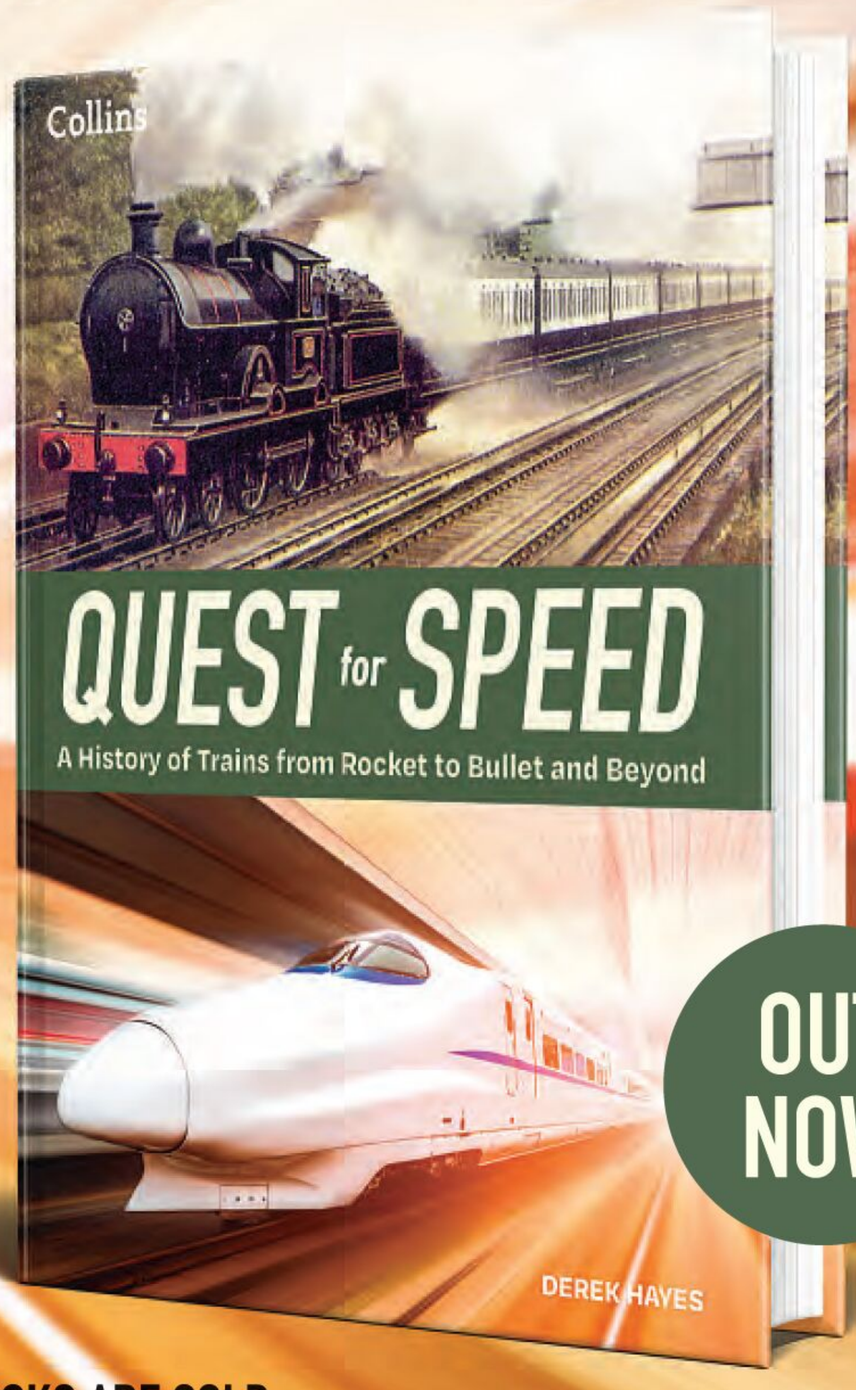
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'Liberation' locomotives



THE Vulcan 'Liberation' 2-8-0s are forgotten locomotives (July issue), as are the people responsible for them.

Robert Riddles may be well known amongst railway enthusiasts, but he is not remembered for his work on the 'Liberations'. That Riddles was involved with the 2-10-0 'Austerities', the 'Liberations' and the Standard Class 9F helps explain why all three types had wide fireboxes above the rear driving wheels.

Almost totally unknown is Harold John Hulme, who was responsible for the detailed design of the 'Liberations'. Hulme was born in 1899; the beginning of his career being interrupted by the First World War, in which he served in the Worcestershire and Middlesex regiments. He joined Vulcan Foundry in June 1939 as assistant chief draughtsman and stayed with them until his retirement in the early 1960s. Hulme died on May 7, 1967.

Correspondence from Hulme, preserved in the National Archives at Kew and dated from 1956, discusses the detailed design of the English Electric Type A diesel-electric, English Electric having taken over Vulcan Foundry by that time. That correspondence suggests the design of those locomotives, which we now know as Class 20, should be credited to Hulme.

The National Archives also holds many documents relating to the Vulcan 'Liberations', and reviewing these with documents from other archives fills many gaps in the story of the 'Liberation' locomotives.

Letters at Kew between civil servants at the Ministry of Production and Board of Trade dating from April 1943 refer to locomotives for liberated territories. In a letter dated April 5, 1943, from Riddles at the Ministry of Supply to the Ministry of Production, he talks of a locomotive that will suit Continental conditions and proposes "we develop this design and when an opportunity occurs for the provision of locomotives to be used solely on the Continent, we can very quickly switch to the new type."

A proposal was then put to the Treasury Inter Service Committee, which agreed it would be desirable to have detailed drawings and tools prepared so that the locomotive manufacturers in the UK would be able, if necessary, to switch over to the manufacture of the type selected for the liberated areas.

Riddles went to a meeting at Bush House with the Locomotive Manufacturers' Association (LMA) in mid-June 1943. According to the minutes of the meeting, Riddles asked the LMA if it would "get out a design, and the Ministry of Supply would bear the costs incurred. The loco should be either a 2-8-0 or 2-8-2 (preferably a 2-8-0) with a wide steel firebox to burn Continental coal; 40/50,000 Tractive Effort; 18 tons axle load; 225lb boiler pressure." Some communication must have taken place before the meeting as Vulcan Foundry had already done a certain amount of preliminary work on the design.

Having secured a contract that authorised the firm to spend up to £5000 on the design, Vulcan Foundry issued a book in October 1943 of "Leading dimensions and specifications" of the "design of locomotive for continental use". This book was reviewed by the Technical Advisory Committee on Inland Transport (TACIT) when they met on October 12,1943.

There was a mixed response to the book at the TACIT meeting. The minutes show the Belgium & Luxembourg representative said they had "studied with very great interest Mr Hulme's designs for a 2-8-0 locomotive, which had been based on the first intimations of Allied requirements. This locomotive was quite suitable for Belgian requirements..." Other responses were less positive; the French and the Greek representatives making it clear at this stage they did not think the design was suitable for their railways.

From an early stage there were doubts as to whether the British locomotive builders really wanted to be associated with the 'Liberations' when, after the war, they would be unlikely to retain the European market. The minutes of a meeting of LMA on November 30, 1943 talk about being "saddled with the whole responsibility for 'Liberation' locomotives."

UNRRA's application for locomotives, dated August 11, 1944, includes the requirement for 1950 locomotives. The notes supporting the application refer to some US locomotive builders having studied the specifications for the British locomotives and having evolved two specifications for US locomotives for Continental use, which would be acceptable during the relief period: the 'Mikado' 2-8-2 (specification number 13361) and the 'Consolidation' 2-8-0 (specification number 13360).

The archives in Britain do not tell us any more about these specifications, but the 'Mikado' may have become the 141R supplied from North America to France and the 'Consolidation' may have become the Class 29 supplied to Belgium.

The UNRRA application does say "The type most acceptable is the British 'Relief' type of locomotive for Continental use, 2-8-0 design, of February 1944. The Administration accordingly requests that as great a proportion as possible of the 1950 locomotives asked for be allocated for production in the United Kingdom."

An initial letter to UNRRA suggested "… it should be possible to deliver between 40 and 60 locomotives before the end of 1945 and the balance of the 280 at the rate of at least 20 a month during 1946."

However, following a discussion with the secretary of the LMA, in November 1944 the Board of Trade wrote to the Ministry of Production "To supply more than 100/150 'Liberation' locomotives within any reasonable time would involve tooling up another Works, viz. one of the two North British Works." Had this happened, there would have been less capacity to take on orders from the home railways, enquiries for which were being received. In fact, in August 1945 North British booked an order from the LNER for 100 4-6-0 locomotives. Had North British built 'Liberations', then it would have had to delay work on the 'B1s'.

On February 20, 1945 Vulcan Foundry booked an order from the Ministry of Supply on behalf of UNRRA for 100 'Liberation' locomotives for £1,530,000. After much discussion, another order for 10 'Liberation' locomotives followed on August 7, 1945. Then on September 27, 1945 was an order from the Belgian Economic Mission on behalf of Luxembourg for 10 locomotives.

The first 'Liberation' locomotive was not actually turned out by Vulcan Foundry until March 1946, the work on the relief locomotives having been delayed whilst 35 XE type locomotives for the East Indian Railway were completed.

Of note, a letter dated October 30, 1944 from UNRRA, European Regional Office discussing what they called the 'Liberator' Locomotives also stated "With this order will be an item of 10 locomotives for 2ft 6in gauge." These 10 locomotives originated with a request from the Yugoslav Government for 70, and correspondence from April 1944 sought authority for Messrs Beyer-Peacock to prepare outline designs of a Beyer-Garratt locomotive, either 2-6-0+0-6-2 or 2-6-2+2-6-2 or 2-8-0+0-8-2 suitable for Yugoslavia.

A review of the Beyer, Peacock Register of Engine Schemes, now at the Science & Industry Museum, Manchester, shows scheme reference 125303 (dated April 30, 1945) was for a 2ft 5¾in gauge 4-6-2+2-6-4 Garratt with 12.6inx15¾in cylinders and 2ft 7½indriving wheels for Yugoslavia. However, although two locomotives were included in the UK Locomotive Programme for 1945, with a further eight to be carried over to 1946, Beyer, Peacock never actually received an order.

Chris West, Richmond-upon-Thames

I GREATLY enjoyed Robert Humm's article and thought an earlier photo of 'Liberation' 2-8-0 No. Tr202 19 (as depicted on page 42) might be of interest.

It was taken on my visit to the depot on June 7, 1996, during a steam weekend on the Krakow to Zakopane branch. Most of the locomotives on display at Chabowka were in very good external condition, unlike the photo in the article taken 12 years later. A pity they haven't kept up the condition of the stock there.

Brian Lewis, Surbiton



Bartlow 'Black Five' legacy

I ENJOYED the article about the 1T57 'Black Five' No. 44781 in the August issue, with some fascinating photos.

As mentioned at the end of the article, the fireman's side cab roof and a boiler tube were unearthed at Bartlow by volunteer members from the Colne Valley Railway and Colne-Valley based 45163 Ltd on September 20, 2019, along with a window frame and a fire extinguisher from one of the four LMS Stanier coaches used. The cab roof section, which may well be that shown being cut away on page 26 of the article, was recovered from the river at the bottom of the embankment.

I see from my notes accumulated over the years that, barely cold from its last run on August 11, 1968, No. 44781 was withdrawn along with the other 1T57 engines on August 17 and promptly sold to Columbia Pictures from 10A Carnforth shed by BR on August 20 – arriving at Bartlow via Cambridge on September 10 ready for filming the following month.

Amazingly, a whole host of other parts from No. 44781 still survive also, with the smokebox dart handles going to Stanier tank No. 42500 at Bressingham. Would-be purchaser Gerald Pegano recovered the chimney even before filming, the engine then carrying a mock-up replacement – the original possibly going to ex-Barry 'Black Five' No. 45337. He also acquired its Caledonian hooter and even its firebox fusible plugs, mounted in a display case and sold at auction in 2010.



The rods and motion were also recovered back to Carnforth and dispersed to other engines, including the coupling rods to another ex-Barry 'Black Five' No. 45491, and possibly other parts to ex-Barry '8F' No. 48173. One of the cowlings from the top feed is with the group owning ex-Turkish '8F' No. 8274, and the cab fittings were also allegedly recovered along with the smokebox door.

It is good to know that No. 44781 lives on in so many places and on so many other engines!

Andrew Simpson, by email

YOUR article stirred memories of a preservation attempt in 1969 of part of the line from Cambridge to Haverhill. My parents and I lived in Great Shelford, and my father and two enthusiastic friends attempted to buy the line from Shelford to Linton.

I was 10 years old and joined an inspection walk of the line from Linton. We found an old 'gang flat' overturned in the bushes, fixed a bent axle and then pushed it all the way to Shelford. There were no steep grades and the views were extensive. It was a very exciting prospect.

An article appeared in the Cambridge Evening News, but sadly the funds could not be raised in time. The project folded and not long afterwards the track was pulled up. The spur at Shelford would have been ideal for a terminus, with access to the main line station just across the road. It would have been a wonderful additional tourist attraction for the area, but sadly was not to be.

Christopher Ray, Wadhurst



'Our' loco details

THE article in your August issue about locomotive No. 66503 *The Railway Magazine* brought back memories of a visit I made to the General Motors EMD Works at London Ontario on June 7, 1999, during a holiday to Canada.

I had written a letter in advance of my visit requesting a look inside the works, but never received a reply, so I decided to just turn up and try my luck. Needless to say, I was not allowed inside and politely asked to leave, although I was able to take a couple of photos outside through the fence before I left.

One of those photos (above) shows two '66s' in grey primer outside the Works, one with '140' hand-painted on the side (left in the photo), which I assumed to be No. 66140, and the other (on the right) with the number '3' on it. This rather confused me as, although I was aware that Freightliner was placing an order, I never realised at the time that some of those had already been built. It was only much later I discovered that it must have been No. 66503, and seeing its works number 998103-3 in your article appears to confirm it.

Jim Sparks, Chairman, Lincoln Railway Society

I WAS surprised at the entry for No. 66503's timeline having the note 'built... exact date unknown'.

The Works record shows it shipped from London (along with Nos. 66504 and 66505) on July 29, 1999 to Halifax via Canadian National. A builder's plate check in London for No. 66503 had #998103 6-99.

A good read… hope this helps fill the gap.

Don McQueen, London, Ontario (Canada)



Talyllyn remembered

REGARDING the excellent article published in the September edition of *The RM*, I recall that in August 1952 I attended a month-long course at The Outward Bound Sea School in Aberdovey.

Having already been a long-time railway enthusiast, and knowing that Aberdovey was not too far from Towyn, I decided on a day off to visit the narrow gauge railway.

Towyn Wharf station is adjacent to the main line and, within minutes, I was at Wharf Station with a Talyllyn engine in steam with four coaches. I purchased a return ticket to Abergynolwyn and this station featured on page 30 of your article gives the same atmosphere as the day I arrived.

Geoff Chandler, London, Ontario (Canada)

Have West Coast times got that much better?

I ENJOYED reading John Heaton's informative article on the West Coast Main Line (September).

The thing that makes me 'misty-eyed' is looking back at the log of LMS No. 6220 *Coronation* on the press run of the 'Coronation Scot' in 1937, reported in the August 1937 edition of *The RM*.

Despite severe slowings at Stafford and Rugby, and many other restrictions in the speed range 65-85mph, an overall time of 119 minutes was achieved from Crewe to Euston (compared to John's recent run of 110 minutes with one stop).

Looking at *Coronation's* run in detail, and introducing today's speed limits rather than those at the time, it seems likely that the loco could have maintained speeds of 90-95mph for much of the 143 miles between Whitmore and Willesden with little problem. This would have given an overall time quite close to the 110 minutes of John's recent run. And *Coronation* was pulling eight coaches compared to the five coaches of the 805.

In 1937 there were many more junctions, the signalling less driver-friendly and driving a steam loco at 100mph a real challenge, so one has to marvel at what was being achieved in those days and what might have developed further without the Second World War.

David Smith, Sheffield

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Where is it? Our pictorial quiz, for fun only

SEPTEMBER'S mystery photo (repeated right) was of the former private platform at Saltburn that served the Zetland Hotel, a little further east and nearer the coast than the main terminus. The Zetland opened in 1863 as one of the first purpose-built railway hotels, being served by the Stockton & Darlington Railway.



For this month's quiz, where in England can this view be had of one railway from another?

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

MEETINGS

Compiled by **Jon Longman**

THURSDAY, OCTOBER 3

GCR Soc. Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'Sheffield to Cleethorpes through Kirton Tunnel – Part 1': Stephen Gay.

Lutterworth Rly Soc. The Pavilion, Recreation Ground, Lutterworth LE17 4RB. 19.30. 'Railways in and around WW2': Robin Mathams.

Nuneaton Rly Circle. Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. 'Night Steam': Joe Connell.

RCTS / IMechE. Network Rail – The Quadrant, Milton Keynes MK9 1EN. 19.30. 'Work of the Railway Accidents Investigation Branch': Simon Lomax, Principal Inspector of Rail Accidents, RAIB.

FRIDAY, OCTOBER 4

Kettering & District Loco Soc. Corn Market Hall, Kettering NN15 7QA. 19.45. 'The Kettering to Cambridge line': Robin Cullup.

RCTS. St Teresa's Church Hall, North Filton, Bristol BS34 7PL. 'The View from the North': Steve Batty.

SWRS. The Manor, Slough station. 19.30. 'Medium Gauge Steam': Neil Kearns

SLS. Newport Community Hub, Middlesbrough TS1 5NQ. 19.00. 'Colonel Stephens – The Man and His Railways': Kerry Bayliss.

SATURDAY, OCTOBER 5

SLS. Friends' Meeting House, Manchester M2 5NS. 14.00. 'Meeting the current operational needs of Britain's railways with its historic building stock': Robert Thornton and Malcolm Wood.

MONDAY, OCTOBER 7

MHR Pres Soc. St Mary Magdalene Church, East Croydon CR0 6QD. 19.30. 'From Coventry with Love – the restoration of SUB 4732': Graeme Gleaves.

Peak Rail Assoc. Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'Locos for Scrap' and 'Trains by Night': Gavin Lake.

TUESDAY, OCTOBER 8

Gravesend Rly Enthusiasts' Soc. Emmanuel Baptist Church, Gravesend DA12 1BB. 19.30. 'Taking Trains Abroad': Dave Coxon.

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

LCGB. St Michael's Church, Bounds Green Road, London N22 8HE. 14.00. Branch annual meeting.

GWS. Room 4, BAWA, Filton, Bristol BS34 7RF. 19.30. 'The Bill Potter Collection 1938-198s': Chris Smith.

Pewsey Vale Ry Soc. Woodborough Social Club SN9 5PL. 14.45. 'Irish Narrow Gauge Railways': Andy Cundick.

RCTS. The Swifts, Fulbourn, Cambridge, CB21 5HD. 19.30. '34081 92 Squadron – from Rust to Renaissance': Steve Lacey.

RCTS. Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'Railways in the Cornish Landscape, Part 2, Newquay to Penzance.': Stephen Gay.

RCTS. Tilehouse Street Baptist Church, Hitchin SG5 2EE.19.30. 'Mandarin Madness – Solo Travels in China': David Longman.

RCTS. East Croydon United Reformed Church, CR0 5LP. 19.30. TBA.

The 8E Rly Assoc. Gladstone Club, Station Road, Northwich CW9 5RB. 'The P2 Prince of Wales – Building Britain's most powerful steam locomotive': Graham Nicholas.

Wells Town Hall, Somerset. 19.30. 'The Abbotsbury Branch': Chris Challis.

WEDNESDAY, OCTOBER 9

LCGB. Friends Meeting House, Dorking RH4 2LE. 19.30. 'Mid Hants Railway 1973-1985': Keith Brown.

NYMR. St Lawrence's Church Hall, York YO10 3WP. 12.00. 'North Eastern steam in the 1960s': John Hunt and buffet.

RCTS. Old Church Rooms, Radyr CF15 8DF. 19.00. 'From West to East and Back Again': Steve Rickett.

Sutton Coldfield Rly Soc. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Videos including charters on Darjeeling and Ffestiniog Railways': Bryan Acford.

Talking of Trains. Library Hall, Ewell Road, Surbiton KT6 6AG.19.00. 'Rail Days in Birmingham': Dick Crane.

THURSDAY, OCTOBER 10

Continental Rly Circle. St Paul's Church Centre, Marylebone, London NW1 6NJ. 18.30. 'Steam in the Andes 1980s, Ecuador and Peru' and 'DB175 Steam, Mosel Valley and Eifelquerbahn': Nick Lera.

LCGB. St Bartholomew's Church, St Albans AL1 2PE. 19.30. 'An evening of vintage railway films': Frank Banfield.

Matlock Rly Club. The Duke William, Matlock DE4 3BZ. 15.30. 'More of my favourite photographs': Les Nixon.

RCTS. Scots Guards Club, Edinburgh EH12 5DR. 14.30. 'To Scotland for Steam – Part 2': Rev Canon Brian Arman.

Shropshire Rly Soc. Gateway Education and Arts Centre, Shrewsbury SY1 1NB. 19.00. 'What has Privatisation done for us? – 30 years on': Ian Walmsley.

SEERS. Friends' Meeting House, Leigh-on-Sea SS9 1NB. 19.30.

FRIDAY, OCTOBER 11

SLS. 1st floor, (access via Black Swan Courtyard), Newcastle Arts Centre NE1 1SG. 19.00.'A Photographic Journey during one man's career on the railways in the UK from 1944 to 1977 – Part 1 of 3 – 1944 to 1961. Photos by Alan Clothier': Malcolm Paul.

SWRS. The Manor, Slough station. 19.30. 'Chasing elusive steam in 70s and 80s – Austria, Italy and Yugoslavia': Donald Wilson.

SATURDAY, OCTOBER 12

RCTS. Exeter Mint Methodist Church, EX4 3AT. 19.00. 'Diesels in the 1980s – Part 2': David Hunt.

MONDAY, OCTOBER 14

Lincoln Rly Soc. St Hugh's Church, North Hykeham LN6 8JG. 19.30. TBA.

Oxfordshire Rly Soc. Kidlington Baptist Church, OX5 2DS.19.00. 'Delivering East West Rail': East West Rail speaker.

RCTS. Greenfinch Church Hall, Ipswich IP2 0SQ. 19.15. 'More of My Father's (Derek Cross) Photographs': David Cross.

SEG. Deall Room, Southwick Community Centre, BN42 4TE. 19.30. TBA.

Watercress Line HRT. United Reformed Church, Guildford GU2 4BS. 19.45. 'Didcot, Newbury and Southampton Railway': Richard Coghlan

TUESDAY, OCTOBER 15

LCGB. St John's Church Hall, Bedford MK42 0DL. 19.30. Branch annual meeting followed by 'A tribute evening to the late Ken Dickens': Geoff Biggs and Chris Foren.

Leicester Rly Soc. Braunstone Civic Centre, Leicester LE3 2PP. 19.30. 'The Holiday Line, Melton Mowbray North forward along the Great Northern and London and North Eastern Railway to the East Coast': Michael Chapman and Brian Holland.

RCTS. Black Beauty, Scunthorpe DN17 2QU. 19.30. 'Skipton to Mallaig by train 1979-present': Mike Wedgewood.

RCTS. Didcot Civic Hall, OX11 7JN. 19.00. 'East Anglian Railway Heritage': Mike Beale.

SLS. Langdon Square Community Centre, Coulby Newham TS8 0TF. 14.00. 'The Summit Tunnel Fire': Alan Halfpenny.

WEDNESDAY, OCTOBER 16

Bradford Rly Circle. Bradford Mechanics' Institute Library, BD1 1SZ. 14.00. 'Steam memories from the David Lane archive': Ben Gordon Taylor.

Grimsby & Cleethorpes Rly Grp. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'Colorado Railroads': Graham Lightfoot.

Pennine Rly Soc. Doncaster Town Fields Sports Club, DN2 6AA. 19.30. 'Train Doctor': Roger Senior and '125 Update': John Zabernik.

RCTS. Junction Church, 2 Romsey Road, Eastleigh SO50 9SE.19.30. 'Train Ferries': Gordon Adams.

Sutton Coldfield Rly Soc. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Steaming through North Wales': Peter Dickinson.

Talking of Trains. Library Hall, Ewell Road, Surbiton KT6 6AG.19.00. 'A Colour Rail Journey – 1964': Paul Chancellor.

THURSDAY, OCTOBER 17

Barrow Hill. Campbell Drive, Chesterfield S43 2PR. 19.30. The Great Railway Time Machine: 'Night Train': Gavin Lake.

Lutterworth Rly Soc. The Pavilion, Coventry Road, Lutterworth LE17 4RB. 19.30. 'Rugby Midland to Peterborough East Line': Gavin Ramsay.

Marlow & District Rly Soc. Bourne End Community Centre, SL8 5SX or on Zoom. 19.30. 'Pendon Museum – Oxfordshire's Amazing Secret': Chris Webbers

Monmouthshire Rly Soc. Lysaght Institute, Newport NP19 0RA. 19.00. 'South Wales – Images from the Richardson Collection': Michael Clemens.

Nuneaton Rly Circle. Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. Les Ross in conversation with driver Ray Poole.

RCTS. Victory Club, Burlington House, Cheltenham GL50 2SY. 19.00. 'McRailrover – Railways of Scotland since the 1970s': Stuart Warr.

RCTS. Woking United Reformed Church, GU22 7HA. 19.30. 'The Watercress Line': Rebecca Dalley, CEO, The Watercress Line.

RCTS. Saltaire Methodist Chapel, BD18 3HJ. 19.30. 'Looking Back': Bill Jagger and branch annual meeting.

FRIDAY, OCTOBER 18

GWS. Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30. 'Multi-Coloured Railways': Alan Randle.

LCGB. Keen House, 4 Calshot Street, London NW1 9DA. 18.30. Branch annual meeting and members' images.

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

MONDAY, OCTOBER 21

RCTS. Shenfield Parish Hall, CM15 8LP. 19.30. '40 Years of Preserving Deltics': Murray Brown.

RCTS. Roade Village Hall, Bailey Brooks Lane, Roade, Northampton, NN7 2LS. 14.00. 'The End of Steam – Part 1, 1966-68': Michael Smyth.

RCTS. Cheylesmore Community Centre, Coventry CV3 5JX. 14.00. 'The Broad Gauge – Swindon to the West of England': Rev Canon Brian Arman.

WEDS, OCTOBER 23

RCTS. Bassil Shippham Centre, Chichester PO19 7LG. 19.15. 'The Railways of Iran': Tim Morton.

Sutton Coldfield Rly Soc. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'The Hixon Rail Disaster': Malcolm Garner.

Talking of Trains. Library Hall, Ewell Road, Surbiton KT6 6AG. 19.00. 'On the route of The Palatine': Dick Crane.

THURSDAY, OCTOBER 24

Ffestiniog Rly Soc. BAWA Club, Southmead Road, Bristol BS34 7RG.19.45. 'The Padarn, Penrhyn and Snowdon Mountain Railways': David Waldren.

Gravesend Rly Enthusiasts' Soc. Emmanuel Baptist Church, Gravesend DA12 1BB. 19.30. 'Solent Railway – Part 2': Tony Riley.

Matlock Rly Club. The Duke William, Matlock DE4 3BZ. 19.30. 'The Patriot Project': John Hastings.

Shropshire Rly Soc. Gateway Education and Arts Centre, Shrewsbury SY1 1NB. 19.00. 'Every picture tells a story': John Baxter.

SEERS. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30.

FRIDAY, OCTOBER 25

Railway Club of the New Forest. Village Hall, Brockenhurst. 19.30. 'The Dee Railway Bridge Disaster 1847': Alan Hayward.

RCTS. Fulwood Lawn Tennis Club, Preston PR2 8DY. 19.30. 'Class 142 – The bus that became a train': Martyn Hilbert.

SWRS. The Manor, Slough station. 19.30. 'Britain, India and the US in the 19th Century': Andy Brown.

MONDAY, OCTOBER 28

RCTS. Cox Green Community Centre, Maidenhead SL6 3AX. 19.30. 'Behind Closed Doors': Brian Hardy.

TUESDAY, OCTOBER 29

RCTS. Digswell Village Church Hall, Welwyn AL6 0DH. 14.00. 'Travels through Ukraine by Steam': Michael Smyth.

WEDNESDAY, OCTOBER 30

Giggleswick Rly Circle. Settle Victoria Hall, BD24 9DZ. 19.30. 'A Video Presentation': Ted Parker.

Sutton Coldfield Rly Soc. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Railways in the Cornish Landscape, Part 2, Newquay to Penzance.': Stephen Gay.

Talking of Trains. Library Hall, Ewell Road, Surbiton KT6 6AG.19.00. 'Bringing the Elizabeth Line to life': Howard Smith OBE.

THURSDAY, OCTOBER 31

Nuneaton Rly Circle. Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. 'Forty Years Down The Line': Steve Nikols.

Stevenage Loco Soc. Community Arts Centre, Stevenage. 19.30. 'Colourful Colorado': Barrie Woods.

FRIDAY, NOVEMBER 1

GWS. Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30. 'London Then and Now': Peter Triggs.

Kettering & District Loco Soc. Corn Market Hall, Kettering NN15 7QA. 19.45. 'Pictures from the Harold Clements Collection': Bryan Cross.

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

MONDAY, NOVEMBER 4

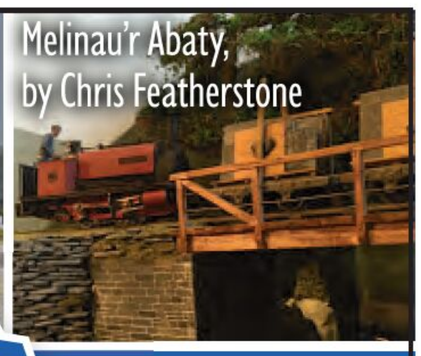
Peak Rail Assoc. Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'Explore Lincolnshire by Rail': Mike Fish.

TUESDAY, NOVEMBER 5

LCGB. St John's Church Hall, Bedford MK42 0DL. 19.30. 'A Broad Gauge Journey – Part 1, London to Swindon': Rev Canon Brian Arman.

SEG. Junction Church, Eastleigh SO50 9FE. 19.30. Branch annual meeting followed by members' digital images.





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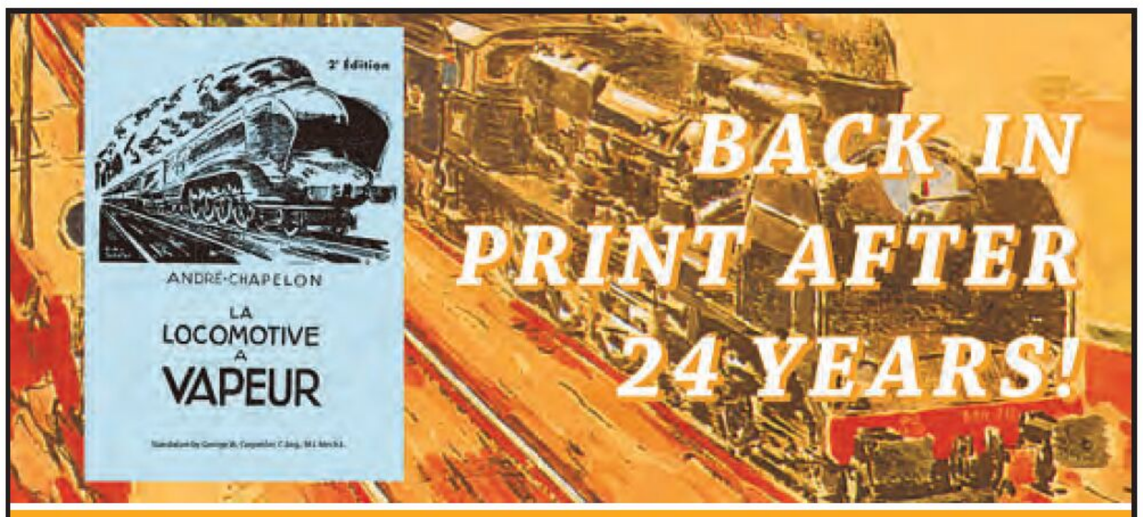
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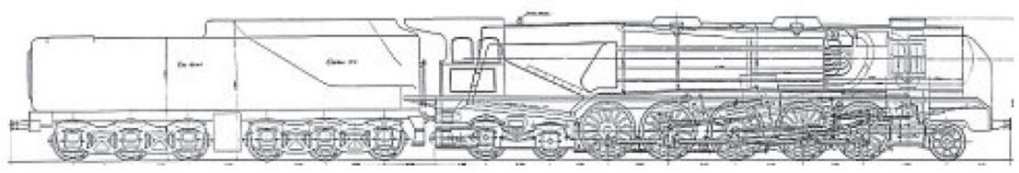
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1
LITTLE & LARGE: US-outline 'diesel' No. 1050 *Vulcan* hauls its passengers past APT driving car No. 370003 on the 7¼in gauge miniature railway at the Crewe Heritage Centre on September 14. STUART J HOOD

2
RED SEA: Mostly red and pink shipping containers surround Freightliner's No. 70002 at Southampton MCT terminal on August 23, after it has arrived with 4O90, the 06.05 from Leeds Stourton. STEVE STUBBS

3
BACK IN STILE: Gloucestershire Warwickshire Railway resident 2884 Class 2-8-0 No. 3850 recently returned to service in black livery after a 10-year overhaul, and it is seen on September 14 steaming through the Cotswold countryside at Didbrook near Toddington. JACK BOSKETT



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1

REFLECTING ON UNITS: Class 108 DMU set No. LO 262 (vehicles Nos. 56490+51907) and Class 142 Nos. 142011 (blue livery) and 142013 (orange) are reflected in a pool of water at Butterley, Midland Railway Centre, on August 26. Class 127 car No. 51610/55967 lurks between the two 'Pacers'. ROBERT FALCONER

2

STEAMING THROUGH DEVON: The tide may be out, but there is still plenty of colour in this shot of Cockwood Harbour, Devon, as 'B1' No. 61306 *Mayflower* heads the 'English Riviera Express' returning from Kingswear to Slough. JOHN LABRUM

3

MOONSTRUCK: The full moon lights up the night sky over Par, Cornwall, on August 20, as GWR's No. 57602 *Restormel Castle* calls with the Up 'Night Riviera' sleeper from Penzance to Paddington. JON HIRD

4

NORTHERN TRIO: Three 'Sprinters' line up at Lancaster on September 4, in the shape of Nos. 156421 and 156472 (left), standing in the north-end bay platforms with services to Morecambe and Carlisle, as No. 158868 arrives at platform 5 with a Morecambe to Leeds working. PHIL WALLIS



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From the archive

100 YEARS AGO OCTOBER 1924

Alton Light Railway reopens

THE Alton to Basingstoke line of the Southern Railway was reopened for goods and passenger traffic on Monday, August 18.

This railway first opened in 1901, but in 1916 the permanent way was taken up and sent to France for military use. On cessation of hostilities the route remained derelict, but in their Railway Bill of 1923, the London and South Western Railway sought parliamentary powers to abandon the line, either partly or wholly.

The light railway, 12 miles in length, connects the market towns of Alton and Basingstoke, and serves the wayside stations of Bentworth and Lasham, Herriard and Cliddesden. Signalling is entirely dispensed with, except at the junctions with the main lines at either end. The level-crossing gate keepers are warned of the approach of trains by electric bell signals.

50 YEARS AGO OCTOBER 1974

Faster through Doncaster

ONE signalbox at Doncaster will control 84 miles of the East Coast Main Line from four miles south of Grantham to the outskirts of York, together with connecting routes, under a £25 million track and signalling protect announced by the Eastern Region of British Railways. Among the 51 existing 'boxes to be replaced are many manually-operated ones dating from last century. The scheme is essential to prepare for introduction within a few years of the 125mph High Speed Trains.

By 1978, three power boxes (at Doncaster and the two already being commissioned at King's Cross and Peterborough) will control movements over 185 miles between London and Chaloners Whin Junction, about three miles south of York station. In case of electrification at a later date, signal equipment will be partially immunised.

North of Newark Northgate Station elimination of the flat crossing is planned by construction of a flyover to carry the Lincoln Nottingham route across the main line.

20 YEARS AGO OCTOBER 2004

Passenger trains return to Wirksworth

PASSENGER trains returned to Wirksworth, on the edge of Derbyshire's Peak District, for the first time in 57 years.

Volunteers from the Ecclesbourne Valley Railway Association, who operate trains under the name WyvernRail, have strived for more than two years to clear the 10-mile ex-Midland Railway branch of vegetation and upgrade the track for passenger trains. Duffield Junction is the ultimate destination of WyvernRail and the line will open in phases.

The first train ran on August 24 and was formed of an ex-MoD Ruston shunter hauling former Gatwick Express Mk.2 stock. It ran from Wirksworth to Gorsey Bank, although there is currently no station at the latter.

In a further boost to the fledgling project, Derby & Derbyshire Enterprise Partnership is to grant £95,000 to complete the works for the introduction of services from Wirksworth to Ravenstor.

This will be the upper terminus of the line where it will climb a 1-in-30 gradient to serve the northern end of Wirksworth town, providing a rail link to the National Stone Centre, the High Peak Trail, the Steeple Grange Narrow Gauge Railway, Middleton Top Engine House and Black Rocks picnic site.



20 YEARS AGO: History was made on August 19 when an electric train reached Holyhead for almost certainly the first time, albeit dragged by a diesel. In preparation for the commencement of through 'Pendolino' peak services from Euston to Holyhead, Network Rail cleared the route west of Llandudno Junction during early August, allowing this first test to take place with a Class 57 'Thunderbird' hauling the train. No. 57301 *Scott Tracy* hauled No. 390044 *Virgin Lionheart* from Crewe to Holyhead and back, including proposed station stops. Also appearing at Holyhead the same day for crew-training was a 'Voyager', which will work London-North Wales off-peak services. CHRIS MILNER

RCTS

Britain's leading Railway Society

The RCTS: then and now

THIRTY-THREE years in Maidenhead have been well documented in the Railway Observer by Keith Merritt, who has lived next to the railway adjacent to the crossover and signals known as Maidenhead East since August 1991.

This is the Great Western from Paddington – unfortunately not the gleaming 'Kings' and chocolate and cream stock from the days of Maurice W Earley, but a route dominated by High Speed Trains supported by ageing DMUs of Class 117 and assorted others. Stone traffic from the quarries of Somerset was handled by Class 59s, the first nod to modernity.

To contrast that with the scene today makes the word 'change' seem inadequate. The key date is probably May 22, 2017 when the first electric train left Maidenhead for Paddington, followed by the introduction of Elizabeth Line services to Abbey Wood on May 24, 2022.

GWR's IETs in the 800 series ousted HSTs from mainline passenger work from 2017 onwards, so that today all scheduled passenger services through Maidenhead – with one exception – are formed of electric multiple units. Great Western semi-fasts use Class 387s, while Elizabeth Line trains are in the hands of TfL-branded Class 345s.

In the early 1990s, the frequent stone trains from the Somerset quarries were already being worked by Class 59/0, other freight services usually saw Class 56 or 47 haulage. These days, we see the full range of '66s' in different liveries, such as GBRf, DB Cargo, Freightliner (including the occasional '70' on Southampton container traffic).

One train we enjoyed seeing, albeit in the dark, was the Class 47-hauled postal train, with its unmistakable low-level lights, but all such trains ended in 2004.

The one loco-hauled working, happily still with us, is the 'Night Riviera' sleeper that runs between Paddington and Penzance. The '47s' gave way to GWR's '57/3s' in the early 2000s, and an unusual routine started in the last few years following closure of all facilities at Old Oak Common. The sleeper stock now lays over during the day at Reading Traincare Depot, and passes Maidenhead in top-and-tail mode.

When one is able to observe a section of line regularly, what provides a highlight is the array of specials over the years. Almost all the preserved steam locomotives with mainline certificates have passed over the years: *King Edward I, Earl of Mount Edgcumbe, Royal Scot, Galatea, Duchess of Sutherland, Princess Elizabeth, Flying Scotsman, Sir Nigel Gresley, Mayflower, Sir Lamiel, Clan Line* and *Tangmere* to name but a few – plus, of course, several LMS 'Black Fives'.

Diesels add to the variety, some in preservation, some still in service, but my list of types seen includes Classes 20, 31, 33, 37, 40, 43 and 55 (*Royal Scots Grey* – a noise never to be forgotten!) DMUs include Classes 101, 108, 110, 116, and SR Hastings Unit No. 1001, not forgetting 'Turbo' Classes 165 and 166.

Beside coverage of these workings over the years in the Railway Observer, they are always a major topic of conversation at the RCTS Windsor & Maidenhead branch meetings.

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



A GWR fast service to Paddington arrives at Maidenhead on August 12 with Class 387 No. 387155 leading. JIM TUCKER/RCTS

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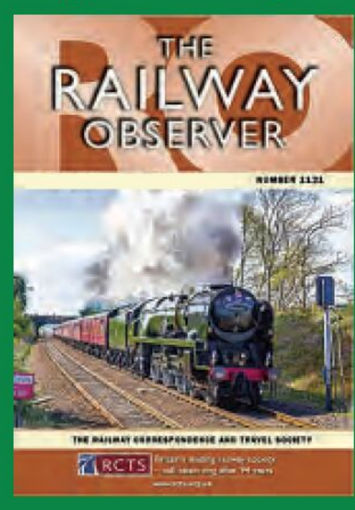
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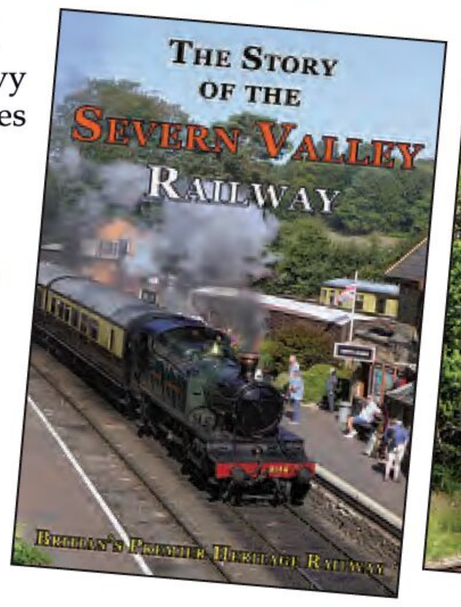
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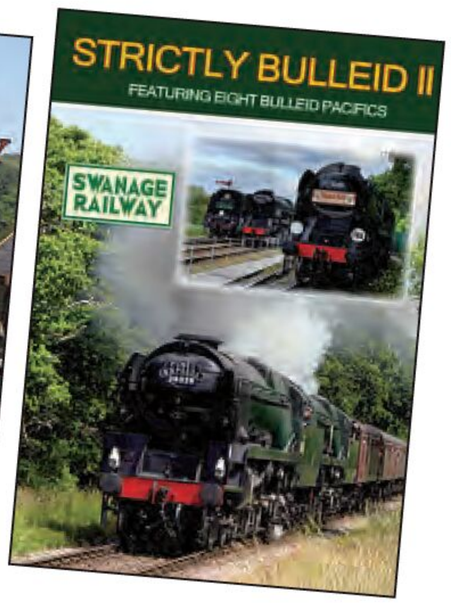
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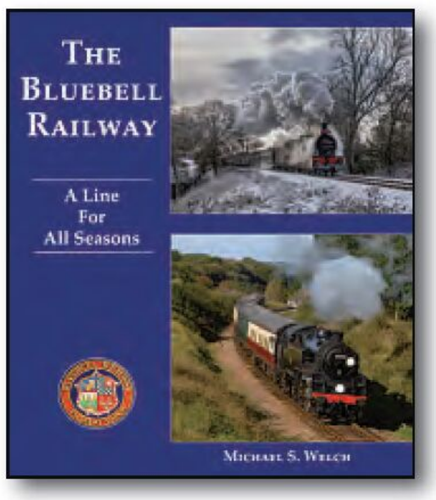


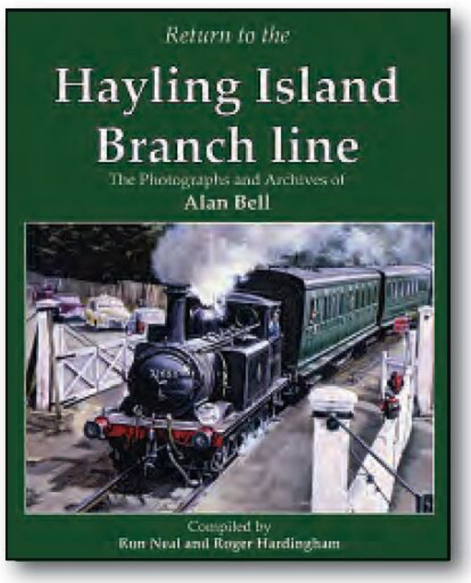


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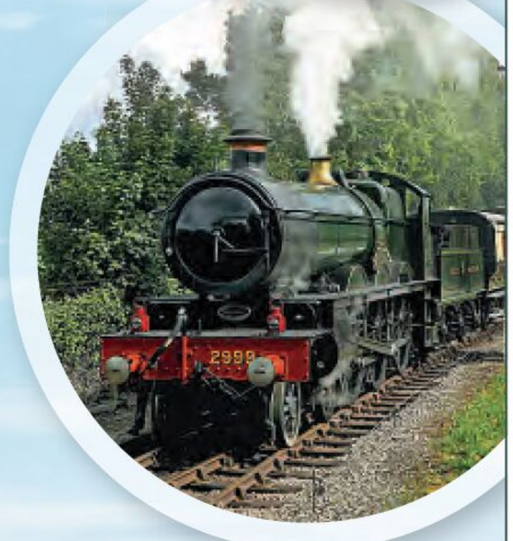
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CATCHING THE SUN

Gloucestershire Warwickshire Steam Railway-based No. 7820 *Dinmore Manor* starred in the Chinnor & Princes Risborough Railway's September 13-15 steam gala. It is believed that No. 7820 is the inaugural WR 'Manor' to work to Chinnor – as well as being the first tender engine to visit the line for a significant period of time. Dartmouth Steam Railway's GWR Small Prairie No. 4555 and Scottish Railway Preservation Society-owned Caledonian Railway 439 Class 0-4-4T No. 55189 were also in action at the gala. RICHARD MCVEIGH/CPRR

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Compiled by **Gareth Evans**

Tornado back after overhaul

60mph testing takes place as preparations continue for a return to the main line.

PEPPERCORN Pacific No. 60163 *Tornado* has returned to heritage line service following a long and complex overhaul – and work continues to ready the 'A1' for main line operation.

After a two-year absence *Tornado* hauled public trains at the Great Central Railway on August 31 and September 1 as part of the loco's mileage accumulation.

On September 4, the 'A1' undertook testing at speeds of up to 60mph at the GCR under controlled conditions.

This was unfortunately curtailed by the discovery of a warped firebar.

While this in itself was a relatively simple repair, it required the fire to be dropped to allow the firebox to cool down sufficiently for A1 Steam Locomotive Trust (A1SLT) fitters to enter to the firebox to complete the repair. This resulted in the loss of valuable running-in mileage time. There were also a number of maintenance and snagging items to carry out which were better done when the engine is cooler.

Furthermore, *Tornado* is the first UK steam locomotive to be fitted with the European Train Control System digital signalling equipment. Part of this work has involved a change to the braking system, including a new warning 'sunflower' for use under conventional signalling arrangements, and electronic brake valves that apply the brakes to prevent situations such as passing a red signal.

A new 'black box' data recorder has also been installed. During testing, the A1SLT said some problems became apparent – and the data recorder was not expected to be ready until September 18.

Therefore, the A1SLT made the difficult decision to cancel 'The Ribblehead Rambler' main line charter planned on Saturday, September 1. Rather than postpone to a future date, the A1SLT decided to issue refunds. The tour is planned to be rescheduled as soon as possible. However, this has also been made more complex by the autumn leaf fall season and the many charter trains which run during the festive season.

Furthermore, the A1STL said it would also not want to run a train that is primarily promoted around incredible scenery with a large amount of it in the dark.

"Our focus is now on accumulating more mileage ahead of our mainline test runs," the A1SLT said in a statement.

"The current plan is for *Tornado* to move to Tyseley after more high speed running. We have agreed with Network Rail to undertake test runs in late September/early October and, with no further issues, we plan to undertake those operations before moving to the Nene Valley Railway (NVR) in October."

No. 60163 is booked to visit the NVR on October 17-27. As this issue went to press, driver experience courses had sold out, but tickets were on sale for passenger running days and limited tickets still available for an evening Fish and Chip train hauled by *Tornado* on Saturday, October 19.

Visit https://nvr.org.uk/ or call 01780 784444 for more details.



No. 60163 *Tornado* departs the Great Central Railway's Leicester North station with the 1240 to Loughborough during running-in trials on September 1. CHRIS MILNER

Spa Scottish steam up

THE 125th anniversary of Caledonian Railway 812 Class 0-6-0 No. 828 was celebrated in style at the Spa Valley Railway on August 30/31.

It was joined by Scottish Railway Preservation Society-owned CR 439 Class 0-4-4T No. 55189 (419). Back in 2021, Rails of Sheffield in partnership with Bachmann released a OO gauge model of No. 828 as preserved in CR livery – with each model including a donation for the loco's ongoing maintenance.

A cheque for £2,000 was presented from Rails Of Sheffield for the ongoing maintenance of No. 828. The two 'Caley' locos also operated on September 7/8.

Meanwhile, GWR 2-6-2T No. 4144, which had been on hire to Spa Valley, returned to its Didcot Railway Centre home on September 4.



Nos. 55189 and 828 pass Pokehill Farm crossing with the 17.10 from Eridge on August 30. NICK GILLIAM

Eddystone earmarked for the main line

SR Bulleid Pacific No. 34028 *Eddystone*, which has hitherto operated solely on heritage lines, is set to be certified for main line running.

Owner Southern Locomotives Limited (SLL) said it is now "seriously looking" at the possibility of venturing out on the network in association with the Swanage Railway which will play the major part in the operation. The railway has experience of main line operation with SR 'U' No. 31806, which has unfortunately been restricted in operation through its width and lower power rating.

SLL said that at this stage it is unable to disclose specific details but the "prospects look favourable". It added that the plan is set against a background of having been approached by two major railtour promoters owing to the dearth of Class 7 and 8 power on the main line, especially in Southern England.

To maximise the operating opportunities, air braking equipment is to be installed on *Eddystone*.

SLL is currently seeking like shareholder approval and hopefully some financial support for the operation. It said the conversion costs will amount to approximately £50,000 – less than normal as it will be receiving assistance with components.

East Lancs Railway introduces EDI training

THE East Lancashire Railway (ELR) has implemented Equality, Diversity & Inclusion (EDI) training across the organisation.

It comes as a Worker Protection Policy has been adopted by the ELR which the line said will ensure it complies with its duty under the Equality Act 2010 and the Equality Act 2010 (Amendment) Regulations 2023.

The ELR said the policy is clear on its zero tolerance approach for any form of sexual harassment which is defined within it. The policy is to be included in all future Basic Training Courses delivered to staff and volunteers when joining the ELR.

An extensive programme of training on EDI and Sexual Harassment Prevention (SHP) is underway.

Some 48 managers and supervisors have been identified from staff and volunteers to undertake a comprehensive mandatory online SHP training course.

Two mandatory EDI workshops were due to be run in person on ELR premises in September, including attendance by ELR directors.



BACK IN THE VALLEY: LMS 'Jubilee' No. 45596 *Bahamas* returned to Severn Valley Railway metals in August, having last operated on the line in 1994. Ahead of appearing in the SVR's September 19-22 autumn steam gala, the 4-6-0 arrived at Kidderminster under its own power from Peak Rail on August 23. On August 31, *Bahamas* was employed on driver experience duties. The following day, No. 45596 operated two return public trips from Kidderminster to Bridgnorth. The 'Jubilee' is due to arrive at the Nene Valley Railway (NVR) in late November for use on the line's Christmas trains. While at the NVR, *Bahamas* also is rostered for driving experience courses on January 3-4. After working an evening fish and chip train on January 4, the loco is due to operate regular public trains the following day. *Bahamas* is pictured pulling into a deserted Hampton Loade station with Severn Valley Railway footplate experience train on August 30. JOHN TITLOW

Pendennis 'stopped' for boiler investigations

POPULAR Didcot Railway resident GWR 'Castle' 4-6-0 No. 4079 *Pendennis Castle* has been withdrawn from traffic for the foreseeable future, pending the conclusion of repairs.

The Great Western Society-owned locomotive was taken out of service after the August Bank Holiday weekend to allow it to cool down enough for investigations on the boiler and regulator.

On September 2 it was announced that the evidence pointed towards potential water carry over from the boiler into the cylinders. Left uncorrected, this could lead to big problems.

The news meant No. 4079 was unable to take part in the North Yorkshire Moors Railway's September 26-29 annual steam gala.

The slot at that event was filled by Epping Ongar Railway-based GWR 'Hall' 4-6-0 No. 4953 *Pitchford Hall*, which made its debut operating on the Moors.

In a statement, Didcot Railway Centre said: "During the summer operation here at Didcot, we have noticed some issues with possible boiler water carry over into the cylinders of *Pendennis Castle*.

"These issues were kept under strict observation, pending the end of the August operating season, after which work could then be carried out.

"Having completed some initial investigative work, a number of concerns have been highlighted. Due to the nature of the investigations and work needed, it has been decided to withdraw the engine from service on a temporary basis.

"This unfortunately means *Pendennis* will now not be available to operate at Didcot or go on hire to other preserved railways until these assessments are complete and remedial work undertaken."

'Lizzie' overhaul progresses

WORK to return LMS Princess Royal Class Pacific No. 6201 *Princess Elizabeth* to traffic is underway at West Coast Railways's Carnforth premises – and the loco's owning group is raising funds to continue to progress the project.

Early in 2021, No. 6201 featured prominently in a television programme entitled Most Scenic Railway Journey No 4: Lakes and Dales, which showed the locomotive working the Northern Belle.

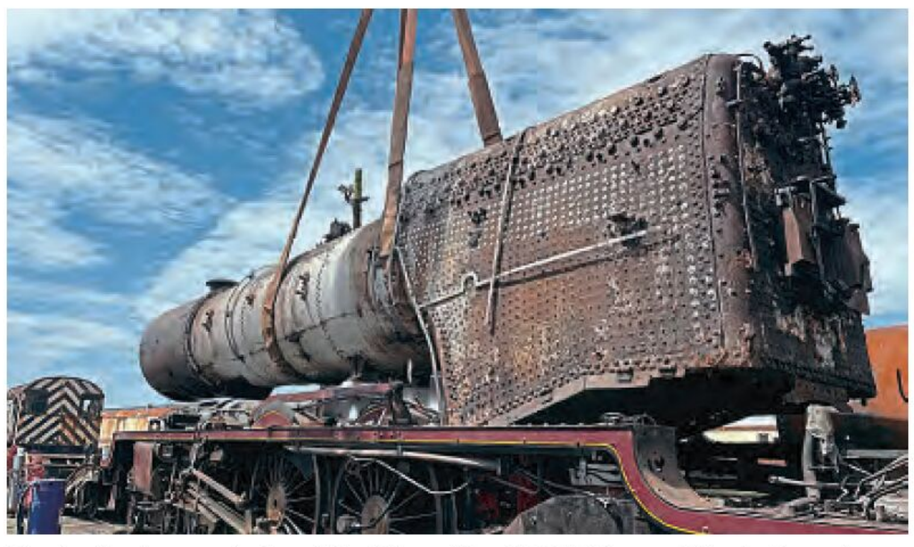
At that time 'Lizzie' was a regular performer on this duty and was popular with passengers and onlookers alike.

No. 6201 was booked to work the Northern Belle on Saturday, July 24 that year. However, while undergoing a fitness test on the previous day, the engineering manager at Carnforth depot became aware of a water leak in the boiler.

It soon became apparent that the problem was serious and following some tests on the area around the throat plate, it was decided that the boiler would need lifting from the frames to enable further inspection.

The Carnforth boiler inspector said he required a list of four tasks to be completed before work could continue and the first of these was that all external coverings and attachments should be removed.

Apart from the need of an external visual exam, the other stipulations included that all boiler fittings and attachments should be presented for examination and the superheater header should be removed to enable examination at the top of the front tube plate to be made.



The boiler is seen being lifted from No. 6201 *Princess Elizabeth* on June 20 at Carnforth prior to it being examined by the boiler inspector. PELS

Work on the overhaul began in August 2023. Eventually, all the preliminary stripping had been completed and in late June this year, the boiler was lifted.

Much more work lies ahead but, since its inception back in the 1960s, the Princess Elizabeth Locomotive Society has overcome various issues, and members say they hope that similar determination will result in 'Lizzie' returning to working main line trains again as soon as possible.

It is estimated that repairs will cost is around £165,000. Visit https://6201.co.uk/ for details of how you can help.

SIDELINES

'2884' back in traffic

GWR 2-8-0 No. 3850 has rejoined the Gloucestershire Warwickshire Steam Railway (GWSR) roster following the completion of its overhaul.

As reported last issue, the Dinmore Manor Locomotive Limited-owned loco has undergone a comprehensive rebuild. On August 31 it double-headed the 13.15 Toddington-Cheltenham Racecourse service with engine No. 2807, a fellow GWR 2-8-0. Three days later, No. 3850 was approved for GWSR service and was due to be rostered throughout September. In a separate development, the GWSR has announced the dates for its Cotswold Festival of Steam 2025 gala – May 24-26.

Loco part preview

ATTENDEES of the GCR 567 Group annual meeting on October 19 will be able to see the latest major item to be manufactured for the new-build loco – the front bogie truck assembly.

The group is behind Class 2 (later designated as 'D7s' by the LNER) 4-4-0 No. 567. Well-wishers who join on the day can attend the full event, including the AGM, which is being held on the Great Central Railway at Quorn station in the so-called 'Tin Shed', also known as the Beer Shed in the Goods Yard. The event begins at 11am. Visit www.gcr567loco.co.uk for more information.

Expenditure go ahead

FUNDING to progress the overhauls of two steam locos was agreed by West Somerset Railway Association trustees at their August meeting.

A budget was approved for boiler inspections and associated visits to contractor Riley & Son (E) Ltd for GWR No. 4561. It was also agreed to buy some missing fittings for the 'Small Prairie'. A list will be presented to members for possible sponsorship. Spending was also approved for lifting cab roof, side tanks and boiler from the chassis of BR '4MT' 2-6-4T No. 80064.

Gala cancelled

THE Swanage Railway has cancelled its October 25-27 steam gala. In a statement, the line said: "Despite much hard work by the organising committee, due to a combination of unforeseen circumstances and the last minute unavailability of the visiting locos earmarked to attend, it is with much regret that we must cancel this event."

SIDELINES

Overhaul plan

THE overhaul of Hudswell Clarke 0-6-0T No. 32 *Gothenburg* (680/1903) is to be fast-tracked at the East Lancashire Railway.

It is planned to remove the loco's boiler following its appearance at the line's October 5/6 Thomas weekend. The boiler will then be shotblasted as part of assessing the scope of work required. The motion will be tidied up at the same time. The aim is for the ex-Manchester Ship Canal locomotive to return to traffic in time for the railway's May 2025 Thomas event.

Carriage fleet boosted

THE Telford Steam Railway (TSR) has purchased Mk.2 carriage No. 5219 from the Mid Norfolk Railway. The TSO (Tourist Second Open) is no stranger to TSR metals as it was hired in 2016 to operate the line's inaugural Polar Express trains. An overhaul of the coach began in 2019 but was then paused due to the Covid-19 pandemic, but apart from the last 12 months, it has been kept in dry storage.

No. 5219 will now be overhauled by the TSR, which once complete will provide greater flexibility for the line's carriage maintenance programme, allowing another TSO to be removed from traffic for repairs while maintaining the formations required for the Polar Express.

Blood pressure checks

ON September 1, Midsomer Norton-based Somerset & Dorset Railway worked with NHS Bath & North East Somerset, Swindon and Wiltshire Integrated Care Board to help promote the awareness and dangers of undiagnosed high blood pressure. Railway volunteers and the general public were able to see if they have high blood pressure, which usually has no symptoms, by getting a simple check from a clinician at the station. In a statement, the railway said: "While we like to see our steam locomotives operating at high pressure, we don't want to see our friends and supporters suffering from high blood pressure! Getting tested and 'knowing your numbers is vital for your wellbeing."

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Severn Valley apologises for working at height fall

SVR says there has been a "universal step change" in safety at the line after pleading guilty and being fined £40,000.

ONE of Britain's leading heritage lines has apologised after pleading guilty to offences which saw a painter fall from a carriage and sustain serious injuries to his neck and back.

The Severn Valley Railway was fined £40,000 after admitting offences under the Work at Height Regulations 2005, which followed an investigation and prosecution by the Office of Rail and Road (ORR).

The incident, involving a full-time loco and carriage painter, happened on February 22, 2021, at the Bridgnorth Locomotive Works where a repaint of a Mk. 1 carriage was being undertaken.

At the time the painter was carrying out the work alone and not wearing a safety harness when he fell from about 13ft, hitting a metal storage cabinet before landing on a concrete floor. He suffered neck injuries and six broken bones in his back.

The investigation found the SVR failed to put in place recognised standards of protection when working at height, while safe systems of work and appropriate instruction, planning and supervision were not present during the repainting.

Richard Hines, HM Chief Inspector of Railways, said: "This is yet another avoidable working at height incident at a heritage railway which resulted in very serious injuries. My thoughts are with the individual concerned.

Unacceptable

"Our inspectors have recently met with heritage operators across the sector to reinforce expectations of them around the proportionate safety arrangements that must be followed in order to carry out such maintenance tasks, because, sadly, these types of incidents remain too common. Poor standards are unacceptable and will not be tolerated."

Admitting failures in its safety management system three-and-a-half years ago, the SVR pleaded guilty at Kidderminster Magistrates' Court to a charge of failing to discharge its duties under Regulation 4(1) and 6(1) of The Work at Height Regulations 2005, breaches of which are offences contrary to section 33(1)(c) of the Health and Safety at Work etc. Act 1974.

In addition to the £40,000 fine, the SVR was ordered to pay ORR's full costs of £48,000 and a victim surcharge of £181.

District Judge Ian Strongman said the railway "fell woefully below the standards expected".

The SVR's managing director Jonathan 'Gus' Dunster, who was appointed in January 2023, said: "Now proceedings have been completed, we have the first opportunity to express publicly to the person affected and their family how sorry we are that this accident happened. We accepted the findings of the judge outlined in court.

"The SVR fully acknowledges that shortcomings in our safety management system existed when the accident happened in February 2021.

"In the three-and-a-half years since the incident happened, we have put in place a raft of measures to try and prevent anything like this happening again. An established health and safety department is now driving safety improvements across the railway and there has been a universal step change in safety culture at the SVR, transforming the way our paid staff and volunteers work."

Greater training

Mr Dunster added: "We regularly review our internal policies and procedures, and are providing a significantly greater level of training and supervision for our paid staff and volunteers.

"While the SVR is seen by many people as a heritage attraction, we are an operational railway and must abide by the same safety standards as the main line railway.

"We were encouraged that the District Judge acknowledged the important role played by heritage railways in general, and the SVR in particular, to education, the community and the regional economy. He stressed that he wanted the fine to be appropriate in relation to the incident but not to damage our ability to continue our work."

In tribute to David Buck

STEAM preservation has lost one of its gentlemen following the passing of David Buck.

Mr Buck, aged 80, died peacefully at his home near Windsor on August 24 following a long illness.

A life-long enthusiast, Mr Buck never forgot his roots in Ipswich. He was a keen supporter of new-build LNER 'B17' No. 61673 *Spirit of Sandringham* and also new-build 'Clan' No. 72010 *Hengist* of which he was patron.

In 1981 he bought a home with a dozen acres of flat land – on which he built a 3½in gauge line, followed by a standard gauge railway, which remains home to a small collection of industrial locos. In 2007 he bought 1955-built 5ft gauge Hr1 4-6-2 No. 1016, which he named *Lady Patricia* after his wife. The Pacific moved under its own steam on a specially laid length of track at his home in August 2013 in time for his daughter Sophie's wedding.

In 2014, Mr Buck realised another childhood dream by buying 'B1' 4-6-0 No. 61306 *Mayflower* from the family of Gerald Boden and then overhauled it to main line standard. Four years later, he purchased railtour company Steam Dreams from founder Marcus Robertson. *Mayflower* and Steam Dreams became part of Jeremy Hosking's Locomotive Services Group in 2022.

Mr Buck, who was easy to talk to, generously opened up his estate every year to host the Fifield Fun Day, raising valuable funds for good causes.

At the funeral on September 16, attended by a large number of relatives and friends, the last of several tribute speeches was given by former Prime Minister Baroness Theresa May of Maidenhead, whom Mr Buck had known for many years.

After the service, three steam locos based at his home were in action. One of them, Peckett 0-4-0ST *Hornpipe*, ran alongside the funeral car as it carried him to his final resting place in a private ceremony.



David Buck is seen on January 22, 2020 when he was the subject of an interview for *The RM's* sister title, *Heritage Railway*. GARETH EVANS

Sophie Bancroft followed her father into railways and is now operations director for Network Rail's Western route. Paying tribute, she said: "His love of steam engines grew into a family affair, with many happy memories of train chasing in the Suffolk countryside and heading to Slough station on a weekend morning to see an engine pass through.

"Weekends were spent at home, with us all having a job on the engines or track. He could not have achieved any of it without his wife, Patricia, by his side. We are so proud to have been able to hold his funeral service at home where he was happiest, with the people he loved, with his engines in steam. We feel so lucky to have had the best husband, daddy and grandad there is."

Mr Buck's family have invited donations to two charities that were close to his heart, Prostate Cancer UK and Thames Hospice, at https://david-buck1.muchloved.com/



ON THE ROSTER: LBSCR 'H2' Atlantic No. 32424 *Beachy Head* hauled its first public trains on August 24. Later that day, the new-build 4-4-2 is seen passing West Hoathly station on the Bluebell Railway with the 15.25 from Sheffield Park. NICK GILLIAM

Prairie enjoys birthday weekend

THE centenary of GWR Small Prairie No. 4566 was celebrated at the Severn Valley Railway over the weekend of August 30-September 1.

Volunteers from the 4566 Preservation Group, a charitable incorporated organisation, held a country fete-style event at The Engine House, Highley where the loco is currently on display.

"We wanted to celebrate No. 4566's 100th birthday in grand style," said group member Sheena Strevens.

"We thought a summer fete would be very fitting. There was a party atmosphere, with art competitions, a magic show on the Saturday, classic games and activities, a raffle and tombola, opportunities to chat with group members, and of course things wouldn't be complete without a special birthday cake!

"This year, we're really ramping up our fundraising efforts and hope to raise £100,000. Our ambition is to return this splendid locomotive to service on the SVR, and to preserve its legacy for future generations."

No. 4566 retired from service on January 2, 2017 upon the expiry of its boiler certificate. It is estimated that it will cost in the region of £500,000 to return the loco to steam.

Visit www.4566.org.uk for more information.



WESTERN 4-6-0 IN THE EAST: New-build GWR 'Grange' No. 6880 *Betton Grange* starred in the North Norfolk Railway's 'A Festival on Rails'. In slightly less than favourable weather on August 24, the 4-6-0 approaches Weybourne carrying 'The Hook Continental' headboard. JAMES KINDRED

Groups' tender deal

A MUTUALLY beneficial arrangement has been agreed between two Severn Valley Railway loco owning groups for the use of a GWR tender.

An agreement has been signed between the Erlestoke Manor Fund (EMF) and the 2857 Society for the use of the tender of GWR 2-8-0 No. 2857. It will be attached to the EMF's GWR 4-6-0 No. 7802 *Bradley Manor* for a period of 12-15 months upon the latter's anticipated return to service later this year after a major overhaul.

EMF chairman Adrian Hassell said: "The 4000 gallon tender, which has long been partnered with No. 7802, is in need of expenditure and repairs to ready it for further service.

"This would divert resources from the current focus of returning *Bradley Manor* to service for the 2025 season, while the agreement provides useful income for the society."

While the EMF completes the construction of its new 3500 gallon tender for No. 7802, the loan of No. 2857's tender will also allow No. 7802 to operate with a more authentic appearance than would be the case when paired with the 4000 gallon tender. No. 2857's tender was due to move to Bridgnorth in late September for recommissioning and repainting into BR lined green to match No. 7802.

No. 2857 is awaiting its 10 year overhaul, with the group actively focused on fundraising and negotiating with the SVR for that overhaul to commence.

Meanwhile, the return of No. 7802 edges closer. The milestone of reuniting the recertified boiler with the chassis was achieved on August 23. In early September, reassembly was continuing – including firebox cladding and backhead fittings.



No. 34053 is eased out of the bay platform at Eridge on September 1, having been renamed *303 Squadron* prior to hauling the 13.45 Eridge – Groombridge, its first working under its new, temporary, identity. DAVID STAINES

Airmen honoured with *Sir Keith Park* renaming

SR Bulleid Pacific No. 34053 *Sir Keith Park* was ceremonially renamed as *303 Squadron* at the Spa Valley Railway on September 1 in gratitude for all that 303 Squadron achieved in the Second World War.

303 squadron consisted mainly of Polish and some Czech aircrew and was under the direct command of Air Chief Marshal Sir Keith Park. Owner Southern Locomotives Limited (SLL) said the loco will bear that name for a year, after which it will return to *Sir Keith Park*.

The renaming ceremony was held at Eridge station. Speeches were made by SLL's Peter Spowage, Polish vice-consul Anna Tarnowska-Waszak, Brigadier General Michal Sprengel and Louise Pemberton (daughter of squadron leader Roland Kellett who commanded 303 during the Battle of Britain). Following the national anthems from both countries, a minute's silence was held. After the naming ceremony, guests returned to Tunbridge Wells West for cake with 303 Squadron's emblem iced on top.

Those present included personnel who had flown over from Warsaw, two vice-consuls from the Polish Embassy, the head of cultural heritage from the Polish Cultural Institute and members of 303 Jag Squadron, along with the family of squadron leader Kellett.

The railway operated a seven-car train – something it would not normally do outside of the The Polar Express season. As it turned out, the additional capacity was required to convey all those who attended.

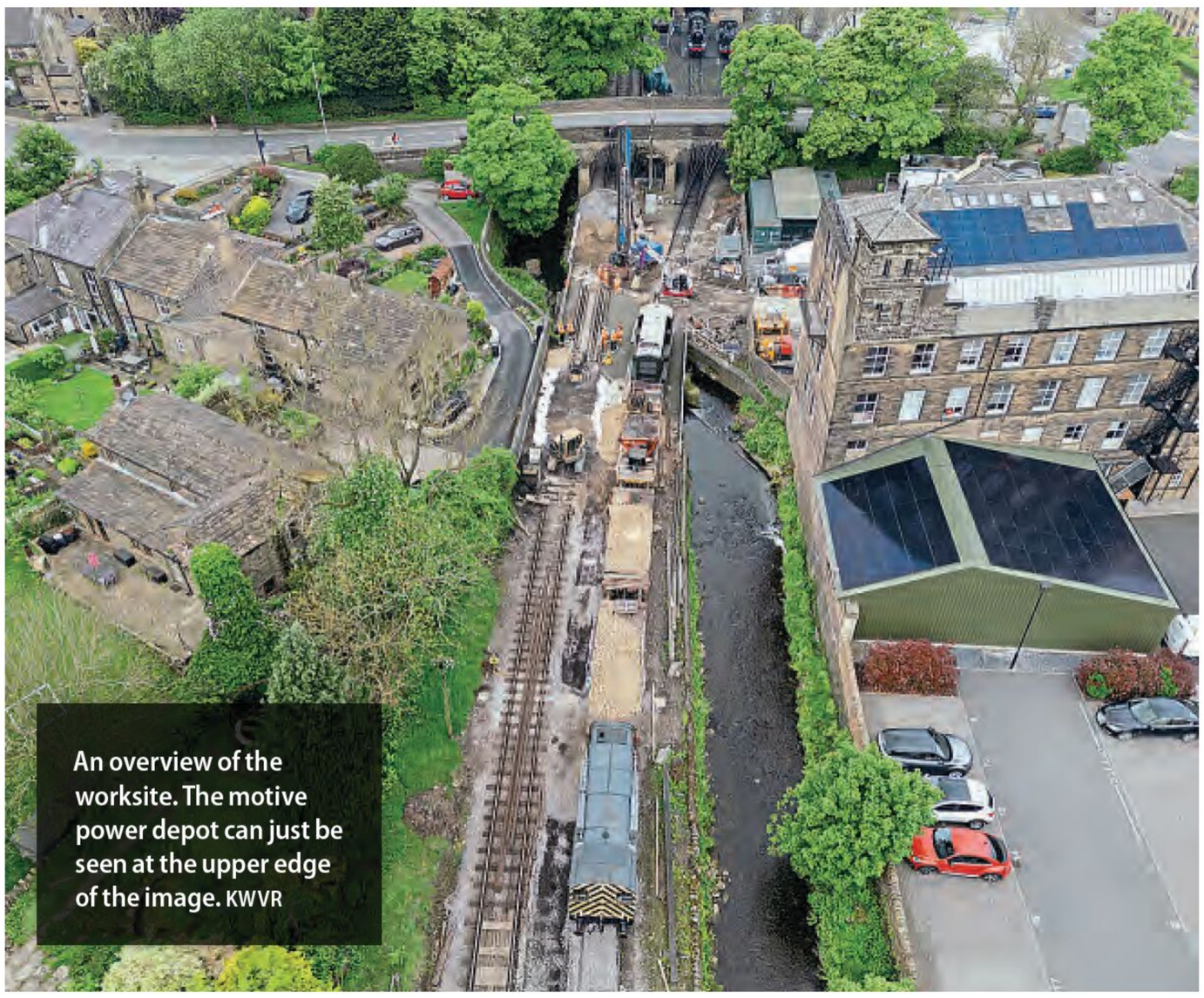
DIARY

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
5-6 South Devon: Family Fun Weekend
6 Chinnor & Princes Risborough: Seniors Day
6 East Anglian Railway Museum: Small Trains Day
6 Whitwell & Reepham: Steam Sunday
6 Ecclesbourne Valley: Wirksworth Wizarding Day
11-13 Bluebell: Giants of Steam Gala
11-13 Bo'ness: Steam, Steel
11-13 East Lancashire Railway: Autumn Steam Gala
12-13 Battlefield Line: 5199 in steam
12-13 Kent & East Sussex: Austin Counties Car Rally
12-13 Isle of Wight Steam Railway: Beer & Steam
13 Buckinghamshire Railway Centre: Steaming Day
13, 20, 27, 31 Chinnor & Princes Risborough Railway: Open Days
15 Mid-Norfolk: Car Boot
19-20 Severn Valley: O Gauge Get Together
19-20 Tanfield: Run It Gala Weekend
20 Buckinghamshire Railway Centre: Steaming Day
26 Bo'ness: Steam N'scream
26-27 Aln Valley: Halloween Weekend
26-27, 29-31 Epping Ongar: Fright Week
26-27 Gloucestershire Warwickshire: Autumn Showcase 2024
26-27 Severn Valley: Christmas Gift Fayre
26-27, 31 Didcot: Steam Days
26-NOV 1 Isle of Wight Steam Railway: Wizard Week
26, 30-31 Severn Valley: Ghost Trains 2024
26-NOV 3 Watercress Line: Wizard Week
27 Lincolnshire Wolds: Halloween Spooktacular
27 North Yorkshire Moors: Demonstration Goods Train
27 Mid-Suffolk: Steam Railway Day, Bygones Exhibition & Fair
30-31 Peak Rail: Halloween Scream Trains
31 Helston Railway: Halloween Evening Trains

NOVEMBER
2 Isle of Wight Steam Railway: Race the Train
2 Llangollen: Ride the Rocket
2-3 Didcot: Steam Days
3 Whitwell & Reepham: Steam Sunday
5 Great Central: Bonfire & Fireworks Extravaganza

Team effort sees new KWVR bridge installed

Volunteers and contractors replace key piece of infrastructure as part of £1.25 million project.



An overview of the worksite. The motive power depot can just be seen at the upper edge of the image. KWVR

THE Keighley & Worth Valley Railway (KWVR) undertook its biggest-ever volunteer-led project in September – the £1.25 million replacement of the 135-year-old Bridge 27 at Haworth.

The bridge carries the KWVR over Bridgehouse Beck, one of the River Worth's main tributaries.

As previously reported, work on Bridge 27 was enabled when the KWVR was awarded £1 million from the Government's Community Ownership Fund, which is part of the 'Levelling Up' programme.

Double structure

The current bridge was built in 1889 as part of a reconstruction of a previous bridge erected in 1867 for the opening of the line. The existing bridge is two separate structures, but they both utilise the same foundations. One carries the line into Haworth Yard: This span received significant work in the late 1970s and is not part of the scheme.

The other structure which carries the KWVR's main line needed renewal due to the poor condition of the supporting abutments, mid-stream pier and its iron girders.

James Barlow, the KWVR's chief civil engineer, said: "Replacing the existing structure with one that requires less maintenance in the future will enable our volunteers to focus on the maintenance and improvement of other areas of the railway.

"In addition, by installing a longer spanned structure than the existing bridge and removing the central pier, it will help lower flood risk in the area.

"This is by far the largest civil engineering project ever undertaken by the KWVR, with volunteers leading the project and undertaking a significant amount of the site works supported by our designers, contractors and equipment suppliers. We are incredibly grateful to our volunteers and the local community for the support shown during this job."

The renewal of Bridge 27 has been planned since around 2015. A volunteer engineering team has been working on the replacement design since 2019 with designer Cass Hayward and main contractor Beaver Bridges since July 2023. In May this year the track was removed and contractor Keller installed 12 reinforced concrete piles behind the existing structure. The track was put back to enable the summer services to run.

Starting on the evening of September 1, the existing bridge was dismantled, before the piles installed in May were re-exposed and new foundations constructed. The new 50 tonne steel bridge deck was fabricated by Beaver Bridges at its Wigan facility.

Deck in place

The new bridge deck was installed over the weekend of September 14/15. At 2.30pm on Saturday, September 14, the new bridge deck was lifted by a 450 tonne Ainscough crane, and shortly after 3pm the bridge was in place. Sunday saw the Beaver Bridges team grouting the bridge into place, while the KWVR gang set about laying the shins across the bridge and digging out the south side, ready for lifting in the other transition slab in the following days.

While the bridge site was busy, the KWVR had its Grafton steam crane assisting with the building of the new track panels connecting the bridge on the south side, including the installation of expansion joints. Trackwork was finished during KWVR's Civil Week.

To allow the major civil engineering project to proceed, the one-mile Haworth to Oxenhope section of the line was closed from Monday, September 2. Services over the full length of the line between Keighley and Oxenhope resumed on September 21.

Forest funding to boost public engagement and habitats

A GRANT of £85,000 has been awarded to help the Llanelli & Mynydd Mawr Railway progress plans to restore the woodlands which surround its site at Cynheidre in Carmarthenshire.

The funding is from The Woodland Investment Grant (TWIG) scheme, which is being delivered by The National Lottery Heritage Fund in partnership with the Welsh Government. The mixed woodlands at Cynheidre have grown on the site of the old colliery.

They are currently overgrown and inaccessible and would have remained so without this grant from TWIG.

This project also means that the Cynheidre woodland will become part of the National Forest for Wales in the future.

The project will enable extensive conservation work to take place, restoring habitats and helping species to breed and thrive once again.

Volunteers, local groups and schools will be able to take part in the project through events and training opportunities, allowing more people to enjoy and play a part in the area's natural heritage. The woodland will also become a useful resource for education with facilities included to offer a hands-on 'forest school'.

In the long-term, the project will build the skills of woodland volunteers, strengthen the network of groups and organisations working together for the benefit of nature and raise public awareness of looking after the natural world.

MIXED TRACTION ON THE MIDDY: Fowler 0-4-0 No. 20337 'Shreddie' leads Barclay 0-4-0ST No. 1219 around the curve at groundframe No. 2 heading back towards Brockford during the Mid-Suffolk Light Railway's (MSLR) Anything Goes Event on Sunday, September 1. The day was No. 1219's last steaming before it returned to its Pontypool & Blaenavon Railway home. As previously reported, Barclay 0-6-0ST *Swordfish* (2138/1941) is due to operate on the line over the Christmas period. Santa Specials are running on December 1, 7, 8, 14, 15 and 21. *Swordfish* is also booked to feature in the line's New Year's Day Steam & Light Festival, which will include a display by the Historical Lighting Society of oil lamps dating from mid-Victorian times. JAMES KINDRED

'Black Five' moves to Riley's works

LMS 'Black Five' No. 45163 made its longest journey on its own wheels since its time in Barry scrapyard on September 3, as part of its move to Ian Riley's works.

As reported last month, owning group 45163 Ltd has concluded a deal in which Riley & Son (E) Ltd will complete the restoration of the Stanier 4-6-0 to main line standard, in return for the long-term hire of the locomotive.

45163 Ltd will retain ownership of the engine, which is set to return to steam in 2027

Having had its frames placed back on the wheels on June 22, No. 45163 emerged from its restoration shed at the Colne Valley Railway on September 3, to be shunted onto the line's loading siding. It was collected by road haulier S A Smith and departed from the railway the following afternoon, arriving at Ian Riley's workshops on September 5.

The operation involved shunting a considerable amount of the CVR's rolling stock, not only to clear the siding leading to the 45163 Ltd shed, but with the railway also taking the opportunity for a major reshuffle of items.

In the weeks leading up to the move, a new section of track had also been laid especially to house another ex-Barry loco – 'Merchant Navy' Pacific No. 35010 *Blue Star* – and an ex-MoD pallet van, both belonging to the British Enginemen Steam Preservation Society, to clear the way for No. 45163.



No. 45163 is seen being loaded by road haulier S A Smith on September 5. 45163 LTD

The boiler for No. 45163 and the former '8F' tender chassis remain at the CVR where the owning group's volunteers will continue to work on their restoration.

'Castle' deal completion to aid new-build 'Night Owl'

THE acquisition of WR 'Castle' No. 7027 *Thornbury Castle* by the 4709 project group was completed by early September following the payment of the final tranche of the purchase price to the previous owners.

The loco's boiler is to be used by new-build 'Night Owl' 2-8-0 No. 4709. No. 7027's chassis and components were moved to Tyseley Locomotive Works earlier this year for both safekeeping and on completion of the agreed payment, work to commence.

An inspection of the boiler will be undertaken shortly, which will enable a schedule of the tasks needed to bring the boiler back to full working order.

The chassis and large stock of components that made up the balance of the deal will be stored for future use on other heritage railway projects.

Boiler work contract awarded

THE boiler for BR '4MT' No. 76077 is to move to Devon at the end of 2024 for what is expected to be a year-long overhaul.

The four directors of the loco's owning group, Toddington Standard Locomotive Limited (TSLL), visited the premises of engineer and boilersmith Leaky Finders Limited in September to formally confirm the contract to overhaul the boiler of the Standard 4 Mogul.

The boiler is currently at Toddington on the Gloucestershire Warwickshire Steam Railway (GWSR), where volunteers are trial fitting crinolines, cladding and other fixtures (*RM* September). This will mean that when the boiler is returned, it can be equipped with the necessary fittings in the knowledge that they should fit first time. This will save time while the locomotive is being prepared to enter service.

It is hoped that TSLL's decision to specify a new parallel front section of the barrel and a new front tubeplate will give many years of trouble-free service.

Target

Andrew Meredith, engineering director of TSLL who was joined by colleagues Chris Irving, Steve Everett and Ian Crowder when the contract was signed, said: "The boiler will be sent to the well-equipped workshops in Devon towards the end of the year with a planned return in late 2025. Provided that happens and there are no unforeseen snags in the overhaul – and that we continue to receive the generous support of our supporters – our aspiration to see No. 76077 in steam for its 70th birthday in December 2026 is achievable."

To date, almost half of the required £150,000 needed to complete the boiler overhaul and fit it to the locomotive's frames has been raised, including sponsorship of boiler components such as stays, tubes and other fittings.

Contributors become shareholders, receiving both a share certificate and a certificate confirming the sponsored component(s).

More information can be found at standard76077.com or by emailing info@standard76077.com

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Compiled by **Gareth Evans**

Ballast boost

LLANELLI & Mynydd Mawr Railway took delivery of its newly acquired ballast wagon on September 23.

Dogfish No. 993217 was advertised for sale at £2500 by the Bluebell Railway in late August.

Coded ZFV under TOPS, some repair work is required on the hopper wagon initially. However, it is hoped that it will prove to be a shrewd investment for the future.

At its new home in Carmarthenshire the wagon will assist with the upkeep of the existing railway and will also assist with building an extension to the running line in the fullness of time.

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Bogie tanker preserved

New arrival to prove a valuable addition to Great Central Railway fleet.



Bogie tank wagon No. 4099 (currently showing No. 87483) is seen at Quorn on the Great Central Railway on August 31. DAVE BOWER/QWW

THE varied wagon fleet based at the Great Central Railway (GCR) welcomed a rather distinctive addition in late August – a bogie tanker.

Currently numbered 87483, it is a 100T gross bogie tank wagon, built by R Y Pickering in 1967 for Shell Mex BP.

Now in the care of the award-winning Quorn Wagon & Wagon (sic) group, not only is it the last remaining Pickering-built TEA but also the sole surviving non-insulated TEA. It is to be returned to its original number as 4099. Work on cleaning up the new arrival started promptly.

The tanker was withdrawn from traffic in 2016, after which it was stored at Long Marston.

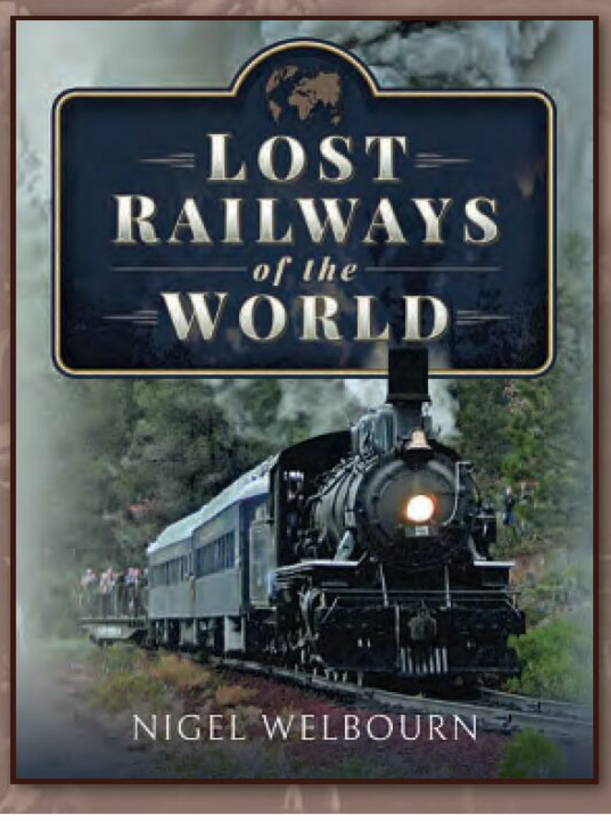
It was latterly owned by VTG, which claims to be Europe's largest private wagon hire company. VTG helpfully made GCR personnel aware of the tanker following a review of its stored stock.

Following a conversation with GCR general manager Malcolm Holmes, consent was given to bring the tanker from Long Marston. The 'business case' for the wagon consists of three main reasons. Firstly, once restoration is completed (including being lined), it will provide more capacity for locomotive water at steam galas. Secondly, it can be operated at 60mph and is air braked so can be used for testing work. Finally, the TEA is equipped with a vacuum through pipe, so could therefore operate in the tank train for photo charters.

The new arrival joins a dozen tanks under the Quorn Wagon & Wagon banner – the majority of which are operational. It makes a fine sight operating as a train in itself.

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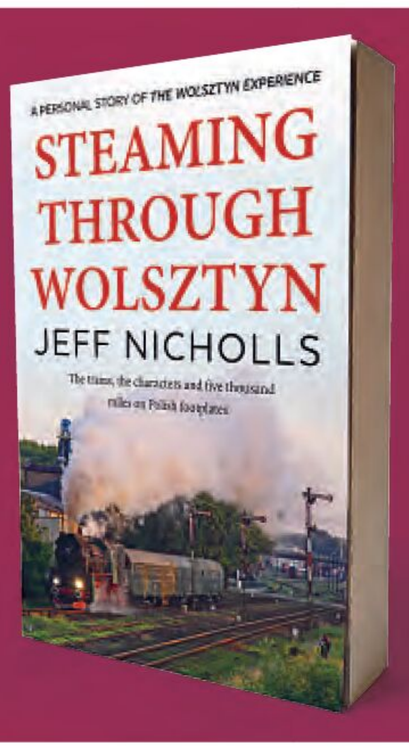
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Steelworks line steams ahead

Scunthorpe-based group tours prove a hit with the public.



Andrew Barclay 0-4-0ST No. 54 is seen at the Appleby Frodingham Railway-Scunthorpe depot at Scunthorpe Steel Works on July 27. ROBERT FALCONER

A NORTH Lincolnshire heritage railway group which offers unique experiences to travel around a steelworks continues to go from strength to strength – with motive power of industrial origin playing a pivotal role.

The Appleby Frodingham Railway Preservation Society was formed in 1990 to preserve the industrial railway heritage of Scunthorpe, in the wake of celebrations marking a century of steelmaking at British Steel's Scunthorpe site. The group has recently become a registered charity and as part of that has changed its name to Appleby Frodingham Railway-Scunthorpe (AFR-S).

The group offers several popular experiences – including steam- and diesel-hauled brake van rides, tours using Class 144 'Pacer' DMU No. 144017 and driver experience courses. Pre-booking is mandatory.

Such has been their popularity that the tours for the remainder of 2024 have sold out. Would-be participants are advised to consult the group's website for details.

The railway owns one steam locomotive, 0-6-0T Tkh49, built by Fabryka Lokomotyw, Chrzanow in Poland, as works number 3138 in 1954. These locomotives are a home-built version of the USATC locomotives imported from the USA during the Second World War. This particular example was imported to the UK in 1992, and saw service at Scunthorpe for several years until withdrawn in 2009, requiring major overhaul. The AFR-S is looking for donations towards the locomotive's overhaul, details can be found on its website.

The current working locomotive is privately owned Barclay 0-4-0ST No. 54, works number 2320 built in 1952. Usually based on the Embsay & Bolton Abbey Steam Railway, the ex-Hetton Colliery locomotive has recently been fully overhauled.

"No. 54 was hired to the AFR-S for the 2024 season and has been a sterling performer, with little to no issues," a railway spokesman told *The RM*.

"The loco's owners have been very helpful and No. 54 is a very beautiful locomotive, which has proved popular with our visitors. We thank her owners so much, and look forward to the rest of the season."

Two further locomotives are being overhauled at the AFR-S workshops. Andrew Barclay 0-4-0ST No. 8 (2369/1955) is being overhauled with a view to being returned to steam in 2025. This locomotive worked for the NCB Scottish Division at Bank Colliery.

The second locomotive under overhaul is Peckett 0-4-0ST *Nechells Power Station No. 1* (1438/1916), which has now entered the workshops following a period out of service.

Visit www.afrps.co.uk for details of the AFR-S operating dates and experiences.



BORROWS BACK: Ribble Steam Railway welcomed Borrows 0-4-0WT *The King* (48/1906) back to steam in June. The locomotive was overhauled under contract by the Flour Mill in the Forest of Dean and will shortly return to passenger use at Preston. Sister Borrows 0-4-0WT (53/1909) *Windle*, is also at Preston and being thoroughly overhauled. GARY SEVERN

Bury Transport Museum flourishes

THE much improved Bury Transport Museum has proved a great success for the East Lancashire Railway, particularly since acquiring a number of main line exhibits on loan from the National Railway Museum.

However, it does have two industrial steam locomotives on display. The most recent of these is Hudswell Clarke 0-6-0T *Vesta* (1233/1916). A close relative of the locomotives working for the Manchester Ship Canal at the time, *Vesta* spent its working life at Shotton steelworks in North Wales before being presented to the Industrial Locomotive Society, which in turn gifted it to the National Trust. Initially preserved at Shugborough Hall, the locomotive eventually spent many years on display at Penrhyn Castle before being donated to the Bahamas Locomotive Society and put on display at Bury in January 2024.

An almost forgotten locomotive in the museum at Bury is Andrew Barclay 0-4-0ST BCG No .1. It was built for the Burnley Council Gas department as works number 1927 in 1927 before becoming one of the first locomotives preserved by the embryonic East Lancs Railway, being used to give brake van rides in the early days. Too small for regular use, the locomotive was used to haul the first works trains to Rawtenstall on November 5, 1989, assisted by Hudswell Clarke 0-6-0T No. 32 *Gothenburg*. The locomotive has been on static display for many years and is a popular exhibit in the museum.

Of the other industrial locomotives at East Lancs, Hunslet 'Austerity' conversion, 0-6-0 *Douglas*, built by the Hunslet Engine Company in 1943, works number 2890, is in service following works attention.

Privately owned Sentinel 4wVBT *Ann* (7232/1927) sees occasional use and *Vesta's* cousin, ex-Manchester Ship Canal Hudswell Clarke 0-6-0T (680/1903) No. 32 *Gothenburg* is in popular demand as No. 1 *Thomas*.



Andrew Barclay 0-4-0ST BCGD No. 1 on display at Bury Transport Museum on August 29. IAN SMITH

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Compiled by **Cliff Thomas**

SINGLE LINES

■ BRECON Mountain Railway's Baldwin 2-6-2 No. 1 *Santa Teresa* (BLW15515/1897) is being fitted with a set of new tubes. The loco entered service in 2019 with new tubes but earlier this year they started to fail, much earlier than expected.

■ THE Lynton & Barnstaple Railway has submitted a planning application to Exmoor National Park Authority for the erection of a carriage protection shelter over the 'wall' headshunt siding at Woody Bay station. The structure would provide weather protection for the line's re-created original carriages.

■ MANX Transport has announced the dates for the Manx Heritage Transport Festival 2025 as being July 22-27. The six-day festival will highlight the 130th anniversary of the Snaefell Mountain Railway, and 50 years since the last postal collection on the Manx Electric Railway in 1975. The usual range of special attractions are anticipated.

■ THE boiler of the Isle of Man Steam Railway's Beyer Peacock 2-4-0T No. 9 *Douglas* was returned to the frames on August 6. The loco last steamed in 1953 and its long period in storage included being largely dismantled in 2020 for asbestos decontamination. Cosmetic restoration by Isle of Man Steam Railway Supporters Association volunteers began last year (*RM*, May 2023).

■ ON August 15 the Bure Valley Railway passed the milestone of carrying 3.5 million passengers since it opened on July 10, 1990.

■ DOUGLAS Bay Horse Tramway's Winter Saloon No. 1 was used in passenger service for the first time since 2018 on August 2.

■ CONSTRUCTION of a replica Talyllyn Railway (TR) Gunpowder Van by the TR Young Members' Group (*RM*, November 2023) is making significant progress. Having cut the wooden solebars by hand, the rest of the chassis components will be cut by machine at the Ffestiniog Railway. Steel has been laser cut to produce the panels which will be riveted together to form the body. The aim is to complete the wagon in February 2025.

■ GROUDLE Glen Railway's Hudson-Hunslet 4wDM *Walrus* (4395/1952) was withdrawn from service for its much-needed rebuilding on August 4. It is to be sent to a contractor and is set to return to action in 2025.



Ffestiniog Railway's George England 0-4-0STT *Palmerston* pictured on August 26, with Llanbadarn church in the background, during the Vale of Rheidol Railway's Steam Festival, hauling an afternoon Aberystwyth to Aberffrwd shuttle. CLIFF THOMAS

Palmerston stars at Rheidol Steam Festival

Unrestored 'Collection X' loco unveiled for the first time in four decades

THE star of the Vale of Rheidol Railway's (VoR) August 24-26 Steam Festival was the Ffestiniog Railway's George England 0-4-0STT *Palmerston*, back in action with a new boiler certificate after VoR overhauled the boiler at Aberystwyth.

Palmerston worked short trains over part of the line to Capel Bangor and Aberffrwd, and full line trips to Devil's Bridge.

Also in action on the main line were VoR's own 2-6-2Ts No. 7 (green with *Owain Glyndŵr* nameplates) and No. 8 (black with *Llywelyn* nameplates) and Hanomag 2-6-2+2-6-2 Garratt NG/G13 (10551/1927) No. 60 *Drakensberg*. Two smaller members of the fleet were in steam providing loco footplate and driving experiences – namely Hunslet 0-4-0ST *Margaret* (at Aberystwyth) and Kerr, Stuart 0-4-0ST 'Wren' No. 3114 (at Devil's Bridge).

An attraction for the weekend only was 2ft (610mm) gauge W G Bagnall 4-6-2+tender 2460/1932 No. 41 which worked on the Gwalior Light Railway (a.k.a. the Maharaja Railway) later renamed the Scindia State Railway and in 1951 became part of the Central Railway in India. This loco, part of 'Collection X' assembled by the late Peter Rampton, has been out of public view for over 40 years and appeared in 'as withdrawn' condition. Although now returned to storage, VoR has indicated further plans for the locomotive may be announced later this year.



Not seen in public for over 40 years, and only displayed during the weekend of the VoR's Steam Festival, ex-Gwalior Light Railway W. G. Bagnall 4-6-2+tender (2460/1932) No. 41/No. 762 pictured on August 26, at Aberystwyth station. Somewhat dwarfed behind the loco is Hunslet 0-4-0ST *Margaret* offering footplate experiences to Festival visitors. CLIFF THOMAS

Talyllyn Railway heritage interpretation projects progress

THE Talyllyn Railway's project to re-interpret the site of the demolished Abergynolwyn incline winding house is progressing, with the two slate plinths upon which the old winding drum will be mounted now built.

The plinths stand on part of the original drum house foundations astride the incline rails, but the drum will be lower and closer to the incline than the original location.

The wagon turntable, displaced when the Nant Gwernol extension was constructed, has been relocated closer to the new plinths and light rails will be laid to convey an impression of how the incline was worked.

The heritage project to interpret the transfer wharf at Tywyn is also progressing, with the standard gauge trackbed adjacent to the wharf now lowered to its original height preparatory to laying a standard gauge track panel on which the restored standard gauge wagon (currently stored in the yard) will be located.

Latest new-build Bagnall 'Sipat' locomotive to be named *Stuart*

CONSTRUCTION of a new-build 2ft gauge Bagnall 'Sipat' 0-4-0ST is being progressed by David Downes.

The project dates back to 2000 with the build presently being undertaken at Mr Downes' home in North Yorkshire, one of his engineering business workshops in County Durham and Northern Heritage Engineering Ltd in Darlington.

The loco will be named *Stuart*, after a good friend of Mr Downes who died a few years ago, and will be identified as No. 2, No. 1 being a 7.25in gauge 'Tinkerbell' miniature locomotive. The intention is for the completed *Stuart* to be stored and maintained by David Downes at his engineering premises, between visits to various railways.

Three other new-build 2ft gauge 'Sipat' 0-4-0STs are currently operational: *Georgina* (The Princess Royal Class Locomotive Trust at Butterley), *Otter* (Groudle Glen Railway) and *Big Dave* (West of Fife Munitions Railway at Lathalmond).



No. 134 moved under its own steam for the first time in preservation on the afternoon of Wednesday, September 11. The 2-8-2 ran from the engine shed into the station platform. FF&WHR

Welsh Highland NG15 'Kalahari' steams at Dinas!

HISTORY was made at Dinas, near Caernarfon on September 11, when ex-South African Railways Société Anglo-Franco-Belge (works No. 2684) NG15 'Kalahari' 2-8-2 No. 134 moved under its own power for the first time in preservation.

Having passed its official hydraulic and steam tests on July 31, it was announced as these pages went to press that the Ffestiniog & Welsh Highland Railway loco would appear in light steam, offering footplate rides during Ff&WHR September 14/15 Superpower weekend.

Following an August 31 steaming at the Statfold Barn Railway, Ff&WHR's 0-4-0+ 0-4-0 Garratt K1 was moved to North Wales to also appear at the Superpower event. It is due to return to Statfold in the New Year.

Ex-*Velinheli* boiler to see further life in new-build

AN historic boiler built by a North Wales slate quarry workshop almost a century ago is to be used as part of a new-build locomotive.

The boiler carried by James Evans' Hunslet 0-4-0ST *Velinheli* (now *Felinheli*) until the loco was withdrawn for overhaul in early 2017 (now replaced by a boiler newly built at Ffestiniog Railway's Boston Lodge works which reverts *Velinheli* to its as-built configuration with a domeless boiler) will have a new lease of life in another 'Quarry Hunslet'.

The *RM* news item reporting that the old boiler was available for sale (*RM*, July 2024) caught the attention of Daniel Cartwright who has now acquired the boiler for use in new-build Hunslet 0-4-0ST *Juliette* which is being constructed by Statfold Engineering (*RM*, September 2021 and update August 2024).

The boiler is Dinorwic No. 6 of 1925 manufactured by the Dinorwic Dry Dock Company and was not original to the 1886-built *Velinheli*. Its background is complex, suffice to say it was fitted to *Velinheli* during a 1950-52 overhaul while still used by the Dinorwic slate operation. In 2017 when *Velinheli* was just two years into a new 10-year boiler certificate it failed its third annual examination due to grooving around the foundation ring.

The inner firebox of the ex-*Velinheli* boiler is copper and reportedly in good condition, and the purchase includes a regulator and internal steam pipes.

The boiler will be moved from the Ffestiniog Railway to Statfold Engineering where a repair plan will be prepared, although it is envisaged that replacing the bottom third of the outer wrapper should resolve the issue.

The boiler will require safety valves, boiler fittings and a decision on the smokebox. The new saddle tank built for *Juliette* will require modification since the dome is in a different position from that of Statfold's own new-build Hunslet 0-4-0STs *Jack Lane* and *Statfold*.

"The opportunity to provide new-build Quarry Hunslet locomotive *Juliette* with a little Welsh quarry provenance is something I am very excited about," Daniel Cartwright told *The RM*.

'Protected' Simplex returns to Leighton Buzzard metals

NATIONAL Railway Museum-owned 40hp petrol 'protected' Simplex WDLR No. 3098 (MR1377/1918) returned to the Leighton Buzzard Railway (LBR) on August 28.

The loco, built too late to see First World War service, was one of two sold to Knostrop Sewage Works in Leeds, where it worked until 1980, then acquired by the NRM.

It was subsequently loaned to the LBR where restoration to running order was completed in 1999. The loan continued until No. 3098 made its final LBR appearance in June 2016, before returning to York. Later that year it was placed on loan to Beamish museum where it remained until relocation back to LBR, on what is understood to be long-term loan.

The LBR houses a significant collection of First World War era locos and stock, including The Greensand Railway Museum Trust's 40hp petrol 'armoured' Simplex LR2182, the only working example of this type in the world, with its original engine. The presence of two 40hp Simplex locos is highly appropriate to the LBR, since similar examples worked on the railway during its industrial days transporting sand from quarries to the town.



40hp petrol 'protected' Simplex WDLR No. 3098 pictured on August 28, following delivery back to the Leighton Buzzard Railway, where it was originally restored to working order, after an absence of eight years. SIMON BENDALL

Richmond event aids Riding for the Disabled Association

THE Richmond Light Railway's August 10 Annual Charity Steam Fair featured 40 departures from New Barn station during the day, with an average journey time of seven-eight minutes.

A total of £3250 was raised for the Riding for the Disabled Association.

Following its launch back in steam at a private event at the Kent line on July 6, newly restored Bagnall 0-4-0ST *Pixie* (2090/1919) made its public debut on August 10. The loco carried a headboard – which read 'The New Bostonian' – recalling its early preservation career under the ownership of the late Teddy Boston, when it ran at his Cadeby Light Railway.



Hunslet 0-4-0STs *Elin* (leading) and ex-Pen-yr-Orsedd slate quarry *Sybil* work a passenger train round the Richmond Light Railway's main line during the August 10 Charity Steam Fair. While sharing a similar heritage, the significant difference in their appearance is due to *Elin* having been fitted with the boiler from a Marshall portable engine in 1938/39, along with a new appropriately revised shape of saddle tank during its working days at Penrhyn slate quarry. JAMES WAITE

PUMPING STATION STEAM:



Graham Morris' Kerr, Stuart 0-4-0ST 'Wren' *Peter Pan* pictured on August 25, during its visit to the Westonzoyland Light Railway. This was the second time *Peter Pan* has brought steam to the passenger carrying line at Westonzoyland, the first having been in August 2022. JOSH BRINSFORD

DIARY

OCTOBER
4-6 Ffestiniog/Welsh Highland Railways: Bygones Weekend
4 & 7 Whistlestop Valley Railway: Young Engineers days
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
13 West Lancashire Light Railway: Pumpkin Sunday
18 Ravenglass & Eskdale: Pie & Mash trains
19-20 Hampton Kempton Waterworks: Weekend of Steam
19-31 Cleethorpes Coast: Halloween Express
20 Crowle Peatland Railway: Sunday Brunch
22 Ravenglass & Eskdale: Teddy Mountain and Build a Bear Workshops
26 Westonzoyland: Halloween Steam Fright Night
26-27 Crowle Peatland Railway: Halloween Trains
26-27 & 29-31 Devon Railway Centre: Halloween Specials
26-27 Groudle Glen: Hop Tu Naa Trains
26-27 Hampton Kempton Waterworks: Halloween Scream Up!
26-27 & 29-31 Devon Railway Centre: Halloween Specials
26-NOV 3 Perrygrove Railway: Halloween Free October Trains
27 & 30-31 Leighton Buzzard: Halloween Trains
28-29 Romney Hythe & Dymchurch Railway: Autumn Gala
27 Amerton: The Haunting of Amerton Railway
29 Ravenglass & Eskdale: Teddy Mountain and Build a Bear Workshops
30 Amerton: Trick or Treat Trains
30-31 Bala Lake: Halloween
30-31 Bredgar & Wormshill: Halloween Diesel Days and Kids' Treasure Hunt
30-31 Ravenglass & Eskdale: Young Engineers' Days
30-31 Talyllyn: Steam 'n' Scream Trains
31 West Lancashire Light Railway: Halloween Trains

NOVEMBER
1-2 Lappa Valley: Grand Fireworks Displays
2, 9, 16, 23, 30 Little Braxted Railway: Saturday running *(weather permitting)*
9-10, 16-17 Whistlestop Valley: Winter Adventure
17 Crowle Peatland Railway: Sunday Brunch

End of the line for *Zillertal* in Wales

Chattenden failure disrupts Welshpool gala timetable.

THE motive power line-up for the Welshpool & Llanfair Light Railway's (W&LLR) August 30-September 1 Steam & Gala event comprised two steam and two diesel locomotives.

S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn* operated with its recently lined out paintwork, complementing Beyer, Peacock 0-6-0T No. 822 *The Earl*, 1949-built Baguley-Drewry No. 7 *Chattenden* and former Taiwan Sugar Corporation Diema No. 175.

Additional steam was present at Llanfair Caereinion in the form of traction engines and road rollers.

The gala motive power roster was depleted by the withdrawal of U-class 0-6-2T No. 2 *Zillertal* in July. Currently on hire from Austria's Zillertalbahn the loco has suffered a series of boiler stay failures and will now return to Austria for a full boiler overhaul. While *Zillertal* will not run at W&LLR again in the short term, a return in the future has not been ruled out.

The event encountered a further blow in the mid-afternoon of the Saturday when No. 7 *Chattenden* suffered a significant failure climbing the bank between Sylfaen and Welshpool while hauling a passenger train. The precise nature of the failure had not been identified when *The RM* went to press, but a quantity of oil was discharged on the track, complicating efforts to recover the stranded loco (achieved by sending *The Earl* from Welshpool) amid arranging bus transport for passengers back to the respective termini.



Baguley-Drewry No. 7 *Chattenden* hauling the trio of replica W&L Pickering carriages arriving at Llanfair on August 31 presented an unusual gala sight. *Chattenden* failed in service later that day and had to be withdrawn from the Sunday gala timetable. CLIFF THOMAS



S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn* (now in fully completed livery) arrives at Llanfair Caereinion on August 31 with a passenger train of ex-Hungarian and Austrian carriages. On the right is the Wickham trolley which made periodic runs between Llanfair and Cyfronydd with out of service U-class 0-6-2T No. 2 *Zillertal* displayed beyond, outside the loco running shed. CLIFF THOMAS

Latterly, *Chattenden* has been employed on light duties and was known to be in need of an engine overhaul, although a transmission failure is also possible.

While the Alishan Forest Railway's Mitsubishi diesel locomotive DL-34, which arrived at W&LLR in February 2023 to commence an initial three-year loan, was formally launched into traffic in May (*RM*, June), it still needs further work on its vacuum braking system. Its gala appearances were limited to hauling four goods train operations from Llanfair to Cyfronydd and back; early on the Saturday morning and at the end of each day's timetabled operations.

W&LLR's Wickham trolley (Type 8S, No. 2904) provided a gala attraction with Llanfair-Cyfronydd shuttles between service trains. Unfortunately, on Saturday, September 1, the trolley derailed at about 11.50 within station limits at Llanfair, resulting in a staff member, one of four aboard the vehicle, being taken to hospital suffering from a broken elbow. Services were suspended while the incident was dealt with. The relevant authorities were all informed and trains resumed running at 13.00.

New-build Forney taking shape at Brecon Mountain

CONSTRUCTION of Brecon Mountain Railway's (BMR) new-build replica Forney 2-4-4T is making significant progress, with the frames and cylinders now erected.

With the driving wheelsets and front and rear trucks completed, the loco is set to be wheeled shortly. The new boiler is stored at Pontsticill ready for fitting and many smaller components are finished and ready to be added.

The project to construct this loco was started by the late Tony Hills getting on for 20 years ago. He obtained original Baldwin drawings of Sandy River and Rangeley Lakes Railroad, Maine, USA, No. 10 (BLW44231/1916) which was scrapped when the railroad closed in 1936. By 2008 a machinist was producing parts at BMR's Pant workshops which were being stored ready for commencement of serious construction work.

The project always had a back burner status, not least while BMR's Baldwin 2-6-2 No. 1 *Santa Teresa* was being rebuilt, a task completed in 2019, but in recent times has accelerated.

In addition to the Forney, Tony Hills also aimed to construct a second new-build Sandy River & Rangeley Lakes Railroad Baldwin, 1913-built 2-6-2 No. 23, and parts were also prepared for this loco.

The tender for the 2-6-2 is now complete to footplate level and components including pony trucks, motion, spring gear, brake gear and boiler fittings are finished. The cylinders have not yet been cast and the main frames await erection. This project is 'on hold' while work concentrates on the Forney.

Old Kiln LR future threatened

THE 2ft gauge Old Kiln Light Railway is facing an uncertain future after its host museum said spiralling operating costs meant it could be forced to close.

The railway is located on the site of The Rural Life Living Museum near Tilford in Surrey, which needs to raise £150,000 by the end of October 2024 to avoid the possibility of closure.

The deadline has been set to solve an immediate cash flow crisis, restore depleted reserves and sustain the museum through the lean winter months.

The railway is a separate entity from the museum. It can only be accessed by museum visitors and is sustained by income from fares paid by visitors who want to ride on the trains.

Battery-electric loco runs on FR

ONE of the two ex-Costain Tideway Tunnel Project Clayton battery-electric locos bought by the Ffestiniog Railway (FR) last year, has been regauged and during August was being tested around Boston Lodge yard.

The next stage is to construct a new, higher, cab located in a position whereby the coupler swivel can be mounted further back. The loco currently has driving positions at both ends. Moving the controls into a single cab is being considered, as is fitting vacuum brake gear.

While a low power charger better suited to FR needs was bought (*RM*, July), examination of the high power charger which came with the locos revealed that four low power chargers were incorporated within it. This opens the possibility of installing several charging points around the FR.

Compiled by **Graeme Pickering**

Steam Workshop breaks into battery-electric traction market with eye on future

Known for its miniature steam experience, the firm has developed an 'EVolution Class' loco for use in Essex.

WEST Yorkshire-based miniature locomotive builder The Steam Workshop has completed a battery electric locomotive for the 10.25in gauge Audley End Miniature Railway in Essex.

Known as the 'EVolution Class', it was designed and built entirely in-house by the company at its Heckmondwike premises.

The new central-cabbed locomotive's battery can be charged sufficiently in three minutes to run a lap of the railway, and one full charge offers a 150-mile range (equivalent to 10 days of service trains at Audley End). It has stainless steel bodywork, air sanders fed from heated sandboxes, a CCTV camera and recording system, adjustable heated seats, wi-fi interfacing software allowing remote updates, phone chargers and two cup holders.

Announcing its completion, The Steam Workshop added: "Steam will always be our passion, and that passion remains very much alive, but the reality of our changing world provides an opportunity to do something interesting and different with our miniature and heritage railways, keeping our hobby and industry socially relevant and economically viable for many years into the future."



GREAT CENTRAL GALA WEEKEND: At the beginning of August, Eastleigh Lakeside Steam Railway played host to the four completed 10.25ins gauge GCR Robinson locomotives built by father Neil and sons Andrew and David Simkins. New this year was recently-finished Class 9J 'Pom-Pom' No. 316 which is seen in between Class 8K No. 102 and Class 11F 'Improved Director' No. 505 *Ypres*, with Class 8 No. 181 completing the line-up in this image, taken on August 1, the eve of the event. The four locos ran the entire ELSR service during the highly successful weekend, which included the 'Lakes Express' nonstop and 'Lunchtime Limited' trains and double-headed parallel running. DAVID SIMKINS

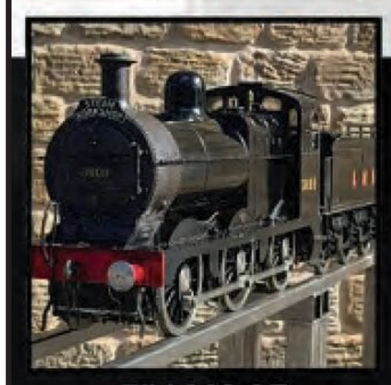
BIG SWITCH: A new station has opened on the 12.25in gauge Mease Valley Light Railway at Statfold. Oak Tree Halt allows an easier interchange with the site's 2ft gauge line and replaces Warren Hill station. The release of MVLR locos arriving at Oak Tree is facilitated by a traverser based on the frame of a 2ft gauge wagon. It is seen here being used by 2-4-2T *Victoria* on August 14. MARK HAMBLY



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STEAM PORTFOLIO



1
2 3

1
THE LOWDOWN: Stanier '8F' 2-8-0 No. 48305 passes through Swithland sidings at the Great Central Railway on August 31. ALAN WEAVER

2
TIME FOR REFLECTION: LMS 0-6-0T No. 16440 (47357) hauls the last departure of the Midland Railway-Butterley's vintage train on August 24. To achieve the reflection, the camera was sat on the ground and the fold out screen gave the photographer the live view – and he then crouched down to press the shutter. Although the 'Jinty' did not originally carry this fully lined LMS Maroon livery, it suits the loco and complements the carriages. Furthermore, the loco's livery became iconic at the fledgling Midland Railway Centre, such that Hornby produced it in 00 gauge model form many years ago. NIGEL VALENTINE

3
'STREAK' CROSSING: 'A4' No. 60007 *Sir Nigel Gresley* traverses Whalley viaduct on August 28, with a Saphos railtour returning from Carlisle to Blackpool. All the elements complement each other – namely the train, light, trees, viaduct, exhaust and dark sky – plus cows and a horse on the hillside. The image also highlights some distinctive features of the Grade II listed structure, which is located near Clitheroe, Lancashire. Where Ridding Lane passes through, close to the north-west gateway of the Whalley Abbey, the opening has concentric brick arches and moulded stone imposts – and to each side is an arch filled with brickwork with a blind lancet recess. EDDIE BOBROWSKI

STEAM PORTFOLIO



POWERING UP THE VALLEY: The Vale of Rheidol Railway's ex-South African Railways Hanomag-built 2-6-2+2-6-2 Garratt NG/G13 (10551/1927) No. 60 *Drakensberg* climbs past Cwm Rheidol with the 12.40 Aberystwyth to Devils Bridge service on August 24. GEOFF GRIFFITHS

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Compiled by **Graeme Pickering**



The lower and upper decks of Glasgow No. 488 are seen (left), together at EATM in Carlton Colville, Suffolk, last November, and (right), the upper deck on the move to the workshop using an accommodation truck on August 15. OLLIE HARRIS

Further funds required to restore Glasgow 488 to its former glory

East Anglia Transport Museum estimates another £50,000 will be required to complete work on 'Standard' car originally preserved in France.

DONATIONS are being sought to help with the cost of completing the restoration of Glasgow 'Standard' car No. 488 at East Anglia Transport Museum (EATM).

EATM chairman Ollie Harris told *The RM* it was aiming to raise at least £50,000 in the hope that the sum would be sufficient to complete work on the 121-year-old tram.

One of the last batch of 'Standards' to be built without an upper deck canopy, No. 488 emerged from Coplawhill Works in the city in September 1903. It was shipped to France in 1961 after becoming the last tram to work the No. 18 route from Burnside on June 3 that year, 15 months before the complete closure of the Glasgow Corporation Tramways system.

Upper and lower decks having been separated for the journey, it was reassembled for display at the Museum of Urban, Interurban and Rural Transport (AMTUIR).

The collection was put into storage when the museum's premises at the former Saint-Mandé tram depot in the eastern suburbs of Paris closed to make way for redevelopment, leading to the decks being separated once again.

Repatriation

Having initially been offered to EATM on loan (but subsequently transferred into its ownership), No. 488 returned to the UK in 2013, the lower deck arriving at the Ffestiniog Railway for restoration work on March 6 of that year, and the upper deck being delivered the following month.

In 2022, the lower deck was lifted back onto its truck (converted from 4ft 7.75 inches to standard gauge to allow operation at EATM).

With no work having previously been carried out on the upper deck, EATM arranged for a contractor to begin work on its restoration.

It says that although the deck was braced in order to transport it, "significant work" is needed to deal with distortion which occurred on its journeys from France and onto Wales and Suffolk.

Renewal and repairs to the framework are underway. Once this and attention to the roof has been completed, it will be lifted onto the lower deck, which has already received a lot of attention.

After the structural tasks have been taken care of, controller overhauls, electrical wiring of the entire car and upholstering the seats are among the more costly jobs which will need to be completed.

Anyone interested in making a donation to the project should contact EATM by email at: chair@eatransportmuseum.co.uk

Autumn catch-up on tram tasks at Beamish

THE end of the school summer holidays presented an opportunity for the engineering team at Beamish Museum in County Durham to tackle some outstanding tasks on its tram fleet.

As the end of the summer approached, Lisbon No. 730 was receiving around two days of attention per week, including regular visits to the inspection pit.

With work continuing on commissioning the tram, its braking system has been the focus of attention. It is likely that this will be modified to make it similar to how it would have been when No. 730 was in service in Portugal.

New air receivers are on order for Gateshead No. 10 and drawings have been sent to potential manufacturers as part of the procurement process for new spring hangers, due to none of the tram's current examples being alike or fitting correctly.



Portuguese trams Lisbon No. 730 and Oporto No. 196 are pictured at Beamish on August 13. Also known as South Shields No. 196, the latter tram recently received a brake component overhaul. Brakes are also the focus as part of the commissioning of No. 730 following its arrival in January from the Wirral Transport Museum. TREVOR HALL

Tramway Museum Society president inaugurated

JASON Hardy was inaugurated as the new president of the Tramway Museum Society (TMS) on August 10, taking over the position from Sue Whiteley.

TMS owns and operates Crich Tramway Village in Derbyshire, the home of the National Tramway Museum.

Mr Hardy has been a TMS member for the past six years and began his involvement with tram operations as a conductor, having responded to an advertisement seeking volunteers. He later became a driver and a duty inspector.

Mr Hardy also leads the care team, a group of volunteers who work on cleaning, painting and gardening during the winter months, in preparation for the following season.

Compiled by **Graeme Pickering and Jack Boskett**

SIDELINES

'4-CIG' work 'unaffected' by society closure

NEIL Bird, director of the project to restore '4-CIG' electric multiple unit No. 1753 to main line standard, has stated that planned work will be "unaffected" by the decision to close the Network SouthEast Railway Society (NSERS).

As custodian of the unit, NSERS had been leading publicity and the fundraising campaigns for the work.

Commenting on NSERS's Facebook page, Mr Bird said that an extraordinary general meeting had been held on August 31 due to "the inability of the committee to operate the society legally and without compromise".

Members voted to transfer assets, including copyright, archive and residual finances to its sister limited company NSERSL. Mr Bird said an organisation celebrating Network SouthEast would return in some form in the near future with the full support of NSERS' president Chris Green.

Weardale Class 108 DMU returns to traffic

WEARDALE Railway Trust-owned and maintained Class 108, consisting of Driving Motor Brake Standard (DMBS) No. 50980 and Driving Motor Composite Lavatory (DMCL) No. 52054 returned to passenger traffic on August 22, following a major overhaul.

It is the first time the unit has operated on the Weardale Railway since repairs were made to damage sustained in a shunting accident in 2022.

Other tasks completed since then have included the stripping down, repairing and repainting of both car roofs. New linoleum has been laid in car No. 52054 and its seat frames have been refurbished and heating ducts cleaned.

WRT intends to carry out the same work to No. 50980 and eventually aims to repaint the entire unit, after dealing with corrosion to the steel cab and gangway ends.

'37/0' fired up

AFTER being sold privately by EWS in 2011, Class 37/0 No. 37042 was relocated to Warcop on the Eden Valley Railway. In early September, the loco roared back to life as its engine was successfully started. While there is still a considerable amount of work to be done, members of the team are working outdoors to return this loco to operation.

Class 117 up for sale as group reduces fleet size

Shareholders of Cotswold Diesel Railcar Ltd have made the 'difficult decision' to sell its main operational unit.

GLOUCESTERSHIRE Warwickshire Steam Railway-based Cotswold Diesel Railcar Ltd has put its main operational diesel multiple unit up for sale.

Three-car set No. L425 comprises Driving Motor Brake Second (DMBS) No. W51363, Trailer Composite Lavatory (TCL) No. W59510 and Driving Motor Second (DMS) No. W51405. Purchased by CDRL in October 2011, it is still in use and has performed well on the GWSR. During its 13 years there it has received an overhaul and had its seats recovered.

The group, which also owns Class 117 DMBS Nos. W51360 and W51372 (the latter of which was put up for sale last year) and TCL No. W59505, along with Class 122 'Bubblecar' No. W55003, says its shareholders made the "difficult decision" to reduce its fleet to a "manageable level".

In use

Fully serviceable, the DMU is scheduled to run on every day of the railway's blue timetable in October. Offers which allow it to remain at the railway until the end of the month are preferred, but bids that would involve it moving sooner will be considered.

CTRL says its engines, gearboxes and final drives are in good condition, although there is a compressor fault on No. W51405's No. 2 engine which has led to it being isolated. It hopes to replace it before the end of the season, but, if not, will provide a spare to the buyer. The unit also features a wheelchair accessible compartment, buffet counter, two working toilets and an exterior which is clean overall, although some patch repairs were made over the summer to deal with rust.



Cotswold Diesel Railcar Ltd Class 117 three-car set No. L425 is seen at Toddington station during a photographic charter on the Gloucestershire Warwickshire Steam Railway on January 28, 2012. JACK BOSKETT

■ Pontypool & Blaenavon Railway-owned Class 117 DMBS Nos. 51351 and DMS 51379 have also been advertised for sale.

Described as in a "semi-overhauled" state and currently stored undercover, the pair have been at the P&BR since 2001 and were acquired by the railway itself after the death of their previous owner in 2012. Work aimed at returning them to passenger use began in October that year. Although the cars received some bodywork repairs, both are expected to require more attention and one is said to be in far better condition than the other.



EWS 'GOYLE' IN ACTION: **In perfect afternoon sunshine, Class 31 No. 31466 heads the slightly late-running 15.40 Grosmont to Pickering service away from Goathland on the North Yorkshire Moors Railway on August 29.** CHRIS MILNER



Class 08 No. 08694 *Annesley MPD* is seen working a passenger train on September 6, between Nottingham Transport Heritage Centre and 50 Steps Bridge. The trains ran hourly with three carriages in push pull formation. TOM INGALL

Rides recommence at Ruddington

PUBLIC trains have resumed operating after a four-year absence at the Great Central Railway (Nottingham), from Nottingham Transport Heritage Centre in Ruddington towards the GCR main line.

After lengthy repairs, maintenance and volunteer training, services ran on September 6/7 as part of the Nottingham Transport Heritage Centre Road, Rail and Ale festival which showcased local real ales and preserved buses and railway rolling stock.

A special joint event with the GCR Diesel Gala in Leicestershire saw the two lines celebrate the moment with a vintage bus connection between Quorn and Woodhouse and Ruddington.

An hourly shuttle ran from the platform at Nottingham Transport Heritage Centre to 50 Steps Bridge – the site of the junction where trains will one day join the Great Central Main Line and run towards Loughborough.

The locomotive chosen for the honour of reopening the line was Class 08 No. 08694. When first built, it was allocated to Annesley shed in Nottinghamshire on the original Great Central route. To mark the moment, it has been named after the shed, cementing the loco's connection with the GCR.

The railway has also confirmed repairs to Bridge 302A between the transport heritage centre and Rushcliffe Halt are all but complete, with the line fully open for trains to arrive from the national rail network connection.

A programme of tamping has been undertaken, right along the nine miles of the main line towards Loughborough to improve the track alignment.



INDUSTRIAL SCENES AT WENSLEYDALE: The Wensleydale Railway held an industrial weekend over August 24/25. This was the inaugural operational duty for Class 14 No. D9513 (NCB No. 38) and is captured double heading with classmate D9523 to Leyburn and Scruton on one of the first trains of the day on August 24. CHRIS GEE



No. D6279 (37029) is seen running round its train at North Weald on the Epping Ongar Railway on April 19, 2015. JOSHUA BROWN/CC BY-SA 2.0

EOR welcomes 'Sentinel' and seeks buyer for 'Tractor'

THE Epping Ongar Railway (EOR) is the new home for former London Transport 'Sentinel' locomotive No. DL82.

Now privately-owned, DL82 (works No. 10272) was one of three Rolls Royce-engined diesel-hydraulic 'Sentinel' 0-6-0s acquired by London Transport, having previously been used for shunting iron ore mined by Stewarts & Lloyds Minerals in Corby.

Heritage

Sold to LT in 1971, the three (DL81 and DL83 being the others, the latter now based at the Nene Valley Railway) replaced ex-Great Western Railway pannier tank locomotives, working at Neasden and Lillie Bridge depots. Engineering trains from Neasden operated until the early 1990s.

The EOR says that while DL82's duties did not bring it to Ongar when the line was still part of the Tube system, it is nevertheless fitting that it is now the base for a locomotive which had long association with London Underground.

Disposal

Class 37 No. D6279, which is based at the EOR and has been stored for the last two years, has been advertised for sale. The English Electric Type 3, last used on the line in 2022, had new batteries fitted in 2021 and has also had a recent overhaul of its 'A' bank turbocharger.

Released from Vulcan Foundry in 1961, D6279 was initially a Stratford-based loco. Withdrawn from service in 1993 (as No. 37029) having latterly been part of the Tinsley-based Railfreight Distribution fleet, it had a new lease of life, returning to the main line in private ownership for charter train work.

After further owners, Direct Rail Services among them, it was withdrawn again in 2009 and stored at Barrow Hill, entering preservation at the EOR the following year.

DIARY

October
2, 9, 16, 23 Keighley & Worth Valley:Midweek Diesels
3-6 Severn Valley: Autumn Diesel Bash
5 London Transport Museum: Acton Town Depot family tours
5-6 Llangollen: Railcar Gala
5-6 Middleton: Autumn Mixed Traction Gala
5-6 North Norfolk: Autumn Showcase
11 East Somerset: Diesel & Burger Evening
11 London Transport Museum: Acton Town Depot discovery tours
12 Dean Forest: Tanker Train Day
12 London Transport Museum: Acton Town Depot design icons tours and Cab It!
17-20 Spa Valley: Real Ale and Cider Festival
19-20 Severn Valley: O Gauge Get Together
19-20 Tanfield: Run It Gala Weekend
25-26 London Transport Museum: Acton Town Depot discovery tours
26-27 Gloucestershire Warwickshire: Autumn Showcase
26-27 Plym Valley: Witches & Wizards Weekend
26-27 Spa Valley: Model Brick Show
26-27 Telford: Halloween Trains
26-31 Epping Ongar: Fright Week
26-Nov 3 Watercress Line: Wizard Week
27 Midsomer Norton: Halloween at the Station
30 East Anglian Railway Museum: Diesel Day
30 Helston: Halloween Evening Trains
30 Midsomer Norton: Wickham Trolley Rides
30-31 Peak Rail: Halloween Scream Trains
31-Nov 1 London Transport Museum: Acton Town Depot family tours

November
1-2 Midland Railway - Butterley: Firework Nights
2-3 Avon Valley: Anything Goes Gala
2 East Anglian Railway Museum Diesel Day
6-8 Great Central: Bonfire and Fireworks Extravaganza
9 London Transport Museum: Acton Town Depot family tours
9-10 East Lancashire: DMU Gala
10 Weardale: Photography Trains
16 London Transport Museum: Acton Town Depot design icons tours and Cab It!

Severn Valley resident railcar fleet strengthened

Acquisition of three-car Class 101 augments existing Class 108 vehicles.



One of the Class 101 DMUs awaits departure from its former home at Wirksworth on the Ecclesbourne Valley Railway. SVR

THE Severn Valley Railway is now home to eight Diesel Multiple Unit (DMU) cars following the arrival of a three-car Class 101 set.

The latest fleet additions, numbered 50170, 59303 and 50253, arrived by road at Kidderminster on September 11, from the Ecclesbourne Valley Railway.

Nos. 50170 and 50253 are no strangers to SVR metals, having previously operated on the line during the Railcar 50 event in 2004. Together with No. 59303, they have been returned to their original, as-built condition in BR green livery.

The Class 101 DMU is owned by the SVR-based DMU Group (West Midlands) and its purchase was made possible thanks to a generous donation. The board of the Severn Valley Railway Company Limited has approved the vehicles coming onto the line, as is required for any additional permanent rolling stock. Apart from a small amount of cosmetic work to one unit, the set is fully operational. By mid-September, the three cars had been formed up and were receiving a deep clean.

"This is an exciting development for the DMU Group (West Midlands)," said the group's chairman James Cooper. "Acquiring the Class 101 will allow us to provide the SVR with an operational DMU of suitable passenger capacity, at the same time as allowing regular downtime for maintenance of all our DMU vehicles."

Metro-Cammell built the set built in 1957 in Saltley, Birmingham, and it was allocated to the eastern region of British Railways. It was one of the final Class 101s to be withdrawn from main line service in 2003 as set No. 101692.

"The Class 101s share many common parts with the Class 108s, including the engines," added James. "And because they are what's termed 'blue square rated', they can work in multiple or combined with Class 108 vehicles.

"Of the existing Class 108 DMUs on the SVR, No. 52064 has recently been repainted at Bridgnorth, and the other two operational vehicles are scheduled to be painted before the 2025 season. They have performed well in service this year with a few repairs required recently. We're looking at options to get the bogies overhauled on the remaining two Class 108 vehicles."

Welcoming the arrival of the Class 101 set, Jonathan 'Gus' Dunster, SVR's managing director said: "These latest residents will be a welcome addition. We already have a Class 108 DMU well established at the railway, and the return-to-service of three of its vehicles last year has proved incredibly useful.

"These agile vehicles are ideal for running shuttle services along part of the line, and for providing services at times when a full-size train would not be economic. Before the closure of the Severn Valley by British Rail in the 1960s, DMUs like these were a familiar site on passenger services. Their quirky, retro appearance is very popular with our visitors who particularly enjoy the forward-facing view of the line you can see from the front carriage!"

CLACTON NOSE JOB

Repainting of the cab end of Class 309 Battery Driving Trailer Composite (BDTC) vehicle No. 75965 took place at the East Anglian Railway Museum (EARM) at Chappel & Wakes Colne station, ahead of it taking centre stage there at September's Chappel Beer Festival. The vehicle has had its set number (309624) reapplied, having been departmental unit No. 960102 since 2001. Clacton Express Preservation Group, which negotiated the move of No. 75965 and Motor Brake Standard No. 61928 to the EARM, and Driving Trailer Standard (DTS) No. 75972 to the Rushden, Higham & Wellingborough Railway earlier this year, is raising funds to replace windows vandalised before the unit moved from the Lavender Line. Information about the appeal can be found at: www.justgiving.com/crowdfunding/309-homecoming . CEPG



'Rare track' bash at East Lancs

THE Branch Line Society (BLS) is offering enthusiasts the opportunity to travel on several rarely-used sections of track on the East Lancashire Railway, aboard the restored Class 122 'Bubble Car' No. W55001 on October 19.

Departing from Bury Bolton Street at 10.00, the excursion will head to Heywood and continue to the Network Rail boundary at Hopwood Ground Frame. On the return leg, the train will navigate the run-round loop at Heywood before proceeding to Ramsbottom, where both the headshunt and sidings will be traversed to their buffer stops.

Behind the scenes

Upon returning to Bury, the tour will include the carriage sidings and Belle Vue crossover. After a short break, passengers will explore the carriage and wagon area at Buckley Wells, followed by Baron Street Yard, covering road No. 4 up to the Metrolink gates. The north end of Baron Street Yard is also included in this exclusive itinerary.

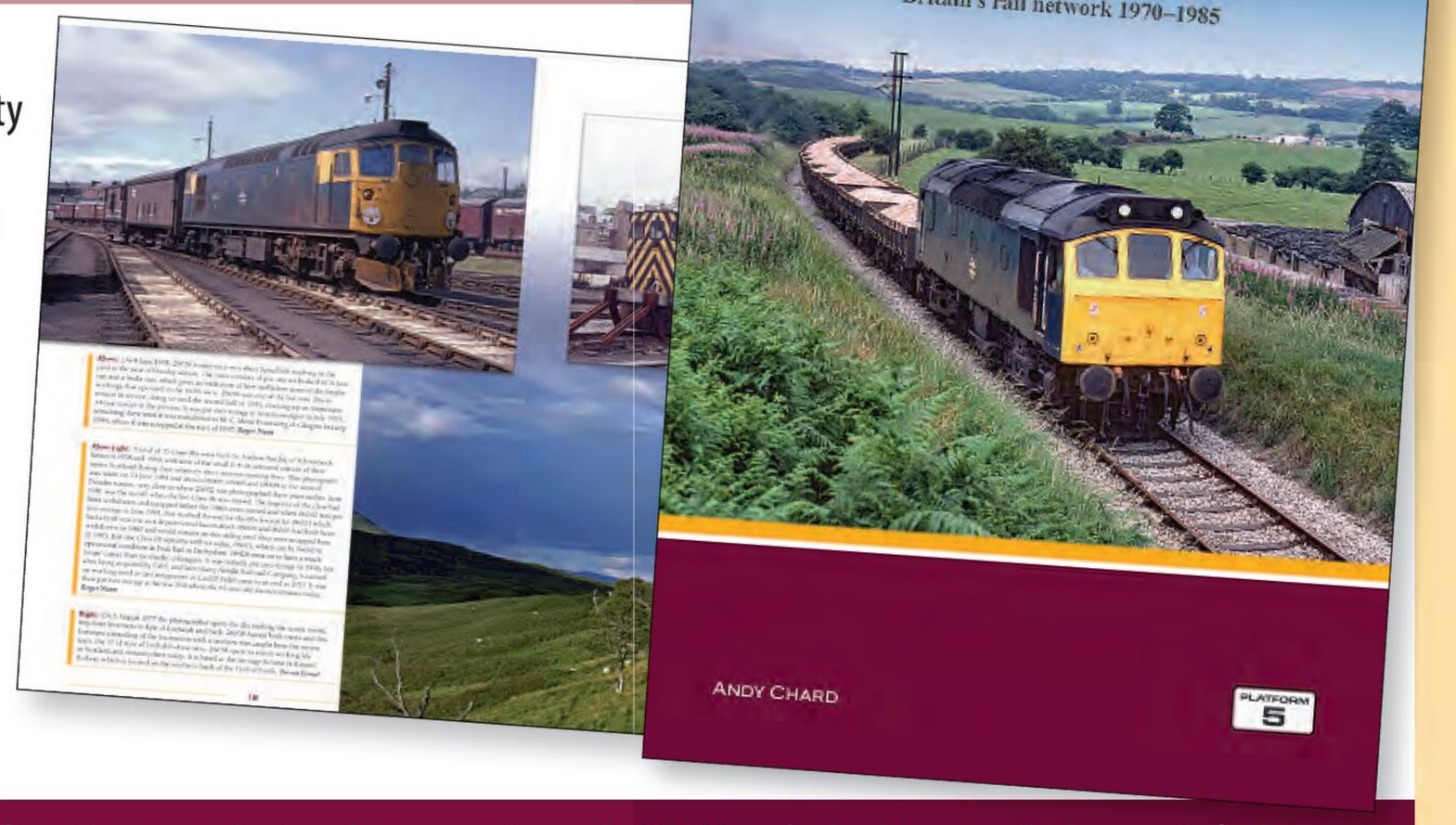
Limited to 60 passengers, this special excursion requires BLS membership, with all proceeds benefiting the East Lancashire Railway.

PLATFORM 5

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THE BEATEN TRACK

VOLUME 4 - PUBLISHED 30TH SEPTEMBER

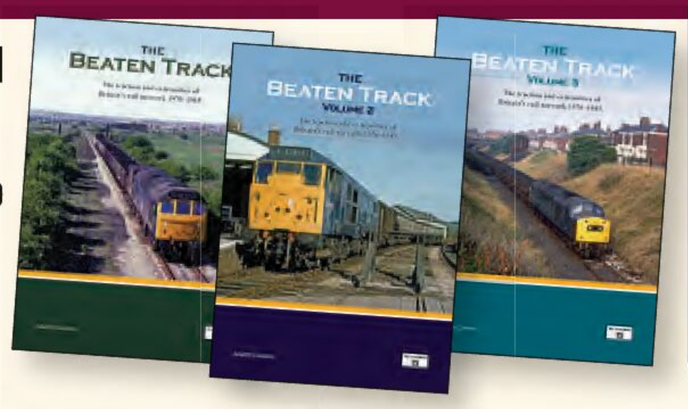


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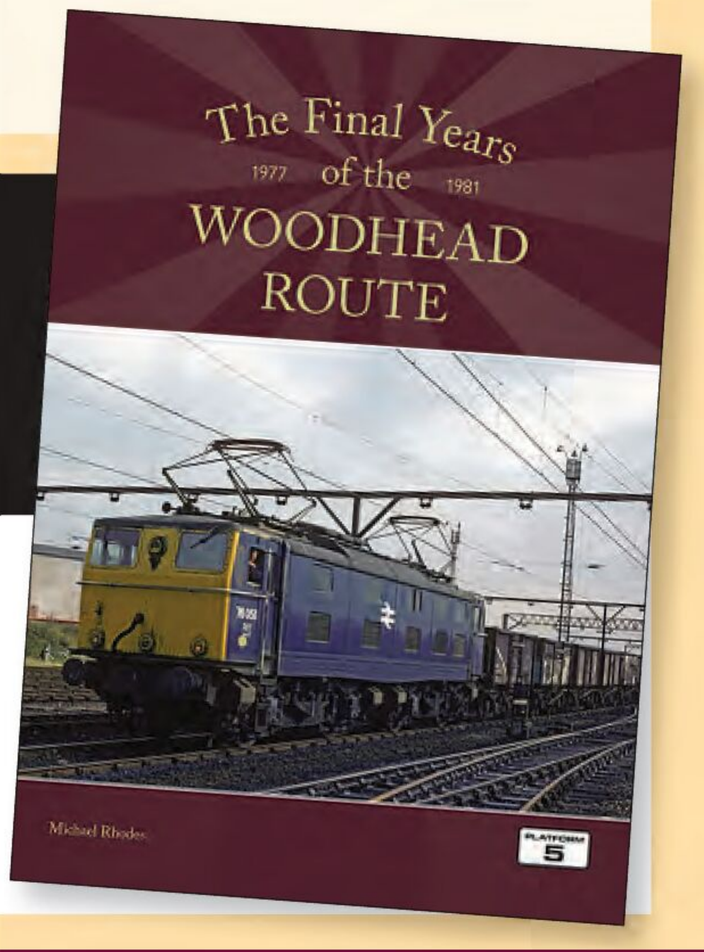
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SR







1 | 3
2 | 4
5

1
BLUEBELL 'SYPHON': Type 3 No. D6851 (37667) *Flopsie* departs Horsted Keynes for East Grinstead on September 7, the middle day of the line's three-day diesel gala. Other visitors taking part were Class 14 No. D9551, Class 20 No. D8188 (20188), Class 33 No. 33111 and 4-VEP EMU No. 3417 *Gordon Pettitt*. CHRIS LIVINGS

2
RARE DUO: Two of the four surviving Class 10 shunters could be seen together at Bodmin Parkway on September 10, when the Bodmin Railway's ex-Felixstowe No. D3489 shunted ex-Fowey Docks No. D3452 into the BR's shed at Parkway. No. D3452 had been brought out of store for display during the heritage line's China Clay Gala on September 7/8, along with GWR 'Chariot' shunters truck No. W41799, also ex-Fowey. In the background is Parkway station with Nos. 43093/43092 calling with a Plymouth to Penzance service. The other two preserved Class 10s are Nos. D4067 at the Great Central Railway and D4092 at Barrow Hill. JON HIRD

3
CHARITY GALA: A event raising funds for Great Ormond Street Hospital and the MS Society took place at the Nene Valley Railway on September 7/8, with GBRf Classes 47, 57, 66 and 69 in passenger action, along with Railway Support Services' shunter No. 08632. Main line locomotives in use across the weekend were Nos. 47727, 57303, 57310, 66312, 66799, 69003 and 69009 – Nos. 57310 and 69003 seen brightening up an overcast day at Wansford on September 7, (see also page 15).
HAYDEN SHEPPARD

4
RSS's No. 08632 worked shuttles on the Fletton branch top-and-tail with home-fleet 'Teddy Bear' No. 9529, their train seen at Orton Mere on September 8. HAYDEN SHEPPARD

5
TRAMWAY LOCO RETURNS: Memories of the Wisbech and Upwell Tramway were re-created at Mangapps Railway Museum (Essex) over the August bank holiday, following the restoration of the line's Class 04 No. 11103 (D2203), complete with side panels and cow catchers. This loco once worked the Tramway and is thought to be only surviving loco to have done so. It is seen hauling an unfitted freight away from Mangapps on August 25. STUART CHAPMAN





Compiled by **Chris Milner**

Inaugural railtour to run over the East-West route

Excursion booked to be hauled by 'Crompton' pair, and feature 'rare track' elsewhere on the network.

PATHFINDER Railtours has secured the first public railtour over the soon-to-open East-West Rail Link on November 16.

'The Verney Venturer' is a full day's tour, starting from Bristol Temple Meads and covering some goods loops, rare track and non-passenger curves.

Hauled by a pair of West Coast Railway Class 33s, the 'Venturer' calls at Bristol Parkway, Cam & Dursley, Cheltenham Spa, Worcestershire Parkway, Barnt Green, Birmingham New Street and finally Nuneaton. The route is then via Northampton, Bletchley, Winslow, past the site of Verney Junction and onto Bicester Village for a break and where the train will reverse.

From Bicester, the tour goes forward via High Wycombe and Acton Wells Jct to the Hanwell loop where the train reverses and heads towards the Midland Main line via Brent Curve Jct, traversing the Bedford Up and Down Passenger Loop, Wellingborough Down Goods Loop, Oakham Down Goods, Melton Mowbray Down Goods, Leicester Up and Down Slow and finally Knighton Up and Down Goods before returning to Nuneaton and setting down on the way back to Bristol.

Fares are £135 standard adult, £95 junior or £500 for a party of four. In first class, seats cost £189, with junior seats at £169 or £716 for a party of four. On board catering facilities will include a buffet service, the Gricers Grill and a real ale and cider bar.

More details at www.pathfindertours.co.uk



PACIFIC POWER: No. 35028 *Clan Line* approaches Stonehouse crossing on August 24, with RTC's 'Cotswold Venturer' back from Worcester Shrub Hill to London Victoria. MARTYN TATTAM

Class 86 to visit Blackpool

BLACKPOOL and the illuminations are the destination for UK Railtours' 'Blackpool Can-Can' railtour on October 26, with the traction being a Class 86, providing a rare visit to the resort for the class.

With a London Euston start, the tour will pick-up at Watford Junction, Milton Keynes Central, Northampton and Rugby, continuing to Blackpool North via the West Coast Main Line.

At Blackpool, there is the option of the resort's many attractions before enjoying the illuminations as dusk falls. There is an off-train option to ride on a chartered modern tram as far as North Pier, before boarding two of Blackpool's heritage 1930s trams which will run to Starr Gate (including the tram wash line), before returning past the Pleasure Beach, the South Pier as far as Little Bispham before returning to the North Pier. This tour will take around 75mins.

A further option will be a Class 47 diesel-hauled circular mini-tour from Blackpool that will encompass Bolton, Manchester Victoria, Stalybridge and Hebden Bridge. This mini-tour is not available as a stand-alone option at present, but would-be passengers can register their interest at info@ukrailtours.com – and contact will be made should the option become available.

The fares are: standard class adult £129; junior £89; first class non-dining £189; first class dining £289; or £1136 for a party of four. The cost of the optional tram tour is £10 and the mini-tour is £30.

Online booking is open at www.ukrailtours.com

Second Class 507 farewell tour planned

MERSEYRAIL has confirmed that a second and final farewell tour for the Class 507 EMUs is being planned, and the indications are the date of November 3 has been pencilled in.

The sell-out first tour on September 15 – the 'Wirral Swan Song', jointly promoted by the Branch Line Society and Merseyrail – extensively covered lines in the Wirral, raising more than £7500 for local Merseyside charities.

The second excursion is expected to cover the network's northern lines and confirmed details and route are expected to be published on the Branch Line Society's website, branchline.uk



Class 507 EMUs Nos. 507001 and 507003 are seen passing Hooton with the Branch Line Society's September 15 'Wirral Swan Song' tour. GREGORY MAPE

Festive steam specials to York

VINTAGE Trains will be running two 'White Rose' steam specials from the West Midlands to York, to take passengers to the Christmas Markets or to visit other attractions.

The first trip is due to operate on November 27, starting from Coleshill Parkway and picking up at Nuneaton, Leicester and East Midlands Parkway, with an arrival in York at around 11.30 where passengers will have more than five hours to enjoy the city.

The second train is scheduled to run on December 4, and will start from Birmingham New Street, picking up at Coleshill Parkway before taking the familiar cross-country route, calling additionally at Tamworth, Burton-on-Trent and Derby, again with around five hours in York.

Fares are: Pullman table for two £658; Pullman seat (adult) £299, Pullman seat (child) £269; first class £149; tourist class adult £99; and a tourist child seat £69. Pullman car seating includes full English Breakfast and four-course evening dinner.

Both trains are due to be hauled either by Nos. 5043 *Earl of Mount Edgcumbe* or 7029 *Clun Castle*, with a diesel on the back. More at www.vintagetrains.co.uk

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CAMBRIAN DELIGHT: Nearing journey's end, Network Rail Class 37 Nos. 97302 *Rheilffyrdd Ffestiniog ac Eryri/Ffestiniog & Welsh Highland Railways* and 97304 *Rheilfforddd Talyllyn Railway* canter past Black Rock Sands on the approach to Criccieth with 1Z67, Pathfinder Railtours 05.57 Swindon-Pwllheli 'Cambrian Coast Express' on September 12. STEVE SIENKIEWICZ

Tyseley books *Bahamas* for 'Shakespeare Express' excursion

LMS 'Jubilee' No. 45596 *Bahamas* has been lined up by Vintage Trains to work a special 'Shakespeare Express' which will start at Derby on October 27.

Having suffered a slow start to the year along with a downturn in income, *Bahamas* has a busy final few months of 2024, with this 'Shakespeare Express' a mainline highlight during the loco's visits to the Severn Valley Railway, Nene Valley Railway and it's home line of the Keighley & Worth Valley Railway.

With an approx. 10.15 start from Derby, passengers will be picked up at Burton-on-Trent, Tamworth High Level and Coleshill Parkway, arriving in to Stratford around 12.45. Passengers will have around four hours in the historic town before the return departs at around 16.45.

Fares are: Pullman table for two £190; Pullman seat (adult) £90; Pullman seat (child) £55; tourist class adult £60; and a tourist child seat £50. Pullman car passengers will be provided with a full English Breakfast and afternoon tea.

Bahamas could also haul a Birmingham-Blackpool tour planned for November 16 to see the illuminations, but confirmation of the loco's availability is awaited.

'Polar Express' set to hit London

AFTER a successful run in Edinburgh last winter, the popular 'Polar Express' will be debuting in London from December 6.

Operated by PNP Events, five trains will run out of London Euston on December 6, 7, 8, 13, 14, 15, 20, 21, 22 and 23. Fares range from £59.95 to £65.95 and are subject to a £3.95 booking fee per ticket. The trains are expected to be diesel-hauled and likely to run as far as Wembley Yard or Acton before reversing.

The London train is one of a number of officially licensed Polar Express events which take place around the country at heritage railways during the winter ,and include the Wensleydale Railway, South Devon Railway, Spa Valley Railway, Churnet Valley Railway, Caledonian Railway, Telford Steam Railway and the Mid-Norfolk Railway.

In addition, Vintage Trains also runs a mainline 'Polar Express' with steam from Birmingham Moor Street. More details at www.raileventsint.co.uk/locations

STEAM TOURS: OCTOBER

Date	Name	Steam Section	Locos	Promoter
1-25	'Jacobite'	Fort William-Mallaig (morning only)	45407 or 45212	WCR
2	Golden Arrow	Hanwell-Ashford-Canterbury W-Dover-Tonbridge-Hanwell	34046 or 70000	ST
3	Dalesman	Hellifield-Carlisle & return	WCR Pool	WCR
5	Golden Arrow	Hanwell-Ashford-Canterbury W-Dover-Tonbridge-Hanwell	34046 or 70000	ST
5	Cumbrian Coast Express	Carlisle-Workington-Carnforth	WCRC Pool	RTC
9	Golden Hind	Taunton-Exeter-Plymouth & return	LSL Pool	ST
12	Cumbrian Coast Express	Carlisle-Workington-Carnforth	WCRC Pool	PT
12	Hadrian	York-Leeds-Carlisle-Hexham-Darlington	WCRC Pool	RTC
12	Atlantic Coast Express	Waterloo-Salisbury-Exeter-Taunton-Westbury-Woking-Waterloo	35028	RTC
20	Pembroke Coast Express	Bristol TM-Port Talbot-Carmarthen; Pembroke Dock-Bristol	45596	RTC
27	Peaks Express	Preston-Man Pic-Sheffield-Ilkeston-Derby-Chinley-Preston	WCRC Pool	RTC

WCRC Pool: Locos from 44871/45596/45680/45699/46115/35018/34067
LSL Pool: Locos from 70000/60007/34046/61306/46100/60532
■ A diesel locomotive may replace steam in the event of high fire risk.

DIESEL AND ELECTRIC TOURS: OCTOBER

Date	Name	Section	Locos	Promoter
4	Ben Nevis & Lochaber Pullman	Lancaster-Carlisle-Dumbarton-Fort William	LSL Blue Pullman	MP
5-6	Central Scotland & Fife Push-Pull	Day 1: Crewe-Wigan-Carlisle-Glasgow QS-North Berwick-Edinburgh W	LSL Class 47/7	IC
		Day 2: Edinburgh W-Tweedbank-Dunfermline-Leven-Alloa-Crewe	LSL Class 47/7	IC
11-13	West Highland Pullman	St Albans-Leicester-Chesterfield-Fort William	LSL Blue Pullman	MP
12	Statesman	Crewe-Cannock-Leamington-Portsmouth Harbour & return	LSL Cl 47	SR
17	Statesman	Hull-Doncaster-Grantham-Windsor & Eton Riverside	LSL Cl 47	ST
18	S&C/Coastal Pullman	Watford J-Rugby-Settle-Carlisle-Workington-Watford J	LSL Blue Pullman	MP
18-20	West Highland Pullman	Stoke-Stockport-York-Dumbarton-Fort William	LSL Blue Pullman	MP
19	Pennine Perambulator	Burton-Birmingham NS-Crewe-Sheffield-Worksop-Doncaster-Crewe	40145	PT
23	S&C/Tyne Valley Pullman	Romford-Ipswich-March-Settle-Carlisle-Hexham-Peteborough-Romford	LSL Blue Pullman	MP
25-27	West Highland Pullman	Exeter-Bristol TM-Cheltenham Spa-Fort William	LSL Blue Pullman	MP
26	East Anglian Freighter	Liverpool St-Sizewell-Felixstowe Town-Southend Victoria-Liverpool St	2x Cl20 and 37 tnt	UKR

tnt – top-and-tailed formation

Key: **IC** InterCity 0800 038 5364 **MP** Midland Pullman 0800 038 5360 **PT** Pathfinder Tours 01453 835414 **RTC** Railway Touring Company 01553 661500 **SR** Statesman Rail 0345 3102458 **ST** Saphos Trains saphostrains.com **UKR** UK Railtours 01438 715050 **WCR** West Coast Railways 0333 996 6692

Compiled by **Graeme Pickering**

SIDELINES

Thorney Mill sidings restoration

NETWORK Rail is working with Ashfield Aggregates to restore sidings adjacent to the company's aggregates base at Thorney Mill in West Drayton, West London, increasing rail handling capacity.

The new track layout will provide space for 26 wagons and create room for locomotives to run round their trains, reducing journey times and carbon emissions. Currently, the run round movement has to take place further down the line.

"We see rail playing a huge part in the future of construction and many other sections," said Ashville Aggregates owner Daniel Ashville Louisy. "Rail is the main source of supply to our business and has helped us become the masters of our own destiny."

Restoration of the sidings and repairs to the branch line are part of a five-year NR plan to promote growth and modal shift to rail.

Jess Lippett, senior freight manager for NR's Wales and Western Region described the project as a "great example" of partnership working to enable greater loads, adding: "The new sidings will open up the potential for different types of material to be transported all across the UK, while increasing the number of trains that can use the site each day.

GBRf contract extended

GB RAILFREIGHT has agreed a two-year contract extension for the provision of staff to prepare all freight services leaving DP World's London Gateway terminal.

One of the UK's largest ports, it handles more than 5000 train departures and arrivals annually.

"We'll continue to work with the team at the port to look at opportunities to drive modal shift and maximise the societal benefits that rail freight offers," said GBRf head of intermodal Julie Garn.

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New wagons expected to boost Mendip Rail efficiency

First batch of JHA hopper replacements is delivered to Whatley Quarry Sidings.

HEIDELBERG Materials UK and Aggregate Industries joint venture Mendip Rail believes its new fleet of HOA hopper wagons will help bring about efficiencies at its quarries, and improve customer service and reliability.

The first batch of 34 (from a total order of 203, leased from VTG Rail UK), was delivered to the sidings at Whatley Quarry near Frome in Somerset on August 5.

'Commitment'

"These state-of-the-art wagons are a testament to our commitment to modernising rail freight transport, ensuring efficiency, and reducing environmental impact," said VTG Rail UK sales and account manager Joe Grady.

Built by Greenbrier in Poland, they are replacements for two JHA hopper fleets, 98 constructed by Orenstein & Koppel (O&K) and 105 Low Track Force-bogied (LTF) examples supplied by Powell Duffryn. Both have been in operation for well over 30 years.

Delivery of the remainder of the HOAs will be completed over the course of the next six months. Each can carry a load of 77 tonnes and will form part of trains which carry a combined total of 200,000 tonnes of limestone from the Mendips on a weekly basis.

DB Cargo Class 66 No. 66120 is seen passing Hungerford Common on August 5, with the first batch of 34 new HOA hopper wagons for Mendip Rail, destined for Whatley Quarry Sidings. The DB 'Shed' worked them from Wembley Reception Sidings to Westbury, where Freightliner No. 59101 took over for the rest of the journey. OLIVER KEEVES



HVO fuel for DB Cargo Drax services

HYDRO-TREATED vegetable oil (HVO) is being used to fuel all of DB Cargo's trains serving Drax Power Station in North Yorkshire.

DB Cargo delivers around 4.5 million tonnes of biomass pellets annually to the site, equating to 60 trains per week (approximately 3000 services a year). Its services supply 57% of the biomass received by the power station.

HVO, which is created by processing waste vegetable oils and animal fats, can be used as a direct 'drop in' replacement for diesel, estimated to be capable of delivering a reduction in carbon emissions of up to 90%.

"The Government set the rail industry a stretching target to achieve net zero carbon emissions by 2050 and remove all diesel only traction by 2040, so the use of HVO in our trains will go a long way to helping us meet that challenge," said DB Cargo UK chief sales officer Roger Neary.

"At the same time, it will help Drax meet its own sustainability targets and minimise its impact on the environment."

Drax plant director Bruce Heppenstall said it was proud to be served by HVO-fuelled trains and was committed to decarbonising its supply chains.

Speaking about the naming of DB Cargo Class 66 No. 66301 *Yorkshire Rose* at York on August 18, one of two Class 66s to be named that day to mark the power station's 50th anniversary, (the other being GB Railfreight No. 66301 *Drax Power Station 50*, see September's *RM*), Mr Heppenstall said: "The rail freight industry has played an important role in the development of Drax over the years and will continue to do so as we stand on the brink of our next transformation, becoming one of the first power stations in the world to be fitted with BECCS – Bioenergy with Carbon Capture and Storage."



Marking 50 years of Drax Power Station (on the same day as GB Railfreight No. 66301 was named *Drax Power Station 50* at Hensall), DB Cargo Class 66 No. 66050 was unveiled as *Yorkshire Rose* in a ceremony on August 18 at York station. Pictured alongside it are DB Cargo UK chief sales officer Roger Neary and Drax plant manager Bruce Heppenstall. DB CARGO

Mr Heppenstall added: "None of this would have been possible without DB Cargo UK and our other partners in the rail freight industry who have supplied our fuel, first coal then biomass, from the very beginning."



Pictured on July 29, Blackpool Transport Bombardier Flexity tram No. 017 waits at the tramway's North Station stop before working the T3 service up the coast to Fleetwood. No. 001 is about to depart with the T2 to Starr Gate. With effect from August 31, these services became morning peak-time only, with T1 trams serving the station during the rest of the day until 19.00. GRAEME PICKERING

Tram schedules changed after public feedback

A three-service timetable launched after the opening of the new North Station terminus in Blackpool has been overhauled after passenger complaints.

FOLLOWING complaints regarding alterations made in June to its tram services, Blackpool Transport introduced further changes from August 31.

It said the latest overhaul of its schedules was prompted by "carefully considering" feedback.

Tram services were designated T1, T2 and T3 to coincide with the opening of the £23.4 million extension of the tramway to a new terminus close to Blackpool North railway station, which saw its first normal timetabled services on June 16. It was served by the T2 (from Starr Gate) and the T3 (from Fleetwood) – the T1 operating as the 'main line' service, between Starr Gate and Fleetwood, avoiding the North Station route.

Frequency

All services were scheduled at half-hourly intervals, giving a 15-minute frequency to and from the town centre from both Starr Gate and Fleetwood, but, as well as causing confusion among visitors, the reduction in frequency of trams running the full length of the main north-south line led to complaints. At particularly busy times, trams from the company's 'B Fleet' were drafted in to bridge the gap with relief services between Starr Gate and Tower.

From August 31, T2 and T3 became morning peak-time only services with T1 trams running via North Station from 09.00 until 19.00 at 15-minute intervals. For the rest of the evening, T1 trams run solely along the main route between Starr Gate and either Little Bispham or Fleetwood, giving a 10-minute frequency on the middle section of the line and half-hourly to its northern end.

Blackpool Transport said the changes would allow it to use resources where most needed during the Illuminations (which last until January 5) and that it would continue to monitor the situation.



THIRSTY WORK: As part of a two-month partnership between Transport for Greater Manchester and Cano Water, promotional branding has been applied to Metrolink M5000 tram No. 3075. Free cans of the product, which bills itself as more sustainable than bottled water, were handed out to passengers during the hot weather. No. 3075 is seen at St Peter's Square in the city. TFGM

'Huge strides' for Supertram

SINCE operation of the Supertram system transferred from Stagecoach to South Yorkshire Future Trams Ltd (SYFT) in March, there have been "huge strides" in progress, according to South Yorkshire Mayor Oliver Coppard.

SYFT is an organisation wholly-owned by South Yorkshire Mayoral Combined Authority (SYMCA) and was established as part of wider plans to modernise the system and better integrate it with other modes of public transport.

In August, SYMCA reported a 4.5% increase in passenger journeys and a fall in fare evasion, which it said had dropped to less than 0.4% of journeys from a high of 8%.

"Since March, 20,000 people have downloaded our new app to buy tickets, trams and tram stops are getting a well needed deep clean, and our conductors have new hand-held ticketing machines which make buying tickets on the tram easier," said Mr Coppard.

Track replacement on the Yellow route at Middlewood Road from August 12-September 1, formed the third phase of summer renewals – part of a £5 million spend this year by the authority on 'future proofing' infrastructure.

SIDELINES

Mayor seeks Metro improvements

NORTH East Mayor Kim McGuinness has set out a list of improvements expected from Tyne & Wear Metro operator Nexus.

Although reliability has increased in recent months (despite continuing challenges with the ageing Class 599s 'Metrocars'), Ms McGuinness says many passengers believe the system "too often lets them down".

She has asked Nexus for a recovery plan to increase the number of working trains; clarity on dealing with autumn and winter challenges; a set of standards for customer information; milestones and key risks regarding entry into service of the Class 555s and a "dashboard of simple statistics" including punctuality, reliability, causes of delays and cancellations.

West Yorkshire tram consultation closes

AN 11-week public consultation on the various proposed routes for cross-Leeds and Bradford-Leeds tram lines closed on September 30.

Running from St James's University Hospital, there are four possible routes into Leeds city centre, either via East Parade and Infirmary Street; East Parade (northbound) and Park Row (southbound); via Cookridge Street and Park Row or via Regent Street and The Headrow. The line's southern terminus, White Rose Shopping Centre, would be reached either via Dewsbury Road or one of two routes serving Elland Road Stadium.

It is proposed that the line between Bradford and Leeds runs either via Stanningley and Armley, Laisterdyke and Wortley or Laisterdyke and Armley.

TfL highlights attacks on staff

TO raise awareness of 'zero tolerance' regarding aggression and violence towards staff, Transport for London is using details of previous prosecutions.

During 2023/24, 10493 incidents were reported, an increase of 5% compared to 2022/23.

Cases highlighted include a man sentenced to 38 weeks in prison after threatening and assaulting a customer service assistant in June 2023 at King's Cross St Pancras station.

Compiled by **Chris Milner**

SIDELINES

Ore tunnel maintenance

NETWORK Rail will be carrying out work inside Ore tunnel near Hastings between October 19 and November 3. The maintenance possession will help facilitate the relaying of 700 metres of track, improve drainage and prevent water seeping through the tunnel walls. A shuttle train service will run between Rye and Ashford International between approximately 7.30am and 6.30pm on these dates with a rail replacement bus at other times. Other maintenance work will also be undertaken during the closure.

Advances fare change

TRAIN operator Northern has reinstated the 12-week window for the purchase of Advance tickets. The move came on August 23.

Also known as 'T minus 12', the booking window has remained restricted to six weeks in advance since travel restrictions came into effect during the Covid-19 pandemic.

Island Line work

CLOSURE of the Island Line on the Isle of Wight between Ryde Pier Head and Shanklin began on September 6 and runs through until October.

During this period, track and bridge renewals will be carried out between Ryde St Johns Road and Ryde Pier Head, along with renovations to a historic footbridge at Brading, signalling works at Ryde and bridge repairs in Sandown. However, the line from Ryde Esplanade to Pier Head Ryde Pier will remain closed until May to allow life extension work on the pier to continue. A minibus shuttle from Esplanade to Pier Head will help maintain ferry connections.

Landslip protection

A FOUR-DAY closure of the Medway Valley line between Paddock Wood and Maidstone West will help reduce the risk of landslip disruption.

Network Rail engineers are due to install a 200m sheet pile wall alongside the railway just over a half-mile from East Farleigh between October 31 and November 3. This will stop soil and debris from reaching the track in the event of a landslip caused by flooding or heavy rain. The brief closure will allow East Farleigh station and the signal box, both built in 1844, to be repainted and refurbished. Worn rail will also be replaced at Maidstone West.

Footbridge for the future

Prototype stainless-steel footbridge unveiled which is set to slash lead times for station accessibility upgrades.



The full-sized 'AVA' bridge, with lifts, on site at the McNealy Brown manufacturing site at Sittingbourne. NETWORK RAIL

A NEW design of accessible bridge has been constructed to its full size, with fully operational lifts to give constructors and stakeholders the chance to 'try before they buy' and see for themselves how quickly the modular design can be built.

Called AVA, the accessible bridge has been on display in Kent for around a month, giving hundreds of railway personnel the chance to use the bridge and properly see its scale.

Built of stainless steel, it is designed to be long-lasting and does not need to be painted. The inaugural example to be installed on the national network will be at Stowmarket, the opening of which is expected to take place in 2025.

The modular design and plug-and-play lifts are intended to slash the time needed to install accessible bridges from contract award to handover by more than half to 20 months. The timeframe is aided by the reduction in the periods required for approvals, design, certifying and time on site.

Subject to site access, the time contractors spend on site can be as little as 15 weeks – helped by the use of shallow pits for the lift. The installation time is claimed to be 36 hours, which is enabled by the components arriving on site already fully commissioned and the connections between modules being made by bolts rather than welding.

AVA is part of the TIES Living Lab programme (which aims to increase the productivity and value-for-money of transport infrastructure projects) and the structure was created by a consortium of Network Rail, Expedition Engineering, Hawkins\Brown, McNealy Brown, ARX and Walker Construction, with funding from Network Rail Research and Development and Innovate UK. The prototype was constructed by McNealy Brown.

The AVA bridge will join other new designs, such as the Beacon and the Flow bridge in the Network Rail design standards catalogue for constructors.

The first Beacon bridge was recently opened in Garforth not far from Leeds and the first 'Flow' bridge opened just north of Craven Arms, Shropshire, in January 2023.

Welsh trial of request stop kiosk

TRANSPORT for Wales is undertaking a trial of a 'Request To Stop' (RTS) system which enables passengers to request a train to stop by sending a signal directly to the driver of the inbound train.

The system was trialled in late July at Ty Croes and Llanfairpwll (Llanfairpwllg wyngyllgog erychwyrn drobwllllant ysiliogogogoch) stations on Anglesey, but unlike a similar system on the Far North Line in Scotland, which is linked to the RETB signalling system, this communicates via a GSM-R signal.

Mick Mason, from the supplier Comms Design, said: "We are delighted to be leading on this RTS proof of concept trial, supported by the Department of Transport and Innovate UK.

"We believe this innovation has the potential to enhance passenger experience substantially, while also delivering considerable savings in time, cost and carbon for train operating companies."

Removing the need for a train to slow down and then accelerate where there are no passengers waiting also delivers significant time and fuel consumption benefits.

Funding for the project was awarded as part of The Department for Transport and Innovate UK First of Kind competition to help bring novel technologies to the rail market.



The bi-lingual request to stop system at Llanfairpwll which also displays the live running times of trains. TRANSPORT FOR WALES

TfW improves two stations

TRANSPORT for Wales has completed a million-pound investment into Flint and Runcorn East railway stations.

Improvements at both stations include CCTV, help points, passenger waiting and cycle shelters, seating, lighting, waste facilities and signage.

Flint station works also included improvements to the ticket office, waiting rooms, water refill units, toilet refurbishments, new customer information screens and landscaping, and was supported by £90,000 funding from Railway Heritage Trust.

Additionally, as part of TfW's wider Social and Commercial Development Plan a disused building at Flint has been transformed into two new community rooms and a staff room.

Heathrow Western link axed after financial review

HOPES of building a connection from Heathrow Airport westwards towards Reading and Oxford has become a casualty of a review of Government finances.

As reported last issue, some £2 billion has been slashed from railway budgets, including the Restoring Your Railway fund to reopen lines closed in the 1960s such as the Portishead branch, part of the Metro West scheme to improve travel around Bristol.

However, the Western Link project had been on what Network Rail called 'controlled pause' for several years.

The scheme to Heathrow was to have been a four-mile line, mainly in a tunnel, from a junction between Langley and Iver to Terminal 5 at Heathrow. This would have permitted direct trains to serve the airport from Oxford, Bristol, Cardiff and the Midlands, improving journey times for passengers and reducing the need to change.

Despite the setback, Slough MP Tanmanjeet Singh Dhesi – a former shadow rail minister – has said he plans to relaunch an All-Party Parliamentary Group to lobby for the link with new MPs. The line, which has previously been identified by the National Infrastructure Commission as 'a nationally significant infrastructure project', was withdrawn some months ago.

M62 closes for bridge replacement

TWO weekend closures of the busy M62 Trans-Pennine motorway in the Rochdale area during September have allowed the replacement of a life-expired railway bridge.

The structure was located close to Castleton South Junction, which connects the preserved East Lancashire Railway to the national network. It is the first time in recent memory that the M62 has been closed over two weekends for such a reason.

With the road closed from late evening on September 6 to 6am on September 9, a deck to protect the road surface was positioned before demolition equipment methodically dismantled the old bridge, beam by beam.

Following this, there were additional nightly closures of the motorway between junctions 19 and 20 to allow engineers to prepare the abutments for the new bridge deck which was installed over the weekend of September 21-22.

The new deck had been prepared in a special compound a few hundred yards west of the line and mounted on a self-propelled modular transporter which will move the structure along the motorway and into position.

With track and signalling reinstated, the line between Manchester Victoria and Rochdale reopened on Sept 25.



A drone image shows the demolition of the rail bridge over the usually busy M62 motorway near Rochdale. NETWORK RAIL



PROGRESS AT BEAULIEU PARK

Construction of the new Beaulieu Park station building on the outskirts of Chelmsford has been completed and has recently been topped off with a wooden laminated roof, as seen in this aerial view. Engineering work over several weekends until November 3 will mean a rail replacement bus service between Witham and Ingatestone, during which time engineers will continue upgrades to overhead line equipment, signalling, power systems, telecoms and ancillary systems that will support the new station. Network Rail said the target is to complete all the critical infrastructure and rail system upgrades by Christmas, allowing the remaining station elements such as internal fit out, station systems, carparks, lighting and landscaping to be completed in the following months in preparation for station opening for passengers by the end of next year. PICTURE: NETWORK RAIL

Hack delays contactless ticket rollout for Stansted

PLANS for the introduction of contactless ticketing to further stations from September 22 have been suspended following a cyber-attack on Transport for London (TfL) computer systems.

In the wake of the incident on September 1, TfL said that around 5,000 users' names, emails, home addresses, sort codes and bank account details could have been accessed by hackers. An investigation led by the National Crime Agency resulted in the arrest a 17 year old male in Walsall on September 5.

Stansted Airport was due to be among the next tranche of stations forming part of the national contactless ticketing rollout from mid-2025.

The inability for passengers to use contactless ticketing at Stansted has led to thousands being given a penalty fare of £100 plus the rail fare. Passengers travelling to the airport had been under the impression by entering the platforms at Liverpool Street or Tottenham Hale using a contactless, they could tap out at Stansted as per a journey in the TfL and wider area, whereas they actually need a paper or digital ticket. Oyster cards are not accepted, which has added to confusion.

In 2019, 16,000 penalty fares were issued on arrival at Stansted. PA announcements and large posters have warned passengers of the limitations of contactless use.

Prior to the cyber attack the plan was to roll out contactless technology to stations operated by London Northwestern, Thameslink and Southeastern, SWR and c2c. This would have included stations as far north as Bletchley and St Albans Abbey on London Northwestern; SWR services to stations as far as Windsor & Eton Riverside, Shepperton and Virginia Water; Thameslink and Southeastern services to Sevenoaks and on c2c services as via Southend Central to Shoeburyness.

Plans for a West Midlands area contactless pilot scheme have also been placed on hold.

Railcard discounts reduced

THE discounts given to the country's five million railcard users has been changed at less than two weeks' notice.

The change, effective September 15, will see the usual 34% discount reduced to 33.4%, and while the change is small, passengers will pay a little more for their tickets. For example, a discounted Cardiff to London journey will rise from £194.15 to £195.90.

Bruce Williamson, from the pressure group Railfuture said: "While this represents a very tiny increase for some passengers, it's a step in the wrong direction."

He pointed to the potential annoyance for passengers over such 'negligible' gains to the operators, adding: "As the slogan goes, every little helps, so why risk irritating passengers for a few pence?"

While the overall increase is small, across the millions of fares sold with a railcard discount, it will add up to more revenue for operators and the Government.

Ebbw Vale ridership up by a fifth

THE number of additional journeys made on the Ebbw Vale line since the launch of new services to Newport has risen by 60,000.

Transport for Wales says a £70 million investment in infrastructure on the line was completed by Network Rail has permitted an increase in services on the line to two per hour, doubling the number of daily services from 33 to 63.

Since the start of the year, TfW says the line has seen 317,267 journeys compared with 253,283 over the same period in 2023.

Network Rail Wales & Borders route director Nick Millington said: "It's fantastic to see so many extra passengers using the Ebbw Vale. The upgrade to the railway has also protected the important rail freight connection off the Ebbw Vale line to Machen Quarry. Freight on this line has seen a recent resurgence and is helping to boost the local economy."

SIDELINES

Vegetation clearance plan for Borders Railway

A PLAN to clear overgrown trees and vegetation over a 30 mile stretch of the Borders Railway between Newcraighall and Tweedbank started on September 2.

The work will run until March 31 next year and follows the completion of environmental surveys, which have involved specialist ecologists inspecting the area for nesting birds and protected species to minimise impact on wildlife and the wider environment.

Network Rail teams will also treat noxious and invasive non-native weeds within the railway corridor, while clearing a three-metre strip from the outside rail to the boundary of all woody material. Heritage, landscape and specimen trees will be considered on a case-by-case basis and will be retained where it is safe to do so.

With the work being undertaken to maintain the safety of the operational railway line, Rochelle McAllister, scheme project manager, Network Rail Scotland, said: "Elements of this work are unavoidably at night for safety reasons; however, the teams are always mindful of the impact their work may have and will do what they can to minimise this."

Levenmouth's active travel bridge

PREPARATIONS to install the active travel bridge between Methil and Cameron Bridge on the Levenmouth line got underway in early September.

The work saw the installation of nine pre-fabricated sections, including bridge piers, staircase sections and four spans of bridge-deck. The bridge install had been delayed after the manufacturer went into administration.

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Compiled by **Graeme Pickering**

SIDELINES

TPE trials window film

TRANSPENNINE Express is trialling film tint for train windows, designed to save energy but not spoil the view for passengers.

A Class 185 diesel multiple unit will be used to trial two types of tint over the course of six months, assessing its usefulness in both summer and winter conditions.

The operator says that the tinted windows should block more than 30% of solar energy and 99.9% of ultraviolet rays from outside, reducing the power needed for on board air conditioning, in turn reducing diesel consumption.

'Shed' named after Embsay line

GB RAILFREIGHT Class 66, No. 66305 was named *Embsay & Bolton Abbey Steam Railway* on August 12, in a ceremony at Skipton station.

GBRf managing director John Smith and Dan Ferguson, chairman of the Yorkshire Dales Railway Museum Trust (which runs the E&BASR) were among those present. Mr Ferguson received a replica nameplate for display at the railway.

Stabling facility takes shape for GWR

CONSTRUCTION of sidings to the west of Long Rock depot at Ponsandane, Penzance, for Great Western Railway Intercity Express Trains, is well underway.

The £6.5 million project, announced by GWR and Network Rail in spring 2022, will provide three sidings for the nine-car IETs to be stabled, cleaned and prepared for service.

Final stages of Class 777 introduction

CHANGES are being temporarily made to Southport-Hunts Cross and Ormskirk-Liverpool Central Merseyrail services to facilitate the final stages of Class 777 introduction, and eight-car workings are also being phased-in.

From August 25 until further notice, Southport services will start and end at Liverpool Central, but will continue to run at 15-minute intervals. Services to and from Ormskirk will call at all stations between there and Hunts Cross, running at 15-minute daytime and half-hourly evening and Sunday frequencies.

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Network trials for battery-fitted Hitachi Class 802

'Nova 1' set begins cross-Pennine testing following successful low-speed running at Newton Aycliffe.



No. 802207 is pictured at Hitachi Rail's Doncaster Carr maintenance depot carrying its new branding for the battery trial, a collaboration between the company, TransPennine Express and the unit's owner Angel Trains. HITACHI RAIL

BATTERY testbed Class 802 TransPennine Express (TPE) 'Nova 1' unit No. 802207 began eight weeks of network trials on August 27.

The five-car Hitachi-built unit, which has been retrofitted with a battery able to deliver 700kW of power in place of one of its three diesel engines, is being trialled to prove the benefits of the technology, ahead of the potential development of an entirely battery and electric-powered intercity train, capable of using battery mode over non-electrified sections of route. The battery is no heavier than the engine it replaces and offers the same acceleration and performance.

No. 802207 underwent low-speed testing at Hitachi's Newton Aycliffe factory, successfully completing its first battery-only movement on the plant's test track on July 23, as reported in September's *RM*.

Opportunities

The latest phase of trials is taking place between York and Manchester Airport and Leeds and Liverpool Lime Street. It will provide opportunities to show the battery's ability to improve performance on gradients, charging via regenerative braking, as well as how it can lower emissions and fuel consumption. Battery mode will also be used rather than diesel to power the train at unelectrified stations.

"This part of the trial is going to be really exciting because we start to prove the benefits of this green technology for passengers, operators and policy makers," said Hitachi's head of green technologies programme Paul Newlove. "It has been such a team effort, with colleagues in Japan, Italy and UK working together for years to finally reach this important stage."

TPE engineering, safety and sustainability director Paul Staples said the trial was a "huge step" towards the rail industry reducing CO2 emissions.



BACK ON LEASE: **Heaton depot in Newcastle has become the base for former ScotRail-operated Class 156 No. 156478. Northern has agreed a five-year lease with owner Brodie Engineering, which had offered it for sale late last year. The unit is seen on July 8 being escorted by No. 156487 through Uphall station on its way from Kilmarnock (where Brodie carried out a C6 overhaul and interior and exterior repaints) to Heaton. It was still to enter service with Northern as this issue of *The RM* went to press. In August, Brodie began a programme of C8 overhauls on ScotRail Class 170 units.** ALISTAIR PROUDFOOT



Great Western Railway Class 57, No. 57605, is pictured at Penzance on August 21, with the 1A50 21.45 'Night Riviera' sleeper service to Paddington. This locomotive is yet to receive its 'G' exam and could be next in line for overhaul following the completion of work on No. 57604 at Plymouth Laira depot. JOHN MAHON

GWR progresses inaugural Class 57/6 'G' exam

GREAT Western Railway says it is waiting for the return of overhauled components in order to complete work on No. 57604, the first of four Class 57/6s, leased by the company for use on its 'Night Riviera' sleeper services, to be given a 'G' exam.

It entered Plymouth Laira depot for the work last October after a decision to undertake the overhauls was made by GWR, in conjunction with Porterbrook which owns all four locos.

A 'G' exam is the most extensive carried out on a locomotive and the programme was authorised due to the lack of options for procuring suitable new traction for the sleeper services, helping to ensure their reliability until the next sizeable overhaul in around five year's time.

As the first to undergo the work, progress with No. 57604 has been slower than will be expected with its three classmates.

The depot staff have had to familiarise themselves with the General Motors Electro Motive Division 12-645F3B engine, for which parts are being shipped from the USA. Cradles were ordered to support the engine and its components during dismantling.

The design, manufacture and delivery of the cradles has added to the time taken to complete the overhaul. Corrosion repairs and internal repainting have also been carried out.

Upon its release, either No. 57603 or 57605 will be next in line for the programme, with No. 57602 expected to be last.



ST PANCRAS 'PARAGONS': Engineering work, involving the testing of digital signalling on the East Coast Main Line near Potter's Bar on Sunday, August 25, led to Hull Trains using St Pancras, rather than King's Cross station and reducing its service to two trains in each direction. Class 802 'Paragon' No. 802302 *Jean Bishop (The Bee Lady)* is seen after arriving in the capital with the 0830 Hull-St Pancras service. It then worked the 12.30 to Hull. No. 802305 *The Humber Bridge* operated the 14.12 ex-Hull and 18.51 ex-St Pancras. SAM LANE/HULL TRAINS

December introduction likely for GTR Class 379 EMU fleet

GOVIA Thameslink Railway has told *The RM* it is likely it will begin using Class 379 electric multiple units from the beginning of the December timetable, initially on peak time Great Northern services between Peterborough and London King's Cross.

All 30 of the four-car sets, owned by Porterbrook, have now been accepted by GTR and are on-lease, with attention turning to preparing them for traffic. A GTR spokesman said that the company would be able to offer a clearer timescale for introduction once work was underway on readying the fleet for use.

Built by Bombardier at Derby, the Class 379s, part of the 'Electrostar' family, were first introduced by Greater Anglia in 2011 and phased into use on 'Stansted Express' and Cambridge services. However, as part of commitments following its 2016 franchise award, Abellio planned for the complete replacement of the GA fleet. Class 379s were at the time more costly to lease than new vehicles and, in February 2022, were withdrawn from service following the arrival of Stadler 'Flirt' and Alstom Class 720 'Aventra' sets.

GTR says there are "numerous" differences between the Class 379s and other 'Electrostars' it operates. Preparations for introduction include provision of training and manuals, spare parts, component repair and overhaul and updates to train management, passenger information, selective door opening, CCTV, wi-fi and data recording systems.

£17m investment in Clacton wheel lathe facility

Due for completion next summer, it should lead to Greater Anglia trains spending less time out of traffic.

TRAIN operating company Greater Anglia is to get its own permanent wheel lathe facility for the first time, to be used by its entire fleet of Class 720, Class 745 and Class 755 units.

Previously, sets have had to travel outside the area for wheel reprofiling, but GA having its own equipment at Clacton depot should allow a faster turnaround of vehicles and shorter periods out of service for attention.

The £17 million project is due to be completed next summer. Enabling works for the 54,000 square feet development, which will be situated on the site of the old steam shed and the unused approach road from the existing shunting spur, have already been finished. Spencer Group has been contracted to carry out the design and building work which will also include welfare facilities for maintenance staff and providing utility services and connections, along with a walkway and lighting.

To accommodate the lathe building, modifications will be made to track, signalling, overhead line equipment and the locally-operated points system.

Hegenscheidt-MFD, based in Erkelenz, Germany has manufactured the lathe. As well as calculating how much metal to remove from the wheel and carrying out the reprofiling, it will perform verifications before the train is released back into traffic.

Several new jobs are expected to be created through the opening of the facility. GA's Clacton workforce currently consists of 42 drivers, eight depot drivers, 27 conductors, four customer sales staff and six cleaners.



At Earsdon foot crossing, near Backworth on North Tyneside on August 21, Europhoenix Class 37 Nos. 37407 *Blackpool Tower* and 37901 *Mirrlees Pioneer* are seen while working the company's first movement of wagons for Touax Rail, destined for Dollands Moor, from Port of Blyth to Wembley Reception Sidings. The leading locomotive, which joined the EPR fleet earlier this year from Direct Rail Services, is carrying a headboard marking the significance of the journey and new chapter for the business. THOMAS PYE

'Tractors' at the ready as Europhoenix becomes a licensed train operator

HAVING been granted a non-passenger train operating licence by the Office of Rail & Road in April, Europhoenix Rail Ltd (EPR) has begun serving clients.

Europhoenix was previously known as a provider of locomotives. Its Class 37s are already a familiar sight on rolling stock transfers. The remit of the relaunched business now incorporates train operations, driver hire, operational training and consultancy work, providing what it describes as a 'one-stop shop' for haulage, storage and maintenance of freight and passenger vehicles.

Former Direct Rail Services (DRS) Class 37 Nos. 37069, 37218 and 37423 were acquired last year and added to the fleet in June following repairs. No. 37407 *Blackpool Tower*, which was sold earlier this year by DRS, also joined the EPR ranks following an exam at UKRL in Leicester in May.

EPR operated what is expected to be the first of many diagrams for Touax Rail, moving wagons between the Port of Blyth and Dollands Moor on August 21. It is preparing to announce new commercial partnerships in the next few months and will also fit the locomotives with translator equipment.

Wagon Report

Compiled by **Steven Fredrick Lappage**

DIRECT Rail Services transports three types of high-level nuclear waste, each utilising a bespoke wagon design.

Most common is the movement of irradiated fuel from Britain's active or decommissioned nuclear power stations. This is conveyed to the reprocessing facility at Sellafield in Cumbria in FNA-D flask carriers Nos. 11 70 9229 001-6 to 040-4. They are similar to the earlier FNA-C type, but were built without the stainless steel cladding that proved to be a water trap.

Ministry of Defence (MoD) nuclear waste originates at Dounreay and Plymouth Devonport. This employs a pair of multi-axle KUA wagons Nos. MODA 95770/771. Unlike other traffic, these movements are generally provided with escort coaches for added security.

Lastly there is imported waste, mainly originating from Japan. This arrives at Barrow Marine Terminal in ships operated by Pacific Nuclear Transport. Onward movement to Sellafield is by KXA four-bogie heavyweight transporters Nos. BNFL 96901-906.

Prior to the ending of the Dover-Dunkerque trainferry service in December 1995, irradiated waste was received from nuclear power stations in Germany, Italy, the Netherlands and Switzerland. This used multi-axle IQA/B wagons.

■ DB Cargo is continuing the programme to convert BRA/BYA 'Nissen Hut' wagons into 'Stegosaurus' open steel coil carriers. This work is being done at the former Marcroft Engineering workshops in Stoke. Due to be modified are No. 964043, Nos. 966012/013/015/018/026/053/056/061/074/098/120/121/124/137/142/152/164/170/172/173/178/179/223/230/248.

■ PRIVATE owner disposals have been, JNA bogie box opens Nos. VTG 3259/401/402/409/418/426/434/452/473- 476/487/512, Orenstein & Koppel JYA box opens Nos. OK 3270/271/274/281/283-286/290-293/295/296/299/301/304/305/308/309/311/313-316/319/321-323, PNA spoil carriers Nos. VTG 3751-753/761/762/765/770/776/782/784/787/793, JGA bogie limestone hoppers Nos. VTG 19200-219, Touax KFA container flats Nos. RLS 92544/548/556/558/627/628/640, Nos. TIPH 93304/316/332/343/344/378/387/395/405/424/429/430/466.

■ DB Cargo UK wagons scrapped have included VGA 'Speedlink' sliding wall vans Nos. 210419/472/573/578/591, HTA bogie coal hoppers Nos. 3100 15/031/034/041/043/070/075/094/098/135/139/143/150/170/175/181/184/190/205/233/255/304/328/335/409/433/440/443/447/479/491/515/523/539/542/548/595/655/665/674/687/695/705/729/733/744/752/762/805/808/821/839/845, SSA scrap opens Nos. 470035/043/059/066/106/121-123/138/144/145, BAA slab carriers Nos. 900101/124/137/248/295, BBA*/BLA bogie steel flats Nos. 910028/169*/176/186/192/195/197/203/232/242*/261*/273/279/283*/290/294/304/314/315/331*/323/373/400/402/455/473/478/492/537/548*/571*/583*, BDA/BEA* bogie bolster flats Nos. 950017*/308/366/426/437/455/467/540/556*/585*/729*/749*/793/879/912*/980*/989, Nos. 951025*/104/108*/134*/185*/188*.

In addition, more than a thousand foreign registered ferrywagons previously active in the UK have been returned to the Continent for further use, storage or disposal. They include ICA clay slurry tanks, IFA/IKA twinset container flats and IPA double deck auto transporters.





ABOVE: Modified BYA No. 966050 shows how 'Stegosaurus' is aptly named. DB CARGO

LEFT: De-hooded BYA wagons awaiting conversion to 'Stegosaurus' coil carrier at Stoke Wagon Works on August 4.

LOCOMOTIVES

Allocations
58023 Re-registered WQ/WQDA
66001 WBAT-WBRT
66019 WBAT-WBRT
66054 WBAT-WBRT
66056 WBLT-WBRT
66060 WBAT-WBRT
66065 WBAT-WBRT
66066 WBAT-WBRT
66083 WBAT-WBRT
66101 WBBT-WBRT
66104 WBBT-WBRT
66154 WBAT-WBRT
66165 WBAT-WBRT
66179 WBAT-WBRT
66182 WBAT-WBRT
66200 WBAT-WBRT
66205 WBAT-WBRT
66206 WBAT-WBRT
93002 MBEL-GROG

Liveries
Blue Pullman: 43058
Freightliner Distribution: 57003
GBRf: 66303/15
Inter City ScotRail: 37401
Colas decals replaced GBRf branding: 66791

Named
43058 *Loch Eil*
57003 *Inter City Railway Society 50th Anniversary 1973-2023*
60076 *Cross Fell*
60087 *Ingleborough*
66768 *Yvonne Bradley*
66774 *Sue Coles*
69004 *RIDC Melton*
90041 *Pete Waterman OBE*
91117 *Project Electra*

Name reapplied
37401 *Mary Queen of Scots*

Names removed
68020 *Reliance*
68021 *Tireless*
68022 *Resolution*
68025 *Superb*
68028 *Lord President*



Preserved 'Bone' No. 58023 arrived at Kidderminster, Severn Valley Railway, on September 14. It is one of four preserved Class 58s (along with Nos. 58012/16/48, plus the frames of No. 58022 being used by the Ivatt Diesel Recreation Society) but the first to be returned to running order. STEVE WIDDOWSON

Stored/stopped locations
Dean Forest Railway: 09106
Long Marston: 68020/22/28/30/31/32
Worksop: 20056

MULTIPLE UNITS

Allocations
175001-03/07/08/10 CH/HLHQ-HQ/SCEC
175101/05/08/11-15 CH/HLHQ-HQ/SCEC
196113 HQ-TS
197119 HQ-CH
323211/14 SO/EJHQ – HQ/SBXH
379001-30 IL/EBHQ-HE/ETHQ
465237 Off registration – sold
507010/16/17/28/33 sent for disposal
555006/07 newly delivered GF/PXGG
707024/30 WD-GI
730043 HQ-BY
730230/31 newly delivered HQ/EJHQ
720144 newly delivered HQ/EBHQ
777021/29/34/45/47 HQ-KD

Liveries
SWR: 458418
+You belong vinyls: 819106 (from set 800106)

Named
700124 *Driver Phil Marchant Keeping us moving for more than 12 years*

Sold
Romic: 465237

Renumbered
458518 – 458418

Formations
458418:
67618+74018+74118+67718

Now in passenger traffic
196113
197119
730043
777021/29/34/45/47

Stored/stopped locations
Cardiff Canton: 150227/37
Cockshute: 74432
Crewe: 730203
Crewe ETD: 325004/08/09/16
Derby: 701006, 720516/37
Eastleigh: 701034
Ely: 175111/14
Gascoigne Wood: 730216/21/28/29
Hornsey: 379010/29
Ilford: 720515
Kirkdale: 777035/53
Landore: 175101/16
Long Marston: 458534
Mossend: 325003/05-07/11-14
Oxley: 730230/31, 807004
Peterborough: 379002/17/20/27
Willesden: 720139/44, 720502, 730025/34
Willesden PRDC: 325001/02/15
Wimbledon: 701011/41
Wolverton: 323211/14, 350236
Worksop: 720536/38

Disposals
C.F.Booth, Rotherham: Cut dates: August 21: 77048; August 23: 62661 (317501)
Sims Metals, Newport: Arrival dates: May 7: 64394 (507028), 507033; August 14:57281; August 15: 52281 (150281); September 2: 507010/17; September 16: 507016; September 17: 77400 (442419) Corrects previously reported arrival on June 18.

HAULED COACHING STOCK

Liveries
TPE branding removed: TP01/13

Sold
West Coast Railway: 5945/55/65/76/87, 6137/77/83, 9527/39

Formations
HA12: 40612+42275+42576+42276+42077
HA15: 40615+42030+42579+42010+42078

Stored/stopped locations
Carnforth: 5945/55/65/76/87, 6137/77/83, 9527/39
Inverness: HA23
Long Marston: TP02
Longsight: TP03/04/06
Mid-Norfolk Railway: 41035, 45001/04, 48141/42, 49114



Above: The former Freightliner electric No. 86607 is now Rail Net Cargo No. 85 607-7 in Bulgaria (the acquired locos retaining the last three digits of their fleet numbers) and it is seen in the workshops at Ruse on June 20. CHRIS WEST

■ **STOCK CHANGES CORRECT AS OF SEPTEMBER 20.**

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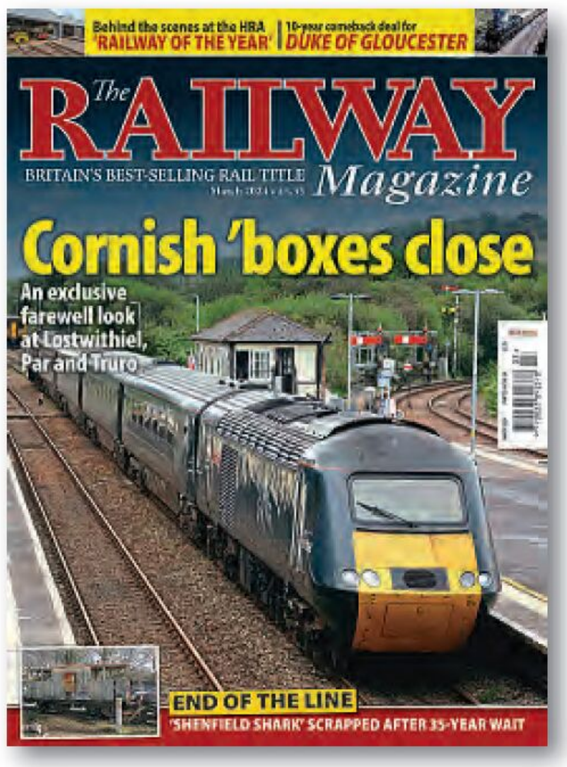
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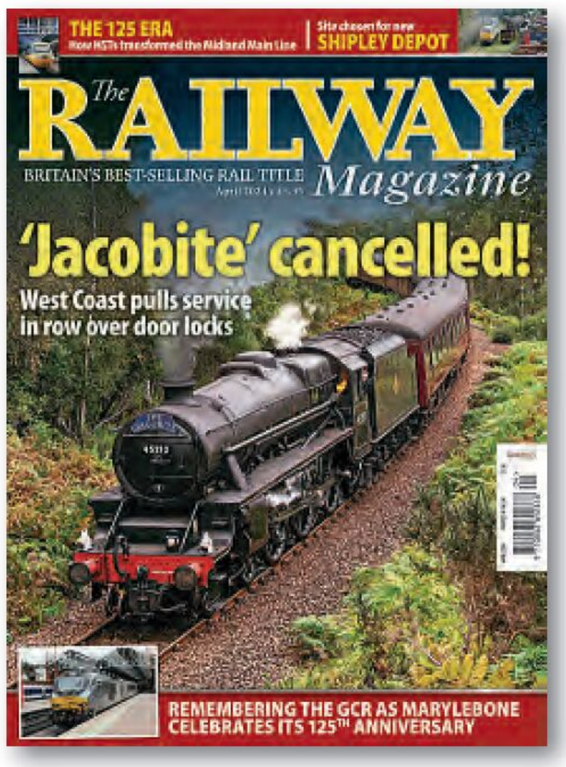
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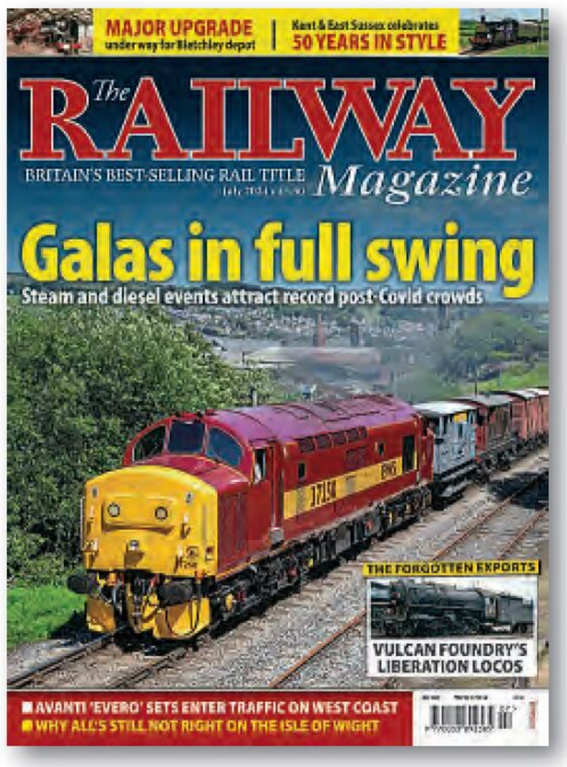
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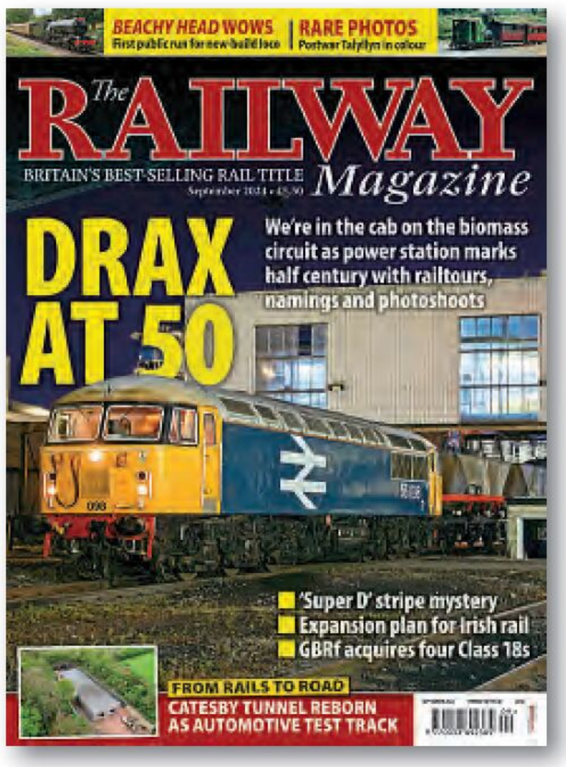
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Compiled by **Ashley Butlin**

The network's notable moves

Great Western Railway

Class 230 No. 230001 was noted in the sidings at West Ealing on Monday, August 12. On the same day the Greenford services were being worked by Class 165 DMU No. 165128.

Greater Anglia

A large fire broke out on the morning of August 8, at Seckers Waste Depot, Railways Sidings, Gt Blakenham, between Ipswich and Stowmarket on the Ipswich to Norwich mainline which saw disruption most of the day as thick dark smoke billowed over the track, with no trains from Ipswich to Norwich, Cambridge or Peterborough until early evening. All London traffic was starting and finishing at Ipswich.

While the Class 720s are now well established in the region, a number of units have still to enter traffic and are found being moved around between different locations. Reported on August 19 was No. 720537 moving from Ilford to Worksop by Class 69 No. 69011. On August 28 Class 57 Nos. 57310+57303 top-and-tailed No. 720515 from Worksop to Derby. A further move on September 4 found No. 720536 being moved from Ilford to Worksop by Class 69 No. 69009.

ScotRail

As a result of a gas leak located between Livingston North and Uphall the route between Bathgate and Edinburgh was closed for safety reasons on the morning of Monday August 12. The Helensburgh Central-Edinburgh services were only operating between Helensburgh and Bathgate. ScotRail was able to source road vehicles to operate a shuttle service between Bathgate and Edinburgh Park calling at all stations.

CrossCountry

From Saturday, August 17 to the bank holiday Monday, August 26, Network Rail carried out track works, including preparations for HS2. The work involved moving a section of track across a new bridge at Duddeston Mill Road which has been built for HS2. Between Birmingham New Street and Coleshill Parkway stations Network Rail engineers replaced 450 metres of track and three crossovers.

As a result of these works, trains between Birmingham New Street and Burton-on-Trent, which would normally run through Tamworth, were routed on the line between Lichfield Trent Valley and Wichnor Junction, which is just south of Barton Under Needwood. This line normally receives a very thin passenger service.

To try the 'rare track', on Monday, August 19, a correspondent made a trip from Birmingham New Street to Burton-on-Trent and back, travelling northbound on the 1S45/09.27 from Plymouth to Edinburgh formed of Class 220 No. 220008, and returning on the 1V58/07.48 from Glasgow Central to Penzance, formed of No. 221119. Both trains were full and standing – and must have been extremely unpleasant for passengers making longer journeys.

Northern Rail

Northumberland County Council has said the reopening of the Northumberland Line's first few stations has been delayed until December. Three of the line's six stations – Seaton Delaval, Ashington and Newsham – had been due to open this summer. However, the BBC, reporting a Class 158 had made the full journey on August 5, said the line is expected to reopen to passengers in November.

Mersey Rail

The final two Class 777 units have finally been delivered to Kirkdale. On September 4 RailAdventure Class 43 Nos. 43467+43423 and 43465+43484 top-and-tailed No. 777053 from Long Marston to Walton Old Junction where No. 777035 was added to the consist which went forward to Kirkdale overnight, the two units being observed there the following morning.

Transport for Wales

Observations on July 30 found the 12.30 Manchester Piccadilly to Cardiff Central service was running on time when seen at Newport with Class 67 No. 67013 and a Mk.4 set. The 15.43 Newport to Ebbw Vale Town was seen waiting at platform 4 in Newport with Class 153 No. 153382, while the 15.23 Cardiff Central to Holyhead was on time with two-car No. 197012 in charge.

Later, Class 150 No. 150264 was observed leaving on time from Cardiff Central with the 15.17 to Maesteg. Class 231 No. 231009 was running on time at Cardiff Central with the 15.11 departure to Rhymney.

At Clacton EMUD much longer than envisaged for its bogie transfer, TfW Class 231 No. 231004 left the Greater Anglia depot on August 8 as 5Q42/09.17 Clacton CSD-Cardiff Canton.

Observed on August 10, the 13.05 Milford Haven to ▶



On August 30, West Coast Railway's Nos. 47848 and 57009 *G J Churchward* top-and-tailed saloon No. 999506 over the Royal Portbury Dock (Portishead) branch and the North Bristol Henbury Loop (Bristol Parkway/North Filton-Avonmouth), which are both planned to be part of the new 'Metro-West' passenger lines. The formation is seen on the return from Holesmouth Junction (on the Severn Beach line), passing site of the proposed Henbury station – which will be a single-platform 'spur' terminus, with services to and from Bristol Temple Meads via Filton Abbey Wood. The train also called at the new Ashley Down Station, which was scheduled to open on September 28, slightly delayed while its road links were completed. RICHARD GILES

Manchester Piccadilly formed with Class 197 No. 197009 arrived at Cardiff Central 10 minutes late, at 15.53. Fellow class member No. 197048 was waiting at platform 1 for No. 197009 to couple behind it, making a four-car formation forward. Unfortunately, this proved to be difficult, and at 16.00, seven minutes after arrival, the doors on No. 197009 were released to allow the frustrated arriving passengers to alight. Further attempts to couple ensued, and eventually the whole formation went ahead 19 minutes late.

On the same day the 16.30 Manchester Piccadilly to Swansea, hauled by Class 67 No. 67017, started 24 minutes late, reaching Shrewsbury 39 minutes late. Commendably the 18.08 Shrewsbury to Swansea via the Central Wales line formed of Class 153 Nos. 153913+153320 was held until 18.26 to allow the vital connection to be made.

A journey was made by a correspondent from Hereford to Crewe on Thursday, August 22, using the 1W57/10.52 from Cardiff Central to Manchester Piccadilly headed by DVT No. 82227, with Class 67 No. 67022 at the rear, arrived at Hereford six minutes late and continued to lose time as the journey progressed, being 18 minutes late on arrival at Crewe. No reason was given for the late running.

The whole train, from the DVT to the locomotive at the rear was in TfW black livery, which looked quite smart, but did suggest the train was going to a funeral!

The short hop from Gloucester to Cheltenham Spa was made by a correspondent on Thursday, August 22, on the 2G46/08.09 from Cardiff Central to Cheltenham Spa, formed of No. 197010. The train left Gloucester 21 minutes late and was just as late at Cheltenham Spa. According to an announcement made at Gloucester station this was because of 'More trains than usual needing repairs'.

Former TfW Class 175 units, now with a future working with Great Western, continue to pass through Landore before going to store at Ely. On August 28 Nos. 175002+175118 worked from Landore to Ely. On August 28 Class 37 Nos. 37218+37901 top-and-tailed No. 175116 from Crewe South Yard to Landore. This was followed by No. 175101 on the same diagram top-and-tailed by Nos. 37884+37510 on September 3.

West Midlands Railway

Movements of new units between various locations prior to entering traffic continues on a regular basis with the following moves being reported. On August 12, Nos. 730213+730226 were taken from Wembley to Gascoigne Wood by Class 37 No. 37510. The Class 37 was in use again the next day taking Nos. 730225+730208 from Oxley to Doncaster Belmont.

A further move on August 19 found Class 37 No. 37608 haul No. 730203 from Crewe to Old Dalby. The next day, No. 730227 was conveyed from Wembley to Old Dalby by No. 37884. No. 37608 was in use again on August 21, moving Nos. 730229+730228 from Litchurch Lane to Wembley. The Class 37 was reported in use again on August 23, this time being used to move Nos. 730035+730026 from Old Dalby to Willesden, and again on September 3, to take No. 730221 from Oxley to Gascoigne Wood.

For most of the day St Albans Abbey receives a shuttle service from Watford Junction, platform 11. This is to enable the units working on the branch to be switched over. The 2F22/15.08 from St Albans Abbey to Watford Junction, continues ECS (Empty Coaching Stock) as 5C65 from Watford Junction to Camden Carriage Servicing Depot.

In the other direction, ECS 5F23 from Camden Carriage Servicing Depot runs to London Euston where it forms the 2F23/15.18 departure to St Albans Abbey. Hence, train 2F23 is the only through service between Euston and St Albans Abbey and the only passenger train using the line from the down slow at Watford South Junction, crossing to the up slow to access the track by platform 11 at Watford Junction. A journey was made from Euston to St Albans Abbey by a correspondent on 2F23 on Wednesday, August 14, when the train was formed of No. 350369.

Services on the Birmingham Cross-City Line are now dominated by Class 730/0 units. A correspondent made a number of journeys on Monday, August 19. A return trip from Birmingham New Street to Kings Norton was made on the 2O38/14.05 from Lichfield Trent Valley to Bromsgrove formed of Nos. 730033+730032, returning on the 2P41/15.03 from Bromsgrove to Lichfield Trent Valley, formed of Nos. 730010+730005.

Chiltern Railways

Observed on July 13, Greener Futures livered Class 68 No. 68014 was in charge of Chiltern Railways 14.43 Birmingham Moor Street departure for London Marylebone and the return 18.02 service to Stourbridge Junction. On the return journey a lengthy 20mph restriction north of High Wycombe plus an additional stop at Princes Risborough made the train five minutes late departing Haddenham & Thame Parkway. However, a focused run saw the train back on time by Leamington Spa, with Birmingham Moor Street reached 2 minutes early at 20.01.

During a visit to Chalfont & Latimer station on Tuesday, August 13, the 2V32/12.57 from London Marylebone to Aylesbury Vale Parkway formed of Nos. 165014+165028, was seen having some problems. Having arrived on time at 13.28, trouble was experienced closing the doors on No. 165028. After several attempts the passengers travelling in No. 165028 were asked to move to No. 165014, and the service eventually left Chalfont & Latimer 15 minutes late.

A journey was made by a correspondent from Marylebone to Birmingham Moor Street on Monday, August 19, on the 1R21/10.02 headed by Class 68 No. 68011, with DVT No. 82302 at the rear. No. 68009, in DRS blue livery, was noted when passing Wembley LMD. The return was on the 1H41/11.45 headed by DVT No. 82304, with Class 68 No. 68010 Oxford Flyer at the rear.

East Midlands Railways

Class 170 No. 170207 worked the 10.51 Liverpool Lime Street to Norwich on August 16. Although this was a three-car unit, instead of the normal four cars, the CIS still announced that it would be splitting at Nottingham, with the rear two coaches going on to Norwich! That would have been interesting and highlights an over-reliance on automated systems.

London Overground

Unit No. 378205 remains in colourful 'Every Story Matters' livery. On Tuesday, August 13 it was seen stopping at Acton Central whilst forming the 2N96/15.28 from Stratford (London) to Richmond. A visit to Richmond station mid-morning on Friday, August 23, found a sign by the ticket barriers: "NO SERVICE on the London Overground, due to an earlier faulty train at Kentish Town West."

Reviewing Realtime Trains found 2N18/09.35 from Richmond to Stratford (London), had left on time with the next seven departures cancelled. The 2N26/11.31 from Richmond left 10 minutes late but was terminated at Willesden Junction. The full service resumed, after a gap of more than two hours, with the 2N27/11.47 from Richmond to Stratford (London).

Elizabeth Line

Problems were being experienced on the Elizabeth Line on Monday, August 12. A journey from West Ealing to Paddington was made on the 9U49/12.00 from Heathrow Airport Terminal 4 to Abbey Wood formed of No. 345044 which left West Ealing just over 20 minutes late.

The train terminated short at Paddington, coming to a halt by platform 12 in the high-level station; greatly confusing the passengers, with large suitcases, who had joined at Heathrow and expected to be taken directly to central London. According to Realtime Trains, the service terminated short 'due to a problem with signalling equipment.'

Govia Thameslink Railway

Further moves of Class 379 units reported included Nos. 379023+379022 being brought south from Worksop to Hornsey on August 23 by Class 57 No. 57310. It then took Nos. 379027+379020 north to Nene Sidings, Peterborough.

A week later, No. 57303 moved Nos. 379010+379029 to Hornsey prior to taking Nos. 379008+379017 to Peterborough.





No. 66764 *Major John Poyntz Engineer and Railwayman* is seen in Wellingborough yard (left) on August 26, with a rake of container flats and log wagons loaded with concrete blocks (above), to act as ballast. The unusual working departed for Tonbridge on September 5, the first leg of the wagons' journey to Germany to act as barrier wagons for the first new Siemens LU set for the Piccadilly Line. RICHARD GENNIS



An unusual sight at Littlehampton on September 17, was 6Z73, the 09.10 from Tonbridge West Yard, which was a GBRf route learning train formed of half a dozen graffiti-covered bogie hopper wagons top-and-tailed by Class 73/1s Nos. 73128 *Kent & East Sussex Railway* and 73109 *Battle of Britain 80th Anniversary*. The train is seen arriving at the West Sussex terminus past the upper quadrant semaphore signals controlled by the 1886 Grade II listed LB&SCR signalbox. After reversal, the train continued to Bognor Regis. JOHN VAUGHAN

c2c

A visit to Stratford, London by a correspondent on Sunday, August 18 who was quite surprised waiting on platform 5 (normally the platform for Elizabeth Line services during the weekdays) to see c2c Class 357 Nos. 357040+357006 draw in with 9B25/14.26 Shoeburyness to London Liverpool St. service at 15.25.

Southern Railways

Southern, Thameslink and Gatwick Express were thrown into chaos on August 10 with overhead wires causing mayhem to Thameslink services and major signalling problems at East Croydon causing chaos to Southern and Gatwick Express services.

Services between London and Littlehampton were worst affected in some cases, not reaching Littlehampton at all with day trippers being stranded at Littlehampton. The 14.12, 15.42, 18.42, 19.12, 20.12 and 21.12 were all terminated and started from West Worthing.

The 19.42 was diverted via the Arun Valley departing Littlehampton some 70 minutes late. The only London service to depart right time and run booked route was the 20.42. To help the day trippers to return home two Southampton to Brighton services were diverted via Littlehampton with the 18.20 formed of No. 377450 and the 19.50 with No. 377148.

The 05.36 Brighton to Southampton was cancelled on the morning of August 16, due to a saturated cab on No. 377434 after overnight rain.

On the morning of August 17, rolling stock was displaced for the early peak following a fatality the night before in the Bosham area, with No. 377449 being involved, which was then berthed in Littlehampton sidings for most of the day. Gatwick Express unit No. 387227 was stabled at Littlehampton forming the 07.13 Brighton to Southampton starting from Littlehampton.

Massive delays, diversions and cancellations occurred on August 27, due to a signalling and points failure at Victoria. Services from Littlehampton were the worst affected with the 08.12 diverted to London Bridge; the 09.42 to Victoria was diverted to Brighton; and the 10.12 to Victoria was diverted via the Arun Valley departing 30 minutes late.

Numerous other services were terminated and started from West Worthing. Further problems followed the next day due to signalling and points issues at Three Bridges, while things were no better on August 29 due to points issues at Stoats Nest Junction, south of Purley. Down services were diverted via Redhill.

There were a few delays mainly on the West Coastway on August 31, with No. 377445 operating a Portsmouth to Brighton service terminated at Barnham due to smoke coming from under the unit. Eventually, No. 377462 assisted No. 377445 to Brighton Depot for repairs.

On the same day, the 17.13 Brighton to Portsmouth was terminated at Portslade due to a door fault after being forced open by unruly youths, No. 377475 was taken back to Brighton Depot for attention running via Barnham. This meant the 16.16 from Victoria and 18.12 from Littlehampton were terminated and started from West Worthing. The 18.42 Littlehampton to Victoria formed Nos. 377454+377441 was diverted via the Arun Valley due to late running.

Work took place between Streatham Hill and Norwood Junction from Saturday, August 24, to Sunday, September 1, which meant there were no trains between Streatham Hill and Crystal Palace/Norwood Junction throughout the week.

During the closure Southern operated a shuttle service between Victoria and Streatham Hill with trains terminating at platform 2 at Streatham Hill, which is normally used for trains heading towards Crystal Palace. In the up-direction, services left from by platform 2 at Streatham Hill and then used the London end crossover to reach the up Crystal Palace line towards Balham.

To try this unusual route on departure from Streatham Hill, on August 28 a journey was made as far as Clapham Junction on the 2F37/15.36 from Streatham Hill to London Victoria on Nos. 377163+377447.

South Western Railway

There appears to be an increase in the test runs of the Class 701 'Arterio' units, which might be linked to the start of driver training. On Wednesday, August 14, No. 701035 was seen on the 5Q42/11.42 Waterloo to Waterloo via Hounslow and Richmond. On Friday, August 23, No. 701044 was seen between Barnes and Putney forming 5Q21/11.15 from London Waterloo to London Waterloo, via Richmond and Hounslow.

Moves of the Class 458/5 units to Widnes for conversion to 458/4s found No. 458511 being taken north from Eastleigh by Class 69 No. 69009 on August 28, having brought No. 458418 south the previous day.

Meanwhile, the reformed units have now become established on the Hounslow Loop. On Monday, August 12, a journey was made as far as Barnes on the 2S43/14.52 from London Waterloo to Weybridge, formed of Nos. 458415+458427. A little later at Barnes, Nos. 458426+458422 were seen forming the 2V41/15.07 from London Waterloo to London Waterloo via Hounslow and Richmond. A further viewing on August 23 found Nos. 458422+458426 between Barnes and Putney on the 2S30/11.03 from Weybridge to London Waterloo.

A points failure at Vauxhall on Monday, August 12, caused considerable disruption to services into Waterloo. Although the problem was fixed by around 15.00, disruption continued to the end of the day.

A journey was made from Richmond on the 2U38/13.23 from Windsor & Eton Riverside to London Waterloo formed of Nos. 450060+450117. Having left Richmond six minutes late, the train trundled to Putney and then crawled to Clapham Junction, arriving there 13 minutes late.

The crawl continued to Vauxhall where it stood for 12 minutes, eventually arriving at Waterloo 36 minutes late.

The new Class 701 units continue to be moved between various storage facilities prior to them entering traffic with Nos. 701512+701509 being moved from Eastleigh depot to Long Marston on August 13, by Class 69 No. 69008 before taking No. 701023 from Long Marston back to Eastleigh later in the day.

A further move followed on August 27 when No. 69011 ▶

moved No. 701057 also from Eastleigh to Long Marston. The following day No. 701034 was returned from Long Marston to Eastleigh by No. 69008.

Charter Trains

The UK Railtours 'The End Of The Line' charter on August 10 from East Midlands Parkway to Newport Docks and back was headed by Class 66 No. 66307 *Ipswich Town*, with No. 66708 *Glory to Ukraine* on the rear for reversals and the return journey.

The Midland Pullman had a day out on August 14 when Class 43 Nos. 43046 *Geoff Drury*+ 43049 *Neville Hill* had charge of the 1Z76/05.52 Chesterfield to Paignton 'Torbay Riviera Pullman' and 1Z79/17.00 return, seen passing Market Harborough.

The Great Eastern Main Line witnessed two LSL blue Midland Pullman workings during August. The first was a three-day trip from Shenfield to Fort William with Nos. 43047 and the recently named No. 43059 *Loch Shiel* on August 16-18 that unfortunately encountered traction motor problems while at Doncaster, but eventually made it to Fort William just one hour late.

The second was on August 21, when Nos. 43046 *Geoff Drury 1930-1999 Steam Preservation and Computerised Track Recording Pioneer* at the head and 43049 *Neville Hill* on the rear were employed on 1Z43/06.16 Norwich to Paignton daytrip and noted arriving for a scheduled pick-up at Manningtree with a consist of 44081+41169+40801+41162+ 41059+40802+41108+41149.

Having arrived empty at Liverpool Lime Street from Carnforth (5Z84/06.32) on Thursday, August 22, WCR's umber and cream Class 57s Nos. 57313+57315, and matching Northern Belle coaching stock, departed at 08.26/1Z84 to Edinburgh Waverley. The formation later departed at 17.03/1Z87 return to Liverpool and then ran empty from there (5Z87) to arrive back at Carnforth at 23.53.

After arriving at Cardiff Central from Crewe (3Z43) on Friday, August 23, a set of Blue Pullman liveried coaching stock top-and-tailed by LSL's Class 43 Nos. 43047+43055 departed on time at 07.38 on a 1Z43 bound for Fort William. Although the service was held at Abergavenny and departed 100 minutes late at 10.23, it arrived in Fort William at 20.21, four minutes early. The following day, the train ran to Mallaig and back before it returned to Cardiff on August 25 (1Z46/09.05) arriving at 21.20.

DB Cargo

Reports of the regular loaded scrap metal trains running from Sunderland to Cardiff Tidal included Class 66 No. 66128 heading north from Cardiff to Sunderland on August 8, prior to returning the loaded wagons on the same day. The same loco was on the diagram on August 13. Two days later, No. 66055 had charge of the service. It was next reported on August 27 with No. 66076 at the helm and finally, on September 5, No. 66128 was working the diagram.

The regeared Class 66s renumbered in the /6 sub-class are getting to places where the Class 60s rarely visited. On Monday, August 12, No. 66653 *Barry Needham* was seen approaching South Greenford at the head of the 6O98 from Park Royal Marcon to Hither Green Down Reception.

An incident occurred on the Settle & Carlisle (S&C) line on August 14 involving Class 66 No. 66133 on 6E97 Newbiggin to Tees Dock gypsum train when the driver stopped the train at Appleby because of wheel flats in the train. The rescue involved putting the offending wheels on skids so that the train could be backed into sidings and sorted. The train eventually resumed its journey after over a three-hour delay.

The problem led to disruption for Northern services from Carlisle to Leeds. The 2H89/10.58 from Carlisle was cancelled at Appleby with bus replacements arranged. The 1E65/13.40 from Carlisle ran wrong line past the incident and continued south around 35 minutes late from then onwards. Two regular freight trains on the S&C, 6K05 Engineers from Carlisle to Basford Hall and 6J37 Chirk Kronospan logs were diverted down the West Coast Main Line.

A mega move of 50 empty steel carrier wagons was moved from Tees Yard to Margam by Class 66 Nos. 66150+66070 on August 16. A further move on August 19 found No. 66170 on a 6V02 with 26 wagons and Nos. 66150+66070 with 51 wagons on a 6V03.

August 20 was the first day of the uprated Class 66/6s working 6B13/05.00 Robeston to Westerleigh oil tanks, having taken over from pairs of 66/0s and previous to this Class 60s. No. 66654 was observed passing Gloucester with load 24. Class 60s could haul 29 as one loco and this number of tanks was the capacity limit for Haresfield loop where it recesses. It will be interesting to see if the 'Supersheds' can match this number.

The 6V75 from Dee Marsh Reception Sidings to Margam Terminal Complex was seen on Thursday, August 22, held at signals on the down relief line at Hereford hauled by Class 66 No. 66170 in rather scruffy EWS livery.

Freightliner

Observed at Luton on August 2, was Class 66 No. 66622 departing from Luton Crescent Yard to Barrow Hill at about 16.45.

An additional southbound WCML fully loaded container train ran on Monday, August 12, from Grangemouth (4M25) to Daventry, pulled by Class 90s Nos. 90042+90044.

On Tuesday, August 20, and again on the following day, a footplate tuition diagram (0Z80/07.57) ran from Crewe to Carlisle and back (0Z81) operated by Class 90 Nos. 90045+90049.

DRS

Viewed from a passing train, Class 88 No. 88002 was noted on Wednesday, August 14, in the yard at Wembley at the head of the 4L48 from Daventry (Tesco) to Tilbury 2 Container Terminal.

The 0S17/10.22 Carlisle Kingmoor TMD to Millerhill was observed passing Thankerton on August 17, comprised of Class 66 Nos. 66091, 66428 and 66422.

Class 68 Nos. 68033+68034 double headed on Wednesday, August 21, two white FNA flasks from Sellafield (6K73/18.14) to Crewe. On the following day Nos. 68017+68033 pulled a single flask to Sellafield from Crewe (6C53/06.09) to Sellafield.

Silver liveried Class 68 No. 68014 was sandwiched between Class 66 Nos. 66091+ 66122 to run as a light engine trio on Thursday, August 22 from Carlisle Kingmoor (4M70/07.25) to Crewe. Later that day, Class 66 No. 66423+Class 68 No. 68003 also ran light from Carlisle (0Z70/18.11) to Crewe.

On August 27, Class 68 Nos. 68007+68033 double-headed a single white FNA flask from Sellafield (6K73/17.02) to Crewe.



Avanti West Coast's No. 805010 spotted at Shepherd's Bush on September 6, running empty as the 13.59 from North Pole International depot to Oxley (Wolverhampton) via a reversal at Kensington Olympia. IAN D SINCLAIR

Although service 6K73 is a 'runs-as-required' operation this train ran again on the following day with four flasks being pulled by Class 88 No. 88006 *Juno* (with pantograph down on WCML south of Carnforth) coupled in front of Class 68 No. 68002 *Intrepid*.

Silver liveried, unbranded, Class 68 No. 68012 ran light on Wednesday, August 28, from Crewe Gresty Bridge (0Z84/13.08) to Carlisle Kingmoor.



HST power cars on freight! Rail Adventure's Nos. 43423+43467 pass Barrow-on-Trent on September 6, while working a rake of KEA wagons as 6Z44, the 04.55 Wembley to Shirebrook. The power cars later worked light engine to Kidderminster SVR, but were in action again on September 11, moving seven Mk.3s from Yarmouth to Dereham (Mid-Norfolk Railway) for storage. PETER R FOSTER

GBRF

Friday, August 2, found Class 69 No. 69004, in work-stained blue and red research livery, leading Freightliner Class 66 No. 66561 and a single MLA open bogie wagon, through Barnes station as the 6Y42 from Hoo Junction Up Yard to Eastleigh East Yard. Returning to Barnes on Monday, August 12, No. 69004 was seen again on the 6Y42, the train consisted of a rake of JNA and MLA open bogie wagons.

With only Class 66 No. 66788 *Locomotion 15* in Harwich Parkeston Quay yard over the weekend August 3/4, it left as normal on the Monday with 4R43/09.14 round to Felixstowe North. The following week it was a repeat with No. 66788 again arriving as 4L43 from Doncaster i-Port on August 10, and departing on August 12, on the 4R43.

On August 17, No. 66788 on 4L43 from Doncaster i-Port was relieved at Peterborough with No. 66717 *Good Old Boy* taking over for the remainder of the trip into Harwich Parkeston Quay yard. That evening, No. 66741 *Swanage Railway* worked 4A28 over from Felixstowe South GBRf and on August 19 left with 4M64/04.55 to Ditton (O'Connor), while No. 66717 exited under 4R43 round to the Suffolk port. A week later, on August 24, No. 66740 *Sarah* was in charge of 4L43 from Doncaster i-Port, while No. 66708 *Glory to Ukraine* worked 4A28 round from Felixstowe later in the evening.

Unusually, on the bank holiday Monday, August 26, No. 66708 worked a light engine 0Z60 Harwich Parkeston Quay-Gas Factory Loop (off Bow Junction East London) and was then allocated light engine trips into London Liverpool St before 0Z64 return trip back into Harwich Parkeston Quay yard an hour earlier than scheduled, which one can only assume were driver-training trips.

Normal working resumed on August 27, with No. 66740 taking 4R43 round to Felixstowe but instead of working 4M64 to Ditton (O'Connor). No. 66708 remained in Harwich Parkeston Quay yard until 11.17 when it worked 4M22 to Trafford Park Euro Terminal GBRf.

The following Saturday (August 31) saw No. 66769 *LMA League Managers' Association/ Paul Taylor Our Inspiration* on 4L43 followed later that evening with No. 66768 on 4A28 from Felixstowe to then become 4M64 to Ditton (O'Connor) on Monday morning September 2, the former working round to Felixstowe at 09.25 with 4R43.

The Harwich Refinery to North Walsham condensate tank diagram saw no movement w/c August 5, with the 16-tank consist already in the North Walsham depot awaiting collection. This happened on August 14, when No. 66785 *John Ellis* worked from Doncaster to Peterborough MPD and then 0P34 to North Walsham via Ely and Norwich to bring 6A33/14.27 North Walsham to Harwich Refinery loaded tanks before the normal 0E06/19.20 exit back to Peterborough.

On August 21, No. 66707 *Sir Sam Fay Great Central Railway* worked 0L41/02.55 Peterborough MPD to Harwich Refinery to take charge of 6P41 empty tank movement to the Norfolk depot and the following day, setting off over an hour earlier than normal, came back under 6A32 before leaving under 0E06 back to Peterborough.

It was not until September 4, that the next diagram took



Not often appearing in these pages is the single-track terminus at Walton-on-the-Naze in Essex. Class 720 EMU No. 720563 is pictured there on September 2, forming the 15.58 to Colchester. PAUL BIGGS

place, with No. 66756 *Royal Corps of Signals* coming from Peterborough MPD early morning and arranging its consist in Harwich Parkeston Quay yard ready for the scheduled 10.40/6P41 departure to the North Norfolk terminal.

On August 5, Class 60 No. 60095 and Class 66 No. 66734 *Platinum Jubilee* were observed stabled at Tuebrook. The Class 66 then worked 6F27 Tuebrook Sidings to Liverpool Biomass Terminal GBRf followed by the 6E27/19.15 to Liverpool to Drax AES.

MoD traffic reported includes Class 66 No. 66705 on a run from Eastleigh Yard to Donnington and back to Marchwood on August 8, followed on August 13 working a Marchwood-Tilbury-Marchwood diagram. A further move was reported on September 4, with No. 66733 working from Marchwood to Tees Dock, returning south to Eastleigh Yard and Marchwood the next day.

Class 66 No. 66724 moved fellow class member No. 66736 from Doncaster Roberts Road to Loughborough on August 13 before taking Nos. 66314+66315 back to Roberts Road.

Class 66 No. 66731 *Capt. Tom Moore* was seen passing Acton Central on Monday, August 12, at the head of 4O19 from Wellingborough to Southampton Western Docks.

On Saturday, August 17 No. 66705 *Golden Jubilee* was seen passing Barnes at the head of 6G10 from Epsom to Eastleigh East Yard.

Preparation for engineering works over the August bank holiday was probably the reason for an interesting train seen on Friday, August 23, with the 6X48 from Eastleigh East Yard ▶

to Hoo Junction Up Yard seen between Barnes and Putney, consisting of four locos Nos. 69001+66791+66512+66133.

The 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard operated to an amended schedule on Thursday, August 29. Normally it is booked to leave Eastleigh East Yard at 09.01, to be routed via Richmond and pathed as diesel locomotive, trailing load 715 tonnes. On August 29 it left Eastleigh East Yard at 09.44, routing via Hounslow and pathed as diesel locomotive, trailing load 1000 tonnes at 27mph and it was seen passing platform 1 at Barnes station hauled by Class 69 No. 69004, having run via Richmond.

The 6V04 from Grain Oil Terminal to Colnbrook BAA was seen passing Ealing Broadway station on Monday, August 12, behind grey liveried No. 66793. Five days later No. 66794 *Steve Hannam,* in grey livery, was seen passing Barnes station at the head of train 6V08 from Grain Oil Terminal to Colnbrook BAA.

Class 66 No. 66308 *Signalman Willie Taylor* worked 6M34/05.45 Drax AES (GBRf) to Tuebrook Sidings (GBRf) through Newton-le-Willows on August 15. Meanwhile, Class 73 No. 73119 on a driver refresher trip, was in Littlehampton on August 15.

GBRf scrap metal moves reported in recent weeks included Class 66 No. 66797 on a regular Liverpool-Swindon-Liverpool diagram on August 16 and again on the same diagram on August 30. The same Class 66 worked from Small Heath Yard to Attercliffe and back to Liverpool on August 28.

A new flow commenced on August 28, when No. 66792 worked a rake of wagons from Peterborough to Burton-on-Trent where they were loaded and taken to Cardiff Docks. Further runs followed on September 4, when No. 66792 hauled a Cardiff Docks to Burton-on-Trent and back loaded with the run repeated the following day. On September 2, No. 66730 was on a Small Heath Yard to Kingsbury then loaded to Liverpool.

Making a none-too-common appearance on the northern section of the WCML on Thursday, August 22, was Class 66No. 66788 *Locomotion 15* pulling the 4S57/10.58) fully loaded Hams Hall (Birmingham) to Mossend container service.

With the direct line between Clitheroe and Carlisle via Settle being closed to rail traffic after Storm Lillian on Friday, August 23, an additional Clitheroe Cement to Carlisle train (6Z00) comprised of 10 'Clitheroe Cement' VTG bulk carrying wagons pulled by Class 66 No. 66762 ran via Preston (18.58) and Shap (20.37) to Carlisle.

Unusually, there were two Class 73s visiting Littlehampton on August 27.

No. 73128 *Kent & East Sussex Railway* in ex works NSE livery condition and No. 73119 *Paul Taylor* worked a Tonbridge-Tonbridge via Littlehampton and Bognor Regis route refresher prior to the RHTT season, the formation top-and-tailing eight JNA wagons. The same formation appeared again the following day on the RHTT driver refresher trip noted passing West Worthing returning to Tonbridge.

Class 66 No. 66795 hauled a rake of empty aviation fuel tanks from Prestwick to Wembley Yard during August 31. On the same day No. 66787 was observed through Thankerton with 6M35/16.13 Mossend down yard to Carlisle Kingmoor.

Colas Rail

Colas Rail's track tamper No. DR73921 moved from Penrith (6J11/08.38) to Wigan Canal Sidings on Tuesday, August 13.

On August 14 and again on the following day, Class 56s Nos. 56051+56090 double-headed the afternoon Carlisle NY (6J37) Chirk-bound loaded log train running via Shap rather than, as often is the case, via Settle to Preston and then on to Chirk.

Class 43s Nos. 43321+43251 ran light on Tuesday, August 27, coupled back-to-back, from Preston (0Z44/10.21) to Slateford Depot, Edinburgh.

West Coast Railway Co.

WCR's maroon liveried Class 57 No. 57010 pulled a matching rake of empty Mk.2 carriages and a single Mk.1 coach from Southall (5M43/10.20) arriving at Carnforth at 16.14 on August 13.

Under the cloudless blue-sky afternoon that was Wednesday, August 14, Class 57 No. 57009 was coupled in front of Class 47 No. 47848 to depart from Carnforth at 12.40 working (5V42) a mixed rake of empty blue and grey Mk.2 and maroon Mk.1 carriages southwards to Southall.

Beacon Rail

The Beacon Rail Class 18 locos are gradually being found working sites around the country. On August 28, No. 18007 was observed just outside Buxton on the A6, heading north, on a low-loader en route to Tunstead.

Other members of the Class are now reported at Scunthorpe Steel Works No. 18003, Basford Hall: No. 18006; Whitemoor: No. 18012; Eastleigh Yard: Nos. 18014/15. The rest of the class remain at Wolverton Works.

Balfour Beatty

On Monday, August 12, Balfour Beatty white livered Class 20s Nos. 20901+20905 top-and-tailed a yellow rail mounted crane from Carlisle Upperby (6J09/10.00) to Crewe.

The following day, the 6J09 from Gresty Lane Down Sidings to Woking Up Yard Reception was seen passing Acton Central, running almost exactly one hour late top-and-tailed by the same locos and formed of two bogie container flats. The modules mounted on the flat wagons are understood to be used for drain clearance.

Locomotive Services Limited

Having arrived empty at Telford from Crewe (3Z39) on Wednesday, August 14, Class 47 Nos. 47593 + D1935 (47805) set off on 1Z39/08.09 hauling a rake of Pullman branded coaches on a test run via Settle to Appleby (arr 13.07). Six minutes later, the formation departed back to Telford via Shap.

RailAdventure

The Severn Valley Railway is currently being used by



One of those lucky moments when, instead of being 'bowled' by a passing train getting in the way, the picture turns out better than expected. Approaching the camera near Castle Donington on August 30, is DB Cargo Class 66 No. 66069 with 4E94, the 05.02 Southampton Western Docks-Masborough, while No. 66020 gets underway 4L38, the 10.55 East Midlands Gateway-Felixstowe North, which has an empty wagon behind the loco allowing a full view of the approaching service. CHRIS MILNER

RailAdventure as a base for its HST power cars. On Wednesday, August 21, Nos. 43423 and 43467, both in scruffy blue livery, and coupled back-to-back, were seen running into Kidderminster SVR station. A little later the same day, Nos. 43468 and 43480, both in RailAdventure grey livery, were noted stabled at Arley station.

It is reported that on August 21, the 0Q77 from Kidderminster SVR to Welwyn Garden City Freight Depot was formed of Nos. 43468+43013+43014 and 43480.

Loram

Ex-CrossCountry, now with Colas Rail, Class 43 HST Nos. 43303+43301 worked a 1Q91/13.57 Loughborough Brush to Leicester LIP via Bedford on August 2. The consist included Europhoenix Class 91 No. 91117 sandwiched between four HST trailers. The train was 127 minutes late leaving Brush and 107 minutes late on the southbound run passing Market Harborough.

In the event, the consist reversed at Wellingborough, not Bedford, due to the late running, and thus was only 60 minutes late at Market Harborough on the return. The Class 91 has been named *Project Electra*.

Several similar workings also occurred during August using the same formation of 43303+91117+43301 such as on August 11, when it was 1Q90/08.31 Leicester LIP to Leicester LIP via Bedford; on August 12 it was 1Q91/05.18 Leicester LIP to Leicester LIP via Bedford, and on August 19, when it was 1Q03/09.32 Leicester LIP-Leicester LIP via Bedford.

Class 37 Nos. 37405+37421 were at Llandudno Junction on August 7, having come off the Llandudno branch, working a Derby RTC to Bangor CS Structure Gauging train.

On Tuesday, August 13, Class 153 No. 153376, in light blue livery, was seen passing Acton Central forming 2Q30 from Derby RTC to Eastleigh East Yard. A little later it was seen again, now by platform 3, at Richmond. Continuing on its journey, it pulled away from Richmond still showing red lights at the front, only switching on the white lights once it was moving. As the Class 153 continued on towards Kew Gardens it was noted not to be displaying red lights at the rear.

During a visit to Euston station on Wednesday, August 14, the New Measurement Train was seen stood by platform 15 top-and-tailed by Nos. 43277+43357.

Viewed from a passing train, Class 97 Nos. 97302 and 97304 were noted stabled at Coleham Light Maintenance Depot, Shrewsbury on Thursday, August 22.



Pathfinder's three-day 'Grampian Highlander' tour from Taunton on August 24-26 saw 'Hoovers' Nos. 50007 *Hercules*+50049 *Defiance* reach Aberdeen, Inverness and Leven, the pair of EE machines seen hauling the 1Z50 Inverness to Perth leg at Dalwhinnie on the middle day. GORDON KIRKBY



DB Cargo's No. 66199 drifts over Crosfield's Crossing in Warrington on August 28, while running light engine from Ditton Foundry to Arpley Sidings. ZAC HINCHCLIFFE

The four-weekly engineers' train 1Q97/10.50 Ferme Park to Clacton-on-Sea passed through Harwich International at 15.36 on Wednesday, August 14, after the departure of the 15,26 Harwich Town to Manningtree service had passed through Harwich Parkeston Quay yard, with Class 37 Nos. 37254 *Cardiff Canton* and 37421 in charge.

GPV Nos. DB98960 and DB98910 passed Thankerton with 3Z98/12.30 Wigan LIP to Mossend Down Yard on Saturday, August 31, about three weeks earlier than last year. The following day Nos. DR98911+DR98961 made the same journey on a 3Z99/11.15 diagram.

Our thanks

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OPERATIONS NEWS PORTFOLIO



DUCHY DEPARTURE: Heading for the Royal Albert Bridge in the distance, to cross the River Tamar and leave Cornwall, the Midland Pullman (with power cars Nos. 43046/43049) forms 1Z43, the 10.05 Penzance to Dumfries on September 1, which was the return leg of the 'Cornish Riviera Pullman' that had arrived in the Duchy on August 30. Between these two dates on August 31, the set was used for the 'Bath Spa Pullman' from Penzance to Bath and return. The train is passing the site of Defiance Platform, which from 1905 to 1930 was used by Navy personnel travelling to a torpedo training school on board *HMS Defiance* moored nearby. JON HIRD

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Image: 'Kings Cross reflected', Bradley Langton, 2021

Compiled by **Hassard Stacpoole**

Timetable tweaked

Performance issues requires timetable for Connolly side of Dublin commuter services to be amended.

IARNRÓD Éireann (IÉ) had to revise its new timetable introduced on August 26 for Dublin suburban services which pass-through Connolly station, following disruptions that caused delays to several services due to performance issues.

The new timetable introduced additional intercity services but resulted in congestion, particularly at Connolly, affecting commuter routes through the station.

On September 16 revised departure times were implemented to address these issues. The original timetable changes, approved after a public consultation in May, aimed to increase services from Dublin to Galway and Waterford, add a new hourly service between Dublin and Belfast starting in October, and provide more weekend services Cork to Cobh. It also included a new stop for Sligo services at Broombridge and opened a new station at Kishoge in West Dublin on August 26.

As part of the changes, some services which previously terminated at Pearse, were rerouted to Connolly station, and DART and commuter schedules were modified. However, these changes caused significant congestion in the Connolly station area, leading to delays for intercity and DART services.

Barry Kenny, head of corporate services, acknowledged that the timetable has had a negative impact, particularly during peak times. Speaking to *The RM* before the changes were implemented, he said: "We have experienced some issues impacting punctuality performance in the first two weeks of the implementation of the new timetable, notably arising from congestion in the Connolly station area affecting Commuter routes feeding into Connolly, for which we apologise to passengers.

"Having analysed these issues, and liaised with the NTA, we will implement a number of timing changes from September 16, which will assist in improving punctuality for our passengers. This will involve time changes of between three and seven minutes on a range of services on the Maynooth and Drogheda lines, with some minor changes on other routes also."

The delays have been attributed to three main factors: the increase in services on the Dublin-Belfast route to hourly, overly ambitious reductions in commuter journey times, and the competition for track space between express, limited-stop, and all-stop services on the northern suburban line.



The new timetable caused significant performance issues to suburban services operated through Dublin Connolly, affecting DART, Maynooth and Northern Commuter services. 1983-built Linke-Hofmann-Busch 8100 EMU No. 8121 calls at Dún Laoghaire with a Malahide service on August 6. The DART celebrates 40 years of operation and the railway between Pearse and Dún Laoghaire 190 years. HASSARD STACPOOLE



Apprentices at Harland & Wolff are constructing a new underframe for Ulster railway carriage No. 33. The partially completed steel frame is seen on September 10. DAVID CRANE

Titanic builder fabricates new underframe for preserved historic Ulster Railway carriage

THE Downpatrick and County Down Railway (DCDR) is working in partnership with Belfast shipbuilders Harland & Wolff to restore a rare Victorian railway carriage.

The project offers a significant training opportunity for apprentices by building an all-steel frame to restore Ulster Railway carriage No. 33, built in 1862.

No. 33 is the sole surviving vehicle from the Ulster Railway, the predecessor of the Great Northern Railway, which initially ran from the now closed Great Victoria Street to Armagh via Portadown. No. 33 was a first class family saloon with two large first-class compartments which were separated by a pair of lavatories.

The carriage was retired from railway service in 1920 and the body was removed from its wheels and used as a railway office, and later a farm shed, until it was saved by the DCDR in 1987.

The project revives Harland & Wolff's historic ties to Northern Ireland's railways, as the shipyard once produced diesel locomotives used locally and overseas.

By September 10, apprentices had fabricated 80% of the new underframe, the first railway vehicle the company has built since the Second World War, using steel donated by Walter Watson Ltd.

Robert Gardiner, chairman of DCDR, expressed his excitement about the collaboration, noting Harland & Wolff's passion for the project and its importance considering the railway's recovery from recent flooding. He highlighted that the restoration of No. 33 offers apprentices hands-on experience in heritage skills like fabrication and engineering.

The project has involved collaboration with Queen's University Belfast and the Isle of Wight Steam Railway.

County Cork doubling scheme to get underway

IARNRÓD Éireann (IÉ) has awarded a €29.5 million contract to BAM Civil Ltd to double-track the 10-kilometre railway line between Glounthaune and Midleton, County Cork.

This project marks a significant phase in the broader Cork Commuter Rail Programme, aiming to improve the rail network's capacity, efficiency, and reliability within the Cork metropolitan area.

Work on the project is set to begin on September 25 and is expected to take 18 months to complete. The scope of the project includes installing a second track, constructing two new bridges, enhancing level crossings, and upgrading signalling systems.

Additionally, the project will deliver associated track turnout and crossover works at Glounthaune, Carrigtwohill, and Midleton, including the installation of two new crossovers at Midleton.

A new siding and turnback facility at Midleton will also be developed, along with new cable containment routes.

Upon completion, the Glounthaune to Midleton line will be capable of supporting an enhanced 10-minute frequency.



***SLIEVE GULLION* RELAUNCHED:**
After a 22-year absence, GNR 4-4-0 No. 171 *Slieve Gullion* was formally relaunched into traffic by the Duke of Gloucester at the Railway Preservation Society of Ireland's Whitehead base on September 13. The 1913-built loco has had an extensive overhaul at Whitehead works, while a repaint has restored its classic look. ROBIN MORTON

Mk.4 tour to Limerick marks GSR centenary

TÁILTE Tours is due to operate the 'Great Southern Railway Centennial' tour to Killarney using a 201 Class loco and an Iarnród Éireann-Irish Rail Mk.4 carriage set on November 16.

The trip will mark the centenary of the formation of the Great Southern Railway in November 1924 and will operate to Killarney, taking a quick diversion from Limerick Junction to Limerick Check, marking the first-ever passenger working of a MKIV carriage set into Limerick.

Tickets can be booked online at www.tailtetours.com.

Compiled by **Keith Fender**

New commuter railways for Manila

Philippines Cape Gauge lines to be rebuilt as electrified standard gauge network.



Indonesian rail engineering firm PT INKA supplied three of the CC300 diesel hydraulic locos to PNR from December 2020 onwards – five other similar locos built from 2012 are in use in Indonesia. The locos use a Caterpillar 3512 engine and hydraulic transmission supplied by Voith. CC300 No. 9003 is seen awaiting departure with the 1747 Legazpi-Naga on January 26. D LANGHAM

NARROW gauge lines forming part of the national network in the Philippines are to be rebuilt to standard gauge as part of the modernisation of the railway system.

On March 27, the last services operated on the 1067mm (3ft 6in) gauge Tutuban-Governor Pascual/Alabang lines, which previously carried around 30,000 passengers daily. Services have now been suspended for the foreseeable future to enable construction of the new standard gauge North South Commuter Railway serving the Philippines capital Manila.

The Philippines 1067mm gauge network originally dates from the 1880s when British investors funded construction in what was then a colony of Spain. The early steam locos were supplied by Hunslet and other British manufacturers. Much of the network now operated by Philippines National Railways (PNR) lost services in the period from the 1970s onwards and only isolated sections of operational railway remain in use.

The short northern section from Tutuban-Governor Pascual will be replaced by the new 91km long line being built north, largely on viaducts, between Tutuban and New Clark City; the first section of which may open in 2028, although the entire route will not be completed before the 2030s.

The 56km section from Tutuban south to Alabang extended to Calamba is scheduled to reopen as an electrified standard gauge line in the 2030s, using the previous 1067mm gauge track bed.

PNR operated services on the now closed 1067mm gauge lines using a mixture of second-hand EMUs supplied from Japan hauled by diesel locos, as well as some loco hauled coaches and DMUs.

Reinstated

Meanwhile, in the east of the Philippines' major northern island, Luzon, PNR reintroduced passenger services known as the 'Bicol Commuter Train' in December 2023, between Legazpi and Sipacot via Naga, with two pairs of trains running daily serving 15 intermediate stations.

The previous service had been suspended due to a lack of serviceable locomotives in 2017, although since then PNR has taken delivery of three new diesel hydraulic locos built in Indonesia which work trains on the 101km Legazpi-Naga section. Services from Naga to Sipacot are operated using a DMU, also built in Indonesia.



PNR General Electric U15C loco No. 918 (built in 1991) departs Santa Mesa station with the 10.26 Tutuban-Alabang on January 29. Until the line shut for rebuilding, nine train pairs operated daily on the route, most like this one using ex-East Japan Railway Company type 203 EMU coaches converted to hauled stock. The 28.7km journey took 95 minutes – an average speed of 18.1kph or 11.3mph. D LANGHAM

Alpine tunnel reopens

THE Gotthard Base Tunnel, part-closed since a freight train derailment on August 10, 2023, reopened fully on September 2.

The derailed freight train, caused by a broken wheel on a wagon, led to over £100 million of repair costs for Swiss national infrastructure manager SBB. Repairs included 7km of new track.

Uzbekistan orders EMUs

KOREAN engineering firm Hyundai Rotem has agreed a $195 million contract to build six high-speed rail trains for Uzbekistan Railways.

The seven-car 25kV AC, 175 metre long EMUs will be capable of 250kph operation and are designed for use on Uzbekistan Railways' 1520mm gauge network, to operate services from Tashkent to major cities.

Hyundai Rotem has designed the new units – which are based on trains in service in South Korea – to meet local climate conditions in Uzbekistan, with filters to prevent the entry of dust and sand, and to operate in extreme desert temperatures.



FLEET REFRESH: Russian train builder Transmashholding has been awarded a contract to refurbish and modernise 52 Sofia Metro cars (12 train sets) to extend their life for another 15 years. The work is being undertaken at the factory in which they were built (in 1990) at Mytischchi, near Moscow. It includes new asynchronous traction equipment, together with weight-saving measures to reduce power consumption, and the installation of new interiors with electronic passenger information displays in both Bulgarian and English languages. Refurbished type 81-717.4/714.4 stock set No. 1001 is pictured at Musagenitsa station with a Line M4 service for 'Business Park' on March 22. STEPHEN GINN

Upgrades continue for Canadian passenger fleets

CANADIAN national rail passenger company Via Rail continues to progress the introduction of new rolling stock as part of an ongoing fleet investment programme.

The first of 32 new Siemens-built push pull trains with new Siemens 'Charger' diesel locos entered service in November 2022, initially operating only once a week, but are now slowly replacing older trains. The new trains, built by Siemens at its Sacramento factory in California are designed for use on the Windsor/Sarnia-Toronto-Ottawa / Montreal-Quebec 'corridor' route which is where Via Rail carries the majority of all its passengers.

Each of the new five-coach trainsets has a driving trailer and four intermediate coaches, including a Business Class car with kitchen facilities, plus a new 'Charger' SCV42 4,200hp diesel loco. While delivered as five car trains, the vehicles could be used to make up longer seven-coach or shorter three-coach sets, although this is currently not planned. Around half the fleet had been delivered by the summer of 2024, but not all had entered passenger service.

The new trains will enable Via Rail to replace its fleet of 21, 110mph, General Electric (GE) built P42DC diesel locos on the 'corridor' route, plus older passenger coaches, some of which are now 70+ years old, along with all the former LRC (Light Rapid Comfortable) trailer coaches built in the early 1980s; the dedicated LRC locos that originally worked these trains were replaced by the GE P42DC locos from 2001.

It is unclear if the P42DC locos will be retained or disposed of as Via Rail is planning to retain its older EMD built FP40PH-2D locos which were built in 1986-89 and modernised from 2006-2012. The locos are currently being fully overhauled again to keep them in service for another decade or more.

Via Rail is now planning to order a new long-distance fleet to replace mostly 1950s/60s coaches currently used to operate 'The Canadian' Toronto-Vancouver and other long-distance services; when this new fleet is introduced, unlikely to be before the early 2030s, the EMD built FP40PH-2D locos are likely to be replaced.



New Siemens-built push pull set with 'Charger' loco No. 2215 on the rear (nearest camera) seen leaving Toronto on August 13, being driven from the leading driving trailer. KEITH FENDER



New Siemens trains will replace the GE P42DC locos and older coaches. P42DC No. 905 is seen at Windsor, Ontario, on August 11, with train 76, the 13.46 to Toronto. Behind the loco is Business Class car No. 4005, one of the oldest in service with Via Rail, built by Budd in 1949. KEITH FENDER



Built in Mexico for use in Auckland – the first Mexican built EMU on test – No. AM1005 is seen at Puhinui on August 5. Daytime testing is currently undertaken on the completed section of three track line between Puhinui and Papatoetoe stations, although test runs at night allow the trains to achieve their 110kph maximum speed elsewhere on the network. ROBERT SWEET

New Zealand fleets benefit from modern rolling stock

THE first of 23 additional CAF-built EMUs for the Auckland suburban network, ordered in 2022, has arrived in New Zealand, and has commenced testing.

While the previous 72 CAF EMUs were built in Spain, the latest order is being built at CAF's plant in Mexico.

The first batch of 57 type AM (Auckland Metro) EMUs entered service in 2014 and were followed by a further 15 also built in Spain in 2019 to meet the additional capacity required when the electrification of the Papakura to Pukekohe section of the network opens in January 2025.

The 23 extra EMUs now being delivered were ordered to ensure the network has the capacity to meet the increased passenger numbers when the City Rail Link under Auckland city centre opens, which is expected to be in 2026.

In addition to the new EMUs being supplied from Mexico, other new rolling stock is currently being delivered to New Zealand's main rail operator Kiwi Rail. The first two of 66 new DM Class six axle diesel locos being built by Stadler in Spain are due to arrive in New Zealand in October.

In addition, Stadler has orders from Kiwi Rail for 24 battery-diesel hybrid shunting locos and recently ordered 450 new container wagons from Indonesian firm PT INKA which has previously delivered over 700 similar wagons to New Zealand.

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Scenic modelling courses for adults

AFTER a break of four years, Pendon Museum is restarting its modelling courses for adults in November.

The focus of the first courses will be scenic landscapes. Attendees will have the opportunity to create a small scene, including the application of static grass, representation of roads and paths, puddles and rocky outcrops. After the basic groundwork is complete, there will be time to produce different forms of foliage, including trees with sea foam, bushes, shrubs and flowers.

The course tutors are Nick Wood and Paul Rhodes, who both have model railways currently on the exhibition circuit (*Much Murkle* and *Old Parrock*) and are keen proponents of landscape modelling based on observation and reflection.

The first one-day courses are on Saturday and Sunday, November 15 and 16. Numbers are limited to six per course and are likely to fill up quickly.

To register an interest, please email Emma Midgley at emma.midgley@pendonmuseum.com. Further courses on different aspects of railway modelling are in development for 2025. See the website at **www.pendonmuseum.com** for more information.



Fund-raising Darjeeling wagon

BOLE Laser Craft has produced a 16mm scale Darjeeling Himalayan Railway wagon and offered to donate all the profits to the Darjeeling Tank Locomotive Trust boiler appeal.

Appropriately carrying a load of scale boiler tubes it measures 25cm (over couplings) by 10cm and carries 24 tubes in a wooden rack. It is available in 32 or 45mm track gauges. Only 135 wagons will be produced, one for each year that DTLT loco No. 19B has been in existence.



The boiler tube wagon is available direct from Bole Laser Craft at **bolelasercraft.com** or via the DHRS shop at **www.dhrs.org**

Build a live steam tank

SILVER Crest Models has announced the launch of its first 5in gauge, fully machined kit for bolt-together assembly: the popular WR '15XX' 0-6-0PT locomotive.

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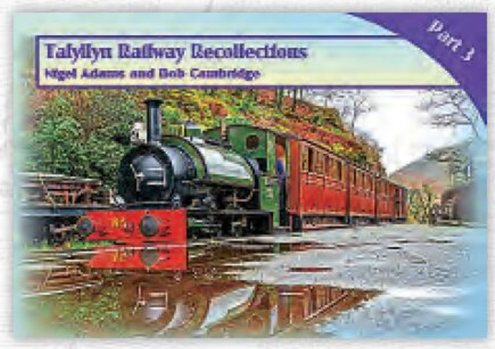
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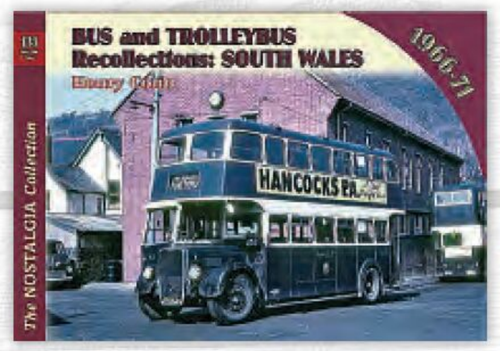
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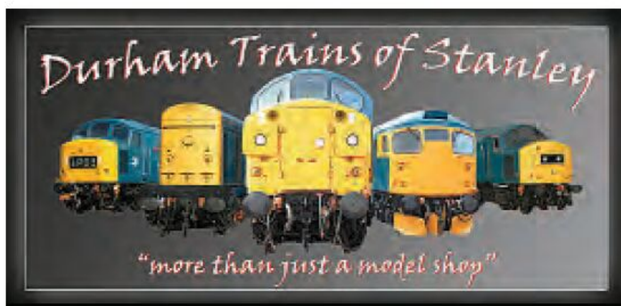
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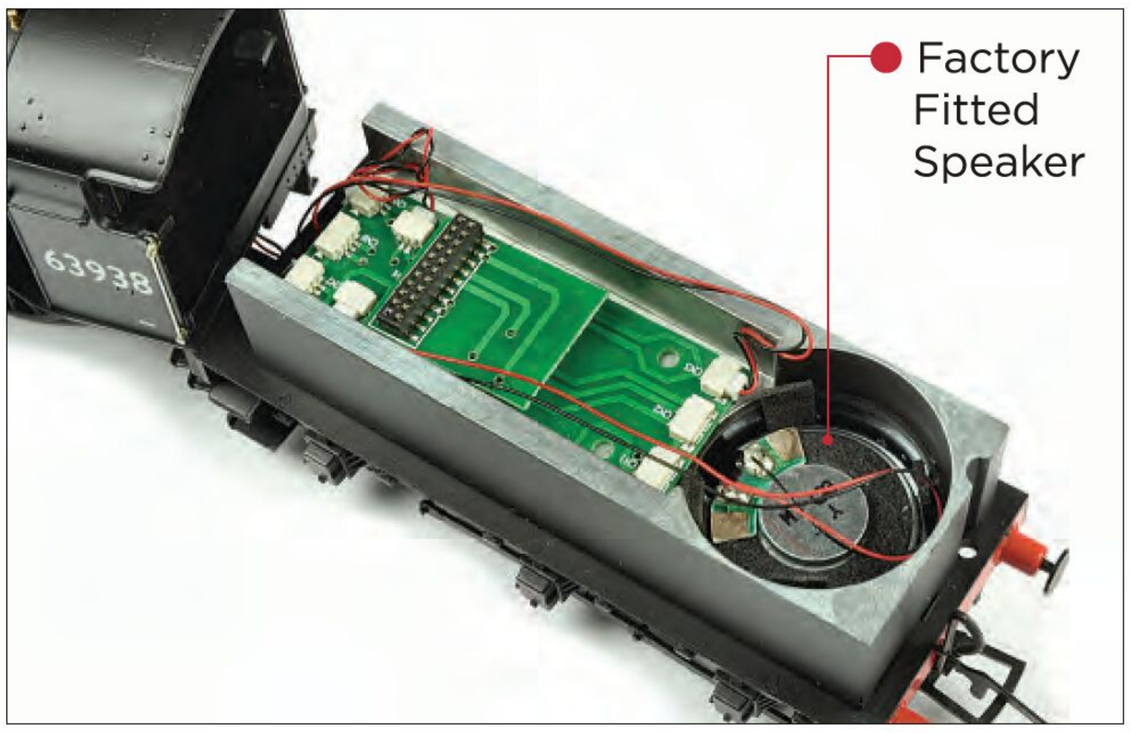
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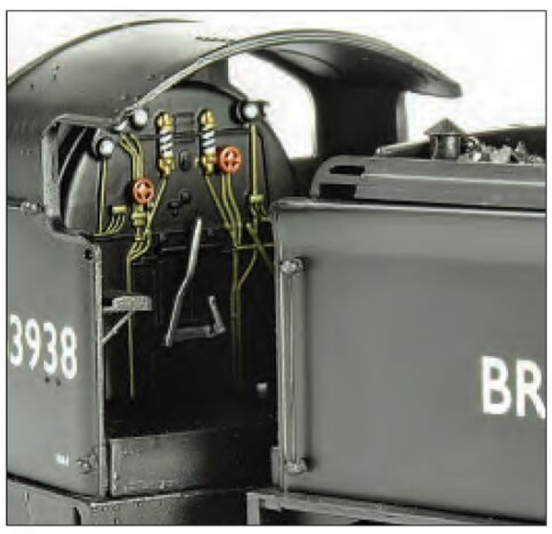
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ISBN 978-09550030-73. By D.J.Sweeney

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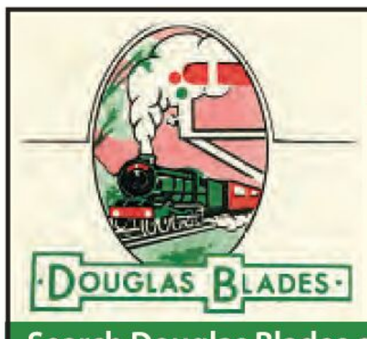
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The opening chapters of each book summarise the early history of the branches up to 1st January 1906, the date on which they were taken over by the Great Central Railway. Subsequent chapters describe and illustrate, in sequential order of route, the individual stations along the lines. In both books monochrome and colour photographs are of good quality and accompanying captions are well researched and informative.
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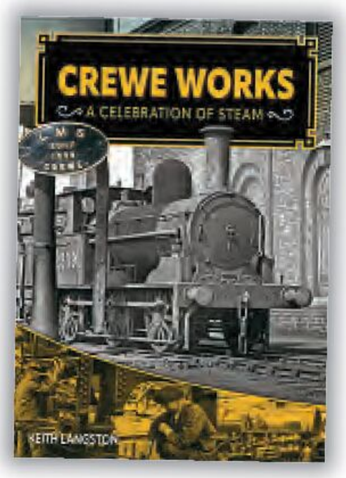
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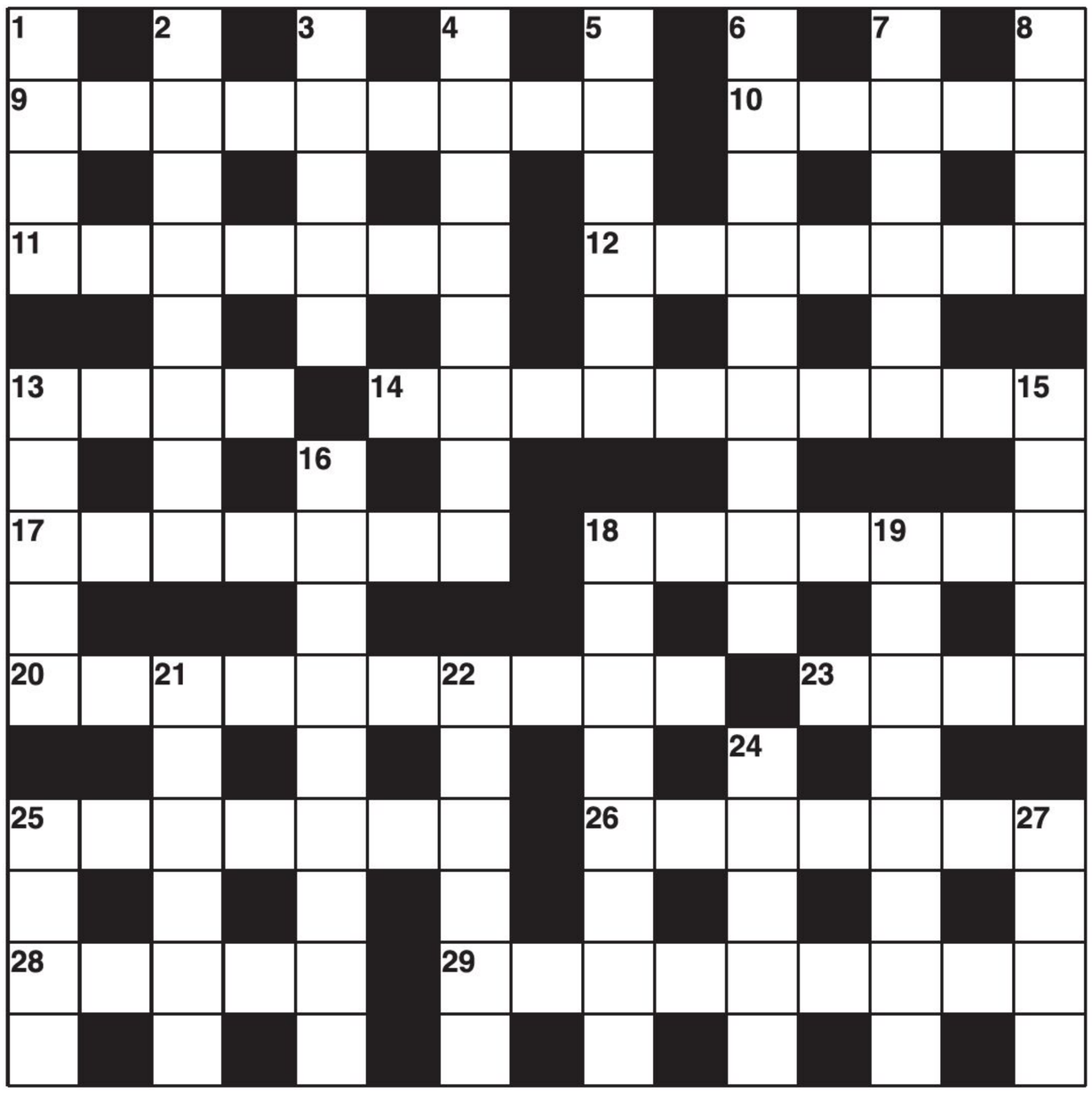
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Across

9 French novelist commemorated by Class 92 No. 92014 (5,4)
10 and 25 down *Cunard* ___, 'Merchant Navy' No. 35004 (5,4)
11 Station between Crianlarich and Oban (4,3)
12 Station and swing bridge on the Mallaig line (7)
13 Telegraphic code for a type of GWR brake van (4)
14 Terminus of a short Highland Railway branch from Gollanfield 18 down (4,6)
17 Motto of the GCR, adopted by the LNER (7)
18 See 7 down
20 *Duchess of* ___, preserved No. 46233 (10)
23 Word following Bank, Lea and Lostock in current station names (4)
25 Prof Jack ___, late transport historian and author (7)
26 One of the nicknames for a Class 37 locomotive (7)
28 Name carried by a 'Royal Scot' and an 18 across, and most recently by Class 47 No. 47626 (5)
29 *London School of* ___, 1985 name of Class 86 No. 86621 (9)

Down

1 See 13 down
2 *Sir Archibald* ___, preserved 'Battle of Britain' No. 34059 (8)
3 Station where Shap bankers were shedded (5)
4 and 18 down Location where the Barnstaple and Okehampton lines diverge (8,8)
5 ___ Road, former name of what is now Blackpool North station (6)
6 Station between Lincoln and Newark (9)
7 and 18 across 1935 LNER service, Britain's first streamlined train (6,7)
8 'Patriot' No. 45528, a short nameplate with initials only (4)
13 and 1 down South Wales station, former location of Walnut Tree Viaduct and 18 down (5,4)
15 Surrey town with East and West stations (5)
16 ___ of Fleet, former station on the 'Port Road' to Stranraer (9)
18 See 4 down
19 and 24 down Station between Cardiff and Bridgend (8,5)
21 ___ Hirst 18 down, on the Selby Diversion (6)
22 Dursley-based manufacturer of the monowheel Auto-Truck used in goods yards, etc (6)
24 See 19 down
25 See 10 across
27 '10 across ___', former King's Cross-Bradford express (4)

October crossword entry form

Name .....

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Postcode .....

Tel ..... Email .....

Send completed form (photocopies are accepted) to: October 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 December 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 August issue.

Across: 7 Blandford 8 Forum 10 Jellicoe 11 Hagley 12 Hall 13 Eryholme 15 Bewdley 17 Quakers 20 Ark Royal 22 Bury 25 Seamer 26 Fritwell 27 Manor 28 Longhedge

Down: 1 Flyer 2 Anglia 3 Uffculme 4 Arlesey 5 Long Rock 6 Queen Mary 9 Shay 14 Georgemas 16 Dartmoor 18 Uxbridge 19 Clifton 21 Yard 23 Rewley 24 Sligo

August winner: B Toward, Leyburn

Runners-up: David Burgess, Huddersfield; John Pearse, Bradford-on-Avon

The closing date for this month's crossword is Friday, November 8, 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 line to Stranraer has had its fair share of set-backs over recent times, including the relocation of the ferry terminal from alongside Harbour station to further up the coast and, more recently, the fire and structural problems at Ayr's former station hotel, which meant Stranraer was cut off without a train service for many months. But happily, the line is back up and running again, and P&P takes a look at services on this highly scenic line. The issue is out on November 6.



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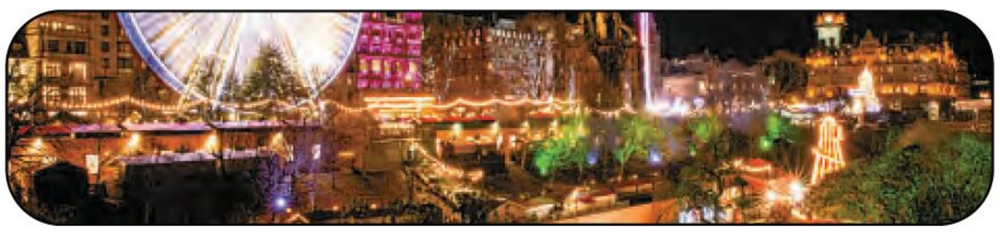
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