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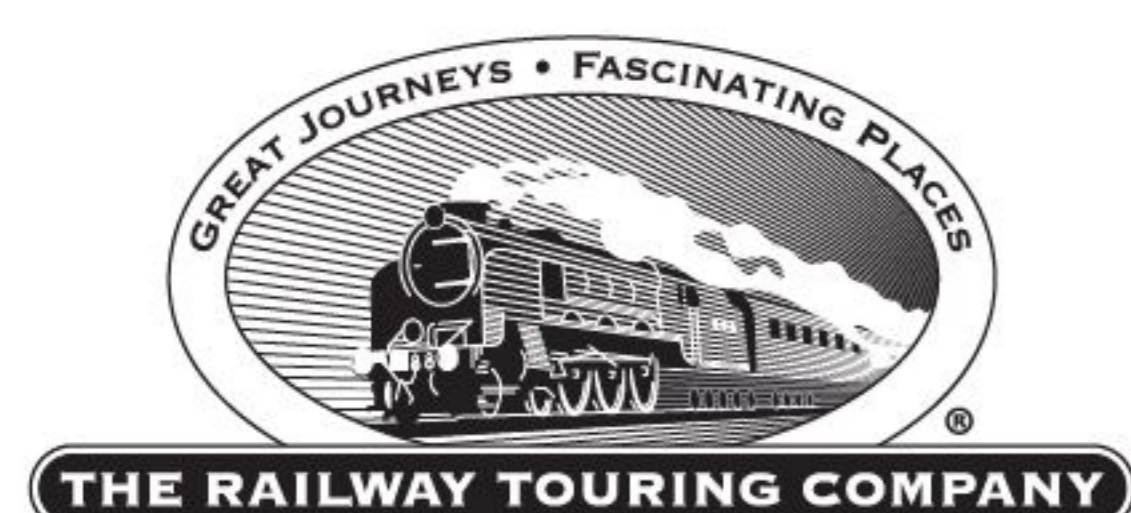
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■ **COVER:** Three of the 23 new-build locos featured in this issue. Clockwise from top: *Prince of Wales* (page 18), *Beachy Head* (page 26) and the 'Baby Deltic' (page 21).

The RAILWAY Magazine

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The next issue will be on sale on December 4, 2024.

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Welcome to our New Build special!

IT was back in late 2006 when we began our series of articles covering 'The Lazarus Locomotives', the engineering projects that aim to re-create lost classes that slipped through the net of preservationists, or had already been scrapped by the time the movement gained any momentum.

The first project we featured back then was 'Clan' No. 72010 *Hengist*, which is featured again this month as part of our special issue (page 16). Since 2006, the team has made slow but steady progress, more so perhaps than the photos might suggest. But it still requires a boiler, and so the expected completion date is now 2029, more than three decades after the group building it – the Standard Steam Locomotive Company – was formed.

The timescale of *Hengist* is far from unique, however, and more the norm really. These new-build locomotives are complex, time-consuming and – more importantly – expensive projects to complete. Perhaps the most well known is the A1 Steam Locomotive Trust's No. 60163 *Tornado*, but even

that took around 18 years and £3 million to reach its first steaming in 2008.

All of the projects featured on the following pages need more funding to get the job done, and so would welcome any help that readers are able to give. Some, like the LNWR 'Bloomer' (page 11) have been on the go since the mid-1980s, while others have stagnated through lack of funding, and at least one (the Class 22 diesel, coincidentally on page 22) has sadly had to fold through lack of support.

Happily though, the second loco featured in our 2006 series was No. 32424 *Beachy Head* – a project that has now reached a magnificent conclusion (page 26) and one of two, along with No. 6880 *Betton Grange* (page 25), that has come to fruition this year.

Let us hope these are a sign of things to come, and that the other 18 live projects will be equally successful soon.



Paul Bickerdyke, Editor

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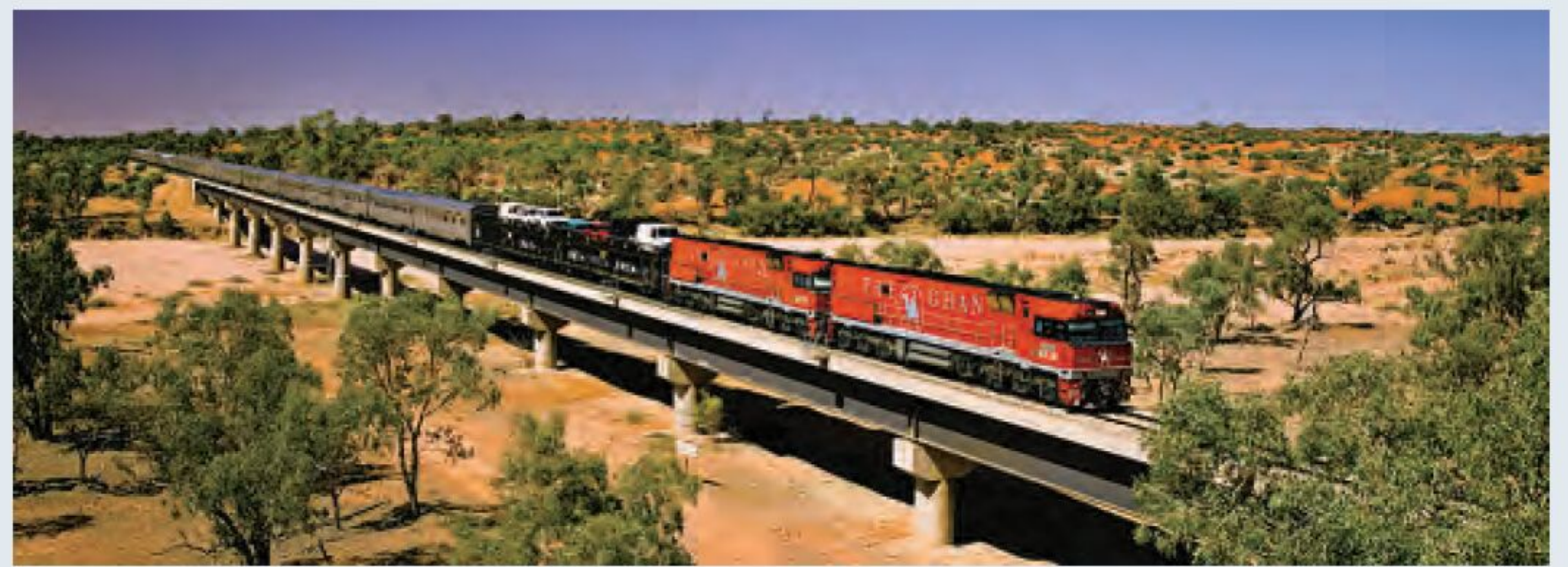


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1 Having been completed, tested and painted by North Bay Engineering Services in Darlington, the boiler for new-build NER 'K' 0-4-0T No. 559 arrived at Beamish, The Living Museum of the North, on April 26, 2023. It was then placed onto a flat wagon in the Colliery where it is seen on show on August 19. JAMES GROUNDWATER

Tanks for the memories

Gareth Evans begins our review of the standard gauge 'Lazarus locos' with a look at the five new-build tank engine projects.



2 The final LNER 'Y8' No. 8091 (NER Class K No. 560) at York just after the Second World War. RM ARCHIVE

NER K Class 0-4-0T

1 2 **ONLY five North Eastern Railway Class K (later known as LNER 'Y8') 0-4-0T locomotives were built, and none survived into preservation – the last one being withdrawn from departmental service in 1954.**

However, a scheme was announced in 2022 to construct a replica for use at Beamish, The Living Museum of the North. It would be based at the museum's replica NER Rewley Road station and used to operate the branch line.

Funded by a private benefactor, components have been built in Darlington by North Bay Railway Engineering Services. NBRES completed, tested and painted the boiler, which arrived at Beamish in April 2023, however, the company ceased trading in May this year (see *RM* August) and the project is on hold. The completed boiler has been kept on a flat wagon at the museum's Colliery until the rest of the loco is ready.

Paul Jarman, Beamish's director of development for transport, industry & design, told *The RM*: "The 559 project is a bit of a sad one really. It was tied up with a private individual who wanted to sponsor the project,

and NBRES, which has ceased trading.

"I have heard no more from the sponsor that he'd like to continue in a different way, and for now the boiler is at Beamish, although I will be seeking to explore with him what his next step is. However, I think it's fair to say that the project will no longer proceed on the previous basis and that for now, it remains a long-term aspiration, if a suitable arrangement to progress it can be found."

It is understood Beamish lacks the resources to complete the project independently – plus the museum has plans to overhaul Manning Wardle 0-6-0ST *Newcastle* in due course.

Website: beamishtransportonline.co.uk

3 4 LNER Class G5 0-4-4T

CONSTRUCTION of 0-4-4T No. 1759 by the Class G5 Steam Locomotive Company Ltd (CG5SLCL) is moving at pace at the Hackworth Industrial Park in Shildon.

The company was established in 2007 to design, build and operate a North Eastern Railway Class O, a type later designated by the LNER as 'G5', the last of which was withdrawn in 1958. It is intended that the loco will initially be for use on heritage railways,

but operation on the main line is a possibility in future.

The 'G5s' worked throughout the North East, from branch line passenger duties in Weardale to the heavier suburban trains around Tyneside, Teesside, Leeds and Hull. They were regularly clocked at 60mph on the Middlesbrough to Newcastle services hauling five bogie carriages.

The class also worked on other parts of the LNER system in later years. Several locos were transferred to the former Great North of Scotland Railway territory around Aberdeen and the southern end of the West Highland Line, while others operated on the Palace Gates to Seven Sisters and Epping to Ongar services, as well as in the Cambridge area.

All but two of the locomotives (Nos. 7306 and 7285) survived into BR ownership, then the first withdrawals under BR were in 1950. However, the majority were culled between 1955 and 1958 following the introduction of first generation BR-designed railcars and DMUs, and none were preserved.

The construction of the new-build 'G5' is predominantly funded through monthly 'Superfriend' donations, buying of shares, and discrete fundraising appeals. All



3 The boiler, frames and one set of wheels for new-build 'G5' No. 1759 at the Hackworth Industrial Park in Shildon on September 14.



4 'G5' No. 2093 (BR No. 67322) at Stratford Locomotive Shed on September 28, 1946. Ben Brooksbank (CC BY-SA 2.0)



5 Above: 'F5' No. 67200 at Ongar, with push-pull train to Epping on March 9, 1957 – shortly before the then London Underground branch was electrified. BEN BROOKSBANK (CC BY-SA 2.0)



Right: The frames and smokebox of GER No. 789 at Tyseley Locomotive Works in May 2022. OWEN HAYWARD

contributions of over £100 can be taken as shares in the company, so it is possible for well-wishers to actually own part of a steam locomotive rather than merely donate. Shareholders who are UK taxpayers may be eligible for tax relief under the Government's 'Enterprise Investment Scheme' at 30%.

The company is aiming to complete the build in as short a time as possible, subject to fundraising and supplier availability. Major components to hand include an all-welded boiler, an assembled frame, cab, bunker, smoke box, chimney, the bogie and a cylinder block, pistons, rods, slide bars and crosshead bodies.

In early April, the crank-axle wheelset was assembled by South Devon Railway Engineering, bringing the epic saga of the crank-axle to a close – a five-year project on its own. Once the wheelset is back at the group's County Durham premises, it will pave the way for a rolling chassis. The components required for this – including the springs, hangers, numerous pins, axle-boxes and phosphor bronze bearings – are to hand.

The fabrication of the two side tanks by

Northern Steam is now well underway. This follows a positive initial response from well-wishers to the group's '10 Gallon Fund' to raise £25,000 for the production of the tanks.

Following the completion of the machining of the cylinder block by contractor Daniela Works, which is located in the unit next door to the 'G5', the cylinder block was returned to the frame in late July. Reassembling the front of the locomotive followed and, by mid-August, work was progressing on refitting the front buffer beam.

Work on the loco is being carried out using a combination of contractors and volunteers. Components which are delivered, but not yet fitted, are on display in the group's unit.

Public open days are normally held on the first Saturday of each month, 10.00-13.00, March to December at the Hackworth Industrial Park, Shildon, DL4 1HF.

Website: www.g5locomotivelt.co.uk

LNER F5 Class 2-4-2T FORMED in 2003, the Holden F5 Steam Locomotive Trust is constructing a replica of a Great Eastern Railway's M15r Class

loco (latterly LNER 'F5'), the last of which was withdrawn in 1958.

The 2-4-2T was designed by James Holden and was an improvement on members of the earlier M15 Class (LNER 'F4') introduced by Thomas William Worsdell. With examples to be seen throughout East London and East Anglia, the last member of this type was withdrawn by May 1958. In their final years of service, the locos became synonymous with the Epping to Ongar branch (on what was part of London Underground's Central Line), where they operated push-pull services until November 1957.

Two members of the fleet were fitted with 'F6'-style cabs, which were notably different owing to their square front and rear windows and additional side panes. The Trust is recreating one of these two locomotives, namely GER No. 789. Upon completion, the Trust said the engine will be well suited to the needs of many heritage lines. With modern engineering practices and design work being coupled with original drawings, it is believed that No. 789 will be more than capable of all but the heaviest loads. ▶

To date, the frames of No. 789 have been erected at Tyseley Locomotive Works – onto which several components have been attached. These include the bunker at the rear and the smokebox incorporating the wrap, door, ring and fittings.

Components manufactured thus far include the cylinder block (fully machined); spring hangers; diamond stay (machined); four tank supports (machined); footplate supports; motion bracket (fully machined); and rail guards.

All wheels have been cast, machined and awaiting axles and tyres with a contractor.

Despite the delay with pending wheelsets, progress continues to be made with developing CAD drawings for various items including the horn guides. Recently delivered components include the cylinder covers and brake shaft brackets – the latter supporting the brake shaft which runs across the frames beneath the cab.

It was initially intended to reconstruct the loco as BR No. 67218 – the identity in which it was withdrawn from service on the Epping to Ongar route, where it is was hoped to base the engine on what was then a fledgling heritage line. However, in 2013 it was agreed that GER livery would make the locomotive visually more attractive, standing out from the plethora of BR-liveried locomotives operating in the heritage railway sector.

Website: www.holdenf5.co.uk

BR Standard '2MT' 2-6-2T

7 8

A PROJECT to construct a missing link in the BR Standard classes continues to progress at the Bluebell Railway's Sheffield Park headquarters.

The Bluebell Railway Standard Class 2 Project is building 2-6-2T No. 84030 using Standard '2MT' 2-6-0 No. 78059 as a donor. The Class 2s were the smallest of the BR Standard group of locos, consisting of 60 tender and 30 tank engines, the tank version being withdrawn by 1966 (and all scrapped), and the tender version by 1967. Both classes were based on the LMS Ivatt-designed locos, classified as 2MT (Class 2 power for Mixed Traffic work) and were intended

for branch lines and secondary duties.

The Ivatt tanks had proven popular due to their wide route availability, ease of maintenance and efficient performance – the BR Standard designed '2MTs' were a slightly heavier version of the Ivatts (see next entry), and the design of the tender and tank variants was largely identical.

In 1980, a group of Bluebell volunteers decided to purchase BR '2MT' 2-6-0 No. 78059 from Woodham Bros scrapyards in Barry, South Wales. The loco had been withdrawn from main line service in November 1966 and was minus its tender.

The lack of a tender, coupled with the fact that none of the 65 tender variants ran on the Southern Region, resulted in the decision being made to rebuild No. 78059 as a tank engine. It should also be noted that three of the tender locos have also been preserved: Nos. 78018 and 78019 at the Great Central Railway, and No. 78022 at the Keighley & Worth Valley Railway.

Thirty Standard '2MT' 2-6-2Ts numbered Nos. 84020 to 84029 were allocated to the Southern Region and based in the Eastern section for secondary duties, mainly in Kent and East Sussex. However, none had survived into preservation. No. 84030 was therefore the next number in the series.

In addition to the restoration of reusable parts, work would also involve extending the frames, adding the rear wheels and buffer beam, plus fitting tanks, a bunker and rear buffers. If the decision had not been taken to convert No. 78059 to a tank engine, a completely new tender would have been needed. It was also decided that No. 84030 should also be exactly right for the Bluebell Railway's operations in terms of its versatility, power and reliability.

No. 78059 arrived at the Bluebell on May 23, 1983. Since then, work has progressed with a team of volunteers. Hardstanding has been created for the project, with a poly-tunnel style building erected over it, alongside Atlantic House, where new-build Marsh Atlantic No. 32424 *Beachy Head* was recently completed (see page 26).

Work on No. 84030 has continued on a large number of items, such as front and rear pony

trucks, horn guides, sanding valves, vacuum and steam pipework plus numerous valves, springs, fittings and so on. Preparation of the boiler for its survey is planned.

New tanks have been constructed to the group's drawings by the 4253 Loco Group based at the Kent & East Sussex Railways' Rolvenden works. These were delivered to Sheffield Park in July 2023. Since then, work has progressed on construction of the bunker and cab.

More recently, work has progressed on the bunker, with all panels in their final position and the majority of rivets fitted. A start has been made on the extensive welded seams.

Riveting of the angle iron supports has commenced, while the beading around the top edges will be fabricated and installed.

The steps for the back panel of the bunker are being fabricated with three of the five required already welded in position. Handrails for the side and back of the bunker have been fabricated and welded in position. Fabrication of the coal hole doors is well underway and will be fitted to the bunker in the near future.

Before starting on the cab, it was decided to manufacture the cab floor supports and obtain the metal flooring panels, and at the same time the backing panels, to support the cab steps. This will allow the cab access steps to be in their final position and installed. It is then intended to install temporary wooden flooring, which will allow easy access to the cab area and provide a safe working area.

As all manufacturing drawings for the cab floor and steps are complete, attention will now be directed to the production of manufacturing drawings for the cab panels and roof. A task that will require careful consideration is the joining of the cab to the side tanks. Until the boiler can be temporarily placed on the frame, the final positioning of the side tanks cannot be made, as clearance between the boiler and tanks is necessary. After all, it should be remembered that the loco started life as a tender engine.

All brass castings are now to hand in one place. This will allow members of the group to identify any missing castings and the extent of machining required.

Website: www.bluebell-railway.com/trust

Right: BR Standard '2MT' No. 84018 at Kirkham & Wesham on September 8, 1962, having arrived with a local train from Fleetwood. BEN BROOKSBANK (CC BY-SA 2.0)

Below: A recent rear three-quarter view of No. 84030 showing progress underway on the bunker.





9 BR Standard '3MT' No. 82045 inside Bridgnorth MPD during the Severn Valley Railway's Open House Weekend on Saturday, April 6. KEVIN WHITEHURST

BR '3MT 2-6-2T

9 10 THE 82045 Steam Locomotive Trust is building the next member of the extinct Riddles BR '3MT' 2-6-2T specifically for use at the Severn Valley Railway.

Several '82000' locos worked services on the Severn Valley line during the BR era. While the chassis design of the '3MT' 2-6-2T was closely based on the LMS Ivatt Class 4, the boiler design was rooted in the GWR No. 2 boiler, as fitted to the GWR 'Large Prairie' 2-6-2Ts.

Numbered Nos. 82000-82044, the '3MT' tanks were built at Swindon between 1952 and 1955. All 45 entered traffic in lined black livery, but many Western Region examples were subsequently repainted in lined green, or latterly unlined green, livery.

Plans to construct a further 18 members of the class – including No. 82045 – were cancelled as part of BR's Modernisation Plan, and all of the locos had been withdrawn by 1967, then scrapped.

As No. 82045 was destined for the WR had it been built as planned in 1956, it was decided that the loco, when finished, should appear in the attractive Swindon-inspired livery of dark green, lined out in orange and black. However, a subsequent repaint into lined black has not been ruled out.

The project started life in the late 1990s under the leadership of South Devon Railway fireman John Besley (not to be confused with John Beesley of footplate clothing and equipment supplies), who worked hard to get the new locomotive off the ground until 2003, when work and family commitments forced him to hand over control to Cheshire-based SVR footplatemen driver Tony Massau and fireman Chris Proudfoot. Sadly, Mr Proudfoot passed away in 2022.

No. 82045's frame plates arrived at the SVR on April 23, 2007. A major milestone was reached on April 17, 2018 when No. 82045 was wheeled at Bridgnorth. After more than a decade of working in the open, the loco was moved into the SVR works in early 2019. On December 6, 2021, No. 82045 was fitted with its front and rear pony trucks, becoming a 2-6-2 for the first time.

10



BR Standard '3MT' tank No. 82009 at Crewe on July 19, 1958. BEN BROOKSBANK (CC BY-SA 2.0)

During May, the boiler barrel, firebox and smokebox were fitted together with temporary bolts. On June 3, the new boiler was successfully trial-fitted into the locomotive frames for the first time. After a small amount of adjustment, it was removed from the frames, allowing team members to complete the joining of the barrel to the firebox and the barrel to the smokebox.

All of the tubes are on site and they were expected to be fitted towards the end of the summer. With an almost full kit of parts to hand for the build, the Trust said it is entirely possible that the boiler will be complete and ready for test towards the end of the year.

Illustrating some of the challenges when constructing members of extinct locomotives, Neil Taylor wrote in his August 2024 "Chairman's Chat" blog: "You have to remember that we do not have a template, as none of the class exist. We do not know how Swindon overcame some of the problems, so we have to make an informed guess. Equally, we can experience issues

that may not have been an issue with the vast experience of the teams that built the original 45 locomotives.

"Let me give you a specific example from this week. We have always said that this is a make to print activity. Therefore, at great expense (£8000) we had the boiler palm stays manufactured to drawing. These all came back looking great. However, when we came to fit them, we realised that the feet do not fit neatly to the boiler due to the radius of the boiler barrel.

"Therefore, we are now exploring getting these perfect items machined to have a radius on the feet of 59.5 inches. My guess would be that at Swindon somebody had a word with the forge to put a slight radius on the feet. Either that or an apprentice was tasked with finishing [smoothing] and bedding the feet in on the boiler. Whatever happened we will probably never know, but it proves my point that we have to fill the knowledge gaps when it comes to building our version of the loco."

Website: www.82045.org.uk ■

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A tender age

Ten standard gauge tender engines are under construction in Britain, plus one more in Northern Ireland, as Gareth Evans describes.

LNWR 'Bloomer' 2-2-2

THE project to construct LNWR 'Bloomer' 2-2-2 No. 670 at Tyseley remains active, but is awaiting financial support.

Work on the James McConnell-designed 'Single' began as long ago as 1986 and reached an advanced stage of construction, but other priorities meant the loco was never completed. However, the 7ft single driving wheelset was fitted to the loco on November 15, 2019, ahead of the loco's appearance at the Warley model railway exhibition at the National Exhibition Centre on November 23/24 of that year.

Tyseley chairman Michael Whitehouse told *The RM*: "The 'Bloomer' project is always open for donations. As and when we receive them, we do more work to match the funds. There is no timeline for the project which progresses as money and time is available, just like any other new-build really.

"The installation of the single driving wheels was the last piece of work funded prior to the Warley model railway exhibition. To see further progress, we need a fundraising project leader and more donations!"

A total of 54 'Bloomers' were constructed by various builders for the LNWR's Southern Division between 1851 and 1862. There were three main types, differing principally through their driving wheel diameter. The so-called 'Large Bloomers' had 7ft diameter drivers, whereas the 'Small Bloomers' had the wheel diameter reduced to 6ft 6in. Three were later built with 7ft 6in drivers. Leading and trailing wheels also differed by loco type.

In their day they were the fastest locomotives working

1 2

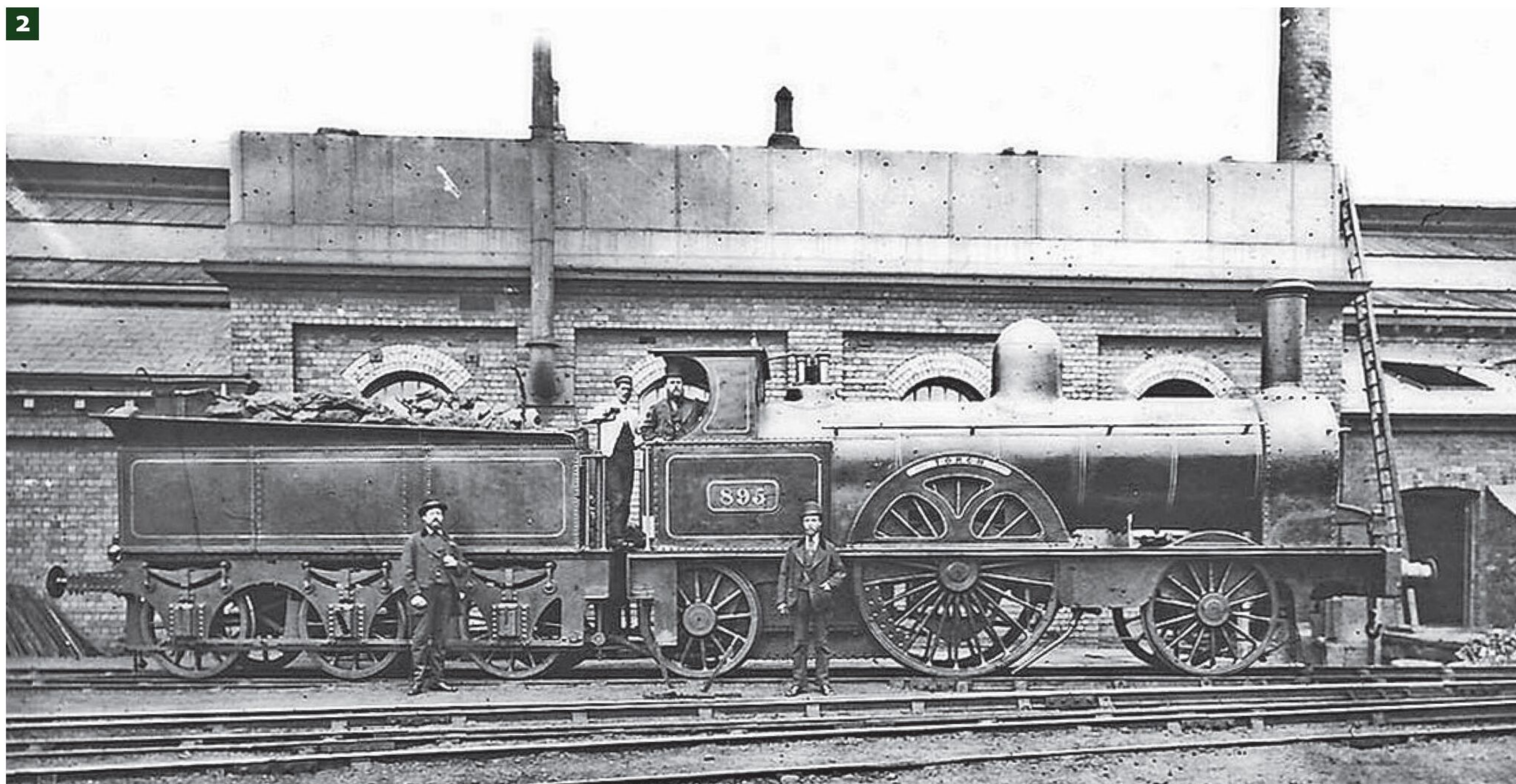


New-build LNWR 'Bloomer' at the Warley show in November 2019. Further progress to finish off the locomotive is dependent on funding. PAUL BICKERDYKE

the former London & Birmingham Railway main line, linking the two cities in only two hours. The first was withdrawn in 1866, the last surviving until 1888 when superseded by more modern types.

Website: vintagetrains.co.uk

2



'Bloomer' No. 895 *Torch* was fully coaled and watered when it posed for the camera at Monument Lane shed, Birmingham, in the late 1870s after being fitted with a cab.

LNWR 'George the Fifth' Class 4-4-0**3 4**

APRIL 20, 2023 was effectively the birthday for the new-build LNWR 4-4-0 No. 1213 *Prince George*, as laying down the frames is traditionally regarded as the creation of a locomotive.

For the first time in 108 years, two new 'George the Fifth' Class main frame plates were set up. These had been delivered drilled and machined by Boro Foundry several days previously. The work was carried out as part of the LNWR George the Fifth Steam Locomotive Trust's project to build a replica of the 1910 locomotive.

For LNWR fans, the biggest gap in preservation is that of any of the company's 20th century express passenger locomotives. It seemed for decades that nothing could be done, until 'A1' Pacific *Tornado* came on the scene and showed that a new-build for the main line is possible.

The 'George the Fifth' project has its roots in a news story published in *The RM* in October 2009, in which Bruce Nixon invited expressions of interest to construct a replica Bowen Cooke-designed express loco. Charles Bowen Cooke was the LNWR's chief locomotive engineer from 1909 until his death in 1920.

As a teenager, Mr Nixon had witnessed one of the last 'Georges' work local trains into Chester. The Trust was formed at York Railfest in 2012 by Mr Nixon, Paul Hibberd and Derek Buckles. All were members of the London and North Western Society and were very keen to see a LNWR new-build. Among the early supporters was Jamie Keyte, formerly of Bombardier and now running his own company called Keyte Smith of Kirkby in Ashfield, which has a track record of working on railway projects and is one of the Trust's main contractors.

On the first birthday of the current Prince George (July 22, 2014), the Trust unveiled a fully painted and lined out cab side and splasher at Quorn on the Great Central Railway, revealing the number and name of the new locomotive as No. 2013 *Prince George*, by kind permission of the Duke and Duchess of Cambridge. Over the next few years, various components – including a complete smokebox and chimney – were manufactured as finance allowed.

Mr Hibberd sadly died after a short illness in 2022 and Mr Buckles took over as the Trust's chairman. Under his leadership, the Trust has concentrated on getting existing parts mounted on the main frames to form a recognisable locomotive, which at the time of writing is on display at Crewe Heritage Centre. It is an appropriate home, as the LNWR built the original locomotives at the former Number 9 Erecting Shop at the west end of Crewe Works, now part of a housing estate. All members of the class were scrapped by 1949.

The current exhibit at Crewe comprises the smokebox and front end, including the buffer beam on its existing plinth, the main frame plates and running plates, the existing lined left splasher and the cab. The left side of the cab is fully lined out and, with the number and

nameplates, whets appetites. The wheeled structure can be manoeuvred onto a low-loader without the need for heavy lifting equipment.

The exhibit has paved the way for several work packages to progress as funds permit – including the dragbox, frame stretcher, motion plate and four hornblocks. The front frame plates can then be completed and finally the permanent assembly of the frames can begin.

No. 2013 is being built to the standards required for it to run on main lines as well as heritage railways – with work being approved by a certification body.

Terry McMenamin is the Trust's engineer. He is a chartered engineer, a former Crewe apprentice who had some working experience with steam early in his career. Terry later rose to a senior position at Derby and was an engineering acceptance signatory, so has seen both sides of the modern approvals process.

Furthermore, the Trust has joined the Main Line Steam Builders' Group, which aids the understanding of the processes for obtaining approval for main line operation.

Website: newprincegeorgesteam.org.uk

GCR Class 2 4-4-0**5 6**

THE construction of a Victorian express steam engine to haul a train of restored Great Central Railway vintage carriages is the goal of the GCR 567 Locomotive Group.

The locomotive in question is of the type immortalised in the crest of the original Great Central Railway company: Class 2 4-4-0 No. 567. Jointly designed and produced by Kitson & Co of Leeds and Parker of the Manchester, Sheffield & Lincolnshire Railway (the forerunner to the GCR), the class was the first of a series of 4-4-0 express locomotives built in large numbers at Gorton Works (Manchester) until 1899, operating all over the then GCR network.

Later designated as 'D7s' by the LNER, and affectionately known as 'Green Bogies', the entire class had been withdrawn by 1939. No. 567, which is now being reborn, was withdrawn from Immingham in September 1931 after a working life of 41 years.

The project has been underway at the Great Central Railway (Nottingham) site in Ruddington. Following agreement with the heritage line's board that the site's workshops no longer had the capability to set and rivet the frames of No. 567, the main frames moved to temporary storage near Rugby. The group is in discussion with contractors about progressing the next stage of work on the frames.

The engine's frames have been constructed and the project has benefited from major donor components, including a cylinder block, coupling rods and a GCR tender which survived as a sludge carrier.

Due to the fact that a new design boiler will need to be CE marked, with only one approval body available in the UK at present, there is now an urgency to finalising the

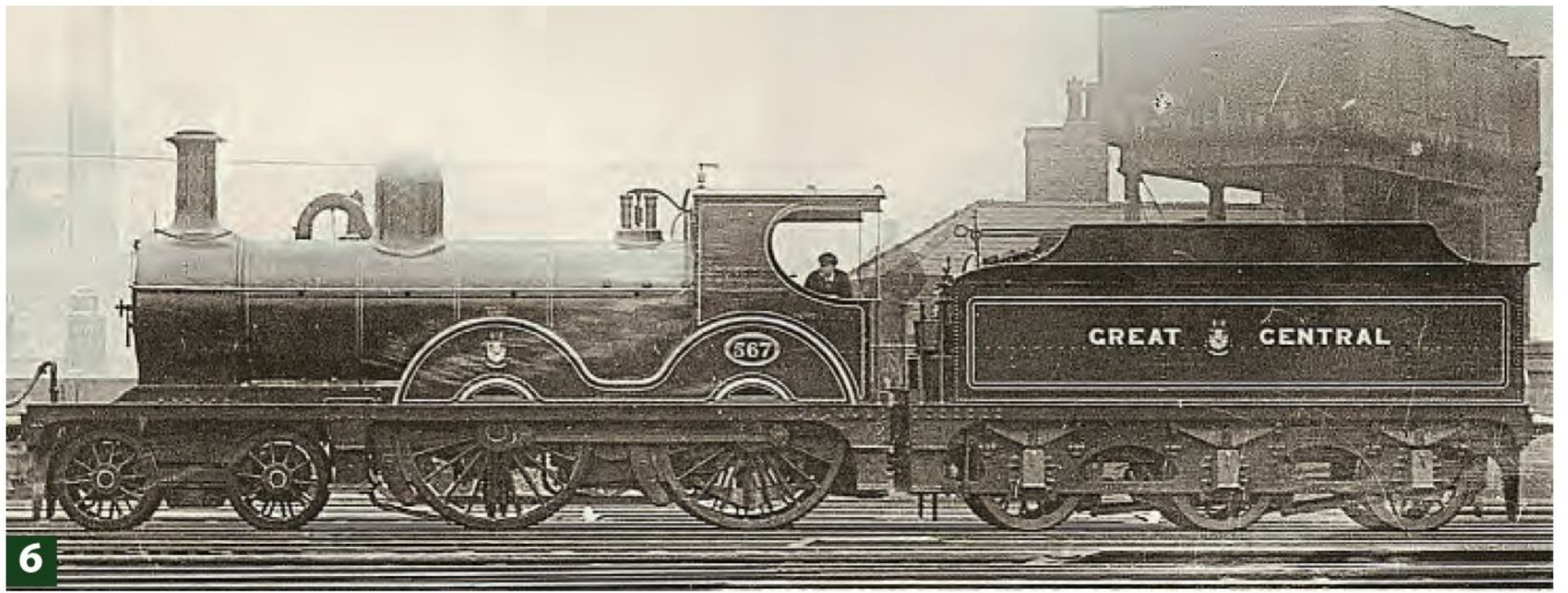
3: LNWR 4-4-0 No. 1213 *Prince George* departs the premises of contractor Keyte-Smith in Kirkby-in-Ashfield (Nottinghamshire) on June 28, 2023, at the start of its move to Crewe Heritage Centre.
GTFSLT

4: An undated shot of an LNWR 'George the Fifth' Class hauling an up passenger working near Camden.





5



6



7



8

design to support a total project completion within four to seven years. The design of the boiler for No. 567 is now to be completed and progressed through this process as a priority. The requirements are in discussion with an experienced supplier.

By mid-July this year, the project took a major step forward with the manufacture of the 6ft 9in driving wheel pattern completed at General Patterns of Castleford. Once these are cast it will be adapted for the cranked axle wheels by adding the additional cast weight section.

The driving wheel pattern follows on from the recent completion of the 2.5-ton rear drag-box by Enterprise Locomotives of South Yorkshire, with the 2.2-ton cylinder block overhaul and front bogie manufacture being lined up next in the queue at the project's Crofton (South Yorkshire) site.

The group has also secured its first boiler component, a Kitson-type firebox door identical to the kind used on No. 567 when first built. The component was purchased from Rocks by Rail (formerly Rutland Railway Museum), Cottesmore.

Other components amassed to date include bogie wheelsets, bogie and main frame horn guides, and a significant amount of motion components from the Corby industrial sources.

Website: www.gcr567loco.co.uk

GWR Churchward 'County' 4-4-0

THE Churchward County Trust (CCT) project to construct GWR 4-4-0 No. 3840 County of Montgomery is underway at Tyseley Locomotive Works.

The scheme has its origins in the 2005 'Three Counties Agreement' signed between the Great Western Society (GWS) and Vale of Glamorgan Council, which saw ex-Barry 'Modified Hall' No. 7927 *Willington Hall* handed over to the GWS, together with 'Large Prairie' No. 4115, Churchward 2-8-0 No. 2861 and 2-8-0T No. 5227, together with a 3500 gallon tender.

The agreement was for No. 7927 to form the basis of a re-created Hawksworth 'County' 4-6-0, to be given the identity No. 1014 *County of Glamorgan* in recognition of the donor (see separate entry) and also a Churchward 'County'

5: The bogie frames and horn guides laid out at the GCR 567 Locomotive Group's facility in Crofton, Wakefield, in early August. The unused 'spare' cylinder block can be seen in the background. ENTERPRISE LOCOMOTIVES

6: An undated view of the original Class 2 No. 567 in Great Central railway days. GCR 567 LOCOMOTIVE GROUP

7: The newly-cast cylinder blocks for Churchward 'County' No. 3840, the contract for machining these has now been agreed with CMS Cepcor at Coalville. CCT

8: GWR 38XX Class 'County' No. 3809 County Wexford on shed in the early 1930s.

4-4-0 and a Churchward 'County Tank' 4-4-2T. Similarly, parts from both Nos. 2861 and 4115 would be used to build a new Churchward '47XX' 2-8-0 'Night Owl' No. 4709 (see separate entry).

The original plan outlined that the two 'Counties' and '47XX' were to be constructed by the GWS, and the 'County Tank' by Vale of Glamorgan Council at Barry. Construction of both Nos. 1014 and 4709 are both now well underway at Didcot and Tyseley respectively, while the 'County' 4-4-0 project never quite took off.

In November 2017, the GWS board unanimously agreed to support the formation of an independent organisation to take on the 4-4-0 project and see it through to completion.

The Churchward County Trust Ltd (CCT) was set up in January 2018, as a wholly independent, not-for-profit company, and was awarded Charitable Status in 2019. The GWS offered to donate the relevant components recovered from the 'Barry Ten' locos to the CCT.

Since then, all but one of the major items required to complete the locomotive – including frames, boiler, wheels, cylinders and tender components – have been acquired. While there is a considerable amount of work still to do, and a lot of money to raise, the key pieces of the jigsaw are in place.

A lot has happened behind the scenes in 2024. Firstly, the CCT has ordered the machining of the cylinders. The extension frames have been machined and drilled by Coalville-based supplier CMS Cepcor. Being a Churchward design, the extension frames will be bolted to main frames. Therefore, the front end can be assembled as a module, which will then be fitted to the main frames at Tyseley.

All parts needed to assemble the running plate, splashers, front buffer beam and front end are to hand, plus the cab. Other elements in the substantial inventory of parts include the material for the connecting and coupling rods, and the next steps will be to get them forged, followed by machining once funding is secured.

The coupled wheels are part-machined at Heywood-based contractor Riley and Son (E) Ltd.

The CCT is now looking at getting the bogie drawn up with the aid of the 1918 drawings. Wheels and axleboxes ▶

have been obtained for this – but not the frames. The biggest item to buy is the bogie centre, which is a large casting.

Website: www.churchwardcounty.org.uk

GWR Hawksworth 'County' 4-6-0

9 10

THE push is on to complete Hawksworth 'County' No. 1014 *County of Glamorgan* after the Great Western Society (GWS) recently launched a £150,000 appeal to finish the loco's construction.

The plan is to leave the boiler in the frames while all of the key components – such as cladding, backhead fittings and piping – are acquired and trial fitted before the boiler is removed and returned to contractor HBSS in Merseyside for completion.

While the boiler is away, the rest of the locomotive will be completed. This will include the fitting of valve gear, completion of the tender and a multitude of smaller items. On receipt of the boiler, the necessary formal hydraulic tests will take place prior to completion and first steaming.

The GWS is appealing for supporters to get behind the appeal, which is hoped will allow steaming no later than 2026. With the completion of No. 1014, there will be a complete set of nine Western 4-6-0s in existence, namely a 'Saint', 'Star', 'Castle', 'King', 'Hall', 'Grange', 'Manor', 'Modified Hall' and 'County' – with the possibility of at least one example from all but one classes (a 'Star') being in steam at the same time. The Hawksworth 'County' was the final development of the GWR's two-cylinder 4-6-0, a

9: No. 1014 *County of Glamorgan* at Didcot Railway Centre on April 13. The fitting of cladding has since progressed and it is now further down the boiler.

GARETH EVANS

10: GWR 4-6-0 'County' No. 1015 *County of Gloucester* at Taunton on July 15, 1955, with the 7.55am Penzance to South Wales train.

S CREER

11: The front end of 'B17' No. 61673 *Spirit of Sandringham* at the premises of Sheffield contractor CTL Seal on April 12. B17SLT

12: 'B17' No. 61671 *Royal Sovereign* at Cambridge on May 17, 1952, with a train for King's Cross.

E H SAWFORD

higher-powered version of the 'Modified Halls'.

The inaugural 'County', No. 1000 *County of Middlesex* was outshopped from Swindon Works in 1945, and a further 29 followed over the following two years. By 1964, all members of the class had been withdrawn, and all subsequently scrapped.

As outlined in the entry for No. 3840 *County of Montgomery*, the construction of No. 1014 can trace its roots back to the agreement between the GWS and the Vale of Glamorgan Council. The deal led to the acquisition of elements of the collection of unrestored locos known as the 'Barry Ten', which included the frames of 'Modified Hall' 4-6-0 No. 7927 *Willington Hall* and the boiler from Stanier '8F' 2-8-0 No. 48518. The 'County' boiler was derived from the latter.

Marking the contribution of Vale of Glamorgan Council and Barry scrapyards, it was agreed the completed locomotive should bear the identity No. 1014 *County of Glamorgan*. The original No. 1014 was withdrawn in 1964 and scrapped at Cashmore's in Newport, South Wales.

Fast forward to 2024 and outwardly, No. 1014 looks substantially complete in the workshop at Didcot. However, there are number of tasks still to tackle. These include the boiler, which will require 202 small tubes, 21 flue tubes and 21 superheater elements – not forgetting the professional labour charges to carry out the work. The cost of this crucial work will be £150,000.

Orders are set to be placed for the tubes and sorting out the header. All motion is to hand and efforts are currently



“The new-build 'B17' is described by its builders as the missing link in the heritage sector between the 'B12' and 'B1' locomotives, and is the only 4-6-0 designed by Sir Nigel Gresley”

underway on fitting cladding to the backhead (which in layman's terms protects the firebox inside the cab).

Website: www.county1014.org

LNER B17 Class 4-6-0

11 12

THE B17 Steam Locomotive Trust (B17SLT) is building an LNER 'B17' 4-6-0 express passenger locomotive in compliance with Railway Group Standards, for operation on the national network and heritage railways alike.

Numbered No. 61673 and named *Spirit of Sandringham*, the new-build 'B17' is described by its builders as the missing link in the heritage sector between the 'B12' and 'B1' locomotives, and is the only 4-6-0 designed by Sir Nigel Gresley.

Construction is underway at Sheffield-based engineering contractor CTL Seal. Improvements in performance, reliability and maintenance are planned by the careful introduction of design changes to the original technical baseline. No. 61673 will be capable of operating with either a Great Eastern tender or the larger LNER Group Standard tender normally used by 'B17s', both of which are owned by the B17SLT. Following running in, the eventual operating base is planned to be located at a main line connected heritage railway site.

Recent progress has included work on the bogie, smokebox, cab and driving wheels.

The smokebox door has now been delivered to Shildon-based contractor Daniela Works for finishing. The next part needed, the smokebox ring and seal groove, has been ordered from Tees Components Ltd. This only leaves minor components to be made, such as the dart, hinge and locking bar. The manufacturing drawings for these are currently being finished from the CAD (Computer Aided Design) drawings already available.

The production of the cab using steel plate has recently been awarded to Devon-based contractor Leaky Finders. It will be based on the scanned copy of the original North British drawings, available through the National Railway Museum. The cab will be finished in primer, ready for final painting at the trust's manufacturing base in Sheffield.

Work on the bogie continues with Ricardo Rail to obtain overall approval for the design and get authority to proceed with casting of the two bogie cannon boxes and the four 12-spoke wheels, the patterns for which are already to hand. Casting will be undertaken by contractor William Cook.

Machining of the coupled (driving) wheels is now complete. The crank bosses have been drilled for all six wheels, and the wheels have been finished to the correct thickness. The keyways have also been cut.

With the cannon boxes and axle boxes machined for the leading driving wheels, attention has turned to the multitude of spacers and rings needed within them. The whole job of machining these rings is almost finished. When all the various cannon box components are completed, everything required for the wheelsets will be to hand – with only the plain axles awaiting delivery.

In early September, the chimney pattern and casting were being added to the trust's order pipeline. Furthermore, after an extensive search, the trust has finally found a UK-based contractor that can supply the correct mix of special steel for the forgings required to produce the crank sweep web and pin.

At the group's 2024 open day, the addition of the smokebox wrapper on the frames and the painting of the buffer beam by contractor Phil Andrew (who was responsible for painting No. 60532 *Blue Peter* and LSWR 'T3' No. 563) added impact to the display.

The next public open day will be on April 12, 2025. By then it is hoped No. 61673 will have a visually completed smokebox and cab. Furthermore, if the plain axles are in place by then, the chassis could be fitted with up to four of the six driving wheels, for which the rest of the various components are already to hand.

Website: www.b17steamloco.co.uk



13: Ex-LMS 'Patriot' No. 45550 leaves Birmingham New Street in June 1961, with the 5.50pm train to Manchester.

R COWLINSON

14: On July 17, new-build No. 5551 was moved to a temporary location inside Tyseley shed.

PETE SIKES/LMS-PATRIOT PROJECT



LMS 'Patriot' Class 4-6-0

13 14

THE LMS-Patriot Project was launched in April 2008, with the two main frame plates cut in March 2009 at Corus Steel in the West Midlands. This heralded the start of the construction of No. 5551, which would later be named *The Unknown Warrior*.

In summer 2009, the frame plates were delivered to the Llangollen Railway works, which was contracted to assemble the loco. A range of UK suppliers have carried out work for the project over the years, including William Cook Cast Products, Riley and Son (E) Ltd and Tyseley Locomotive Works.

Fundraising for the new boiler for No. 5551 began in 2012. Boiler component manufacture and assembly were initially carried out by LNWR Heritage Crewe and Tyseley Locomotive Works.

Substantial progress had been made by 2017, including the completion of the smokebox and cab frame; the sourcing and fitting of the driving wheels to the loco; and fitting of the cylinders and bogie. Other detailed work on the loco chassis continued at Llangollen over this period.

The project then faced a major change when boiler work stopped at Crewe as LNWR Heritage decided to withdraw from all third party contract work. By the end of 2017, however, boiler work had restarted with a new contractor, Heritage Boiler Steam Services (HBSS), now based in Huyton, Merseyside, where work continues.

In 2018, the project board decided to put completion of the chassis out to tender. The partly assembled chassis was removed in the autumn of that year from Llangollen to a temporary base at the Railway Heritage Centre at Crewe. However, the resulting hiatus did not prevent a major milestone being achieved in November 2018 with the successful trial fitting, at the first attempt, of the boiler to the chassis at Crewe. Coupled to a Fowler tender



borrowed from the East Lancashire Railway, No. 5551 provided a vision of the completed loco.

In August 2019, the locomotive chassis was transferred to The West Shed at Swanwick (Midland Railway Centre-Butterley), home of the Princess Royal Class Locomotive Trust (PRCLT), which had been selected to complete assembly of the loco. However, in 2020, the main assembly base was shut down for nearly five months during the Coronavirus pandemic.

A number of historic engineering issues were identified with the input of the group's new assessment body, Ricardo Certification and PRCLT. A revised work programme was launched in November 2021 and, by the end of 2023, chassis rectification work was largely complete and reassembly had begun, alongside the delivery of replacement driving wheels.

In July 2023, PRCLT announced it too was ceasing all third-party contract work to concentrate on its own locomotives. So in November 2023, the Patriot Company announced that No. 5551 would be relocating to Tyseley Locomotive Works.

Following arrival at Tyseley on December 6, 2023, the frames were stored outside under protective tarpaulins until space was available in the workshop. Meanwhile, the group's volunteers concentrated on preparatory work on components, which were subsequently delivered to Tyseley in March. The loco took another step forwards towards completion on July 17, when the frames were moved inside the Tyseley workshops.

The first work package for the reassembly will be the horn guides. The outside cylinders and wheelsets are currently at Riley and Son and are expected back later in the year, which will enable the frames to be rewheeled.

While the locomotive continues to be built to the engineering quality standards required for main line operation, the LMS-Patriot Board decided in 2023 to accelerate completion by focussing initially on the requirements for heritage railway operation. The present forecast sees the locomotive completed by 2029, dependent on donations and the availability of supplier capacity.

Website lms-patriot.org.uk

BR 'Clan' 4-6-2

THE Standard Steam Locomotive Company (SSLC) is building new BR 'Clan' Pacific No. 72010 Hengist, filling another gap in the ranks of the extinct classes.

The 4-6-2 Standard Class 6 was intended to be a smaller version of the Class 7 'Britannias', with an axle load of under 19 tons. The design incorporated various weight-saving measures, including a smaller boiler, to increase the route availability of a Pacific-type locomotive for its intended area of operations on lightly-loaded track, mainly in the west of Scotland.

Only 10 members of the class were built in 1951/52, with plans for 15 more postponed due to a national shortage of steel, and then cancelled on publication of British Railways' Modernisation Plan in late 1954, which included replacing steam with diesel and electric traction.

15: The front end and frames of 'Clan' No. 72010 Hengist alongside the B17SLT's No. 61673 inside the premises of Sheffield-based engineering contractor CTL Seal on April 14. SSLC

16: No. 72007 Clan Mackintosh at Lancaster Old Goods (site of the city's original Lancaster and Preston Junction Railway terminus) on May 23, 1964, with the RCTS's 'Ribble-Lune Rail Tour'.

HAWTHORNE COLLECTION

SSLC is now building what would have been the eleventh 'Clan'. Sheffield-based engineering contractor CTL Seal was selected to construct the locomotive using a combination of volunteer engineers and CTL Seal's manufacturing team – affectionately known as the Sheffield Steam Team. Subject to fundraising, it is hoped to complete *Hengist* by 2029, and the project appears to be making serious progress.

While No. 72010 will look like a 'Clan', the goal is to incorporate significant improvements to its overall performance. This will include building a much 'greener and cleaner' engine by using advance design and engineering techniques, which should improve the locomotive's efficiency and performance. Future-proofing is another consideration, as the design can be adapted to operate using alternative fuels for sustainable steam.

To make *Hengist* 'greener', two key changes have been made to the design. Firstly, the boiler pressure has been increased from 225psi to 250psi, which extracts more energy from the fuel; and secondly, the exhaust system design improves combustion and reduces back pressure on the cylinders. Computer simulations suggest that these two improvements will help reduce greenhouse gas emissions by 10% while making increasing power by 22%.

The SSLC plans to make a further design improvement learned from the experience of No. 71000 – namely, an extension to the rear cylinder cover, which supports the front of the slidebars. A 3D computer aided design model is being developed to establish if any of the Walschaerts valve gear on No. 72010 will foul the extension.

Funds are currently being raised for the pony truck, where ride quality will be improved by using coil springs instead of the leaf springs of the original 'Clans'. A pair of wheels for the pony truck was ordered from Sheffield-based foundry Trefoil Steel Co Ltd in January.

A key milestone was reached in late September when all six driving wheels had been cast and fettled by William Cook Cast Products in Sheffield, with Non Destructive Testing expected to follow shortly thereafter. The wheels have been cast based around two patterns – one for the centre driving wheel and one for the leading and trailing wheels. The patterns were made using modern methods, following laser scanning of the wheels on Hengist's larger sibling, 'Britannia' Pacific No. 70013 *Oliver Cromwell*. The patterns for the driving wheels are common to BR Class 5, 6, 7 and 8 locomotives.

The dragbox was installed at the rear of the frames in August, and holes for the fitted bolts were due to be drilled and reamed.

Website www.72010-hengist.co.uk

GWR 'Night Owl' 2-8-0

ONLY nine GWR '47XX' mixed traffic 2-8-0s were ever built – primarily for fast overnight freight work, earning them the nickname 'Night Owls' – but all had been scrapped by the 1960s.

The Great Western Society (GWS) decided to change that when it launched a project to build No. 4709

NORTHERN COUNTIES COMMITTEE CLASS W 2-6-0

THE 15-strong 2-6-0 W Class was devised in 1933 by the Northern Counties Committee (NCC) of the London, Midland and Scottish Railway (LMS), with the design based heavily on the latter company's Fowler 2-6-4T.

NCC Moguls worked mainline express trains between Belfast and Derry, and (after split of the GNR between CIE and the UTA in 1958) latterly worked on the Belfast to Dublin services plus the route to Derry from Portadown. All examples were retired, with No. 97 *The Earl of Ulster* being the last to be used

in 1964 before being scrapped by the UTA in December 1965.

In 2018, the board of the Railway Preservation Society of Ireland (RPSI) approved the rebuild project, which is likely to become No. 105, the next in the NCC series. Groundwork began by sourcing original LMS drawings, patterns, and cutting the massive frames.

These efforts were built on the endeavours of earlier RPSI volunteers who succeeded in acquiring parts from scrapped locomotives. The frames and headstock were offered up, as was the smokebox saddle.

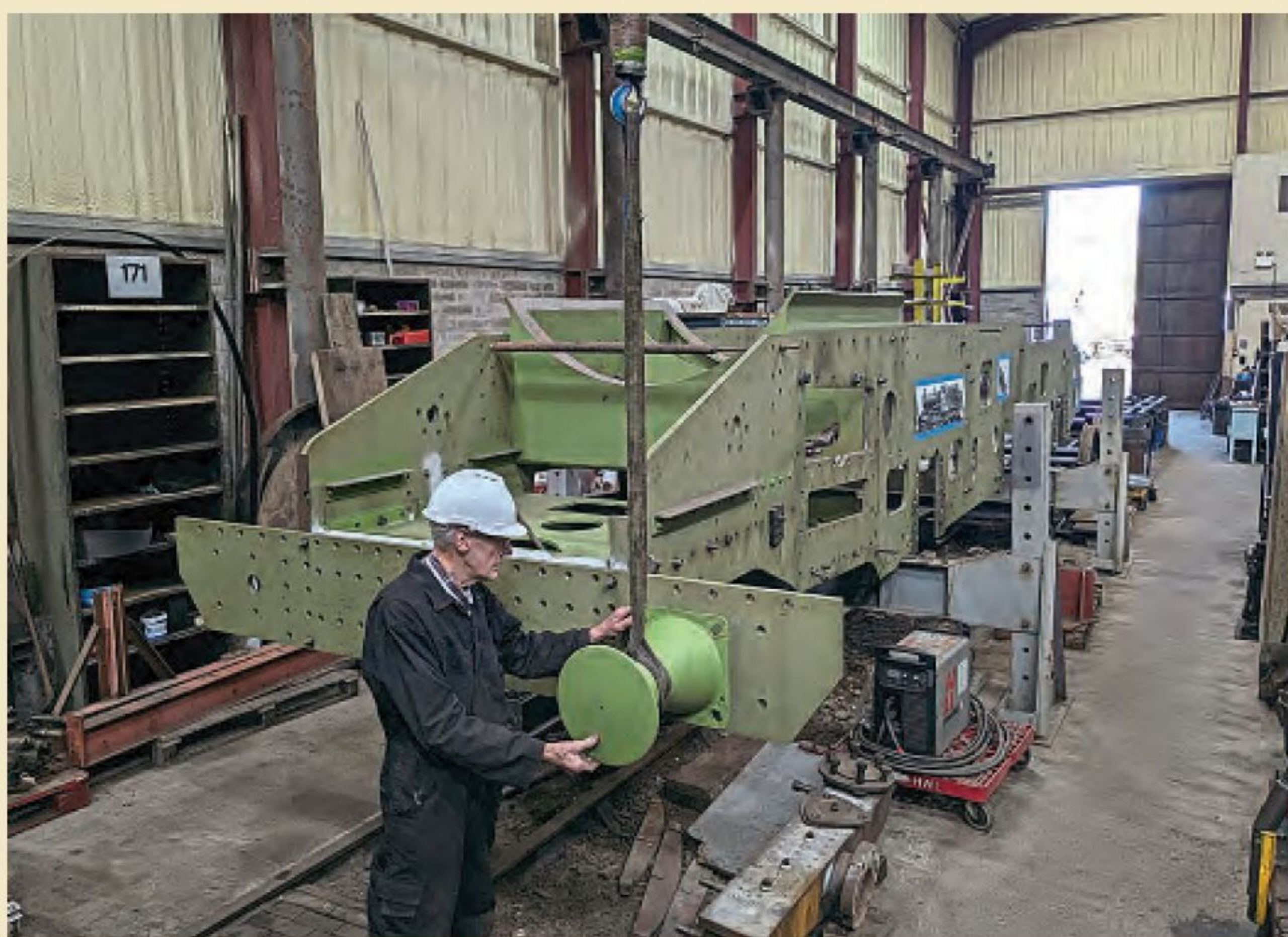
By July 2024, the project has advanced considerably, with the frames having been aligned, and the axleboxes and smokebox saddle being offered up. Trial assembly of the boiler is afoot, with parts such as the barrel, outer wrapper and throat/tubeplates also offered up. The boiler barrel was rolled in Britain and delivered to Whitehead in 2022, while the inner and outer firebox plates are in the process of being fitted together.

This mammoth undertaking has considerable advantages for the RPSI in its drive to

maintain a mainline steam presence in Ireland. A tender engine offers the advantage of greater coal and water capacity, while the G8,24 boiler design is interchangeable with the smaller WT Class 'Jeep' tank engine.

The project also demonstrates what is possible with the generous support of volunteers and Society members, led by experienced engineers within a small workshop in a quiet seaside town.

Website: www.steamtrainsireland.com



The frame of new-build Class W Mogul at the RPSI's headquarters in Whitehead, Northern Ireland.



A publicity photo of NCC Class W No. 103 *Thomas Somerset*, which was built in Belfast in 1942.

to capture the spirit of the Churchward locos. New mainframe plates were cut in 2012, which were duly assembled at Llangollen, before being transported to the premises of Devon contractor Leaky Finders in August 2020, where the rolling chassis is to be assembled.

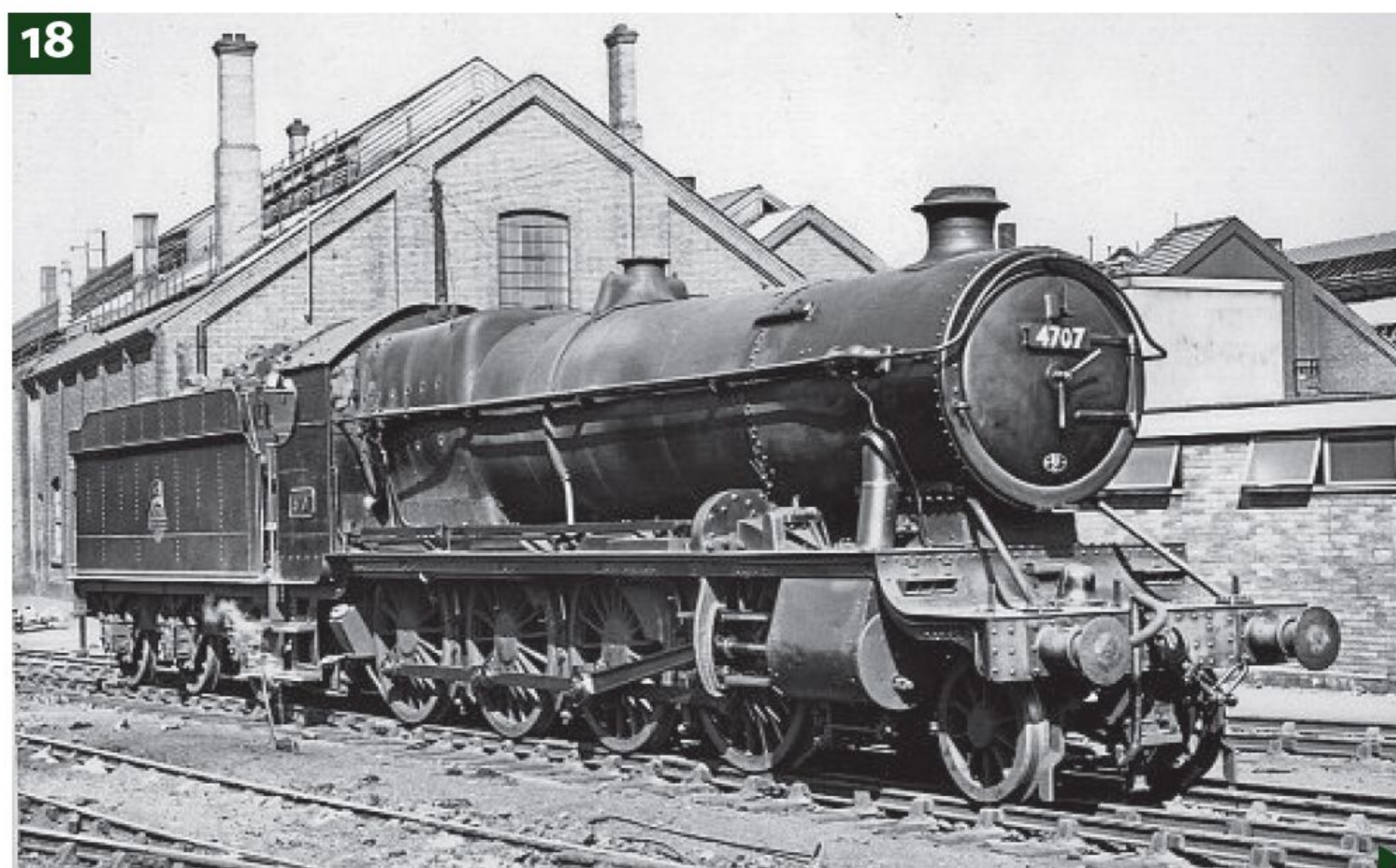
In common with the Hawksworth and Churchward 'County' new-build projects (see separate entries), the 'Night Owl' has been a recipient of components from several former 'Barry Ten' locos. This includes six of the eight driving wheels and the frame extension from '5101' 2-6-2T No. 4115; cylinder blocks from '28XX' 2-8-0 No. 2861; and the axle boxes, horns and the fourth axle from '5205' 2-8-0T No. 5227.

17: The boiler of No. 7027 *Thornbury Castle* is to be used on the new 47XX Class 'Night Owl'. 4709 GROUP

18: GWR 2-8-0 No. 4707 at Bristol St Philip's Marsh shed on July 2, 1957. JOHN S PHILIPS

A boiler for No. 4709 has been a hot topic of conversation – particularly so since 2022, when it was announced that part-restored WR 'Castle' No. 7027 *Thornbury Castle* had been acquired from a private owner primarily for its boiler. The '47XX' locos were originally equipped with a No. 7 boiler, but the 'Night Owl' team said the difference with the slightly smaller dimensioned No. 8 boiler from No. 7027 will be hard to notice.

In early September, No. 4709 appeal coordinator Richard Croucher told *The RM*: "The purchase of No. 7027 will be completed in the coming days, enabling the frames, wheels and boiler to be moved to Tyseley and



stored. The next steps will now be coming thick and fast. No. 4709's new cylinder blocks have been temporarily mated and await their permanent joining with a new racking plate, leading centre stay and assembly into the extension frames."

To date, more than £825,000 has been raised and the project is now in a position to restart work completing the rolling chassis, beginning with front-end assembly. This will include permanently joining the two cylinder blocks, installing them into the extension frames and fitting the new racking plate. While the latter item is to hand, it awaits machining.

Machining is also required for the new centre stay, compensating beam and toggled angles, before refitting the front buffer beam. It is hoped to complete this segment of work by Easter 2025.

Work on No. 4709 is then planned to take a big step forward, with the setting-up of the main frames and the offering up and attachment of the extension frames and the semi-complete front end. Once in place, the refurbished horn guides will be fitted before final alignments are carried out.

The front end will be completed with the freezing in of the new piston liners, which have already been machined, and by fitting the new cylinder and valve covers, which are also ready to be installed.

In the meantime, work is getting under way to complete the refurbishment and restoration of the pony truck, eccentric sheaves, and thereafter complete the balance weights for the new rear driving wheelset.

A new rear driving wheelset has been acquired and awaits the fitting of its balance weights. All other wheelsets have been retired, with the journals polished and new crank pins fitted to all the driving wheels. New crank pin collars have been ordered and are already partially complete at the time of writing. Once completed, the wheelsets will be ready to go under the main frames.

Most of the inside motion has been obtained, although it will require refurbishment. The big exception for the

motion is the connecting and coupling rods, which need to be made new. An appeal for these items is expected to be launched in the first half of 2026.

A part-restored tender underframe is to hand, which needs a new drag box and tank. This was previously used as a sludge tank at Gloucester.

Website: www.4709.org.uk

LNER P2 Class 2-8-2

19 20

THE 'P2' Mikados were exceptionally powerful locomotives, yet undoubtedly had problems as designed by Sir Nigel Gresley in the 1930s to haul 600-ton trains over the arduous Edinburgh to Aberdeen route. The Second World War and Sir Nigel's untimely death resulted in these issues never being addressed.

In 2010, the A1 Steam Locomotive Trust (A1SLT) – which had already built 'A1' Pacific No. 60163 *Tornado* (see page 28) – announced a project to build a new 'P2'. The 2-8-2 would become No. 2007 *Prince of Wales*, and The P2 Steam Locomotive Company was set up to undertake this.

Construction began in May 2014, with the frames being cut at Tata Steel's Scunthorpe works.

No. 2007 is the seventh member of the class. It will have the original semi-streamlining and rotary cam valve gear and will look to all intents and purposes like class pioneer No. 2001 *Cock o' the North*.

The original weaknesses of the 'P2s' have been examined and eliminated as part of the design process by the late David Elliott, A1SLT's former engineering director, with the aid of 3D computer aided design and computer simulation. His crowning glory was the complete redesign of the three-cylinder monobloc, the original being underperforming while also physically too wide for today's railway, with the chance of making contact with platform edges.

The monobloc was delivered in October 2023, and such is the significance of Mr Elliott's influence on the new locomotive, it is to be known as the 'Gresley-Elliott P2'.

Work is now under way on constructing Mr Elliott's final design, the complex valve gear – the component that will make No. 2007 Britain's most powerful steam locomotive.

By early summer, more than £50,000 had been raised in the first two months of the valve gear appeal, on the back of which manufacturing drawings were finalised ahead of the production of a prototype. A prototype and test rig will be produced to prove the technology, before it is fitted to the locomotive. A further £250,000 is required to complete the valve gear for all three cylinders.

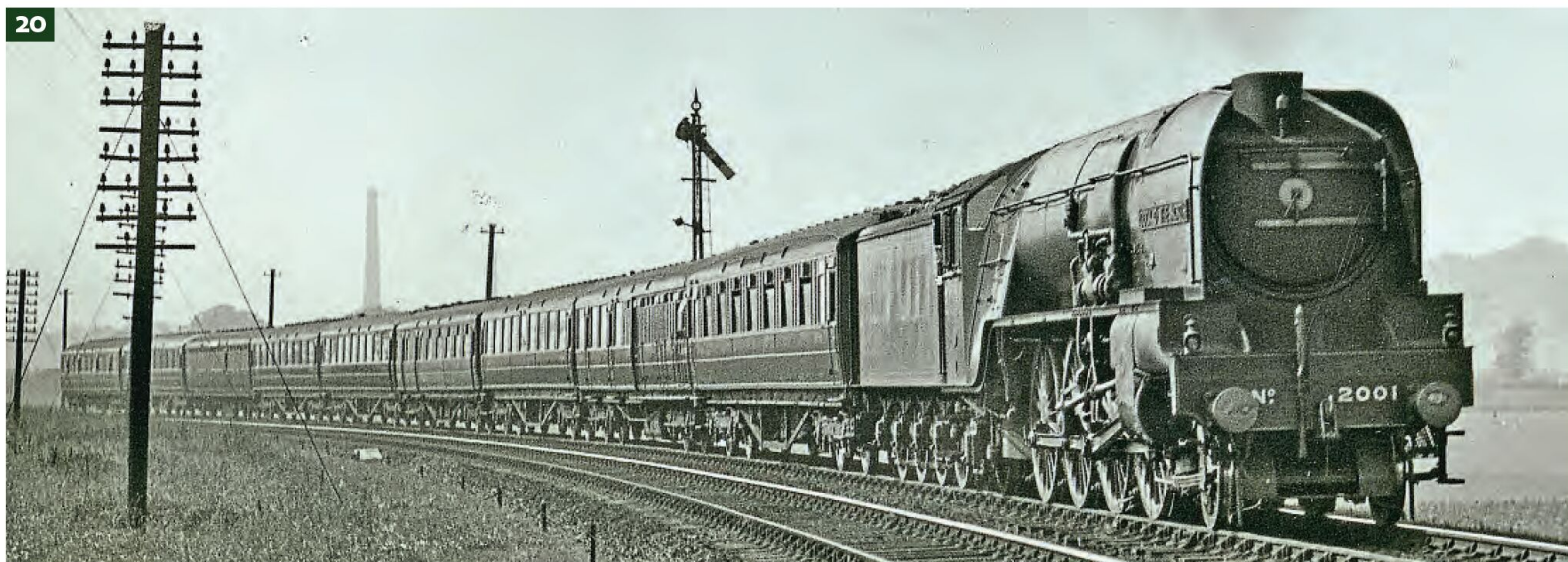
Meanwhile, the pony truck work is being concluded by Shildon-based contractor Daniela Works. Boiler work is being completed and is due for delivery shortly, too. Meanwhile the tender frames, which were manufactured off site, were delivered to the A1SLT's Darlington Works in mid-June.

Website www.a1steam.com ■



19: A recent view of 'P2' No. 2007 *Prince of Wales* inside Darlington Locomotive Works. Note the monobloc in front, and the tender frames to the right, which were delivered this summer. A1SLT

20: LNER 'P2' No. 2001 *Cock o' the North* heads an Edinburgh to Aberdeen express near Inverkeithing in the late 1930s. E R WETHERSETT



DART VALLEY RAILWAY LTD

Vacancy for

Assistant Infrastructure Manager

The Dart Valley Railway Company operates the Dartmouth Steam Railway in South Devon, which runs between Paignton and Kingswear and is currently seeking to appoint an Assistant Infrastructure Manager, who will report to the Infrastructure Manager and be involved in assisting with maintaining the physical safety of the railway's infrastructure and in the day to day undertaking of all works of maintenance and repair of the infrastructure. Prospective applicants for the post must be able to provide relevant evidence of practical experience in Permanent Way maintenance work, ideally within a traditional jointed track and S&C environment. Additional practical experience of P.W. renewals work, P.W. design work and other relevant structures, track drainage, earthworks and associated railway civil engineering types of work would be beneficial.

The ideal applicant will already have had some prior supervisory experience of both P.W. and railway civil engineering works. Good IT literacy will be an essential skill, especially with Microsoft Office Word and Excel and thus be able to assist with the PW team's infrastructure works planning and budgeting requirements and also with the requirement to maintain departmental work and safety records for both audit and reference purposes. Any relevant technical or academic qualifications would be an advantage, but it will be essential that applicants can provide evidence of being a practical, hands on team player.

Competitive remuneration package.

If this opportunity is of interest to you then please apply via the following email address in order to be forwarded the relevant job application pack:-

paulmerrington@dsrrb.co.uk

The closing date for submitting applications is 15th December 2024



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Welshpool and Llanfair Light Railway

Full time

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Your role:

Lead the infrastructure and buildings team, both paid and voluntary, in safely maintaining the railway's track, civil engineering infrastructure and buildings. Ensuring the availability of the required infrastructure resources to enable the timetabled train services to operate, alongside providing appropriate advice and information on all aspects of civil engineering and buildings maintenance.

About you:

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For an application pack and to apply, please contact:
humanresources@wllr.org.uk

If you would like an informal chat about the role before applying, please contact James Brett on 01938 810441

Closing date for applications: Midnight on Monday 18th November 2024



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The LMS 'Daddy' and two BR 'Babies'

Graeme Pickering looks at projects to re-create three long-lost diesel types that narrowly escaped preservation.



The IDRS's 'Centenary Works' at Wirksworth, Ecclesbourne Valley Railway, on July 26, with one of the cabs from donor loco No. 58022, and behind that the EM2 bogies that will be used in the new build.

LMS10000

UNVEILED to the press in December 1947, by the London Midland & Scottish Railway, HG Ivatt-designed No. 10000 was the first main line diesel locomotive to be constructed in Britain.

The loco was one of a pair of 1600 horsepower diesel-electric Co-Co machines to emerge from Derby Works, its 'Twin' No. 10001 following in July 1948, seven months into the reign of British Railways.

Following trials, they were initially employed on St Pancras-Derby-Manchester Central express services, later working as a pair on the West Coast Main Line, including providing power for the 'Royal Scot' between Euston and Glasgow. They also saw service on a variety of other London Midland Region

passenger and freight workings, as well as a spell on the Southern Region, to allow a performance comparison with Bulleid-designed Ashford-built diesel-electric Nos. 10201-10203.

The Ivatt locos could be described as the 'Daddy' of what followed, as aspects of their design influenced subsequent British Railways diesels. But the Consultative Panel for the Preservation of British Transport Relics ruled out either for the national collection, and both sadly ended up being scrapped in 1968.

The Ivatt Diesel Re-creation Society (IDRS) was established in 2011 by a group of like-minded people who began the complex process of establishing whether it was viable to right that wrong.



A reminder of how the LMS 'Twins' looked in their early days, as Nos. 10000+10001 approach Preston with a Perth to Euston express in July 1948. A E R COPE



Lead engineer Paul Etherington was spurred on by seeing two bogies from an EM2 (Class 77) Woodhead electric locomotive during a visit to the Middleton Railway in Leeds. Almost identical to those used on Nos. 10000/10001, they were spares owned by the EM2 Locomotive Society and (by this time stored at the Midland Railway-Butterley) their sale was agreed at the end of 2018.

The bogies formerly belonged to No. 27004 *Juno* – later NS No. 1503 after being exported to Holland. Despite years exposed to the elements, the quality of the original engineering – and fact they had been overhauled by the loco's final owner Nederlandse Spoorwegen before they returned to the UK in 1990 – has meant that after careful rehabilitation, they can be used again. Painstaking work, including use of an ablating laser, is taking place to remove rust and corrosion on the four traction motors.

The locomotive will use the chassis of Class 58 No. 58022, which was purchased thanks to member donations, and dismantled by the society. The '58' can be said to be a direct descendant of the Ivatt loco, both employing the same 'backbone' load-bearing mainframe principle, while the bogie centres and distances between the cab bulkheads are very similar.

An English Electric 16SVT Mk.1 engine from the same batch as those fitted to Nos. 10000/1 was purchased through public subscription in 2013. This has been regularly-serviced, but rarely run, having been in non-railway use as a stand-by generator. It is receiving attention from a power unit specialist. They will make it suitable for rail traction and add a refurbished Class 56 alternator set.

Once the design work has been independently approved, the chassis will be sent away, adaptors made and bogies trial fitted. Interest has already been expressed from a supplier keen to build the cabs, which – along with the yet to be procured braking system, and unlike those of the original Ivatt 'Twins' – will be compliant with present day safety standards.

Finances and other resources permitting, Mr Etherington is hopeful that the locomotive



Above: A publicity shot of first-built Class 23 No. D5900 in 1959. They later lost their cab nose gangway and indicator discs in favour of a central headcode box.

Left: New build Class 23 No. D5910 very much looks the part now, as seen at Barrow Hill on January 23.

BDP / R J SENIOR

will be able to run within five years. With power output equivalent to a British Railways Type 3 locomotive, it is envisaged that it could be put to regular use on heritage railways.

Website: lms10000.co.uk

'BABY DELTIC'

THE project to create an 11th 'Baby Deltic' stemmed from the purchase of a nine-cylinder T9-29 Napier Deltic engine from the National Railway Museum, and the desire to see it run again in a locomotive.

Numbered Nos. D5900-D5909, the original 10 English Electric Type 2 Bo-Bo locomotives (Class 23s) gained the 'Baby Deltic' nickname as their single 1100 horsepower engine was a smaller version of the two 18-cylinder, 1650 horsepower examples found in an English Electric Type 5 (Class 55).

The first to be built were three tons heavier than specified, but accepted by BR following work to reduce their weight, which included installing lighter components. They entered service between April and June 1959, initially based at Hornsey before moving to the purpose-built diesel depot at Finsbury Park, and they were rostered for outer suburban trains from King's Cross.

However, numerous mechanical problems – including issues with the engines themselves – ultimately led to all being stored. Reliability was much improved following refurbishment, but as a small and non-standard class, they were in BR sights as it thinned-out its locomotive fleets and looked for efficiencies as part of its National Traction Plan.

No. D5901 was transferred to departmental use, working test trains for BR's Research Division until 1975. It escaped preservation and in 1977 became the last of the class to be scrapped, but an engine retained as a spare for it lived on.

The Baby Deltic Project came into being with the purchase of that engine from the NRM in 2001. It was stripped down and rebuilt before being successfully started and run in while installed in a VDA goods van. The group's next step was to find a locomotive to put it in, and had an offer accepted by Harry Needle Railroad Company for the purchase of Class 37 No. 37372, which had been extensively stripped, apart from the control cubicle and radiators. Attention turned to whether it would be possible to take on the task of building a new 'Baby Deltic' which – after a detailed study covering options, potential



costs, processes and facilities required – concluded it was feasible to bring No. D9510 to life using No. 37372 as the donor loco.

Although also an EE design with visual similarities, conversion of the '37' has involved stripping it out, modifying the underframe to accept Class 20 (suitable Bo-Bo) bogies, shortening the body and nose ends, adding new roof and body panels and structural fabrication. The latest stage is the addition of cosmetic details, door reinforcement pieces and mountings to support route indicator discs being among the recent jobs. Once work on the body is completed, fitting air piping and cabling will be the next big and costly task.

The design of No. D9510 is very close to that of its 10 classmates, although some improvements have been made to coolant fan and compressor drive methods, and electronic engine control will be installed. As with its Ivatt counterpart, once completed, the loco could be made available to heritage railways for loan periods lasting a couple of months each.

Website: www.babydeltic.co.uk

'BABY WARSHIP'

THE Project Class 22 Society (P22) was launched in 2014 with the intention of building a 59th Class 22, known at the time that the original 58 (all since scrapped) locos were constructed as North British Locomotive Company Type 2 B-B diesel-hydraulics.

Numbered Nos. D6300-D6357, they bore a close similarity to the slightly longer Class 21 diesel-electric locomotives that were also built by NBL. They were known as 'Baby Warships' due to the resemblance and technical similarities between them and the batch of five NBL A1A-A1A 'Warship' locomotives Nos. D600-604 (which are not to

be confused with the later D800 series Class 42/43 'Warships').

Constructed between 1959 and 1962, they were allocated to the Western Region of British Railways. There were some engine and transmission issues initially that required the locos to return to NBL for rectification work. Reliability improved, but as more powerful traction types became available, the 'Baby Warships' were displaced to more secondary duties.

Then as BR sought to standardise and rationalise its motive power in the late 1960s, the Class 22 fleet was, like the 'Baby Deltics', one of those earmarked for withdrawal and by the beginning of 1972 all had been removed from service.

A group of enthusiasts (that later evolved into the Diesel Traction Group) negotiated the purchase of No. 6319 from British Rail. As the last of the class to receive a full general overhaul, it was in good working order and became the final survivor, but was scrapped in error at Swindon Works in November 1972. The group was subsequently offered 'Warship' No. D821 *Greyhound* instead.

P22 aimed to build a new locomotive, No. D6358, its number being the next in the sequence after those used for the original machines. It managed to source and purchase a suitable NBL/MAN L12V18/21 engine and also located a large quantity of NBL paperwork and Desilux horns identical to those used on a Class 22. A head of design engineering and an independent competent person to oversee safety verification for the project were subsequently appointed.

In recent years, with many hours involved in locating and purchasing drawings and other aspects of preparation, P22 adopted a 'heads down' approach, concentrating on work crucial to the project rather than giving rolling updates. But in August

Above: Class 22 No. D6302 at Swindon Works on August 21, 1960. HAWTHORNE COLLECTION

Below: The NBL/MAN L12V18/21 engine sourced by the Project Class 22 Society for use in a proposed new build loco, seen at the Old Oak Common open day on September 2, 2017. GEOFF SHEPPARD (CC BY-SA 4.0)



2024, business manager Richard Benyon announced that P22 was being wound-up. He said there was no one to take over the position following his resignation and that it was unable to continue the work "due to lack of management, not lack of support".

Mr Benyon stated that funds would be distributed to other organisations including the Western Locomotive Association, Diesel & Electric Preservation Group, Bury Hydraulic Group and the Dean Forest Railway. He has also paid £2000 to take ownership of assets including the engine, controls, gauges, drawings and manuals to secure them with a view to eventually putting them on display at a museum. Should a new group come forward with plans to take on the project, however, he is willing to donate to them. ■

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Current projects

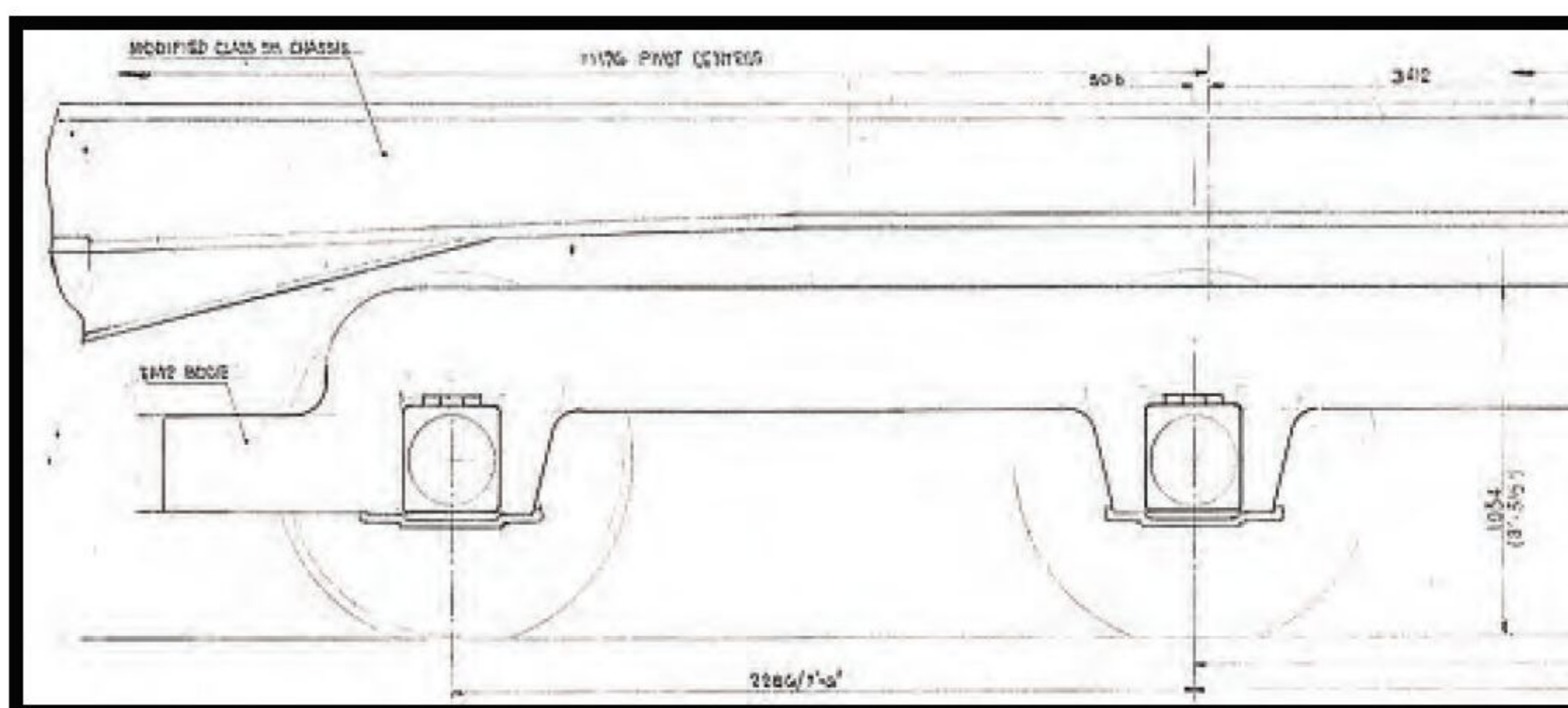
Fabrication of the D16/1 chassis

We have the opportunity to have the chassis cut to shape and have bogie pivot mounts created, then painted. Works continues in advance of this contract. Both learning and skilled volunteers are always welcome. We are based at Wkirkworth on the Ecclesbourne Valley Railway.



Independent evaluation of the chassis drawings

The final drawings are being made, after which they will be checked independently. This process includes 3D modelling and stress test measurements. Below, a segment of a drawing illustrating the class 58 chassis mated to a class EM2 bogie.



Reconstructing the Electrical Cubicle

A design has been approved based on class 56 and 58 cubicles and we in process of testing parts before reconstruction. In the refurbished class 58 electrical cubicle, relays are now being replaced using parts from classes 56 and 58.



'Lazarus locos' arisen

Building new locomotives from scratch is both a long and expensive process, and only a few have so far made it all the way into steam, as Chris Milner describes.

LNER 'A1' 4-6-2 (2009)

THE forerunner of all new-build steam projects, it was back in April 1990 that a group of five people – financial planner David Champion, his brother Phil (a teacher), solicitor Stuart Palmer, Ian Storey owner of 'Black Five' No. 44767, and chairman Mike Wilson – had together formed the A1 Steam Locomotive Trust and presented a plan to build an 'A1' Pacific from scratch at the first public meeting held at the Railway Institute, York.

Adopting a radical approach to fundraising using Deeds of Covenant, a covenanter would commit to donating a specific amount of money every month for a set period, which provided the funding to have the components manufactured.

Selling the funding approach to the public on the premise of 'the cost of a pint a week' was a new and novel approach (and when beer was £2.50 a pint!), rapidly caught on.

One necessity was to obtain drawings for the locos, and Trust members sifted through thousands of drawings stored at the National Railway Museum. These were copied, with some updated or modified, redesigning components where materials were no longer available or there was now a better method of manufacture.

Assistance to the project was forthcoming from two high profile railwaymen – designer Arthur Peppercorn's assistant

1: About halfway through its short 15-year working life (November 1948-May 1963), 'A1' No. 60136 *Alcazar* arrives at King's Cross on August 18, 1956 with the 9.40 am from Newcastle.

RM ARCHIVE/R A PANTING

2: Soon to return to the main line after an extensive overhaul, 'A1' No. 60163 *Tornado* departs Quorn, Great Central Railway, on August 31, with the 14.30 Leicester North to Loughborough.

GEOFF GRIFFITHS



J F Harrison, and former King's Cross shedmaster Peter Townend. Sheffield-based steel company William Cook Group also provided considerable assistance throughout the project.

Enough money had been covenanted or donated within four years to begin construction, including the casting of the cylinders and driving wheels, as well as the cutting of the frames, which were assembled at Tyseley Locomotive Works, and unveiled in October 1996.

2



Refurbishing a section of the former Hopetown Carriage Works at Darlington allowed the partly-constructed locos to move back to more familiar turf in 1997, where construction progressed.

With the fitting of the cab and smokebox, and with motion components being formed, *Tornado* became a rolling chassis by late 2002. A £250,000 appeal had been launched to fund an all-welded boiler, which was contracted out to DB steam workshops at Meiningen, delivered to Darlington the following year, and fitted to the frames in 2008.

Elsewhere within the project, work was progressing to complete the many outstanding tasks to prepare the locomotive for its debut.

On August 1, 2008, the completed *Tornado* – albeit in grey primer – was unveiled to the media. A few weeks later, the loco began running-in and mileage accumulation trips on the Great Central Railway, Leicestershire. It was here with the railway closed to the public that 60mph testing was undertaken as part of the certification process, whilst also achieving 1500 miles of fault-free running. The loco was painted at the National Railway Museum and was displayed for a period as a thank you for its assistance.

On February 7, 2009, *Tornado* made its main line debut, hauling a ‘Talisman’ special for its covenanters from Darlington to King’s Cross. Since then, the loco has commanded *Flying Scotsman*-levels of attention, with the public and enthusiasts flocking to the lineside, which has unfortunately given rise to trespass issues at times.

Aiming to push beyond the 75mph speed limit for express steam locos, to get fewer pathing restrictions, and spending less time in passing loops, the Trust decided it would get the loco approved for 90mph operation.

The rules say the loco needs to be tested at 10% overspeed (ie: 99mph), so the plan was to aim for the magic ‘ton’. To achieve this milestone, the trust collaborated closely with certification body Riccardo Rail, Network Rail and DB Cargo (who provided the crews). Aiming to keep the high-speed test run a secret, it was undertaken overnight on April 11/12, 2017, on the East Coast Main Line between Doncaster and Newcastle. The writer was privileged to be part of that test as a passenger. The outward journey comfortably touched 91mph, then on the southbound run back towards York, at 03.38, *Tornado* reached 100mph between Raskelf and Alne.

Having made many mainline appearances with its new-found fame, the locomotive was withdrawn in November 2021 due to a valve issues, but also had serious tender wheel flats which meant new wheelsets were required.

With plans to signal some of the country’s busiest main lines under ETCS (European Train Control System) – including the East Coast Main Line from King’s Cross to Stoke Tunnel – to allow *Tornado* to work out of King’s Cross in future years, the plan was to fit the loco with ETCS equipment, the first steam loco to do so. The work would be funded by Network Rail, and while the equipment has been fitted, testing is yet to take place.

Some years ago, the trust took the decision to order two new boilers from DB Meiningen – one for *Tornado* as a spare, the other for the ‘P2’ *Prince of Wales* it is currently constructing (see page 18).

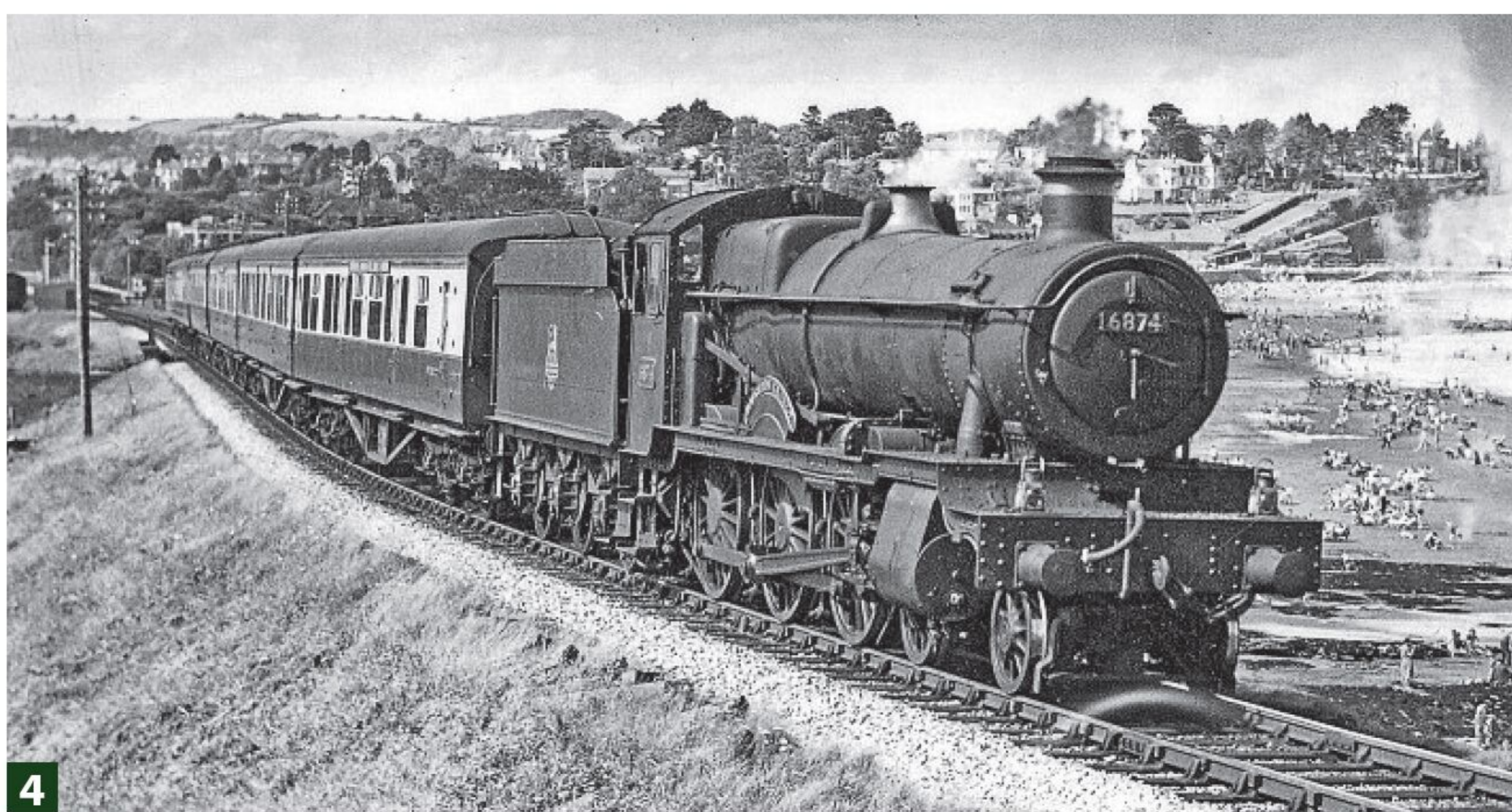
Like many restoration projects, Covid-19 and its after effects took its toll on manufacturing and production schedules, but when the new boiler was returned, despite a successful steam test, subsequent issues with some materials necessitated the replacement of all boiler tubes, creating another setback. Having been off the mainline far longer than planned, allied with a lack of railtour income, the trust has relied heavily on donations to keep forward momentum.

This past summer, with all repairs completed, the loco and tender were returned to the Great Central Railway in August, to begin running-in.

Now at the Nene Valley Railway, at some point, *Tornado* will need to visit the RIDC (‘Old Dalby’) test track at Melton Mowbray to test the ETCS functionality, and it is expected that the announcement of new programme of railtours for *Tornado* for 2025 is not too far away.



3



4

3: No. 6880 *Betton Grange* approaches Minehead at Alcombe foot crossing on July 27, with the 14.40 from Bishops Lydeard.
D W V HUNT

4: The background beach is busy in this 1950s shot of No. 6874 *Haughton Grange* climbing away from Goodrington Sands Halt with a Wolverhampton-Kingswear train. This loco entered service in April 1939 and was withdrawn in September 1965.
RM ARCHIVE/R E TOOP

GWR ‘Grange’ 4-6-0 (2024)

DESPITE the preservation of numerous Great Western ‘King’, ‘Castle’, ‘Hall’, ‘Modified Hall’ and ‘Manor’ 4-6-os, none of the 80-strong ‘Grange’ class evaded the scrapman’s torch. Aiming to right this omission was the *Betton Grange Society*, formed in 1998 to build the 81st ‘Grange’.

Many of its members had worked on the restoration of ‘Large Prairie’ No. 5199 and had been inspired by the ‘A1’ project. Records showed that No. 6880 *Betton Grange* would have been the next member of the class constructed, had it not been for the Second World War.

In essence, the ‘Granges’ were a smaller-wheeled version of the ‘Hall’ class, but with the same sized cylinders and a Swindon No. 1 boiler. However, building *Betton Grange* was a new-build project with a twist – using parts from scrapped GWR locos.

New mainframes and the cab were fabricated for the loco in 2004, the cab being displayed at the 2005 Crewe Open Day. The project was initially based at the Llangollen Railway. The boiler came from ‘Modified Hall’ No. 7927 *Willington Hall* (acquired in 2005) and then in 2010 the society bought ‘Hall’ No. 5952 *Cogan Hall* from the Ken Ryder, using the bogie and tender. The society says it has long-term ambitions to restore *Cogan Hall* to working order, along with the option of building another tender using the frames of No. 4936 *Kinlet Hall*. The driving wheels are a spare set from the Severn Valley Railway’s ‘Mogul’ No. 7325 which were retired at the South Devon Railway. Cylinders for the loco were a new casting.

As with any project of this magnitude, there was a massive list of missing parts – ashpan, boiler cladding, leaf springs, superheater header and elements – and the sponsorship of hundreds of individual components is noted on a roll of honour on the society’s website www.6880.co.uk

Like all new-build projects, progress is linked closely to fundraising, and society members have raised around £1.3 million to build *Betton Grange*. Key milestones saw the frames and driving wheels united in 2013, and the boiler fitted to the frames at Tyseley Locomotive Works in March 2020, following a trial fit two years earlier.

The years of blood, sweat and tears for society members concluded in March this year, when *Betton Grange* proudly made its debut in steam at Tyseley on April 11. Since its completion, the 'Grange' has begun a tour of heritage lines, visiting the Severn Valley Railway, Gloucestershire Warwickshire Railway, the West Somerset Railway and the North Norfolk Railway.

LBSCR 'H2' 4-4-2 (2024)

ANOTHER gap in the ranks of locomotives that never made preservation was the Brighton 'Atlantic'.

The London, Brighton & South Coast Railway's locomotive superintendent Douglas Marsh was on sick leave in 1911, so his assistant Lawson Billinton was given the authority to build six 'H2' Class 4-4-2s similar to Marsh's H1 Class, and these were completed in 1911/2.

The 'H2s', with their pleasing lines, continued in traffic after the Second World War, but in April 1958, No. 32424 *Beachy Head* was the last of the class to be withdrawn. In October 2000, the Bluebell Railway – which was formed six months after the scrapping of the original *Beachy Head* – announced its ambitions to create a replica 'H2'.

The decision followed the accumulation of components over several years – starting in 1987 with the boiler from a Great Northern Railway 'Atlantic', which was discovered the previous year at a joinery business at Maldon, Essex, by Steve Dymond and former *RM* editor Nick Pigott. Douglas Marsh had previously worked at the GNR as chief assistant to Henry Ivatt, and the 'H2' design closely followed that of the GNR's 'C1' Atlantic. Acquisition of a LBSCR 'B4' Class chassis came in 1995 and tender wheelsets and axleboxes from a 'C2X' arrived in 1999.

Following the launch of the project, between 2001 and 2005, the tender chassis was overhauled and lengthened, then in 2005 the mainframes were cut. With the need for a workshop, construction of 'Atlantic House' was completed in 2006. The same year, the regulator handle from the original

Beachy Head was donated to the project.

With construction of the main frames completed in 2007, cylinder and valve chest components arrived the following summer, and by spring 2009 motion parts were being manufactured.

For the next decade, progress on the build in one area or another moved forward, and by 2016, work was beginning in earnest on the boiler, with tubing completed by 2018, then it passed an out-of-frames hydraulic test in October 2019.

Like so many similar projects, hundreds of new parts were needed, and funding for the 'Atlantic' has come from donations, gifts via the Bluebell Railway Trust, which have provided a steady income stream.

August 2022 was a significant month for the project as the boiler and frames were united, which then allowed the main steam pipes to be fitted and other miscellaneous boiler work to be completed. Over the following months, the cab and the controls were completed, allowing the loco to move under its own power for the first time on June 7, 2024.

Finished in lined BR black livery, No. 32424 was handed over by the project team to the Bluebell on August 18, with the loco hauling a celebratory Pullman dining train for volunteers and major financial backers who had supported the new build. The following weekend, the loco was launched into public service, becoming only the third new-build steam locomotive to be completed. ■

5: The original No. 32424 *Beachy Head* at Brighton on October 5, 1952, with the return leg of the RCTS's 'Brighton Works Centenary Special'. This loco entered service in September 1911, but was withdrawn in April 1958 as the last of the class, to then be scrapped the following month.

RM ARCHIVE/E D BRUTON

6: The magnificent-looking new-build 'H2' Atlantic No. 32424 *Beachy Head* at Sheffield Park (Bluebell Railway) on August 30.

PAUL BICKERDYKE





Rebuilt GWR railmotor No. 93 and auto-trailer No. 92 in action at Didcot Railway Centre on April 20, 2019. HUGH LLEWELYN (CC BY-SA 2.0)

GWR RAILMOTOR (2011)

NOT quite a full new-build, not quite a full locomotive – but one of the most unusual and interesting projects to date has been that of the Great Western Railway railmotor, by the Great Western Society (GWS).

Railmotors date back to the mid-19th century, but became more popular in the 20th century, consisting of an open carriage with tram-style reversible seats, along with its own steam propulsion unit – the power bogie. The railmotor was capable of being driven from either end, and this facilitated quick turnarounds on branch and rural lines. A total of 99 railmotors were built for the GWR.

Railmotor No. 93 was built at Swindon in 1908, one of a group of 35 similar railmotors ordered by the Great Western Railway between September 1905 and February 1908. The railmotors had a coal capacity of one ton and a water capacity of 450 gallons, so their sphere of operation was limited.

This particular railmotor was condemned in 1934, with the vehicle converted into autotrailer No. 212 to work in push-pull trains. After working for a further 22 years, the carriage ended up in Birmingham as a 'work study coach' and later became office accommodation.

Acquired by the GWS in 1970 and moved to Didcot, the plan was to re-create the sole example of the GWR's original fleet of railmotors. But it was not until 1998 that volunteers were

able to begin work on converting the autocoach back to a railmotor. This required the construction of a new power bogie with wheels and a vertical boiler, which was undertaken at Tyseley Locomotive Works. Funding for the project was provided by GWS members and public donations.

Then in July 2007, a Heritage Lottery Fund grant of £768,500 gave the project a significant boost. By this time the GWS had also started work on restoring trailer No. 92 to work with the railmotor, and the grant would be used for the restoration of

the original timber bodies and steel underframes. Following the HLF award, the railmotor and trailer were moved to the Llangollen Railway for the project to work in partnership.

An incredible piece of good fortune was finding 'walkover' seats for the railmotor and trailer of the exact type used by the GWR – manufactured in the same factory at Slough – which were being disposed of in Australia, having come from old trams. Sufficient seats were acquired for both vehicles.

Completion of railmotor No. 93 came in March 2011; however, the

trailer was not completed until two years later. Remarkably, No. 93 was approved for mainline operations, and in November 2012 was allowed to work on the Looe branch.

By the following spring, completion of the trailer had allowed the pair to work together on the Llangollen Railway, and commanding considerable attention. However, in spring 2021, the boiler certificate of No. 93 expired and currently the boiler awaits overhaul. Restoration of the wooden body is required, having not proved as resilient to the weather as expected.



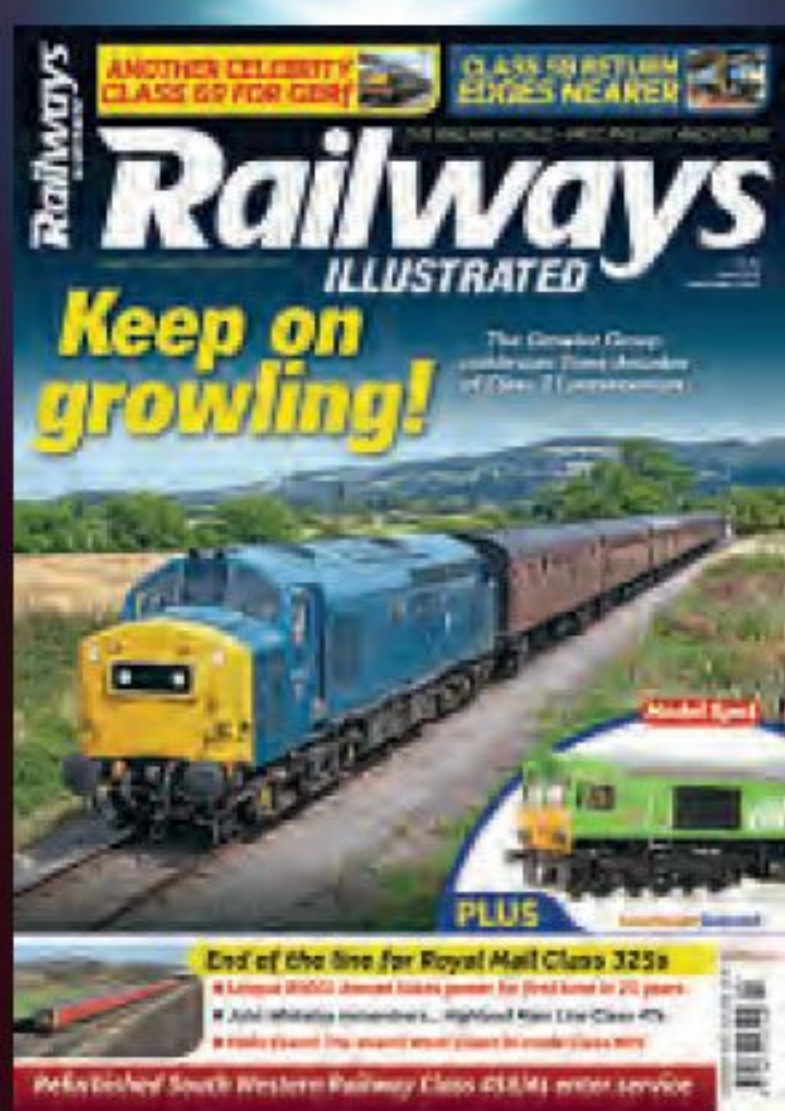
A postcard image of GWR railmotor No. 45 at Penzance around 1915. Although from a slightly earlier batch than No. 93, the two vehicles share many similarities. GEOFF SHEPPARD COLLECTION

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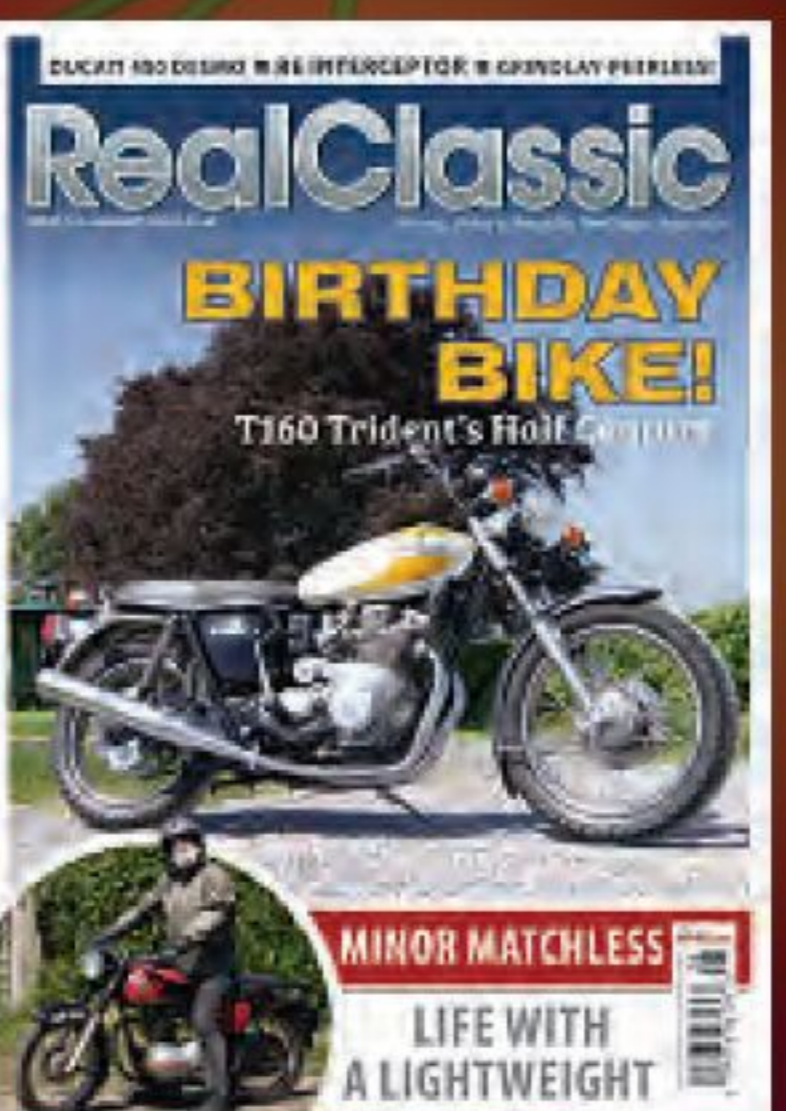
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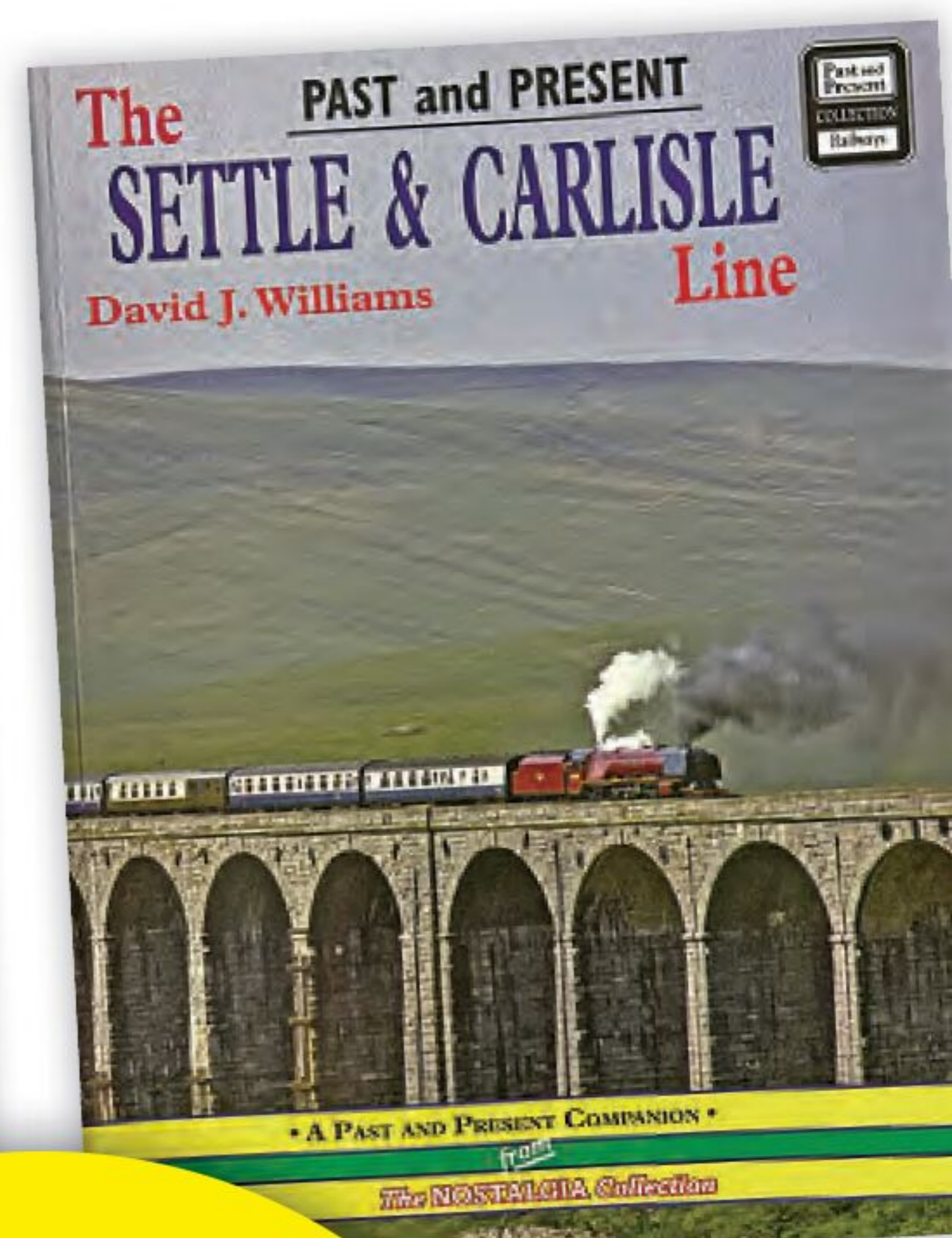
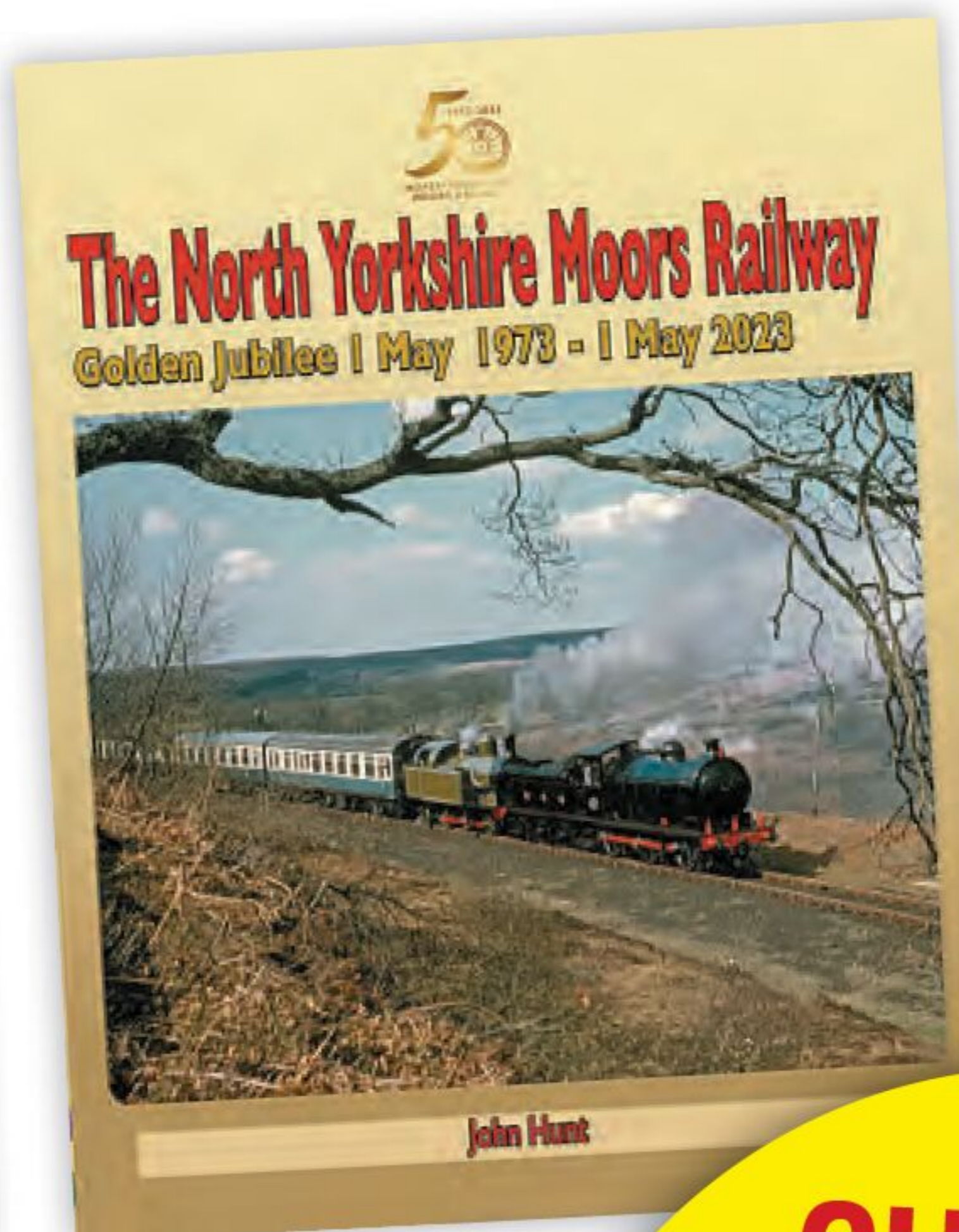
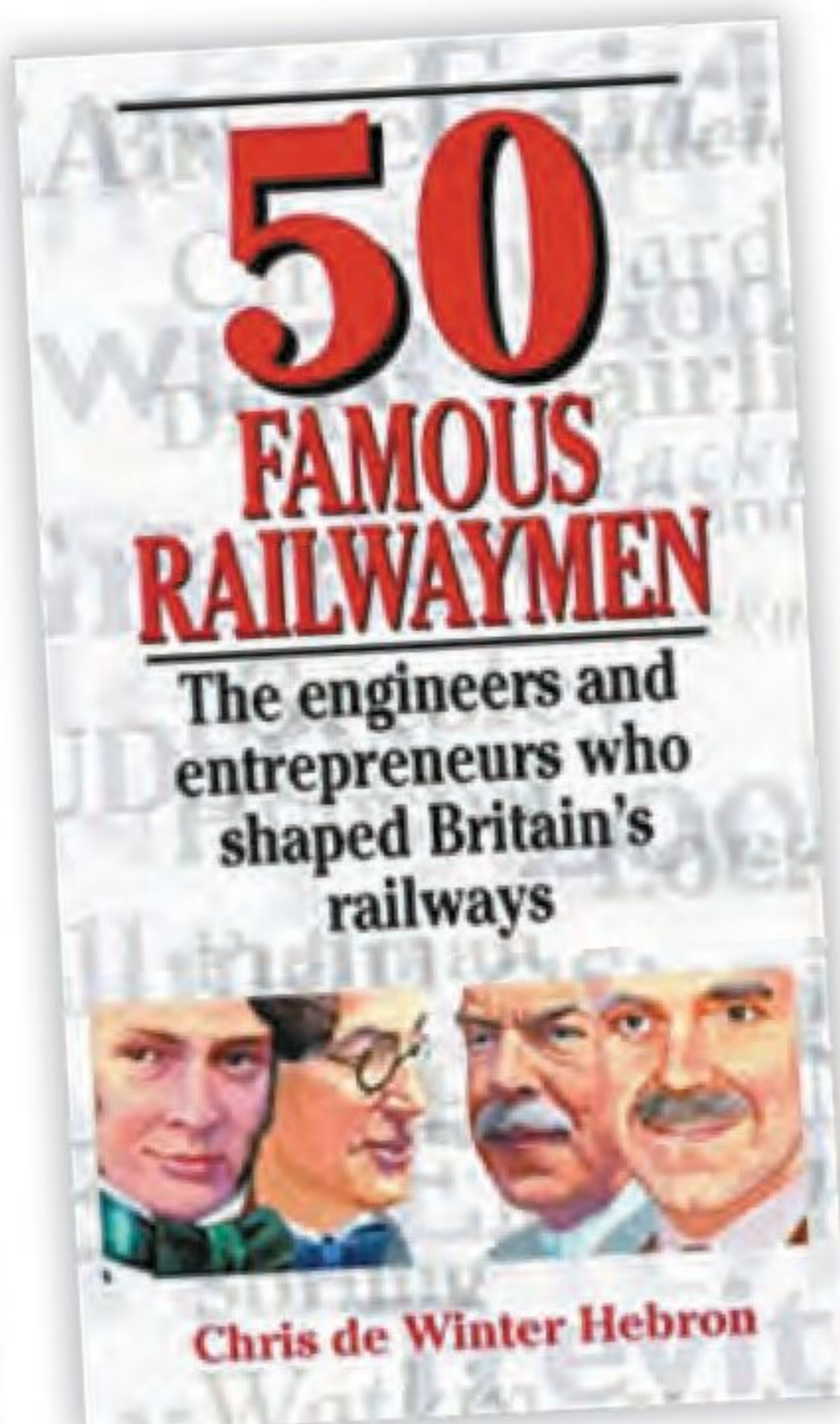
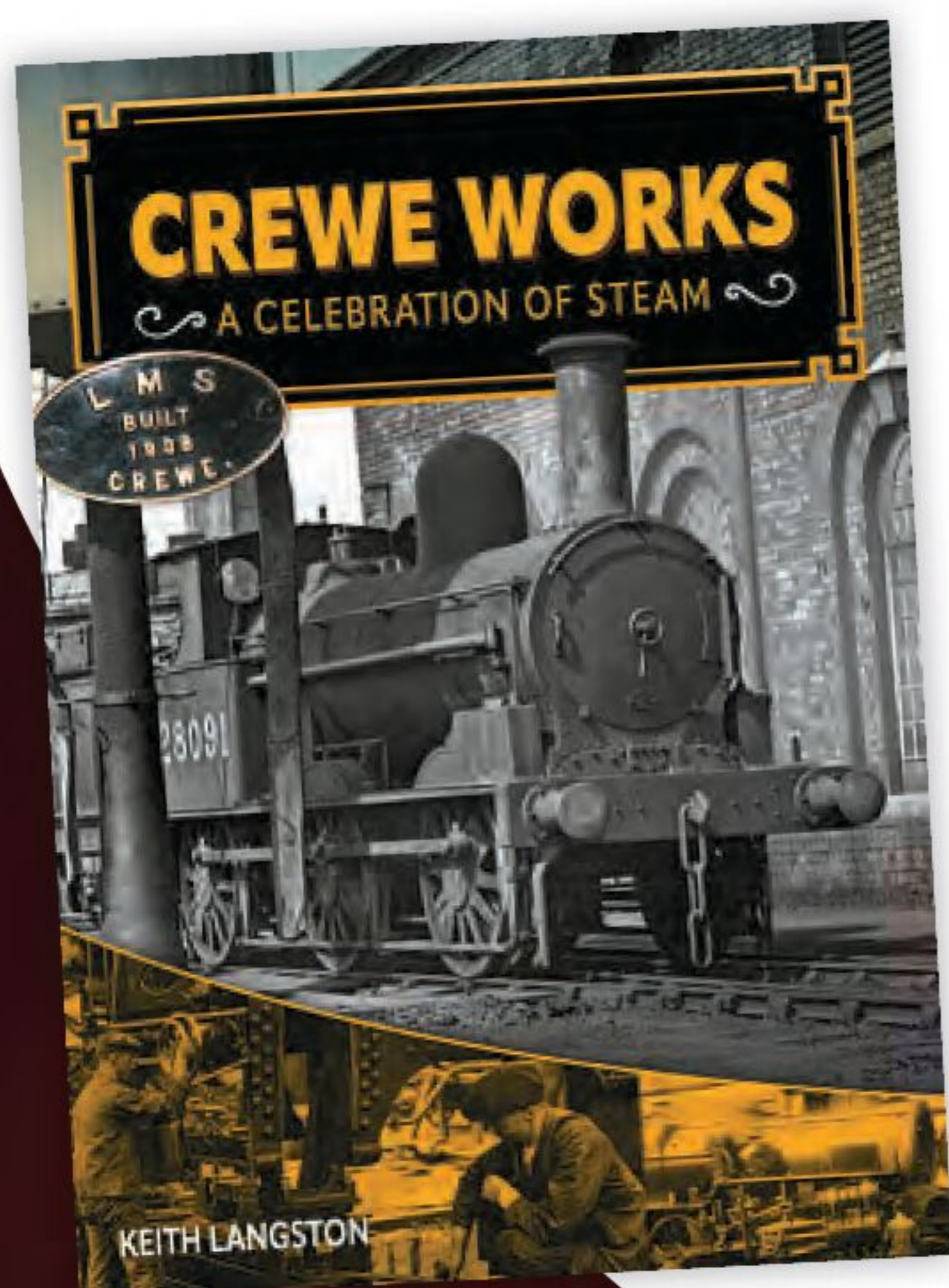


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HS2 to be extended to Euston

Government poised to announce extension from Old Oak Common to central London.

By 'Industry Update'

THERE were high expectations that a decision to extend HS2 to reach Euston will be included in the Government's Budget, which takes place as this issue goes to press, on October 30.

This follows an update by Transport Secretary Louise Haigh in early October that it certainly never made sense to leave it as a line between Old Oak Common and Birmingham Curzon Street.

The escalating cost of building HS2 has destroyed the business case for a route that was intended to link London with the West Midlands, North West, East Midlands and Yorkshire, with high speed spurs to connect with the West Coast Main Line at Wigan and

East Coast Main Line north of Leeds. It was also meant to include airport stations at Heathrow and Manchester to reduce the need for short haul connecting flights, and link with HS1 to allow seamless journeys to continental Europe.

All these aspirations have gone, leaving a route between Old Oak Common and Birmingham Curzon Street, with passengers needing to change to the Elizabeth Line to reach central London and Heathrow. Even the cost of this truncated route is now estimated to have reached £74 billion, which compares to the original estimate made for the complete line to Manchester and Leeds of £32 billion in 2012 – equivalent to £47 billion today.

It is not hard to see that any overall time saving gained by running at 225mph on the high-speed section will be lost with the need to use change trains at Old Oak Common.

It has also emerged that the plan for Great Western main line services to call at Old Oak will extend journey times for express trains between Paddington, Bristol, South Wales and the West Country, of up to 10 minutes.

Now Department for Transport seem to have persuaded Treasury officials of the absurdity of ending HS2 at Old Oak Common, demonstrating that by linking the HS2 extension to Euston with much needed redevelopment of the terminus, it should be possible to attract private finance by expanding the scope of station retailing.

The need for a new terminal adjacent to the current structure is clearly an opportunity for the whole site to be redeveloped with a remit to provide improved access to trains, appropriate information displays and retailing space that will generate income to provide a return for third party investment.

Still a shadow

Completing HS2 to Euston still leaves a project that is a shadow of what was first intended, and has prompted the proposal from the West Midlands and Greater Manchester mayors to promote a less ambitious route to restore an improved link between Birmingham and the North West with lines described as Staffordshire and Cheshire connectors (see

Headline News last month).

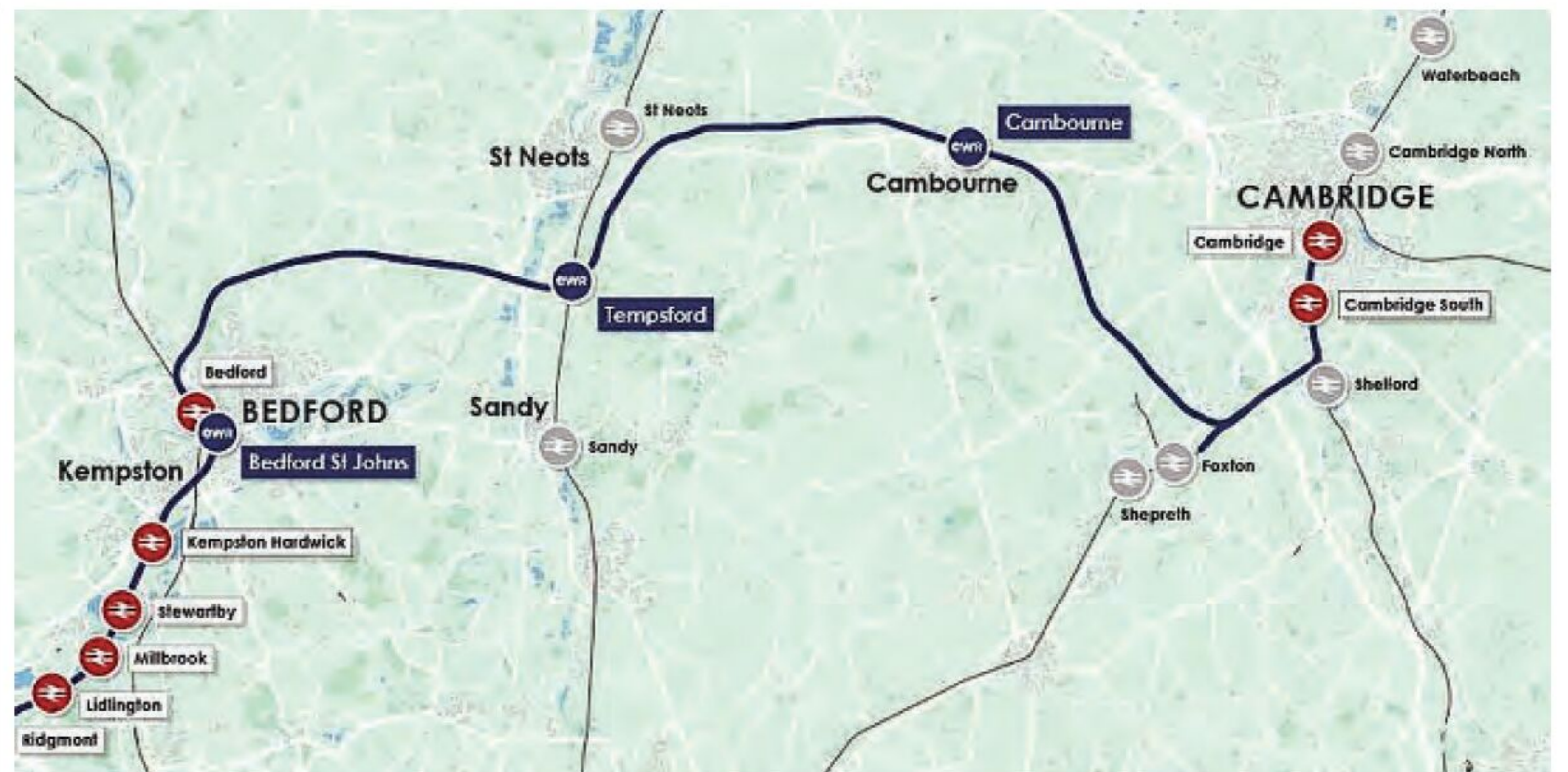
The Government has also indicated that it will pause the disposal of land acquired for what was to be Phase 2a of HS2 where Parliamentary approval and planning authority had previously been given for the route as far as Crewe, which could be used by the new proposal.

The budget announcement is also expected to include authority to proceed with the Northern Powerhouse Rail high-speed route between Liverpool and Manchester, which is a mixture of upgraded track and new formation. This will put in place an important piece of the plan by the elected mayors to reach Manchester and the airport with the Cheshire connector line, which will join the NPR route near Warrington.

"It is not hard to see that any overall time saving gained by running at 225mph on the high-speed section will be lost with the need to use change trains at Old Oak Common"



SOUTHEND PIER SMASH: One of the two new electric trains operating on the Southend Pier Railway hit the buffers at Pier Head station October 6. The front end of the six-car battery-electric unit *William Bradley* was damaged, but none of the passengers or crew were injured. An investigation will determine the cause of the incident before repairs can be carried out. Meanwhile, the spare diesel set has been pressed into traffic to cover. SIMON MURDOCH



A map of the finalised EWR route between Bedford and Cambridge.

Route finalised for East West Rail line between Bedford and Cambridge

THE new alignment for East West Rail to connect Bedford and Cambridge has been finalised.

The route will run north of Bedford to an interchange with the East Coast Main Line at Tempsford, between Sandy and St Neots, before continuing via Cambourne to join the existing Hitching to Cambridge line near Foxton.

Rebuilding to Cambridge will be the third stage of the EWR project. Trial running has just begun on the reopened first phase between Oxford and Bletchley/Milton Keynes (see page 35), to be followed by an upgrade of the existing line 'Marston Vale' line between Bletchley and Bedford.

The Cambridge section is

subject to funding, but once built it will carry passenger trains and be part of the Strategic Freight Network, allowing the growing number of intermodal services from Southampton to be routed from Oxford to reach the West Coast Main Line at Bletchley, the Midland Main Line at Bedford and the East Coast Main Line at Tempesford.

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CLASS 58 PRESERVATION DEBUT: The Severn Valley Railway secured a major coup for its Autumn Diesel Gala, as preserved 'Bone' No. 58023 hauled the class's first trains in Britain since the class was withdrawn by EWS in September 2002. Although many of the 50-strong fleet saw further use overseas in France and Spain, now mostly scrapped, four locos are preserved in Britain – Nos. 58012/16/23/48 – while No. 58022 has donated its frames to the LMS10000 rebuild project (see page 20). No. 58023 is seen in action with Type 1 No. 20189 on October 4, heading north at the 'Tenbury Wall', just north of Bewdley. MATTHEW PLUMPTON

Passenger dies in Talerddig head-on collision

DMU failed to stop in passing loop and hit oncoming train in single-track section.

By Chris Milner

ONE passenger in his 60s died and four others were seriously injured on October 21, when two Transport for Wales Class 158 units collided on a single line section near to the passing loop at Talerddig on the Cambrian main line between Shrewsbury and Aberystwyth.

Eleven other passengers required hospital treatment. Police said the passenger who died had suffered a suspected heart attack.

The collision occurred at 19.26 and involved train 1J25, the 18.31 Shrewsbury to Aberystwyth (operated by No. 158841) and the 1571, the 19.09 Machynlleth to Shrewsbury (formed of No. 158824). The westbound train from Shrewsbury had 37 passengers on board, the eastbound train had four. The cab of one unit was significantly damaged in the crash.

The Rail Accident

Investigation Branch (RAIB) says the collision point was approximately 800 metres west of the passing loop at Talerddig, and was a low-speed collision at approximately 15mph. At this point, from the loop on the level, the westbound line begins a 14-mile descent to Machynlleth, beginning at 1-in-56 before steepening to 1-in-52.

RAIB staff were immediately dispatched to the site with specialist equipment, and they worked alongside the British Transport Police to secure evidence.

First responders came from a wide area including Aberystwyth and Shrewsbury, while an air ambulance was dispatched to the scene, close to the A470 road between Llanbrynmair and Carno.

In a statement the day after the crash, RAIB said initial inspection of the track on the approach to the point of collision found evidence that wheel/rail adhesion was



Teams work to separate the damaged Class 158 units after they collided near Talerddig loop on October 21. NETWORK RAIL

relatively low, suggesting that the train from Shrewsbury (1J25) may have entered into wheel slide when braking.

The railhead conditions will be an area of ongoing investigation, as will witness interviews, analysis from the data recorders on both trains, and data from the ERTMS

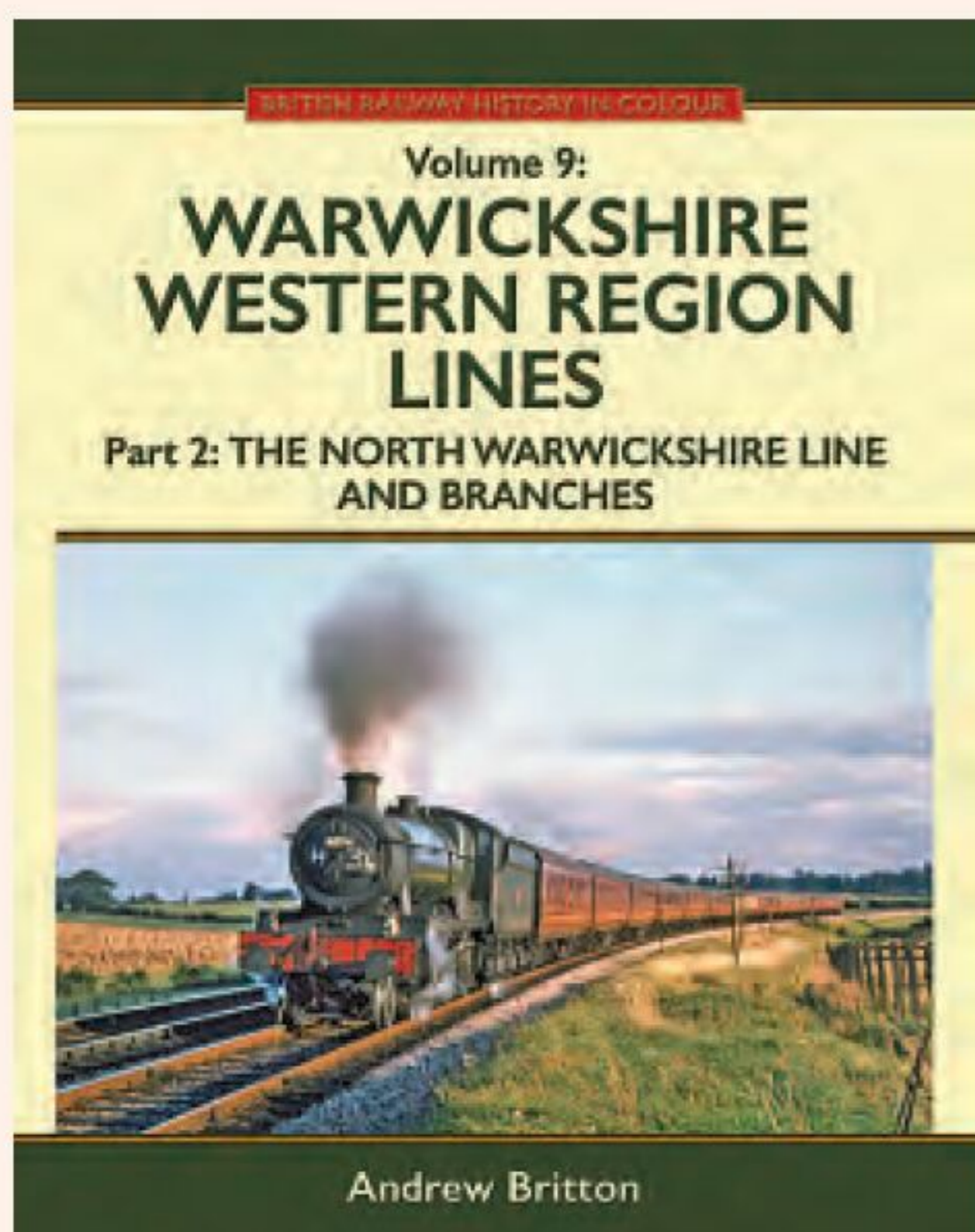
signalling system, which is controlled from Machynlleth. This is believed to be the first collision under ERTMS signalling in the UK resulting in a fatality.

Through-services on the line remained suspended for a week until October 28, although a shuttle service ran from

Machynlleth to Aberystwyth and Pwllheli, with a limited bus replacement between Machynlleth and Shrewsbury.

■ All services over the Heart of Wales line between Shrewsbury and Swansea via Llandrindod were cancelled on October 22, due to poor rail conditions.

NEW AND FORTHCOMING FROM LIGHTMOOR PRESS



BRITISH RAILWAY HISTORY IN COLOUR Volume 9: WARWICKSHIRE WESTERN REGION LINES Part 2: THE NORTH WARWICKSHIRE LINE AND BRANCHES Andrew Britton

The North Warwickshire Line, between Tyseley Junction and Bearley Junction, where it joined the line from Hatton to Stratford-upon-Avon, was opened for traffic in 1908. At Stratford, it joined the newly doubled 'branch' from Honeybourne, the doubling having been carried out in conjunction with the GWR's other new main line between Cheltenham and Honeybourne. As such, this new route from Cheltenham to Birmingham was to be the last main line opened in Britain, up until the completion of the first section of High Speed 1 in 2003. It gave the GWR a fast competing route to the Midland's main line between Cheltenham and Birmingham, via the Lickey Incline, always something of a bottleneck in steam days with many ascending trains needing banking assistance. However, the GWR North Warwickshire Line also required the use of banking and pilot engines between Stratford and Wilmcote, and often on to the summit of the route at Earlswood Lakes. British Railways closed the route south of Stratford in 1976, following an accident which damaged the track at Winchcombe, but the line had been run down for many years prior to that. South of Stratford the track was eventually ripped up, although a two-mile stub remains at Honeybourne serving the old MoD depot at Long Marston, which is now a Rail Innovation Centre. North of Stratford, however, has fared much better, the only loss since GWR days being that of the Alcester Branch, the last section of which was closed in 1951. Bearley Junction to Hatton has been singled but remains in use, whilst the North Warwickshire Line, of which Stratford is the terminus, survived run down and two closure attempts, but is now thriving. Moor Street, the new station opened by the GWR in 1908 to serve the line, has also risen like a phoenix after being closed in 1987, with its original GWR buildings now beautifully restored to use. Although largely a commuter route today, the North Warwickshire has been given something of a heritage makeover and many of the stations retain their GWR architecture. However, within these pages, author Andrew Britton takes us back to a time when they were still in all their glory, during the final decade of WR steam – when heavy freight trains, summer Saturday holiday expresses and local 'stoppers' all intermingled – and into the early years of dieselisation, with DMUs taking over many North Warwickshire Line services from the late 1950s. All set against a backdrop of the land of William Shakespeare, amidst what was still then wonderfully unspoilt Middle England countryside and all in glorious colour!

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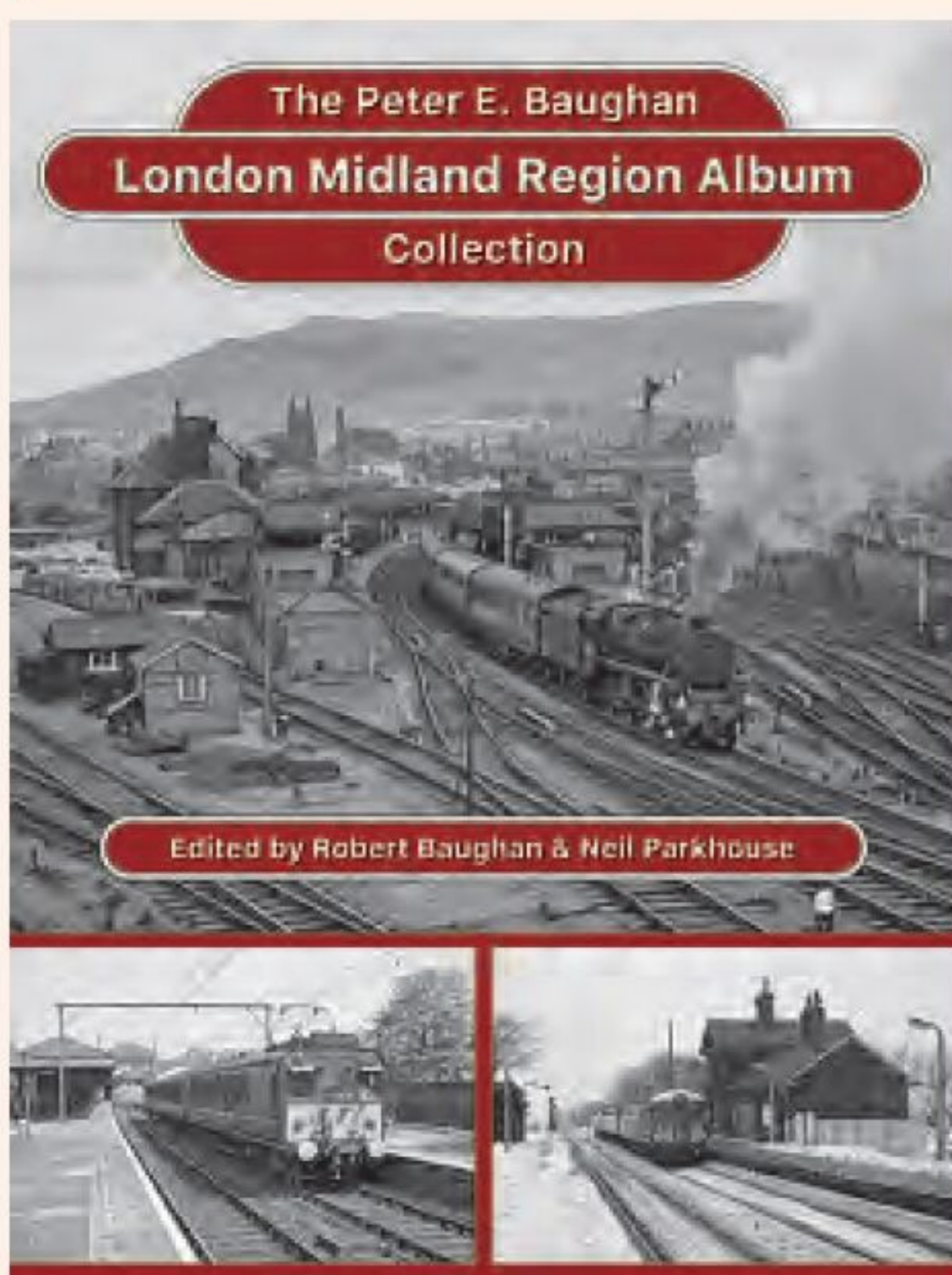
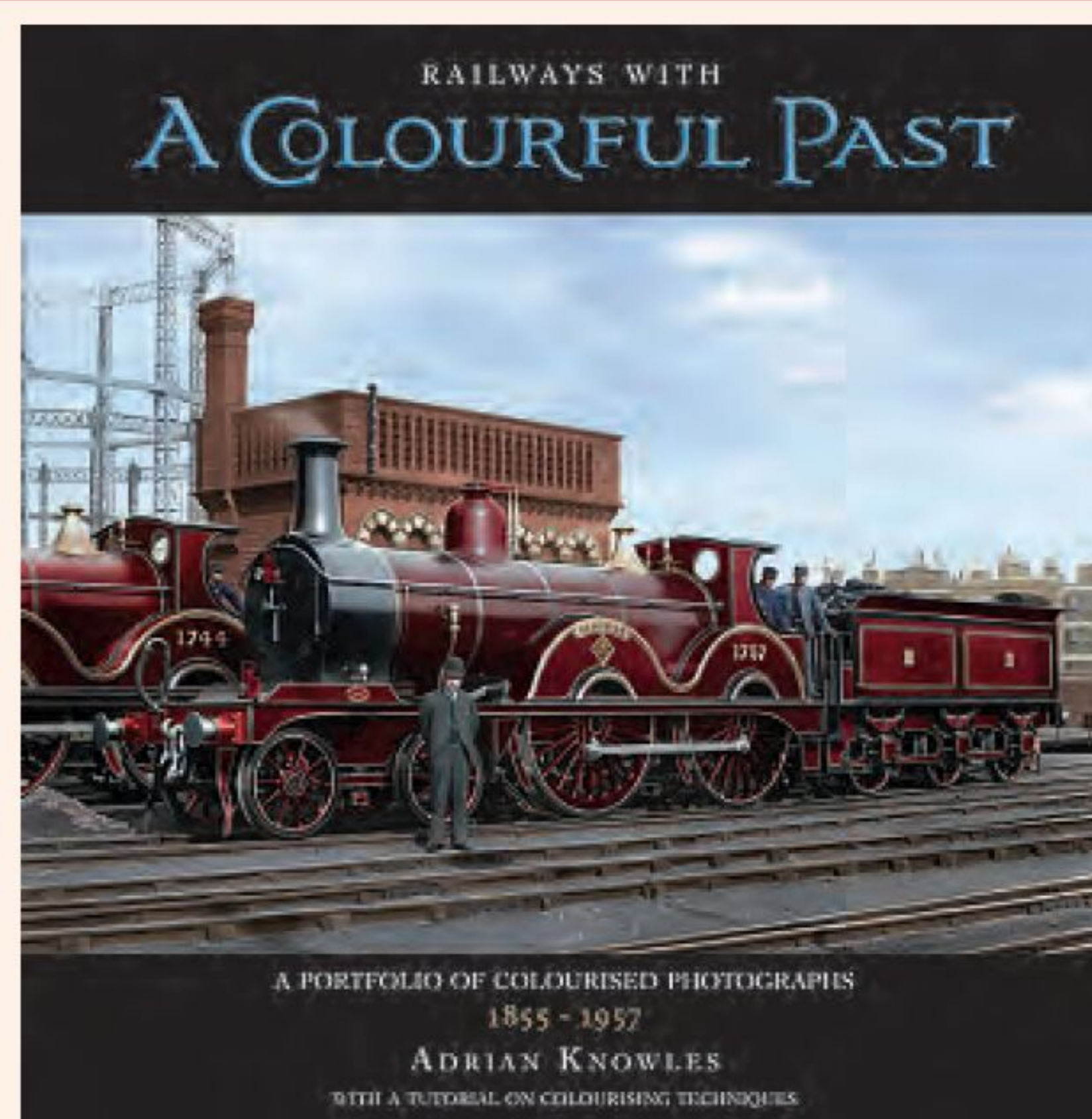


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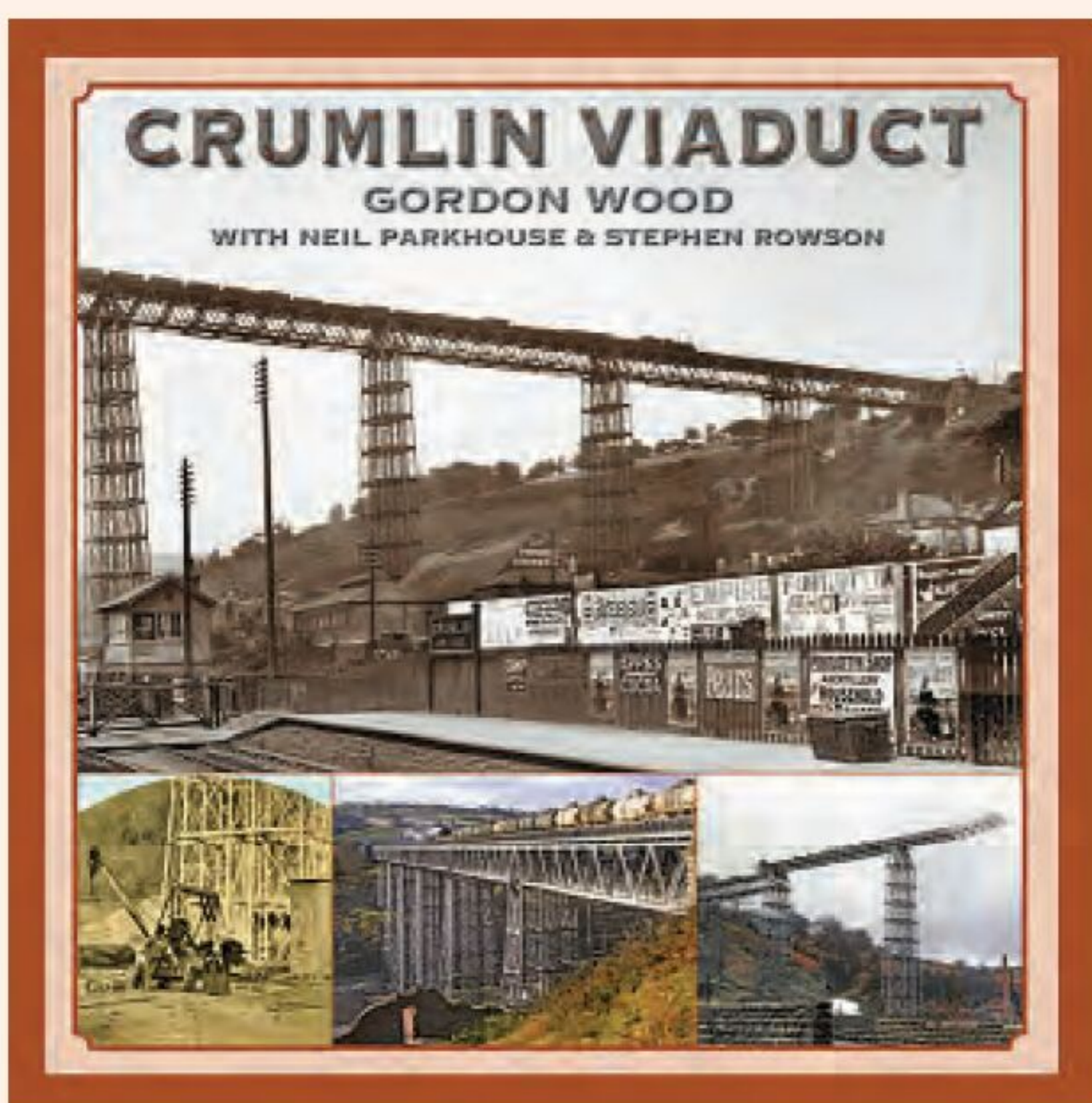
London Midland Region Album The Peter E. Baughan Collection Edited by Robert Baughan & Neil Parkhouse

Peter Baughan started working in the Parliamentary Department of the Chief Civil Engineer, London Midland Region of British Railways, at Euston in 1960. This entitled him to a First Class pass on all regions of BR and thus an opportunity to photograph the railway whilst doing inspections as part of his job. He was fortunate to be working at Euston, a short distance from the famous Doric Arch before it was controversially demolished in 1961, as part of the modernisation of the station. Starting at Euston, this photographic journey around the former LMR takes us up to the Midlands and then on to the North East, the North West and finally across North Wales to finish at Holyhead. On the way, the pictures of Stephenson's Britannia Tubular Bridge over the Menai Strait were taken just days before it was destroyed by fire. The photographs document the huge transition in the rail industry through the 1960s and '70s, as the post-war modernisation programme began to take effect alongside the rationalisation of the network. Steam was disappearing as diesel and electric traction took over, whilst various of the lines covered within these pages, particularly the branches and secondary routes, were closing. Many of the stations depicted have gone, whilst those that have survived are mostly shadows of their former selves. The sweeping away of so much railway architecture was distressing, a fact emphasised by this photographic selection, the majority of which have never been published before.

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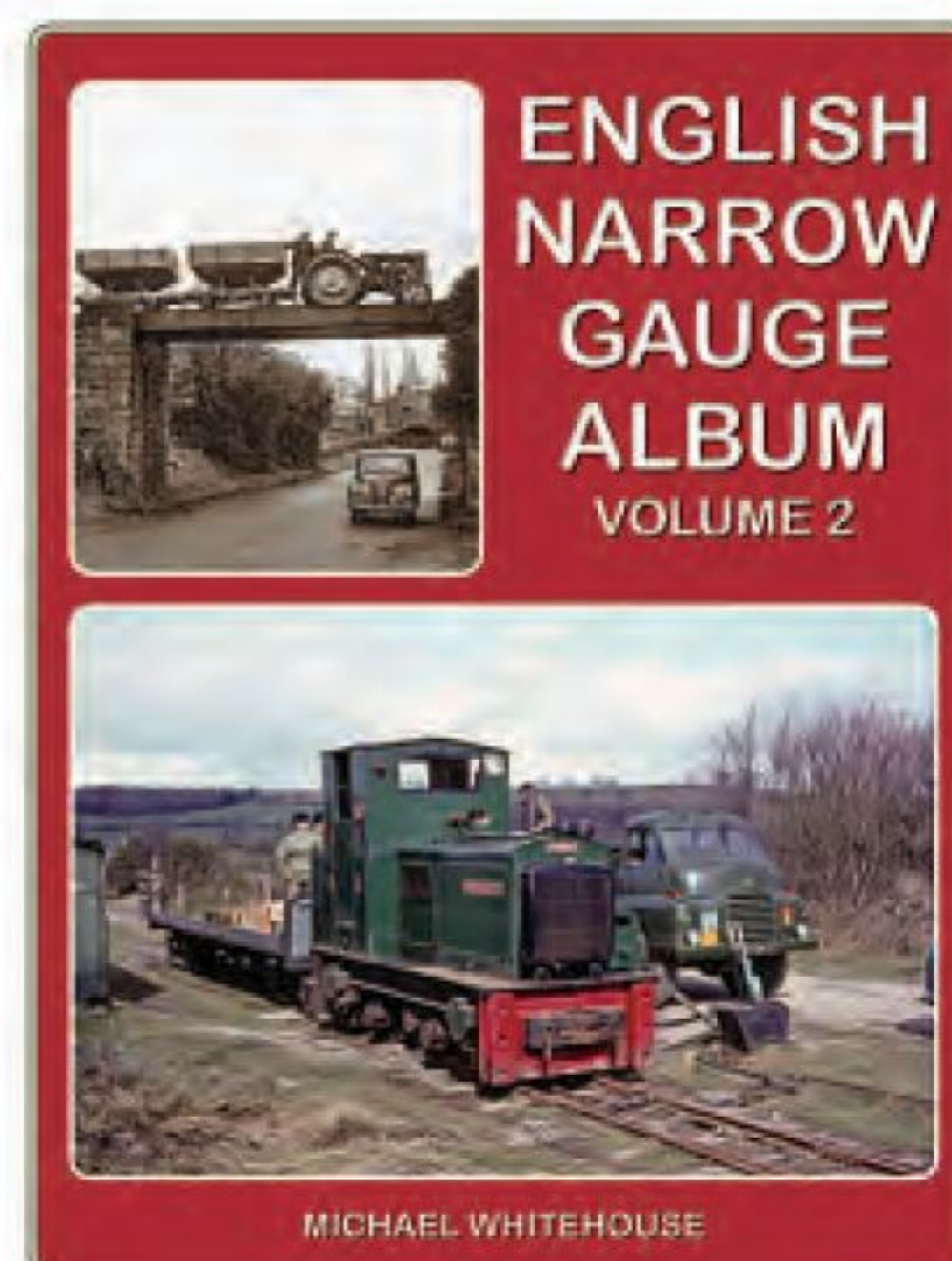
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It's go for Goole

Official opening of Siemens' factory sees work begin on first order for London Underground.

By Paul Bickerdyke

SIEMENS' Goole Train Manufacturing Facility was officially opened on October 3, by Secretary of State for Transport Louise Haigh and the Mayor of London Sadiq Khan.

The factory is one part of the company's Goole Rail Village, which aims to create up to 1000 new jobs to the East Riding of Yorkshire, plus 1700 in its supply chain.

The factory's first contract is to assemble the new fleet of trains for London Underground's Piccadilly Line,

with 80% of the 94 sets planned to be built in Goole. The site will also bid for all future British train fleet contracts.

Siemens also announced an investment of up to £40 million in its Bogie Assembly and Service Centre on the same site. This expands the company's ability to overhaul bogies from British trains – including the 3224 vehicles (from 572 trains) it already maintains here.

"I know how vital rail manufacturing is to our economy," said Louise Haigh. "Which is why we will not sit on our hands when it comes to

supporting it. For too long, the cycle of boom-and-bust has held back this sector."

Sadiq Khan added: "This train manufacturing facility in Goole is a fantastic example of the expertise we don't have." Workers at Derby's Alstom factory – which built the 'S' Stock for London Underground's Metropolitan and Sub-Surface lines, may well disagree with this comment, however.

■ See also Metro News (on page 89), while next month's issue will have a detailed look inside the Goole factory.



One of the huge new buildings that make up the Goole Train Manufacturing Facility.



One of the five roads in the shed where vehicles are joined into trains.

PICCADILLY LINE DELIVERY

The first of 94 Siemens-built 'Inspiro' trains for the Piccadilly line arrived at London Underground's West Ruislip depot on October 14. One of 15 sets being produced in Vienna, T001 will undergo intensive testing to ensure it is compatible with existing route infrastructure. Initially, this will take place overnight, although daytime movements are expected between normal services as more sets are delivered and approach entry into service in late 2025. No. T001 has already spent a year at the Siemens test track and validation facility at Wildenrath in Germany prior to its 400 mile journey to West London via the Channel Tunnel. The final leg from Dollands Moor was operated by GB Railfreight Class 66 Nos. 66798 and 66718 'top and tailing' the unit and translator vehicles. TFL



Passenger numbers reach 96% of their pre-pandemic levels

ALMOST 420 million rail journeys were made in the three months from April 1 to June 30, writes *'Industry Update'*. This is up from 392 million in the same period last year and represents 96% of the pre-pandemic demand five years ago (437 million), according to the latest figures from the Office for Rail and Road.

Following reduced disruption due to strike action and subsequent resolution of pay disputes, it is likely that there will be a full recovery of demand in the next quarter. However, the statistics indicate considerable variations among operators, with a 16% increase

in travel on the Elizabeth Line taking it to 59.0 million users. This cross-London service is now second only to the combined Thameslink Southern and Great Northern grouping, on which 72.2 million journeys took place.

South East shines

Rail activity in London and the South East is outpacing the overall demand for travel, as 296 million journeys were made – an increase of 7% over the previous year and representing 70.5% of all passengers. What the ORR describes as the regional sector recorded a 10% increase to 86 million journeys, equivalent to 20.5% of the overall rail market.

Long distance travel continued to be subdued, rising 6% to reach 35 million trips (8% of overall market).

There were big changes in the amount of travel for a number of operators where timetabled services were reduced to allow a catch-up on driver training, which was severely curtailed during the pandemic. As a result, Transport for Wales recorded a 27% growth in users and TransPennine Express an 18% increase, although these are smaller operators that carried 7.6 and 6.0 million passengers respectively during the three-month period.

Although overall passenger

numbers indicate they are rising, fare income is lower. Despite an increase of 4.9% in controlled fares at the beginning of March, the average fare paid was £6.61 – just a 1% increase over the £6.53 average recorded in the previous year.

The reason for this is the move away from fixed travel patterns (such as daily commuting), which meant passengers had little choice but to pay the increased price of season tickets and other full fares.

Widespread working from home, and flexible working in general, has meant that over the five-year period since 2019, season ticket sales have

declined from 33% of total journeys made to just 12% in the most recent quarter.

This has destabilised the level of receipts and brought a deficit of at least £2 billion annually over past revenue levels. But at the same time costs have risen in respect of increased pay and inflation in the supply chain, which feeds through to other train operating and infrastructure expenses.

It will be one of the first tasks for the Great British Railways team, once established, to eliminate a growing deficit for train operations through a greater yield from farebox revenue.

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TT3018M	GBRf, Class 66, Co-Co, 66779, 'Evening Star' - Era II	DCC READY	NEXT18 PIN CONNECTION	TT3018TXSM	GBRf, Class 66, Co-Co, 66779, 'Evening Star' - Era II	HM	7000	TXS TRIPLEX SOUND
TT3019M	Colas Rail, Class 66, Co-Co, 66850, 'David Maidment OBE' - Era II	DCC READY	NEXT18 PIN CONNECTION	TT3019TXSM	Colas Rail, Class 66, Co-Co, 66850, 'David Maidment OBE' - Era II	HM	7000	TXS TRIPLEX SOUND
TT3020M	GBRf, Class 66, Co-Co, 66789, 'British Rail 1948-1997' - Era II	DCC READY	NEXT18 PIN CONNECTION	TT3020TXSM	GBRf, Class 66, Co-Co, 66789, 'British Rail 1948-1997' - Era II	HM	7000	TXS TRIPLEX SOUND

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TT6025	TOUAX, Sffgmss IFA Wagon with 45' Container 'DFDS' - Era II	TT6026	TOUAX, Sffgmss IFA Wagon with 45' Container 'Hapag-Lloyd' - Era II
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Chiltern DMUs Nos. 168328+168323 pass Claydon West Junction on October 21, with the first passenger stock over the line, working from Oxford to Milton Keynes Central. On the left is the formation that will connect East West line to any future local services to Aylesbury, while the spur on the right will be used to access HS2's new infrastructure maintenance depot, now under construction.



First passenger stock over reopened East West route

Chiltern and GWR begin test runs between Oxford and Milton Keynes.

By Chris Milner

A KEY milestone in the opening of the East West Rail project was achieved on October 21, when the first passenger trains

completed a series of test runs between Oxford and Milton Keynes.

A pair of Chiltern Railways units Nos. 168623+168628 worked the first train as 5Z01,



The first GWR IET to operate over the East West line, No. 800005, passes through the new station at Winslow as 5Q45, the 13.39 Bletchley High Level to Bicester Village. BOTH PHOTOS CHRIS MILNER

which left Oxford at 09.43 and arrived at Milton Keynes Central just 42 minutes later, including a brief pause at the new station at Winslow. The units reached 100mph on several sections of the new line.

The £1.2 billion project includes a new fully accessible two-platform station at Winslow, plus the reconstruction of Bletchley Viaduct and a new high-level station. Rebuilding this section of the former 'Varsity Line', which closed to regular passenger services in 1968 and to all traffic in 1993, has involved laying 43 miles of new track, new signalling and telecoms system, five new overbridges, 22 refurbished bridges and 12 new footbridges.

Following the inaugural run, the plan was for Chiltern to run for a further three days (October 22-24) over the route as part of shakedown testing and driver route learning.

In addition to the appearance of the Chiltern units, GWR ran

IET No. 800005 from Paddington to Bletchley High Level, then back to Bicester Village before returning east and terminating at Milton Keynes Central. This was in connection with planned diversions of long-distance GWR workings to Euston on November 16/17, when trains from Swansea/Carmarthen and Penzance/Plymouth will be diverted via Oxford and the new East West route, as the usual line to Paddington will be blocked east of Ealing Broadway. Diversion of these trains will happen again between December 27-29.

At present no date has been set to commence passenger services between Oxford and Milton Keynes, but it is expected to be in the first quarter of 2025. Route testing and training will continue over the coming months. When services do commence, Chiltern will be the operator and will use Class 196 DMUs hired from West Midlands Trains.

Ribble prepares for loss of bitumen traffic

THE Ribble Steam Railway says it is reviewing its future resources for freight operations following oil company Total's decision to switch bitumen deliveries to its Preston Docks site to road, writes Graeme Pickering (see Freight News, page 86).

November 30 is understood to be the official date for the end of the rail traffic flow from Haverton Hill on Teesside, Total stating that volumes of the material being processed at the plant no longer justify movement by train.

RSR formed subsidiary Ribble Rail specifically to deal with tank wagon movements between the Network Rail boundary of the Docks branch and the discharge point for Total when bitumen traffic returned to the line 20 years ago.

Established with a small team of employees to operate and maintain the diesel shunters used, and look after the infrastructure, the work has provided an important income stream.

Alternatives sought

RSR director and company secretary Mike Bailey told *The RM* that details were still subject to discussion between the parties involved and that it was reviewing various issues regarding its resources for the future. He added that staff and volunteers were being kept informed.

RSR anticipates that some rail activity, involving the tank wagons being moved for servicing before they return to their owners, could run into 2025. Despite its disappointment, its relationship with Total remains amicable. The railway will maintain its main line connection and says it will continue to look at new opportunities for traffic.

Mr Bailey also said that although it did not expect them to generate the same volume of traffic as the Total contract, possible alternative avenues are under consideration.

Chiltern bidding for ex-TransPennine Express Mk.5a sets

CHILTERN Railways has confirmed it is in negotiations with the Department for Transport and rolling stock owner Beacon Rail to acquire a number of CAF Mk.5a carriages that were previously used by TransPennine Express.

Chiltern managing director Richard Allen said that even though its existing Mk.3 trailers are a great design, they are now 50 years old and near the end of their economic life. The Office of Rail and Road recently revealed that the average age of Chiltern's rolling stock was the

oldest of all the train operators, at 30.8 years.

Mr Allen said: "With the ongoing commercial and housing developments, there is going to be rising demand during the rest of this decade. Getting replacement carriages and additional carriages is absolutely critical to allow Chiltern to expand and serve its communities."

He also made a further significant point that when there is disruption on the southern end of the West Coast Main Line and eastern end of

the Great Western Main Line, Chiltern services pick up the brunt of passengers heading to Oxford, Banbury and the West Midlands.

CAF produced 52 Mk.5a carriages and 14 driving trailers that were formed into 13 five-carriage rakes for TPE, powered by Class 68s provided by DRS, and launched into traffic in November 2019. They were never used to their full potential and by 2023 a number of faults had been discovered, including stress cracks. This led TPE to withdraw the sets from service

in December 2023, and since then all of the carriages have been placed in store.

As of October, six of the 14 Class 68s sub-leased by TPE from Direct Rail Services to work with the Mk.5a stock were still awaiting handback to owner Beacon Rail. Nos. 68019/021/024 and 68025 remained with DRS for maintenance and Nos. 68023/029 were still with TPE. DRS expects to receive the latter pair of 'Cats' by the end of the year for subsequent return to Beacon.

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SIDELINES

Call for action on 'most bashed' bridge

BOSWORTH MP Dr Luke Evans has met Transport Secretary Louise Haigh to push for a solution to eliminate bridge strikes on the rail bridge spanning the A5 at Hinckley, Leicestershire, which is hit by over-height vehicles at least once a month.

Part of the problem is that the bridge lies within the so-called 'Logistics Golden Triangle', an area containing many distribution centres and hubs for the likes of DPD, Royal Mail, Tesco and Sainsburys. Between April 2019 and March 2020, the bridge became Britain's most bashed with 25 strikes; while between 2017 and September 2022, it was struck 88 times.

Louise Haigh responded stating: "It is clear, with stats like those, that it needs some attention."

Pendon weekend

PENDON Museum in Long Wittenham, Oxfordshire, is home to some of the best model layouts in the country, and celebrated its 70th anniversary in July with a special running weekend and exhibition charting the evolution of railway services from 1930 to the present day.

The event is being rerun on December 7/8, the museum's final open weekend before closing down for winter. No pre-booking is required, and the museum will be open from 11.00 until last entry at 15.15. See www.pendonmuseum.com for more details.

Deepcar mothballed

THE freight-only branch from Sheffield to Deepcar was mothballed by Network Rail from September 29. This means that while it is not officially closed, it is barred to all traffic and will not be maintained.

The eight-mile branch is a stub of the ex-Great Central Railway 'Woodhead Line' between Sheffield and Manchester, which closed as a through-route in July 1981. The section through Deepcar to Penistone remained in use for trains to Huddersfield until May 1983, when these were diverted to run via Barnsley instead. Since then the Deepcar line remained in use for occasional football specials to Wadsley Bridge (close to Sheffield Wednesday's ground) until 1994, and to serve Stocksbridge Steel Works until the last train ran in 2023.

Bluebell plans a summer of spectacular events

To mark Railway 200, a programme of 'education' and 'celebration' themed events will take place at Sheffield Park and Horsted Keynes stations from June to August 2025.

THE Bluebell Railway is planning an extensive series of events in summer 2025, to mark Railway 200. The programme will run from mid-June until the end of August, broken down into two phases covering 'education' and 'celebration'.

The education phase will run from mid-June to mid-July, when the first half of the week will be reserved for schools and colleges before opening to the general public at the end of the week and weekends. Exhibits and events on the theme of 'Rail Past' will be held at Sheffield Park, while 'Rail Present and Future' will be staged at Horsted Keynes.

At 'Rail Past', young people will have the opportunity to see and ride behind a steam engine, understand the physics and engineering that make this possible, and appreciate the role of the railway network in shaping modern Britain.

The role of 'Rail Present and Future' will be to educate visitors about today's railway, including exhibits covering high-speed rail, mass transit systems and rail freight, and the role that rail can play in achieving net zero targets.



Work under way at Horsted Keynes on August 30, to lay new track and make space for a programme of special 'Rail Present and Future' exhibits and events. PAUL BICKERDYKE

The railway also hopes to host a rail careers fair at Horsted Keynes, enabling young people to connect with education providers and apprenticeship schemes, and to provide an insight in to the wide range of opportunities within the sector.

Experiences and rides

The celebration phase will run from late July until the end of August, when the organisers aim to make 'Railway 200 @ Bluebell' a must-visit event in South East England.

As well as the core exhibitions and attractions listed here at Sheffield Park and Horsted Keynes, there will be a complementary series of mini-events aimed at specific audiences. These will include train driving experiences, brake van rides, presentations, high tea and silver-service dining.

There will also be an emphasis on volunteer recruitment, highlighting the wide range of opportunities offered by heritage railways and aimed particularly at under-

represented groups on the railway.

During the events a shuttle service will run from East Grinstead to Horsted Keynes, and a steam shuttle from Sheffield Park and Horsted Keynes.

The railway is seeking partners and sponsors from within the rail industry and other commercial sectors, and anyone interested in getting involved should contact jon.beardmore@bluebell-railway.com

Family day planned at Dudley's Very Light Rail Centre

THE Black Country Innovative Manufacturing Organisation in Dudley, home of the Very Light Rail National Innovation Centre, is organising a family day on May 17, 2025, to celebrate Railway 200.

The VLRNIC is built on

the site of Dudley station, which opened in 1950 – and therefore celebrates its own 175th anniversary in 2025 – closed to passengers in 1964, and the line to all traffic in 1993. Part of the trackbed is currently being rebuilt for

use by West Midlands Metro trams.

The open day from 10.00-16.00 will include stands from local business and organisations, fairground rides and attractions, music and entertainment, and options

for food and drink. A highlight will be rides along the centre's test track into Dudley Tunnel at the south end of the site. All profits from the day will be donated to charity.

For more information visit bcimo.co.uk.

Artwork competitions to find designs of the future

LNER and the National Railway Museum have launched two competitions, asking young people for their ideas of what the next 200 years of rail could look like.

Children up to the age of 11 are being asked what kind of uniforms people that work on the railway could be wearing in the future, both for current roles and any new jobs that may be created within the industry. The winner will see their design being made-to-measure for

them by LNER's uniform supplier, Dimensions, as well as receiving First Class LNER tickets for them and their family.

For those aged 12 to 17, there is a chance to visualise a train of the future, including designing the interior and exterior, as well as considering the practicalities of building the train. The winner will enjoy an exclusive experience with LNER, including a journey in the cab of an 'Azuma' and a visit to the company's driving simulator. The winner

will also receive First Class LNER tickets for their family.

Those entering are encouraged to consider the many ways both the railway and the wider world will change over the next 200 years.

Linda Wain, engineering director at LNER, said: "This competition is a great opportunity to see how young people see rail evolving. We're excited to see some brilliant designs and interesting ideas and we may even discover some

future rail engineers in the making!"

Andrew McLean, the NRM's assistant director and head curator, added: "The National Railway Museum is not only engaged in recording and showcasing our rich railway history, but we also aim to inspire the next generation of innovators and engineers."

The competition runs until December 13 this year. For more information visit www.lner.co.uk/about-us/rail200.



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- ★ Marvel at the double departure of two engines in steam
- ★ Ride behind steam on the rarely visited canalside Scarpe Steam Railway
- ★ Enjoy an exclusive charter on two vintage trams on the AMITRAM line
- ★ Journey on the historic MTVS line at Crevecoeur
- ★ Ride on the narrow-gauge line at Chanteraines Park
- ★ Experience the Froissy Steam Festival
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6
DAYS

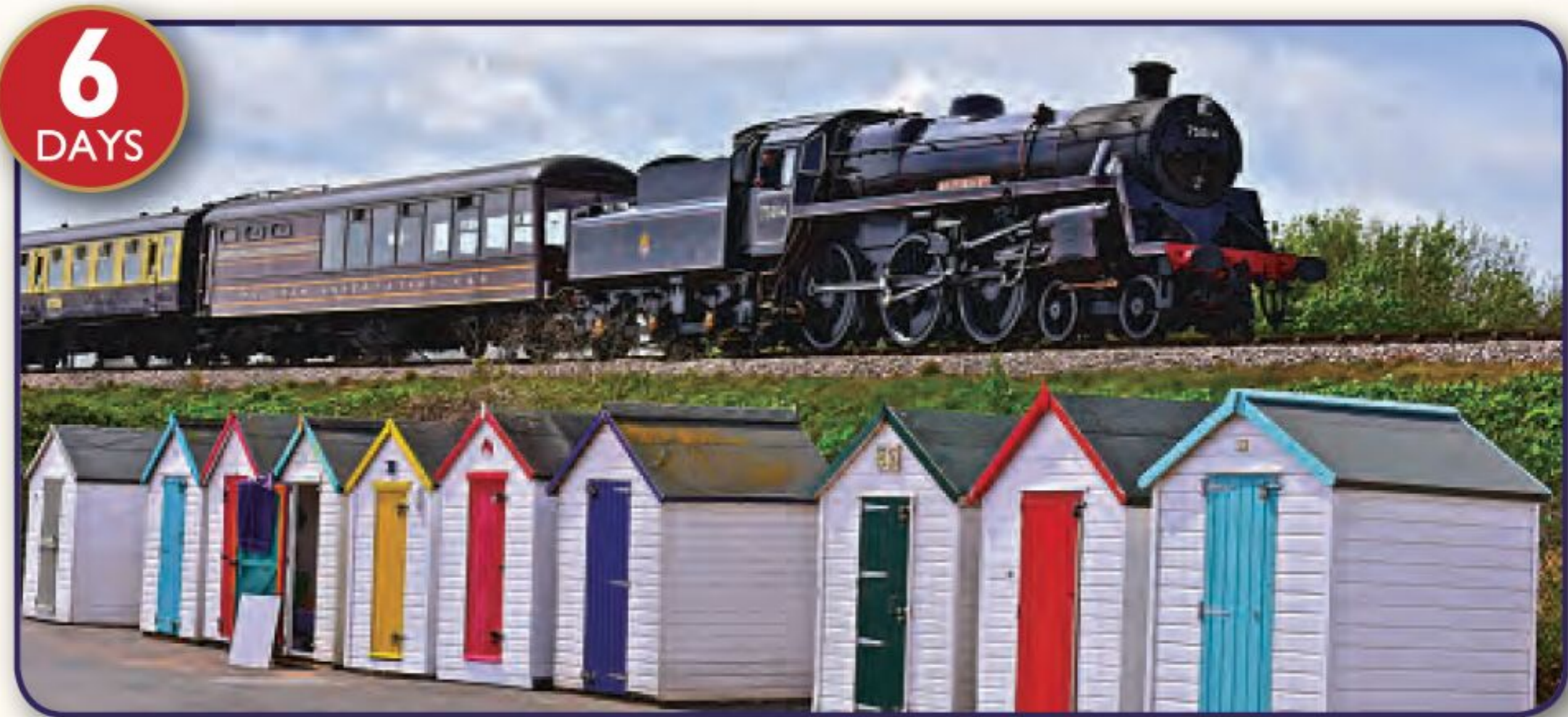
TOUR HIGHLIGHTS

- ★ 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
- ★ 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

WEST COUNTRY STEAM

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6
DAYS

TOUR HIGHLIGHTS

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- ★ Experience the world's highest and steepest water powered funicular
- ★ Ride behind steam on the narrow-gauge Lynton & Barnstaple Railway
- ★ Journey on the scenic South Devon Railway to Buckfastleigh
- ★ 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



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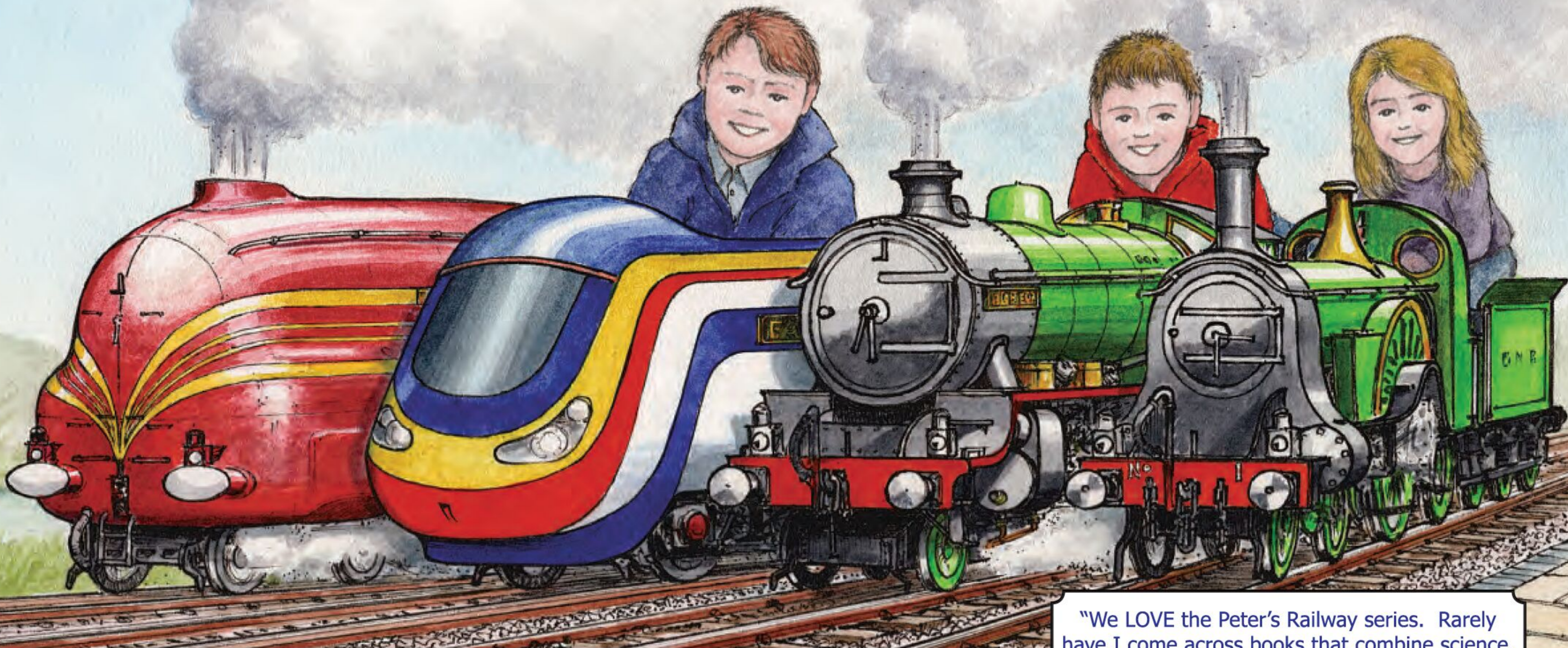
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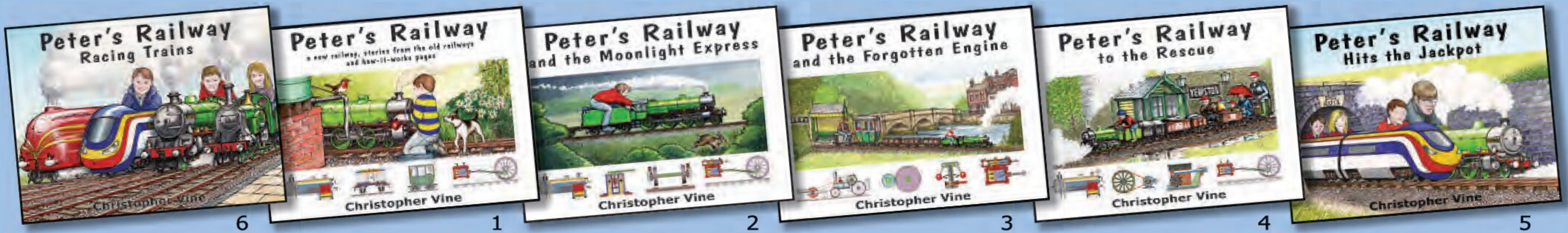


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Vintage 'Castles' pair impress

Railtour with double-header steam storms the Devon banks.

By John Heaton

FOLLOWING the interest shown in the 'Zulu 48' two-day railtour in May this year, hauled by 4-6-0 No. 7029 *Clun Castle* (and covered in Practice & Performance, July issue), Tyseley-based Vintage Trains organised a Birmingham to Plymouth return excursion for September 27, doubling up on power by pairing *Clun Castle* with No. 5043 *Earl of Mount Edgcumbe*.

In a novel move 'The Mayflower' special was hauled from Birmingham to Bristol East Junction and back from Temple Meads by Class 20 diesels Nos. 20142+20189, which then shadowed the steam special light engine to and from Plymouth.

There was some platform confusion at Temple Meads caused by late running of a CrossCountry train, so 1Z20 started 25 minutes late before an immediate signal stop,

but an energetic start was followed by a run close to the 75mph speed limit. The Taunton pathing stop was no longer necessary, so the 'Castles' passed the station at 16mph to attain 65mph at the foot of Whiteball bank and reach the summit after a subsequent minimum of 53mph.

The water stop at Tiverton Junction was completed with punctuality restored, and the train ran early from there to Plymouth. The minimum speed on the climbs to Dainton and Rattery were 31mph and 36½mph respectively.

Determined return

On the return journey there was clearly a determination not to stall on Hemerdon, as *Clun Castle* had done in May. The maximum speed at the foot of the bank was 66mph, falling to a momentary 24mph before the gradient began to ease. The minimum speed on



The magnificent sight of Nos. 7029+5043 and a rake of chocolate and cream coaches storming up to Dainton Tunnel with the Birmingham New St-Plymouth 'Mayflower' special on September 27 (photo taken from private property with permission). BERNARD MILLS

Dainton was 33mph before a memorable run along the Dawlish sea wall in evening sunshine. After taking water at Exeter St David's, speed touched 70mph in the dip before Tiverton Parkway, and

the summit of the 1-in-115 climb to Whiteball was taken at 58mph.

Congestion at Temple Meads caused a five minutes late arrival before the Class 20s took the train forward. After

a further congestion signal delay at Bristol Parkway, the train arrived at Birmingham New Street 13 minutes late with the two English Electric diesels having taken the heavy train up the Lickey Incline.

Railways in Parliament Compiled by Jon Longman

Single line worries

LORD Patten asked the Government what assessment it has made of the effects of there being only one line between Salisbury and Yeovil.

Transport Minister Lord Hendy of Richmond Hill replied: "We are aware of the issues between Salisbury and Yeovil and the lack of resilience due to the nature of this single line.

"Department officials continue to work with the South Western Railway and Network Rail in providing as much resilience as possible, including by increasing the operator management resource tasked specifically to look at West of England line issues.

"The Government recognises that the economic and environmental potential of rail freight is significant and is fully committed to supporting its growth.

"Under our plans to deliver the biggest overhaul of the railways in a generation, Great British Railways will have a duty, and targets, to grow the use of rail freight.

"Currently freight only operates between Salisbury

and Worting Junction (Basingstoke). There is no freight operation between Salisbury and Yeovil Junction.

"Network Rail is working with stakeholders and industry partners to understand the capacity and performance issues on the West of England Line and identify how these can be mitigated."

Dial 999 for crimes

LORD Patten then asked a further question, wanting to know what assessment the Government has made of reported crime levels on the Salisbury and Yeovil line.

Lord Hendy said: "The British Transport Police (BTP) are responsible for policing the rail network across England, Wales and Scotland.

"They recorded the following number of incidents at stations on the Salisbury and Yeovil railway line: 58 (2020/21), 55 (2021/22), 87 (2022/23) and 83 (2023/24). The increase from 2021/22 is in line with increasing passenger numbers on the rail network following the easing of travel restrictions during the Covid-19 pandemic.

"Along with data from the rest of the railway, BTP will

continually review crime trends and patterns from the Salisbury and Yeovil line, and gather intelligence to inform their daily operational deployments, including both uniform and plain clothes officers.

"If passengers see or experience crime on the rail network, they should report this to BTP using the 61016 text service, via the Railway Guardian app or online. In an emergency, they should always call 999."

Access for scooters

BARONESS Bennett of Manor Castle wanted to know what the Government's expectation was for train operating companies and ticket websites to provide information to passengers that use mobility scooters about their use of a pass policy for the scooter, either when wheelchair seats or passenger support are booked.

Lord Hendy said: "Train and station operators are required by their operating licences to establish and comply with an Accessible Travel Policy (ATP) which must be approved by the Office of Rail and Road.

An ATP sets out, among other things, the arrangements and assistance that an operator will provide to protect the interests of disabled people using its services, and to facilitate such use.

"The guidance states that operators must set out their policies regarding the carriage of mobility scooters and other mobility aids for mobility-impaired people on their trains. Operators must make the reasoning behind their policies clear, particularly with regard to any policy excluding the carriage of some or all mobility scooters and mobility aids.

"We would expect all customers purchasing a ticket that requires assistance to complete their journey, to be directed to the Passenger Assist Scheme."

Chiltern expansion

MERIDEN and Solihull East MP Saqib Bhatti asked the Government to expedite the approval of additional trains to help resolve capacity issues on Chiltern Railways.

Mr Lightwood replied: "The Department [for Transport] continues to work closely with Chiltern Railways to support

the delivery of its long-term fleet strategy and has recently approved Chiltern Railways' Mk.3 fleet replacement Outline Business Case. Chiltern now needs to produce the Final Business Case.

"Chiltern also continues to review opportunities to maximise its passenger capacity within its current train fleet. In June, Chiltern introduced an additional morning and evening peak service on Tuesdays, Wednesdays, and Thursdays, between London Marylebone and Princes Risborough, which operated pre-Covid-19. This provides additional seating capacity in response to customer demand and crowding."

Veterans sensitivity

DUNFERMLINE MP Graeme Downie asked for details of how many Veterans Railcards have been issued since they were introduced.

Transport Minister Simon Lightwood said: "Data on the number of Veteran's Railcards issued is collected by the Rail Delivery Group but is not published due to its commercial sensitivity."

'Milestones' for two viaducts

PROGRESS on two viaducts crossing the River Great Ouse flood plain near Brackley (Northamptonshire) gave engineers a chance to celebrate a "double milestone" in early October.

Assembled in three stages, the second and third parts being attached in sequence after the first was pushed out from the north abutment, the operation to slide the 2695-tonne, 320 metre-long (350 yards) deck of Westbury Viaduct was completed after a six-month operation.

Three miles further north, the two abutments of the 80 metre-long (87 yards) Turweston Viaduct have been completed. The operation to position its 591-tonne deck, which will also consist of 'double composite' spans (steel beams and reinforced concrete layers) is due to be launched early next year.

A41 road overbridge opened to traffic

A BRIDGE which takes part of the A41 between Aylesbury and Bicester over the HS2 route was opened to traffic on September 23.

Building of the three-span structure and the new 1.6 mile stretch of road, realigned northwards of its previous position, was completed over a two-year period. Resting on deep piles, the deck was constructed at what was then ground level, with the earth around it subsequently being excavated to form a cutting for the railway. The 21 'U'-shaped concrete bridge segments and its wing walls were cast in situ.

The wider project also involved the creation of roundabouts at either side of the bridge to link the A41 with local roads and footpath extension work.

Work begins on foundations for Curzon Street station

2000 vertical piles will be sunk on the 24.7 acre site to support the station buildings and platforms.

CONSTRUCTION of the foundations for HS2's station at Curzon Street in Birmingham began in mid-October, with the driving of the first of 2000 concrete piles to support the building and its seven platforms.

The work is being led by Mace Dragados Joint Venture (HS2 Ltd's construction contractor for the station). A team of 80 people are working on the 100,000 square metre (24.7 acre) site, preparing the foundations with the help of three 95-tonne,



A computer-generated image showing the intended revised appearance of the main entrance to the new Curzon Street station. The building has been set back to provide a covered area outside. HS2

30-metre tall (98 feet) piling rigs. Interlocking piles will be used to create the main walls of the station basement, which will house operational facilities.

Further foundations will be laid on top of the piling once it is completed next year. The wider area will feature outdoor public spaces including two squares and a promenade.

Building work on the main structure is expected to begin next year. Having obtained outline planning permission in 2020, HS2 Ltd is awaiting approval from Birmingham City Council for the more detailed elements of the project.

MDJV (which has responsibility for design detail, as well as construction of the terminus), has been working with Grimshaw Architects and a joint venture comprising design specialists Arcadis and WSP to produce refinements.

Considering the station from the perspective of passengers is said by HS2 Ltd to have been a "key driver" in the process. While the overall design still draws inspiration from the arched roofs of Victorian stations, a number of changes have been made. Aluminium will be used instead of timber as a roofing material, offering better fire safety and lowering the cost of maintenance. Changes to the layout of the eastern concourse will allow passengers to change platforms without leaving the ticketed area.

Passenger access

At its main southern entrance, the edge of the building has been set back to provide an outside area covered by the roof. Washable, graffiti-proof ceramic tiling will be used in place of concrete cladding. There will be a ramp and steps for passenger access.

The main arrival area will feature drop-off and pick-up points for passengers arriving by car and taxi, and accessible parking spaces for blue badge holders.

Bicycle parking will feature prominently along the eastern side of the concourse (close to the main cycle route linking it with the Digbeth area of the city), with smaller parking areas for cyclists arriving on routes from the north and west of the station. Space will be set aside for a cycle hub, which will be created if funding is available in the future.

Curzon Street station will be served by the Eastside Extension of the West Midlands Metro, which will run under it once completed.



With a backdrop including the Grade I-listed entrance building to the long-demolished London & Birmingham Railway Curzon Street station, work is underway to create the foundations of the adjacent station of the same name that will be used by HS2 trains serving Birmingham. HS2



INTERCHANGE BRIDGE PROGRESS

Using a 650-tonne crane, a team of 20 people were involved in lifting a total of 15 beams into position for the two-lane bridge crossing over the HS2 route, providing car park access at Interchange Station, north-east of Solihull. Following the five-day operation in early October, the next phases of building the structure will involve the addition of a concrete deck, parapet walls and road surfacing. The 63.5 metre (208 feet) span bridge is due for completion early next year. HS2 Ltd says it is the most significant structure put in place so far as part of the station development. HS2



Our 2025 'Footplate' calendar and a VERY SPECIAL OFFER from paintings by Philip D. Hawkins FGRA



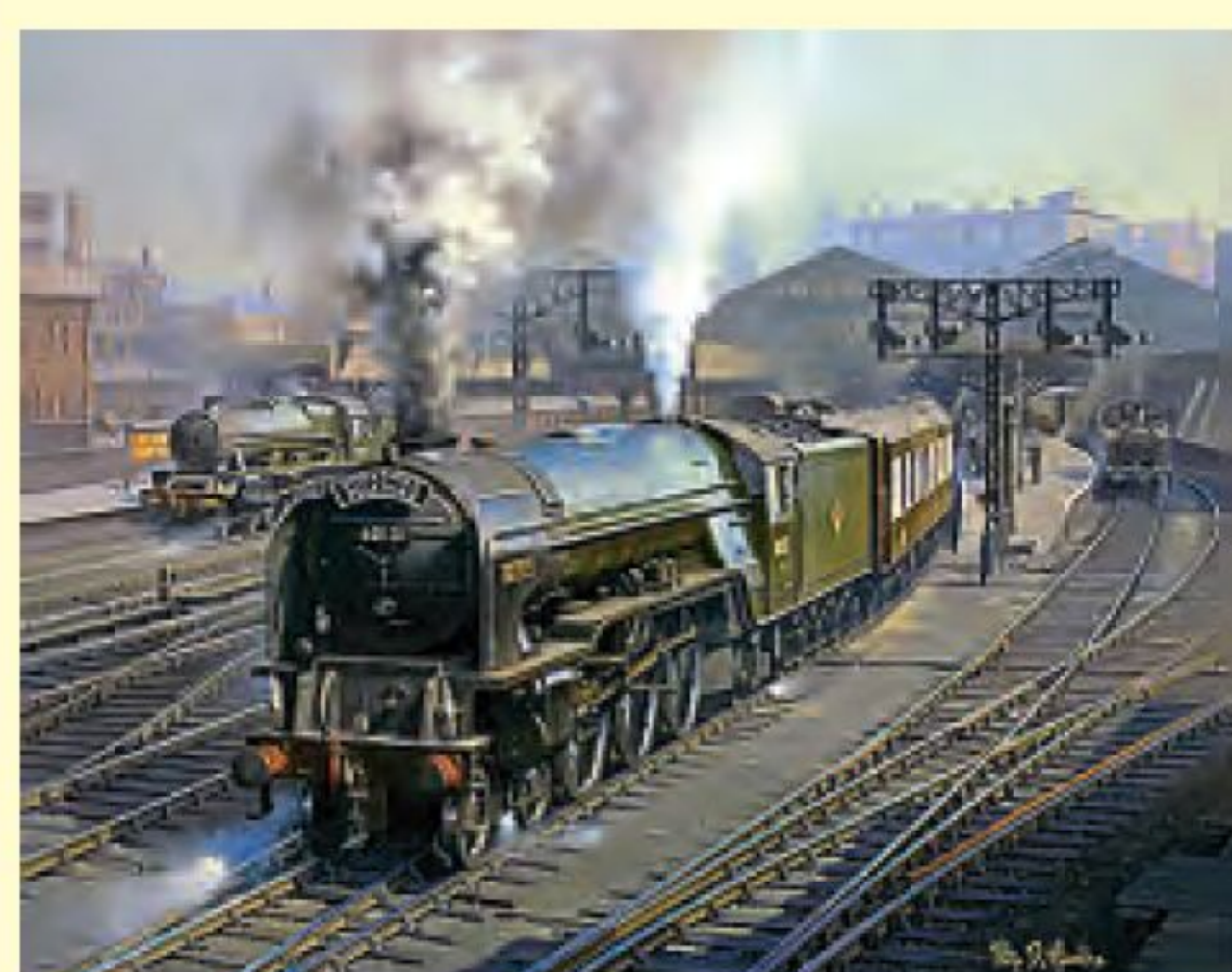
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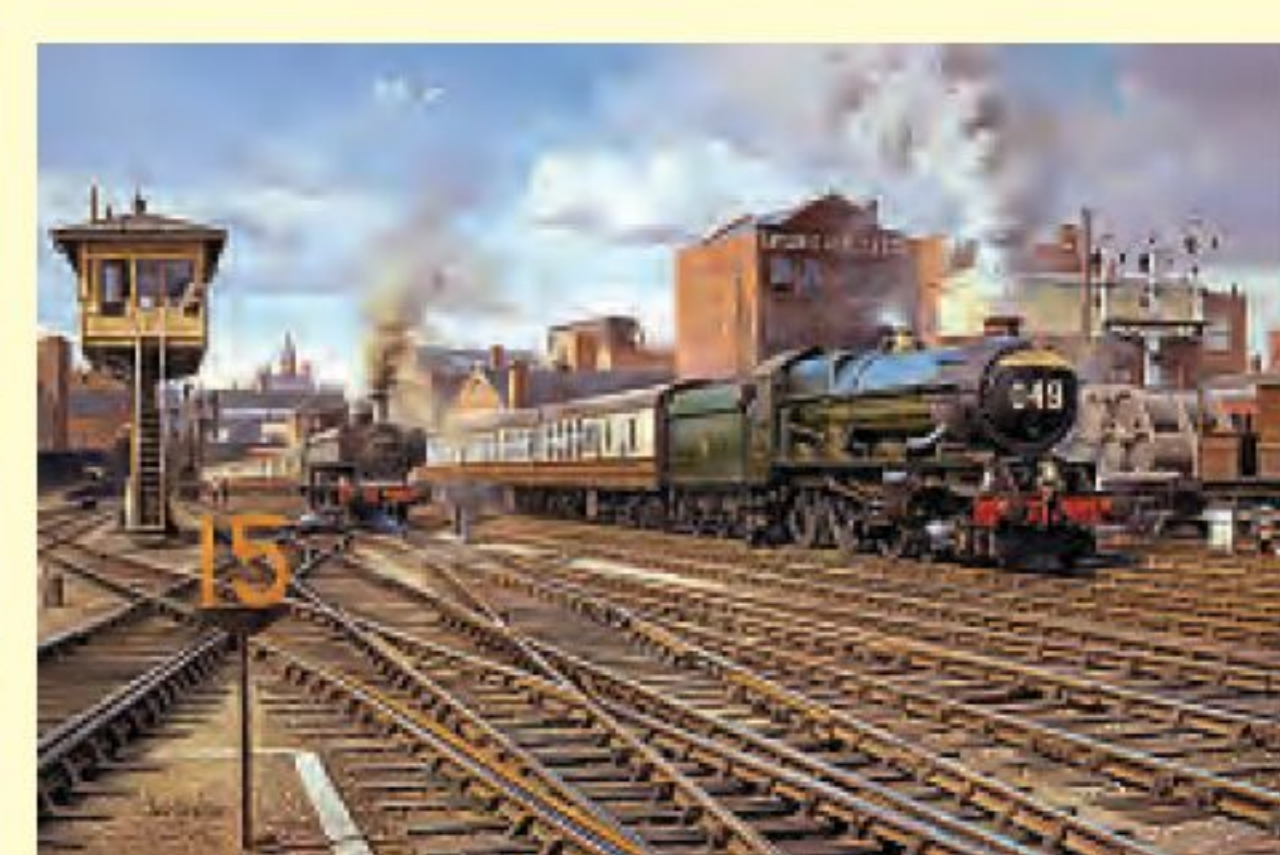
'Night Scot At New Street'



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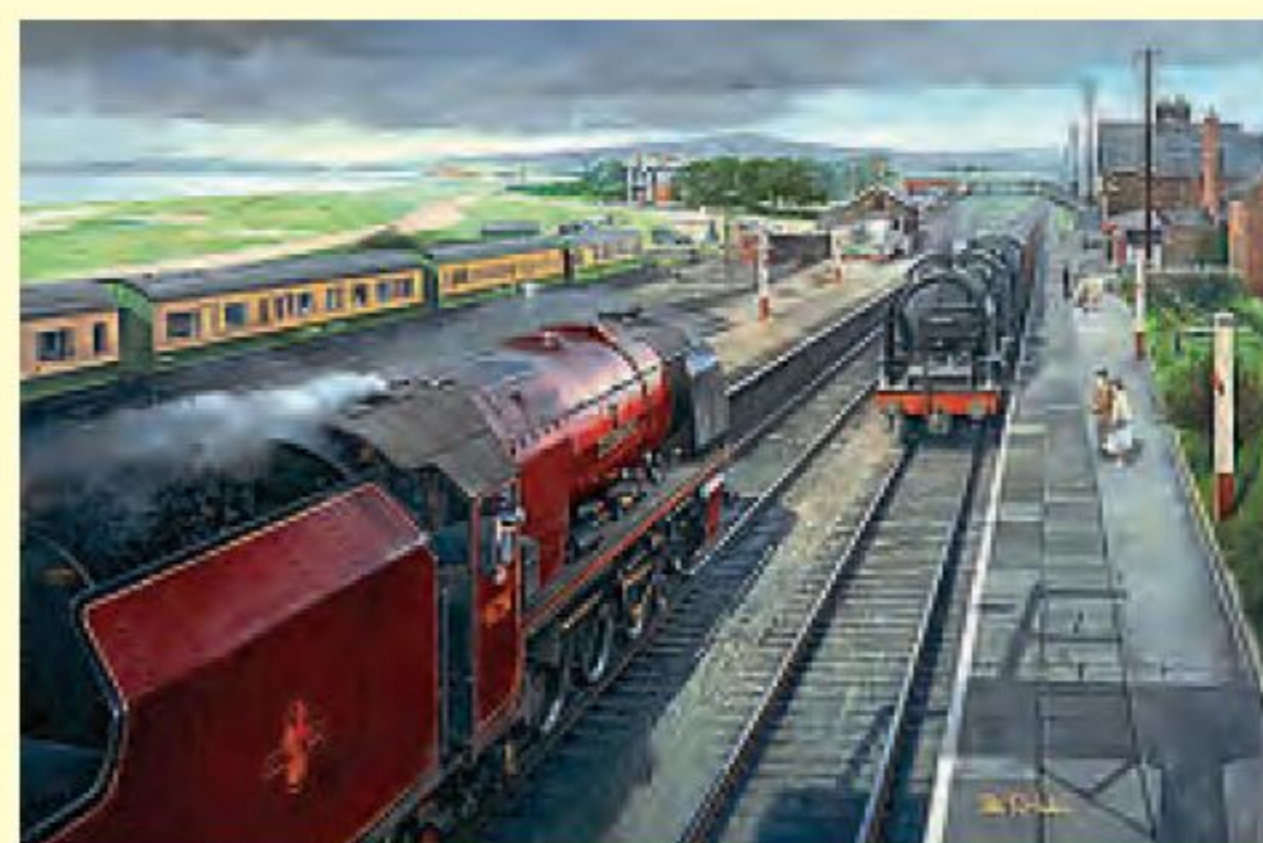
'Snow Hill - Northern Approaches'



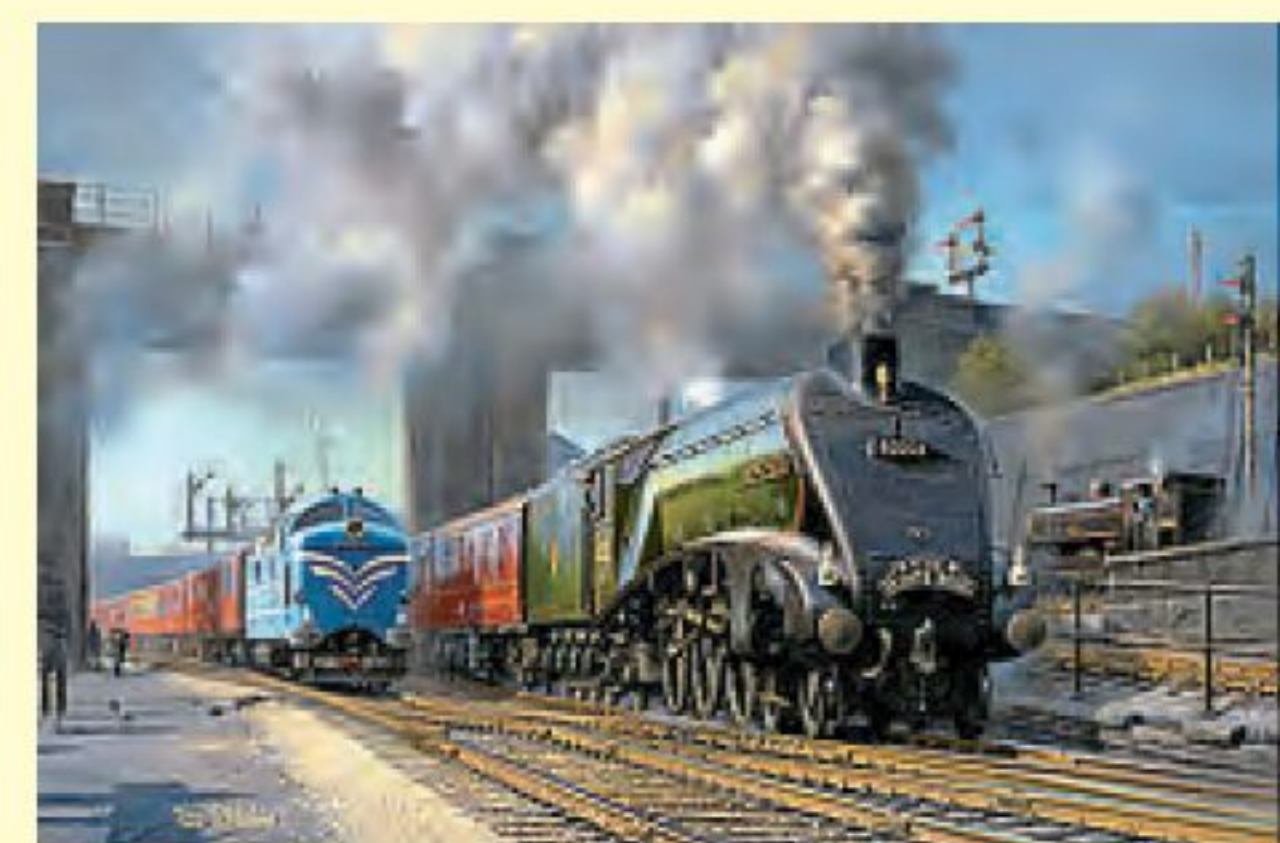
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'Lysander At Dawlish'



'Hest Bank, Whitsun 1961'



'The White Rose'



'Lady In Waiting'



'Summer Saturday At Snow Hill'

To learn more about the artist, his paintings, books and how to go about commissioning work visit www.philipdhawkins.co.uk

2025 'Footplate' Calendar



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Scotland's forgotten corner

The line from Ayr to Stranraer is an overlooked gem, as John Heaton FCILT discovers.

STRANRAER driver Stuart Home looked confident at the controls of ScotRail's stalwart 'Sprinter' No. 156506 in Ayr station, a diesel sitting under the wires of the 1986 Glasgow line electrification.

The Ayr to Stranraer line has seen better times, but none quite so straitened as those just before my first ever trip south of Girvan in September this year. A catastrophic fire at the Ayr Station Hotel on September 25, 2023 had left the railway premises devastated and dangerous. The authorities refused to permit any trains to use the station – so buses, then diesel units, ran to meet the Glasgow EMUs starting and terminating three miles away at Prestwick Town.

As for the Ayr to Stranraer diesel service, there was no such local interchange option. Running south from Ayr, the first station is nine miles away at Maybole and the first traffic centre a further 12 miles at Girvan. Stranraer, 59 miles from Ayr and 100 from Glasgow, was left effectively isolated.

The port of Stranraer had provided the main access for passenger and freight traffic from Scotland and North East England to Ireland for 149 years until 2011

The wild beauty of the line from Ayr to Stranraer can be judged from this shot of DMU No. 156462 leaving the remote passing loop at Glenwhilly on September 7, 2019 with the 11.04 Kilmarnock to Stranraer. The station here closed on September 6, 1965.

ROB FRANCE

when Stena Line elected to move its operation up the coast to the former military port of Cairnryan. Foot passengers for the Belfast ferry (formerly Larne until November 12, 1995) were advised to travel by bus from Ayr or brave a taxi ride from Stranraer after their train journey. Most Glasgow to Belfast passengers had already elected to fly, current available fares being £22 compared to £33 for the ship crossing alone.

A previous body-blow to this corner of Scotland had been struck on June 14, 1965 (the same day the 24-hour clock became standard throughout British Railways) when the 'Port Road' from Dumfries to Stranraer via Castle Douglas and Newton Stewart was closed. This resulted in the Irish boat trains being rerouted via Mauchline and Ayr, an extra 17 miles – difficult ones at that – with pilot locos still needed for heavily loaded trains over a succession of steep inclines. Furthermore, developing civil unrest in Northern Ireland meant that tourism suffered, although military traffic increased.

Robbed of its chief source of traffic by the 2011 Cairnryan decision, Stranraer residents were nevertheless keen to maintain their rail link to Glasgow, even if their





Above: 'Sprinter' No. 156506 at Ayr on September 24, working the 11.36 to Stranraer, which is featured in the article. JOHN HEATON



Right: An aerial view looking west over Ayr station on June 7, showing the recently demolished former station hotel. A fire in the building and subsequent structural instability closed the station to through traffic from September 2023 to June this year. NETWORK RAIL

'Sprinter' service could not easily be accommodated among the Ayrshire coast electrics, which had started running in September 1986.

When the hotel arsonist unilaterally destroyed rail access through Ayr, we also entered a time of industrial unrest accompanied by a reduced timetable that was especially inconvenient for evening travellers. When the Ayr hotel site was eventually declared safe, three return services to Stranraer were introduced from July 10, with the substantial addition of eight others to and from Girvan. Was this a message concerning the long-term future of the Stranraer extension?

Scottish Honorary Rail Ambassador John Yellowlees ran me through the financial position of Scotland's effectively nationalised railway and the current shortage of funding that had at one time seemed unlimited. The failure of the HST refurbishment programme and what we hope is a pause in, rather than the end of, electrification schemes does not bode well. But the industrial relations scene seems more settled with (as this article was being written) the temporarily restricted timetable about to be eased.

Positive outlook

My host for the day was Corinna Wenzel, operations standards manager for Ayr, Stranraer and Dumfries. She greeted me with the news that the restoration of an extra two Stranraer trains (resulting in a span between the first departure from the coast at 07.04 and the last arrival at 23.00) were to be introduced immediately, plus a ninth Girvan turnback.

From the staff members to whom I was introduced, it was clear that there was a positive view to ensuring the future of the Stranraer railway. During the 'no trains' period, Network Rail completed substantial and expensive track relaying, as well as important bank stabilisation work. In addition, there has been recruitment to signalling positions and all the training that involves.

From ScotRail's standpoint, Stranraer drivers' depot might be a small outpost with only six drivers, but recruitment of two more is being processed. One might have expected a line with such strong traditions to be staffed by long-serving staff approaching retirement, even anticipating a golden handshake, but this is far from being the case. In fact, driver Stuart Home was the most experienced of the Stranraer drivers with seven years in the cab, promoted from conductor.

The overall impression was of a workforce looking forwards rather than backwards to the fast-receding 'Golden Age' of boat passengers, long merchandise and cattle trains, and every loop having a waiting train.

With a glance over my shoulder to Ayr station's gutted concourse, I noted the punctual departure of the 'Sprinter' and settled in to savour the scheduled 81 minute run over the former Glasgow & South Western (GS&W), subsequently London Midland and Scottish Railway (LMS) then British Railways and now Scotland's Railway.

There is no gentle introduction to the steep grades of the route as '1-in-88 rising' steepens to 1-in-70 at Alloway Junction, where the former alternative line along the coast to Girvan via Turnberry diverged (a line that my mother, in the Women's Royal Air Force during the Second World War, would have been familiar with on her way to repair aircraft at Maidens).

Speed had reached 45mph at milepost 43 (from the erstwhile Glasgow St Enoch) shortly before the former Dalrymple Junction, where the Dalmellington branch left to seek the Doune valley. The speed limit is 60mph on most of the line, reached with ease on the 1-in-90 downhill through Dalrymple. There is another uphill stretch through Cassillis, which sounds as though it should be on the French Riviera, with a mile at 1-in-75 taking 8mph out of

Below: Corkerhill-based 'Jubilee' No. 45677 Beatty leaves Ayr on May 9, 1959 with a Glasgow St Enoch-Stranraer express. G H ROBIN



"I had forgotten just how suitable these Class 156 units are on medium distance, medium speed routes"

Table 1: Ayr to Stranraer

Unit / Loco		156506			'Crab' 2-6-0 No. 2804		
Vehicles/tare/gross tonnes (tons for No. 2804)		2/77/79			9/276/290 to Girvan 6/187/195 from Girvan		
Train		11.36 Ayr-Stranraer			8.5pm Glasgow St Enoch-Stranraer		
Date		September 24, 2024			June 8, 1938		
Recorder/Position		J Heaton 1st of 2			D S M Barrie		
Miles	Timing Point	Sch	M S	M P H	Sch	M S	M P H
0.00	AYR d	0	0 00	T	0	0 00	
0.94	Belmont LC		2 11	39			-/31
3.05	Dalrymple Jct		5 04	45		7 48	24*
4.14	Dalrymple	4½	6 23	60		9 25	50
5.44	Doon VNE		7 42	57/65			54
6.18	Cassillis		8 26	64		11 50	46/37/40
8.98	Maybole a	11	11 45		16	16 13	
0.00	d	11½	12 25	-/60	0	0 00	-/51/43
4.35	Kilkerran		5 15	44		6 20	59/43
7.09	Dailly		8 01	65		9 41	55/44
9.78	Killochan	[1]	10 45	58/60		12 55	55
12.40	GIRVAN a	14½	14 56		17	16 35	
0.00	d	15½	15 42	-/39	0	0 00	
1.15	Glendoune VNE		2 24	34		4 05	
2.34	Glendrisaig OB		4 17	39			
3.85	Pinmore TNP		6 32	41/60		10 45	32*
4.86	Pinmore		7 39	52	14	12 20	40
5.39	Kinclair VNE		8 37	20/19/57			
7.05	Laggansarroch VNE		11 14	29/60			-/47
8.05	Pinwherry a				20	17 22	
8.05	d/p		12 35	54	0	0 00	
10.26	Lig Burn VNE		15 18	18/45			
12.20	Barrhill a	19	18 53				
12.20	d/p	19½	19 32		9	8 42	35
13.51	PSR 45 Board		2 27	42			
16.26	Chirmorie Summit		6 02	57		16 12	32*/59
18.01	Miltonise		7 49	60			
20.66	Glenwhilly a	11½	11 07				
20.66	d/p	11½	11 32	token only	22	21 22	26/55
24.69	Water of Luce VNE		16 59	60	28	27 40	32/58
			20mph tsr	18			
27.88	Craig No. 2		21 10	47/64			
30.60	Challoch Jct		24 10	55	35	34 44	25/-
31.71	Dunragit SB a	24½	25 59		37	37 20	
31.71	d	24½	26 10	token only	0	0 00	-/50
34.56	Castle Kennedy		29 41	68	4	4 35	30/46
35.88	Cairnryan Jct	[1]	30 47	73			
36.91	Stranraer Yard Jct		32 17	26		8 30	25
37.83	STRANRAER a	33½	34 49		12	11 20	

[1] = 1min recovery time. Figures in italics are my estimates from information in the original log. * Speed described as 'minimum' on the climbs.



An undated view of Pinwherry station, looking south towards Barrhill, and the setting for the tale of the runaway wagons (see main text). The station closed on September 6, 1965, but the station building remains as a private dwelling. The loop and signalbox were removed in 1992.

our speed before a brief 65mph stretch to the Maybole stop.

I had forgotten just how suitable these units are on medium distance/speed routes. The interiors offer good views and comfortable seating with a wide choice of tables – modern designers please note. Meanwhile, the driving cabs are quiet. Yes, fairly cramped, the connecting doors do not help visibility, but I had to keep asking driver Home whether we were on full power during the climbs as the engine note was indiscernible.

Highest point

At an altitude of around 328 feet, Maybole is so far the highest point of the line from Glasgow, but the 12 miles to Girvan at around 33 feet are far from being all downhill, with three short but steep climbs (at 1-in-81 to 110) before the plunge continues.

The arrival at Girvan was a surprise, with splitting semaphore home signals guiding our train into the right hand (Up) platform. This mid-day train was not busy, so we were away within 46 sec, one minute late on tight timings.

Girvan to Barassie is probably the most interesting part of the route, as we enter the uplands. Away to the right is the sunshine-speckled rock of Ailsa Craig, bathing in a lipid blue pond. Although I am told it is not always like this, today I agree with Hugh Dougherty's conclusion in his April 1985 *Railway Magazine* article: "Find me a better view from a Scottish train."

There are certainly many tourist treasures to be investigated – the moorland, mountains, stunning coastline and Loch Ryan (with its seal population), but the authorities have failed to publicise this effectively. It is much nearer to English population centres than are the Highlands, but not so easily accessible. To service an eco-tourist industry, the existing railway is an essential element.

The GS&W 'St Enoch 61¾' mileage had given way to the zero of the original Girvan & Portpatrick Junction Railway just before Girvan, leaving all but ¾ miles from the station climbing at 1-in-54/56 to milepost 4 at Pinmore Tunnel, save for 317 yards (of what passes for respite in this part of the world) at a mere 1-in-80. For the sake of accuracy, Railway Performance Society mileage editor, Ian Umpleby, has assessed the mileage handover actually takes place at 61 miles 56 chains and the latest Network Rail gradient information places the summit at 4 miles 175 yards.

I thought that the 45mph speed limit for the mile from 0 mile 32 chain at Girvan to the south end of Glen Doune Viaduct might prevent an uninhibited ascent, but No. 156506 could muster only 38mph before the limit rose to 55mph to the summit, with the unit balancing at 41mph. Stuart Home confirms that it was not only on full power, but that it is a strong unit.

Pinmore Tunnel, 543 yards long and the only one on our journey, begins a downhill skelter checked not only by the 55mph limit but also a 20mph permanent speed restriction (PSR) over the 8 chain of Kinclair Viaduct just as the gradient steepens further to 1-in-69. As we recover speed, Laggansarroch Viaduct appears, another 20mph PSR moderated to 30mph for Class 15x DMUs. See Table 1.

Wagons roll

At the bottom of the hill we have Pinwherry dip, where the briefest of level sections reverts to rising gradients of 1-in-67/73 towards Barrhill. Pinwherry is one of those legendary, even ill-fated locations, where events seem to happen, ranging from the farcical to the fatal. In his superb books recalling anecdotes along the line (pre-grouping 'Tales' and LMS 'Legends' of the GS&W, originally serialised in *The RM*) David L Smith describes the night when a heavy Girvan to Stranraer goods train had to be split, the first half being taken to Pinmore summit. While the crew returned for the second half, the first half ran away towards Pinwherry – careering through the station and up the gradient towards Barrhill, then back again up towards Pinmore... repeated several times before settling



in the dip. A permanent way inspector trying to sleep in the station house described it as the busiest country station he had ever visited, but perhaps the anecdote has been 'improved' at every telling. It was interesting that Stuart Home had not heard the story before, leading me to believe that we are indeed entering a new era on the GS&W.

Apocryphal or not, the runaway contrasts starkly with the only-too-real Pinwherry derailment of July 2, 1928. A northbound goods was being driven by a respected driver who had only recently learnt the road, and inexplicably took the loop points at nearer 50mph than the authorised 15mph, with power applied for the ensuing climb. Both driver Robson and fireman Rennick were killed. Inspecting Officer A C Trench (not to be confused with London & North Western chief civil engineer E C Trench, after whom 'Patriot' No. (4)5539 was named) could only conclude that the driver was insufficiently acquainted with the layout at Pinwherry, resulting in misjudgement.

David Smith, who knew the driver, took issue with the findings. He commented on the long whistle that the surviving guard said was inconsistent with purely a call for brakes, more the whistle sticking open, and the author believed this could have been a cause of distraction for the loco crew trying to fix it until too late for the braking point, then trying to ride out the loop by applying power, as normal, to keep the couplings taut. Are there parallels here to the 1906 Salisbury derailment, which was preceded by a long whistle that was ascribed to show-boating for Salisbury engine shed?

There is no Pinwherry loop to be negotiated nowadays, so we were able to bowl through at 54mph but, halfway up the climb to Barrhill, power was shut off and we rolled up to Lig Burn Viaduct and another, if brief, 20mph PSR. Although these restrictions add to the journey time, a Class 156 can quickly recover and prolonging the life of the viaducts with a speed restriction is arguably preferable, if undeniably pragmatic, to seeking finance for reconstruction.

Literary fame

Entering Barrhill loop for a single line token exchange, I noted the turnout restriction of 50mph, which is the same in both directions. There are many locations used by long freight trains on busy rail arteries that have far

“There are certainly many tourist treasures to be investigated – the moorland, mountains, stunning coastline and Loch Ryan – but the authorities have failed to publicise this effectively”

Above: Ex-LMS 'Crab' No. 42861 at Ayr shed on April 17, 1965. The loco was built at Crewe in 1930, lasting in service until June 1966.

J W ELLSON

Below: The wrongly engraved token for the Dunragit to Stranraer section. JOHN HEATON



lower speed restrictions than this, so full marks to those responsible for maintaining this level. Glenwhilly and Challoch are also higher than might be expected. Contrast this with, say, Eden Valley Junction (just south of Penrith) at 25mph; Fenny Compton (on the Reading-Birmingham line) at 40 mph; and, for passenger trains, the annoying 25mph into Dawlish Warren loops with severe approach control signalling as a 'Voyager' or IET bears down on them.

Barrhill signalbox is now defunct, with the signalling equipment located in the station premises. It was here that the fictional Lord Peter Wimsey, a long way from his ancestral Fenland home in Denver (near Downham Market), became involved in the mystery of 'The Five Red Herrings', in which the suspects' alibis were based on the 1931 train service.

However, Barrhill station is but a brief rest on the climb to Chirmorie, milepost 16½, the highest point on the line at 700 feet and reached mainly at 1-in-67. Snow fences attempt to hold back the elements in the depths of winter, where the 4.15pm Glasgow-Stranraer was marooned for two days in 1908, without food or steam heating, to the distress of both passengers and staff. Although everyone survived, one female passenger unfortunately died the day following the rescue.

In September sunshine, No. 156506 crested the summit at 57mph, running down to Glenwhilly at the regulation 60mph to exchange another token. Bad news for timekeeping came in the form of a 20mph temporary speed restriction for about 15 chains, but the good news was that it was a consequence of Network Rail maintenance expenditure.

The 'Port Road' from Dumfries used to join the



Glasgow line at Challoch Junction, where the line speed rises strangely to 80mph, above the maximum 75mph of our ‘Sprinter’. We were 2½ min late exchanging tokens at Dunragit loop. I always find the process of single line authorisation interesting, but I found a new aspect to our token which was engraved ‘Glenwhilly to Straraer’ (sic), the first spelling mistake I have encountered on one. Some drivers I have known would have taken delight in refusing it as not being for the section they were entering.

We touch 73mph at the former Cairnryan Junction, where a military line served a naval establishment built as an alternative for the Clyde Ports should they be closed by bombing during the Second World War. After victory, and in understandably less environmentally conscious days, trains brought gas shells to Cairnryan to be dumped at sea.

If only the infrastructure had allowed Cairnryan and Stranraer to be served by the same railway, if only Stena Line had not moved, if only the market and sea conditions could support a jetfoil from Stranraer to the heart of Belfast.

It was then only 4 min from Cairnryan Junction to Stranraer (formerly ‘Harbour’) station, approached at 10mph along the pier after passing the former junction of the line to Stranraer Town and Portpatrick. Loch Ryan sparkled in the sunshine; surely hikers could be persuaded to holiday here? But the windswept jetty in a sou’westerly storm might seem less appealing.

“If only the infrastructure had allowed Cairnryan and Stranraer to be served by the same railway, if only Stena Line had not moved, if only the market and sea conditions could support a jetfoil from Stranraer to Belfast”

The former ‘Harbour’ station at Stranraer is a somewhat anti-climactic terminus these days after the spectacular journey from Ayr, and since November 2011 all ferry services to Northern Ireland have used the non rail-connected Cairnryan port instead, a few miles up the coast. No. 156513 is seen arriving at Stranraer on October 28, 2022. ALEX AYRE

There have been studies into restoring a station handier for the town and building new intermediate ones, but these have come to nought. Political willpower, community pressure and hard cash are necessary to ensure Stranraer gets its fair share of whatever funds are available.

A look to the past

This article has tried to concentrate on the present and future, using the history to establish the context and hopefully also entertain, but there is just space to look at some of the heroic train performance episodes recorded in the Railway Performance Society electronic archive.

My colleague the late Keith Farr recounted two runs with ‘Britannia’ and ‘Black Five’ combinations in Practice and Performance (January 2017 issue) with the rerouted ‘Northern Irishman’, loaded up to 13 coaches and as late in the steam era as 1966, which I would commend to readers. But I have selected runs for Table 1 and 2 from earlier times.

The immediate pre-Second World War performance was characterised in the first log, timed by future Eastern Region general manager D S M Barrie with a Hughes/Fowler ‘Crab’ that became classified as 6P5F under the British Railways system, slightly higher than a ‘Black Five’ and with marginally higher (sometimes spurious) tractive effort.

Despite being a post-Grouping loco, ‘Crab’ No. 2804 portrayed its Horwich lineage, which included the capability of hard work. Author David Smith says this loco was in rough condition when it came to Corkerhill depot (Glasgow) in February 1936, but this run came more than two years afterwards. He also says that the allocation of ‘Crabs’ to this route was an example of a parsimonious attitude to the GS&W outpost of the LMS.

Corkerhill driver McGee (‘J McGhee’ in Mr Barrie’s log, but I suspect this is David Smith’s ‘Jimmy McGee’) took nine coaches weighing 290 tons gross from Ayr to Girvan, producing a minimum of 24mph on the 1-in-70 to Dalrymple Junction and, with the benefit of downhill sections to Girvan, matched modern day performance

at 59mph. But the second minor summit at Dalquharran brought progress down to 43mph and the third, at milepost 58¾, to 44mph.

The few seconds lost to Maybole were duly recovered to the Girvan stop, where three coaches were detached and Stranraer driver Mitchell took over. Now with 195 tons gross, No. 2804 made a superb start accelerating continuously on the 1-54/56 to milepost 4, where the speed was 32mph compared to the 41mph of the Class 156. This was a gain of 100 seconds on schedule.

After a Pinwherry call, the train was booked nonstop to Dunragit, so could storm through Barrhill at 35mph and achieve the same 32mph minimum at Chirmorie summit. Mr Barrie was keen to mention that this excellent run featured not only hard uphill work but also 'very careful' downhill running.

'Bread and butter' steam

My memories include 1883-built Drummond 0-6-0s at Ardrossan in the summer of 1961. But to readers old enough to remember postwar steam on the Stranraer road, many of the important trains were hauled by (usually) Corkerhill 'Jubilees', which put in some fine performances once their initial poor steaming had been remedied.

On June 18, 1953, Carlisle Kingmoor's No. 45704 *Leviathan* worked the 5.10pm Glasgow St Enoch to Stranraer Town (on the now-closed line to Portpatrick) with nine coaches grossing 290 tons, nonstop to Ayr with three signal checks costing 3 min but taking only 49 min 24 sec for the 41.4 miles, including a maximum speed of 67mph on the level stretch through Irvine.

That most assiduous of train recorders, Mr R I Nelson, joined driver E Nish and fireman Irving, who were working home to Stranraer, the train apparently shedding four vehicles at Ayr and taking five forward, weighing 165 tons gross. There was a signal stop one mile out of Ayr, owing to a careless departure without a tail-lamp after the division, which cost 2 min but the loco still managed 32mph at Dalrymple Junction on 'quarter main' regulator with initial cut-off at 35% and finishing at 25%, boiler pressure falling from 200lb/sq.in. to 185.

Leviathan managed 49mph at Dalquharran (first valve, 18% cut-off and 200lb/sq in.); 51mph (same settings but an excellent 210lb from fireman Irving) at the third minor summit; and a maximum of 66mph before the Girvan stop.

Regrettably the details at milepost 4 are illegible, but the table clearly shows the engine working to the next summit at Chirmorie. After the Barrhill stop, speed increased continuously finishing on '¾ main and 25%' until the regulator was shut at 46½mph as the loco crested the summit with the boiler pressure needle pointing to 215. Arrival at Stranraer Town was on time, the loco having consumed 2950 gallons of water on the 100 mile run after some arguably conservative engine settings. This performance was far from being gourmet, more rather 'bread and butter', a staple diet for the route that was classed by Mr Nelson as 'thoroughly steady and economical'.

A final, if brief, word on performance in this forgotten corner of Scotland comes from the days of the three-car Inter-City (Class 126) DMUs sets on the route, when Noel Proudlock timed a double-set on the 09.00 from St Enoch on June 27, 1964. The Dalrymple Junction speed was 38mph, with 70mph before Maybole, reached in 11 min 51 sec, and 40mph at milepost 4 was similar to my 'Sprinter'. Chirmorie summit was taken at 36mph. Thence, the schedule involved stops at Pinmore, Pinwherry, Barrhill (draw up necessary!), Glenwhilly, New Luce, Dunragit and Castle Kennedy – so further comparisons are unproductive.

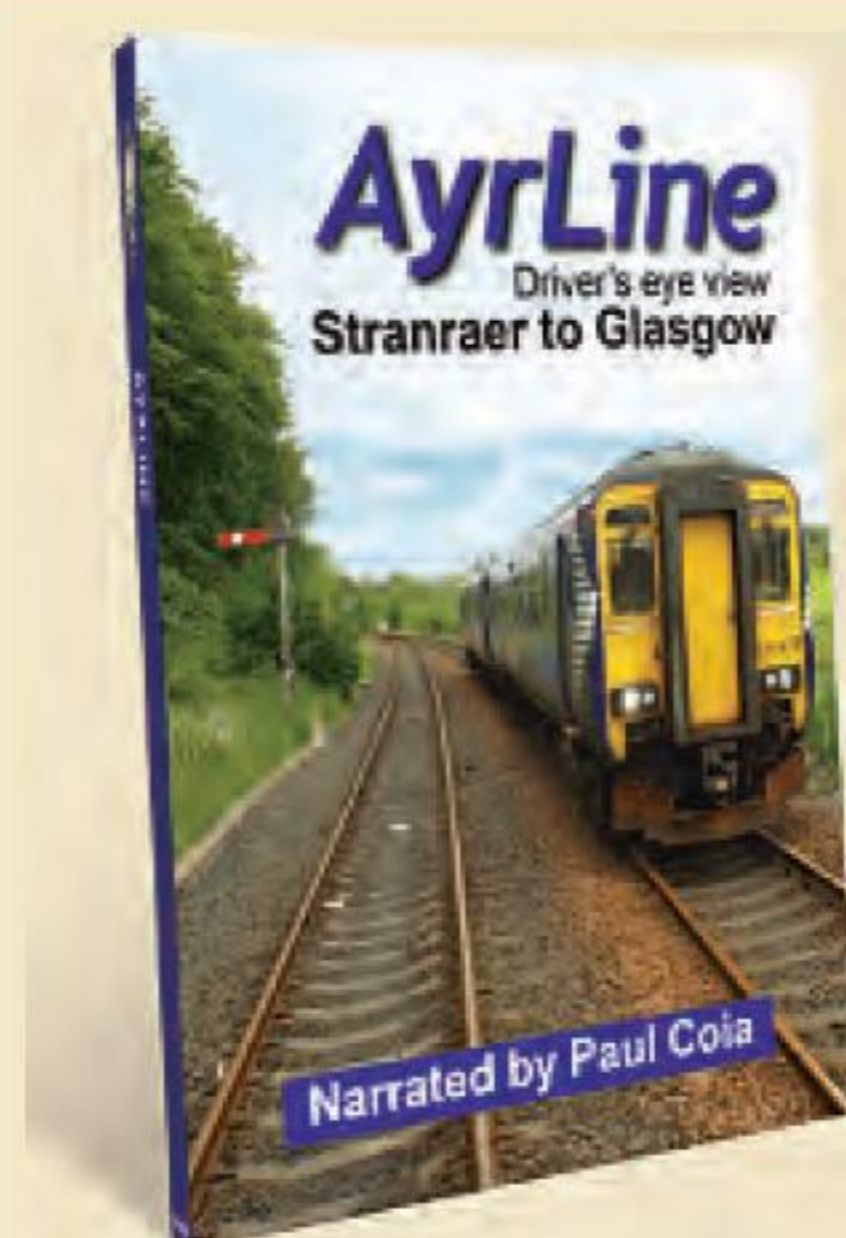
Noel returned to Dumfries with Carlisle Kingmoor 'Black Five' No. 44901 taking 2¼ entertaining hours for the 54 miles to Dumfries, before joining the 4.10pm St Enoch-Leeds via the Settle & Carlisle with 'Peak' No. D24 (later No. 45027) on 10 bogies, including a restaurant car of course. ■

Table 2: Ayr to Stranraer

Loco		Jubilee 4-6-0 No. 45704 Leviathan					
Vehicles/tare/gross tons		5/154/165					
Train		5.10pm Glasgow St Enoch-Stranraer					
Date		June 18, 1953					
Recorder/Position		R I Nelson 1st of 6					
Miles	Timing Point	Sch	M S	M P H	BP	Regulator	Cut-off %
0.0	AYR d	0	0 00	T	195/205	1st v/½m/shut	45/30/45
1.0	Belmont LC sig stop a		3 09			shut	
1.0	d		5 10		200	¼m/¾m	45/35
1.8	Alloway Jct		7 48	28¼	190/185	¾m	30
3.3	Dalrymple Jct		10 44	31¾	195	¾m	25
4.2	Dalrymple		12 05	49½/66	180	1st v/¼m	15/20
6.2	Cassillis		14 12	54½	175	¼m	25
8.2	Maybole Jct		16 46	39½/46	195/190	¼m/shut	25/45
9.0	Maybole a	16	18 13				
0.0	d	0	0 00	-/53	195	1st v/1st v/¼m	45/25/25
2.2	MP 51¾		3 24	44½	200	1st v	18
4.4	Kilkerran		6 03	56	210	¼m	25
6.4	Dalquharran		8 21	49	200	1st v	18
7.2	Dailly		9 13	55½	210	1st v	18
8.0	Bargany		10 02	66/51	205	¼m	18
9.8	Killochan		12 04	58	215	Shut	45
11.1	Grangeston Halt		13 21	64½	200	Shut	45
12.4	GIRVAN a	17	15 07				
0.0	d	0	0 00		225/195	1st v	55
1.5	MP 1¾		6 12	20¼	200	5/8m	35
4.8	Pinmore a	15	14 59				
0.0	d	0	0 00	-/49½	200	1st v/1st v/shut	45/20/45
3.2	Pinwherry a	6	5 28				
0.0	d/p	0	0 00		225	1st v	45
0.7	MP 9		2 10	22½	210	5/8m	30
1.7	MP 10		4 48	24	205/220	5/8m	30
2.7	MP 11		7 14	27	215	5/8m	25
3.7	MP12		9 29	27¼	210	5/8m	25
4.2	Barrhill a	10	10 42				
0.0	d	0	0 00		215	¼m	45
1.3	MP 13¾		3 39	27	195	¾m	35
2.3	MP 14¾		5 49	28½	210	¾m	30
3.1	MP 15½		7 17	31¾	215	¾m	25
3.8	MP 16¼		8 31	37½	210	Shut	25
4.0	MP 16½		8 54	46½/55	215		45
8.5	Glenwhilly SB a	14	14 27				
0.0	d	0	0 00		205	1st v	45
					210	5/8m/¼m	25/25
0.8	MP 21¾		2 19	29½	205	1st v	25
1.1	MP 22		2 44	43/56½	210/220	Shut	45
4.3	New Luce a	7	7 02				
0.0	d	0	0 00		210	1st v	45
2.0	Airyolland Crossing		2 59	62/54½	215	Shut	45
3.0	Craig Crossing		4 03	57½/61	210	Shut	45
5.6	Challoch Jct		7 16	35/-	200	1st v	20
6.8	Dunragit SB a	10	9 29				
0.0	d	0	0 00	-/49½	225	1st v/1st v/shut	45/20/45
2.8	Castle Kennedy a	5	4 58				
	d	0	0 00		205	1st v/¼m/shut	45/25/25
1.3	Cairn Ryan Jct		3 24	25/-	185	¼m	25
2.3	Stranraer Harbour Jct		5 04	-	205	Shut	45
2.7	STRANRAER TOWN a	6	5 54				

Distances are those used by Mr Nelson. m=main, v=valve
BP= Boiler pressure in pounds/square inch

STRANRAER CAB RIDE



READERS interested in taking a cab ride from Stranraer to Glasgow from the comfort of their own armchair might be interested in this high-definition DVD from Video 125.

Filed in 2012, the two-hour film covers the remote single-track section south of Ayr and the electrified

double-track line north of there to Glasgow Central.

Footage includes scenes from the cab of a two-car Class 156 DMU, plus the signalboxes en route and aerial views from on board a helicopter.

■ See www.video125.com/products/ayrline for more information.

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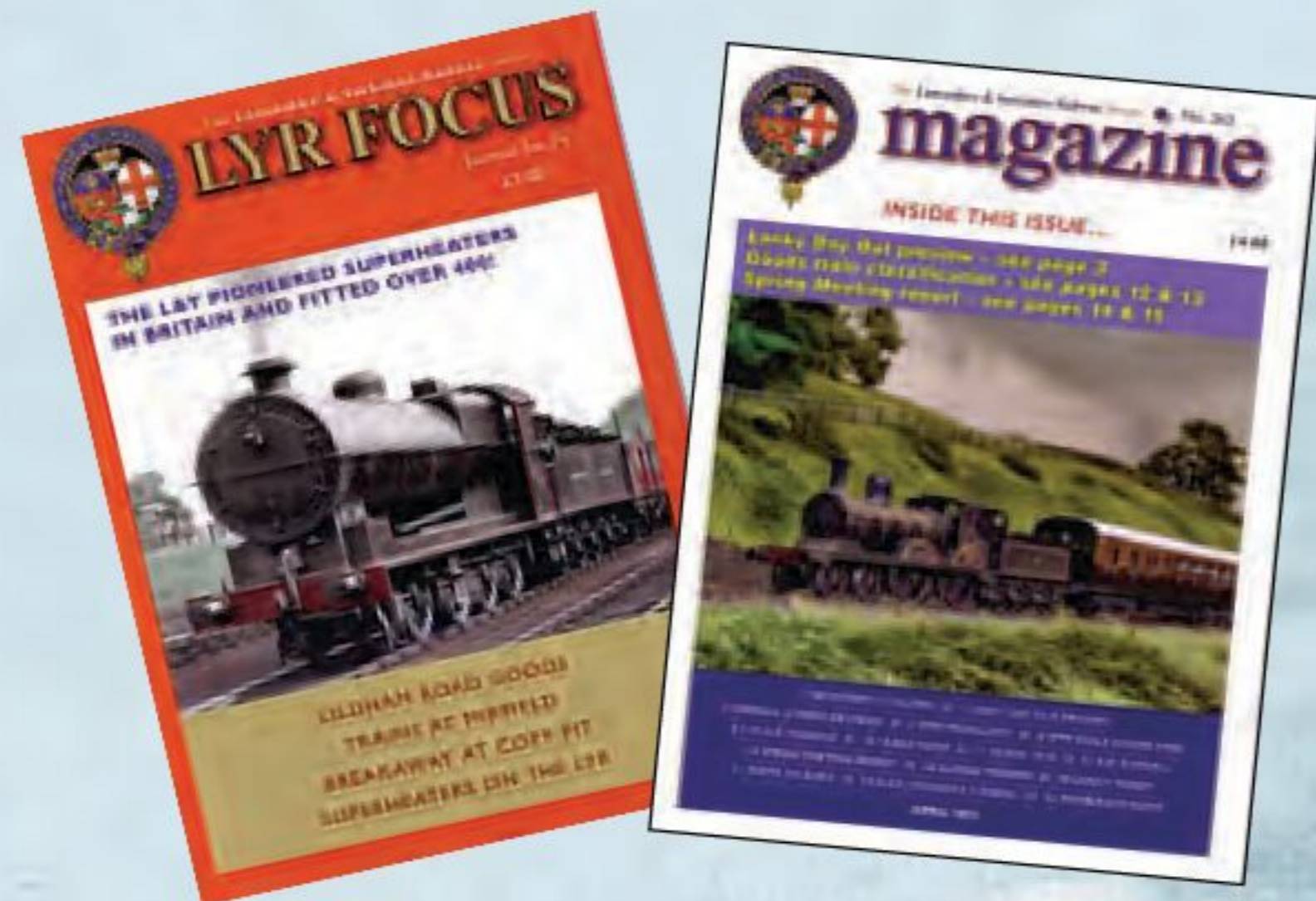
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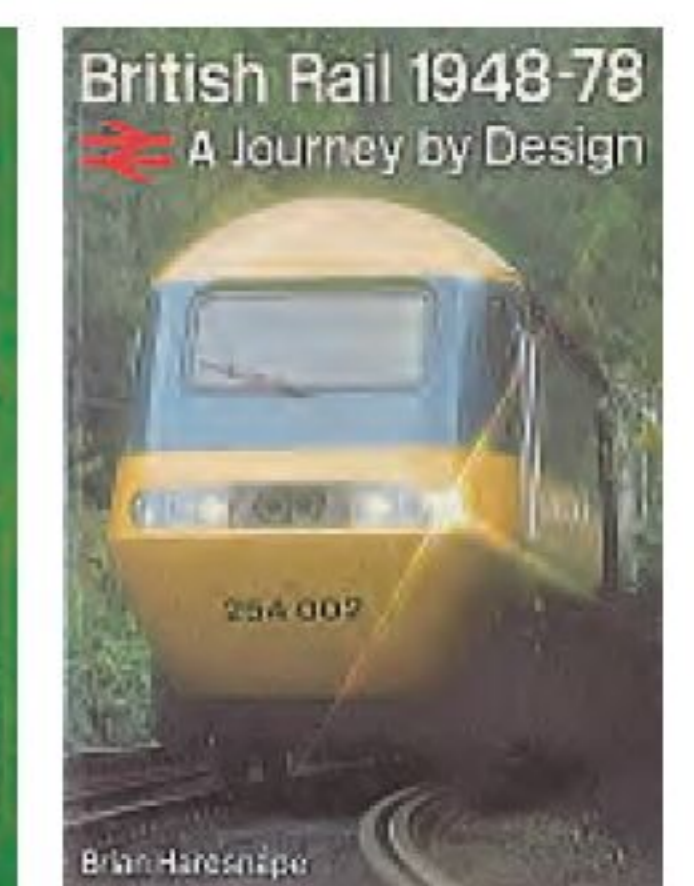
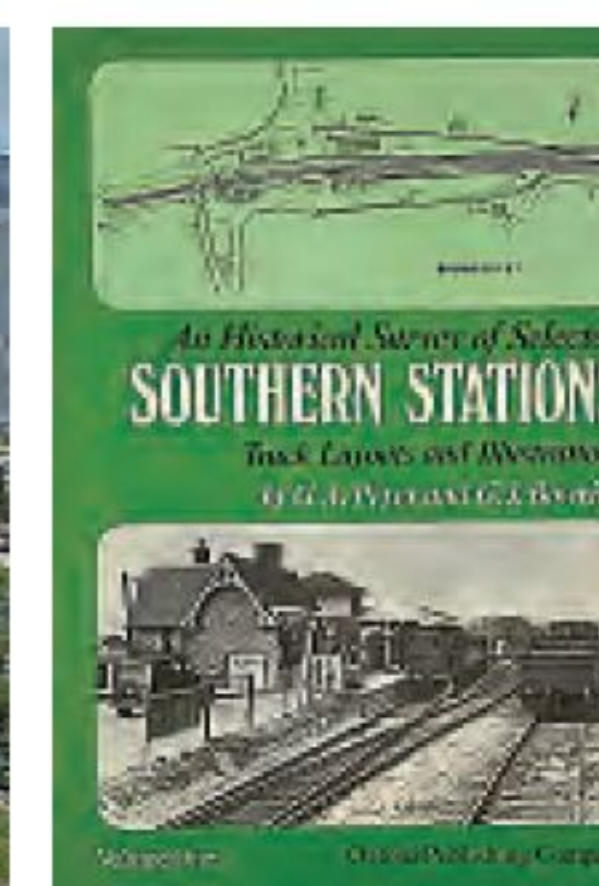
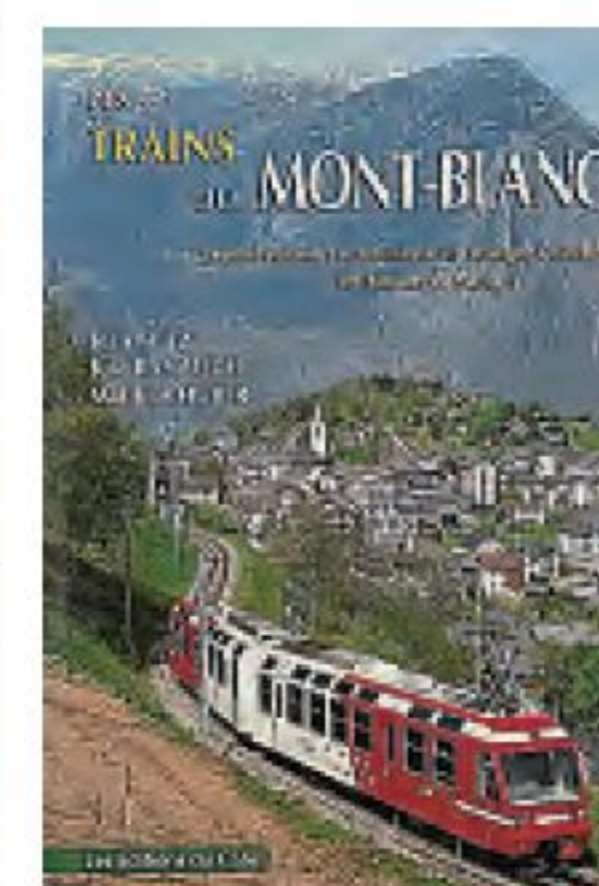
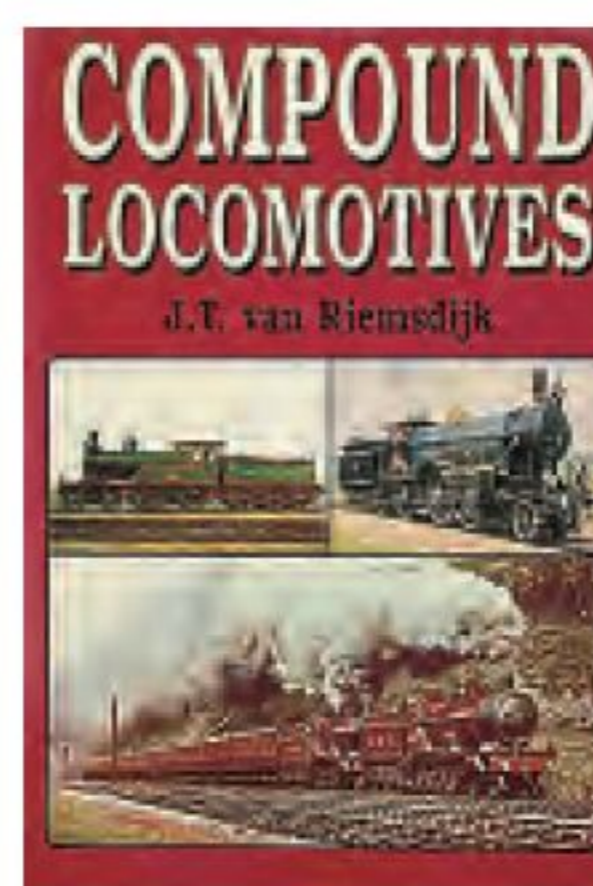


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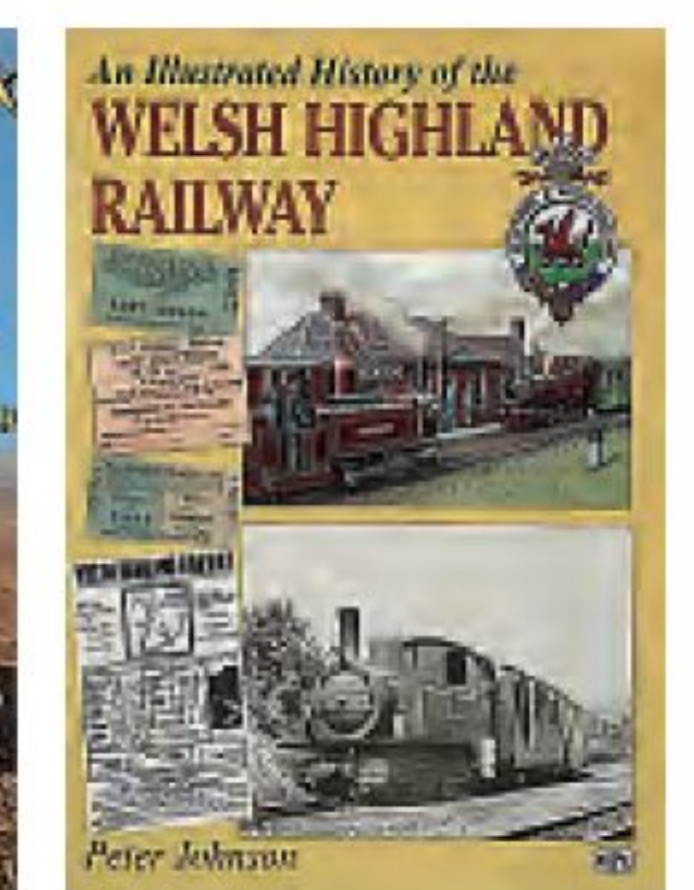
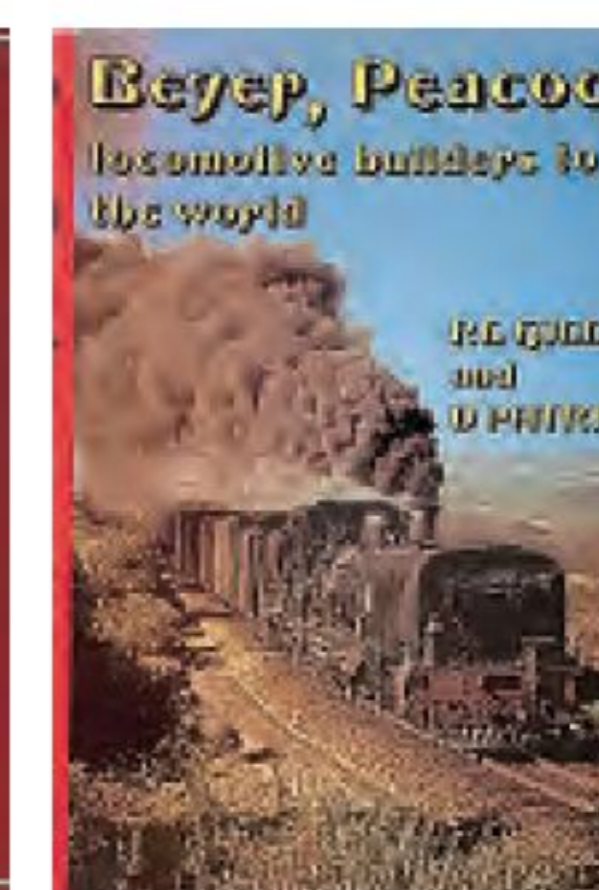
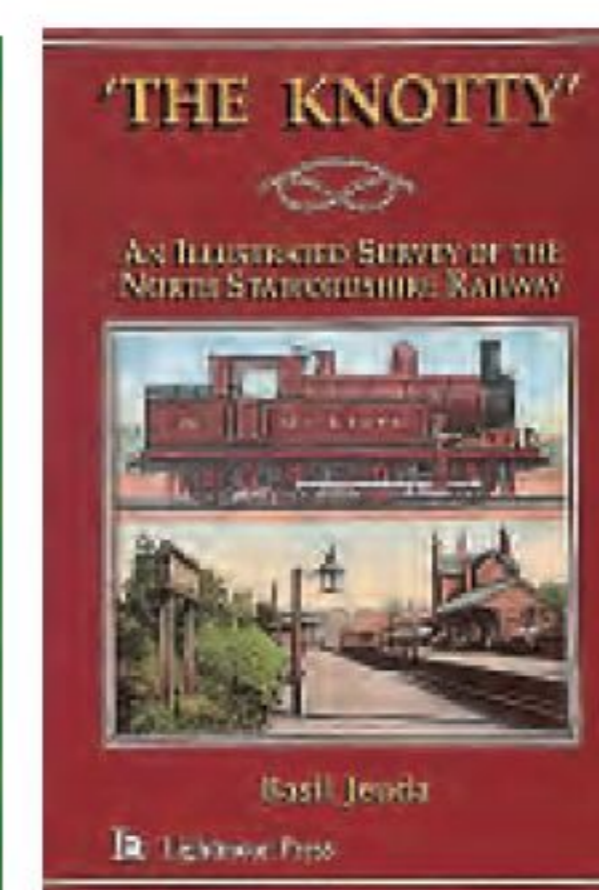
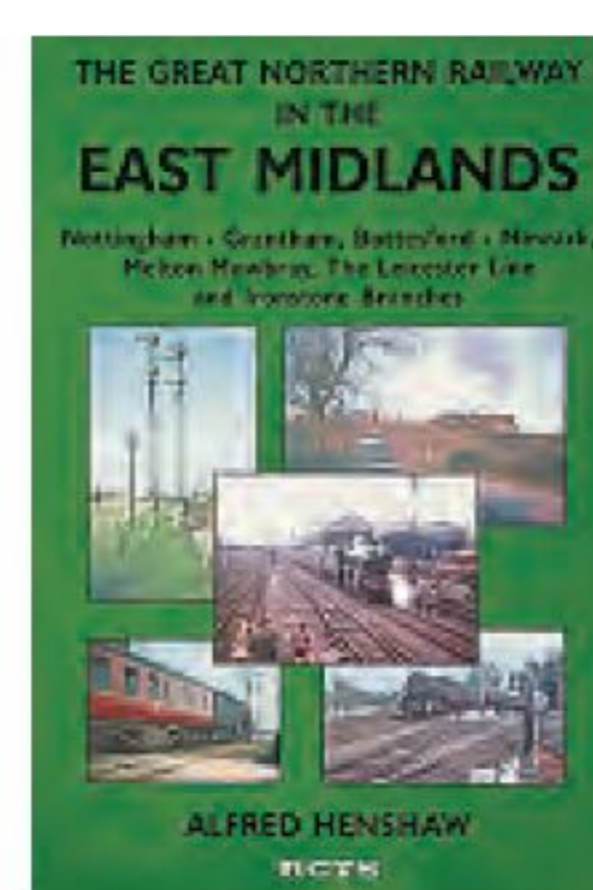
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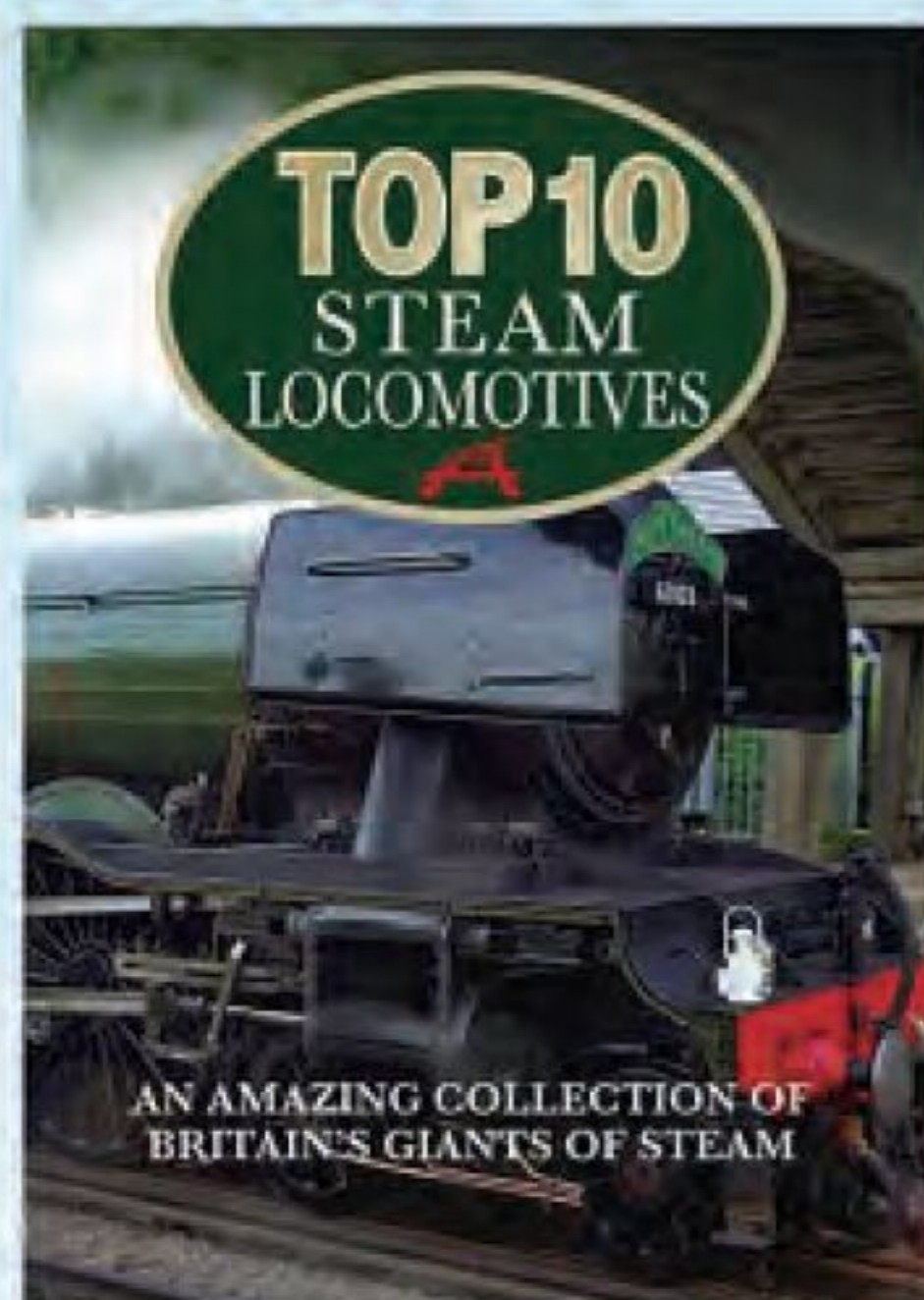
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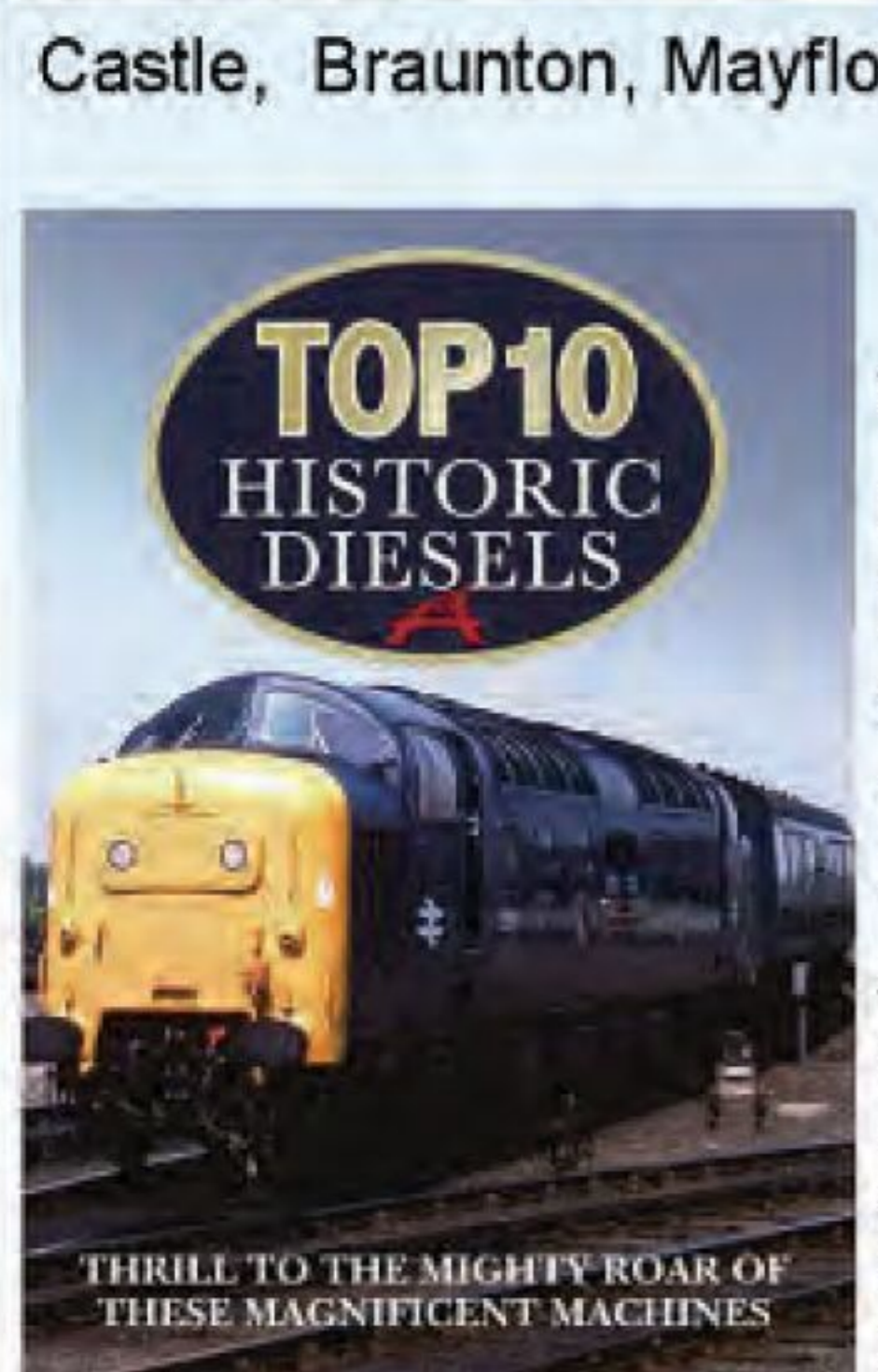
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Top 10 Steam Locomotives

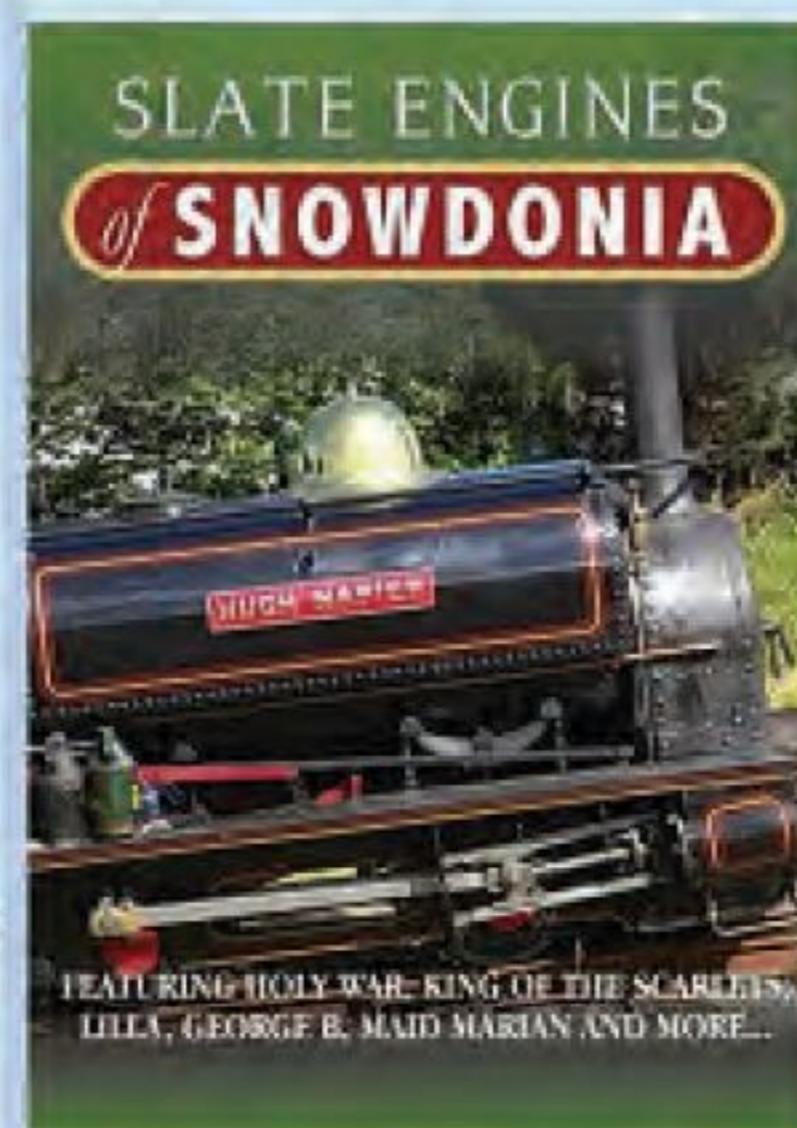
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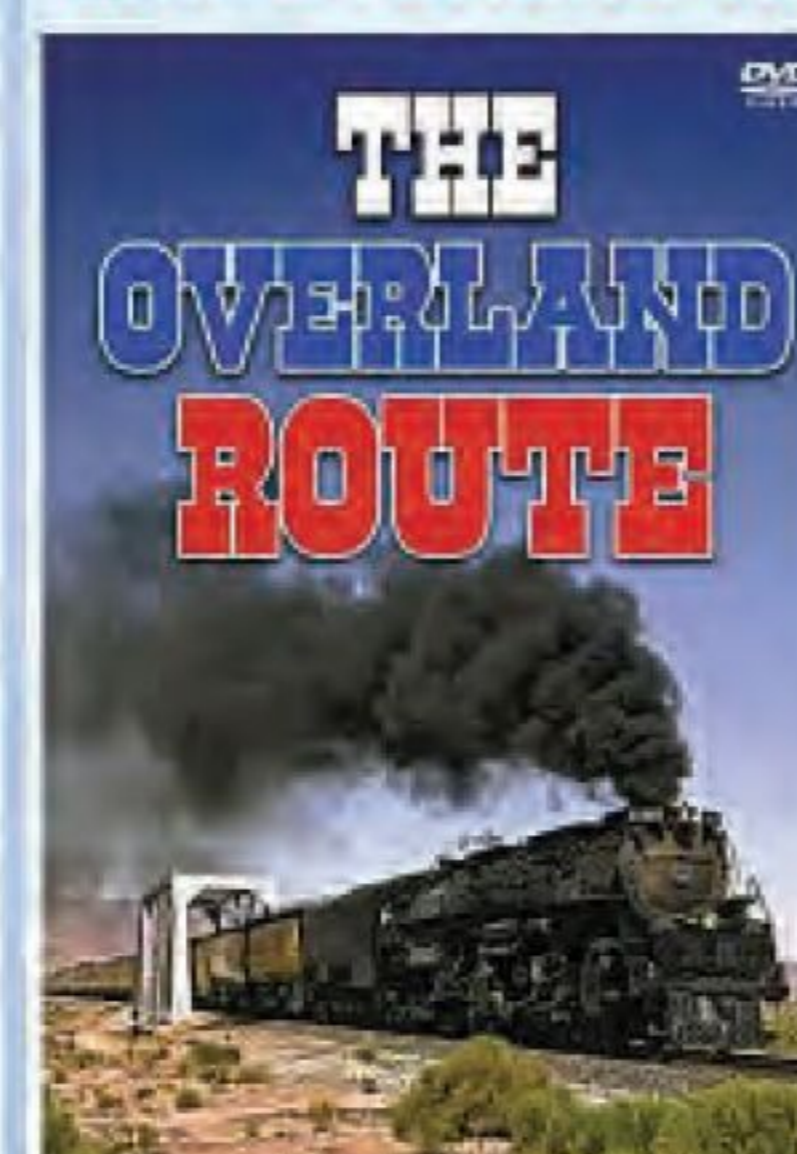
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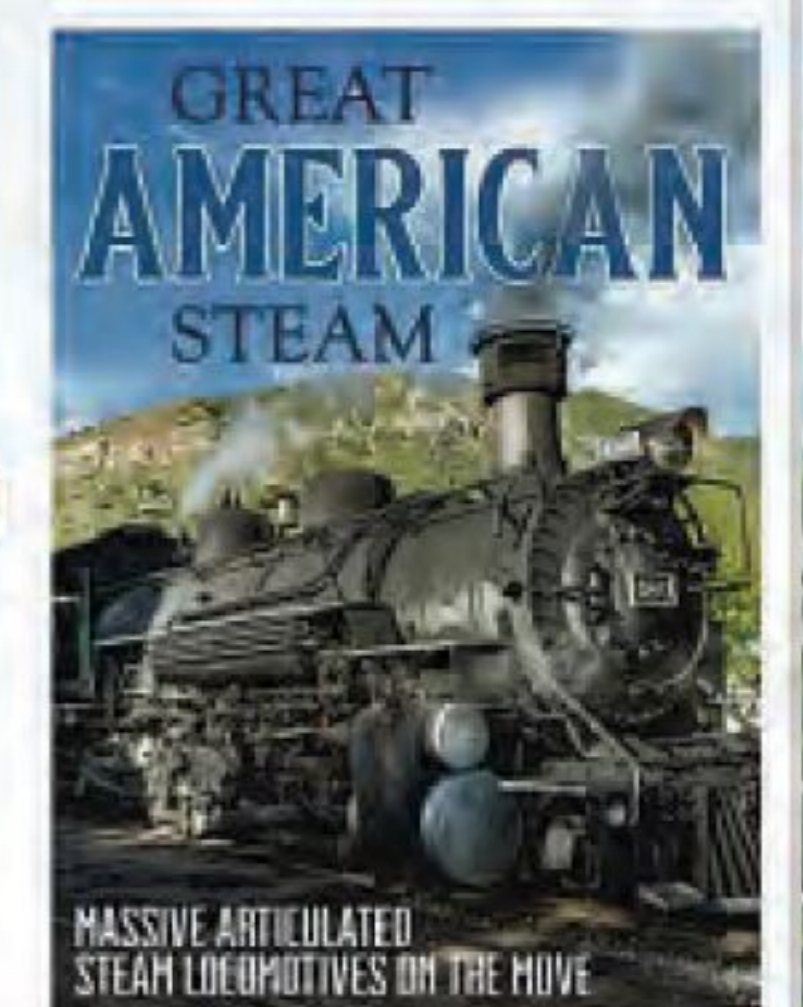
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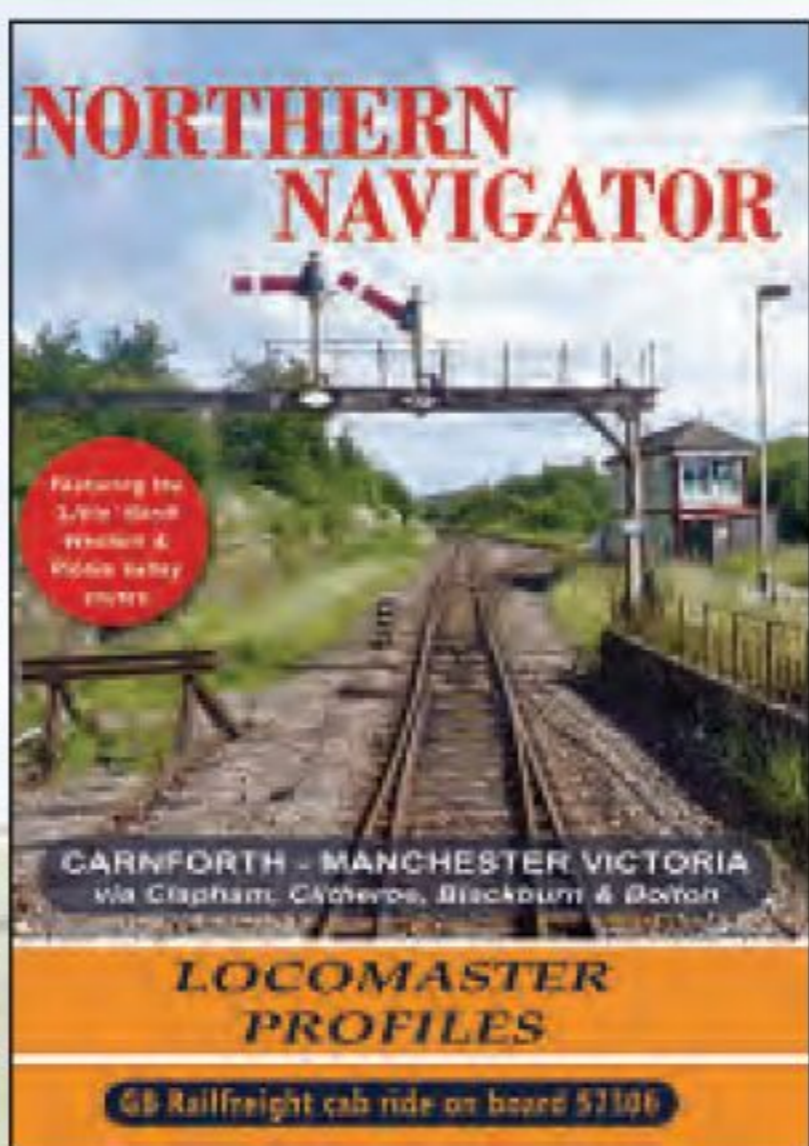
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The programme starts in Carnforth Goods Loop where the first leg features the scenic and steeply-graded 'Little' North Western route through Bentham and Clapham to Settle Junction. There's a brief run along the Settle-Carlisle line to Hellfield, where the train is routed onto another scenic route - the Ribble Valley line. South of Clitheroe, the crossing of the impressive Whalley viaduct is followed by the five-mile climb of Langho bank. Daisyfield level crossing - with its 1873-built signal box - precedes the arrival at Blackburn. Then comes the 13-mile single-track route through Darwen and Entwistle to Bolton. With its two passing loops and steep gradients this is usually a 'Sprinter'-only route. The final leg of the journey is the ten miles through the suburbs of Greater Manchester, as the Class 57 makes a spirited run 'under the wires' through Farnworth and Clifton to Salford Crescent. The maze of trackwork at Deal Street Junction is followed by the arrival at Manchester Victoria.

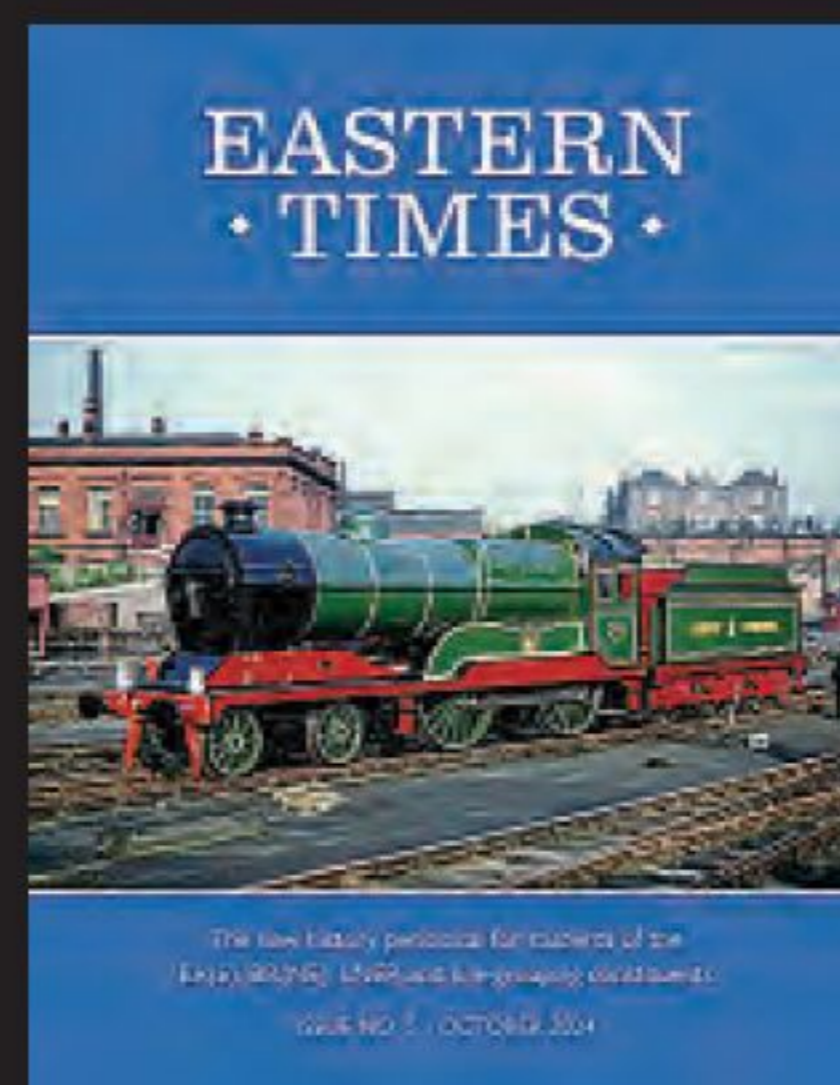
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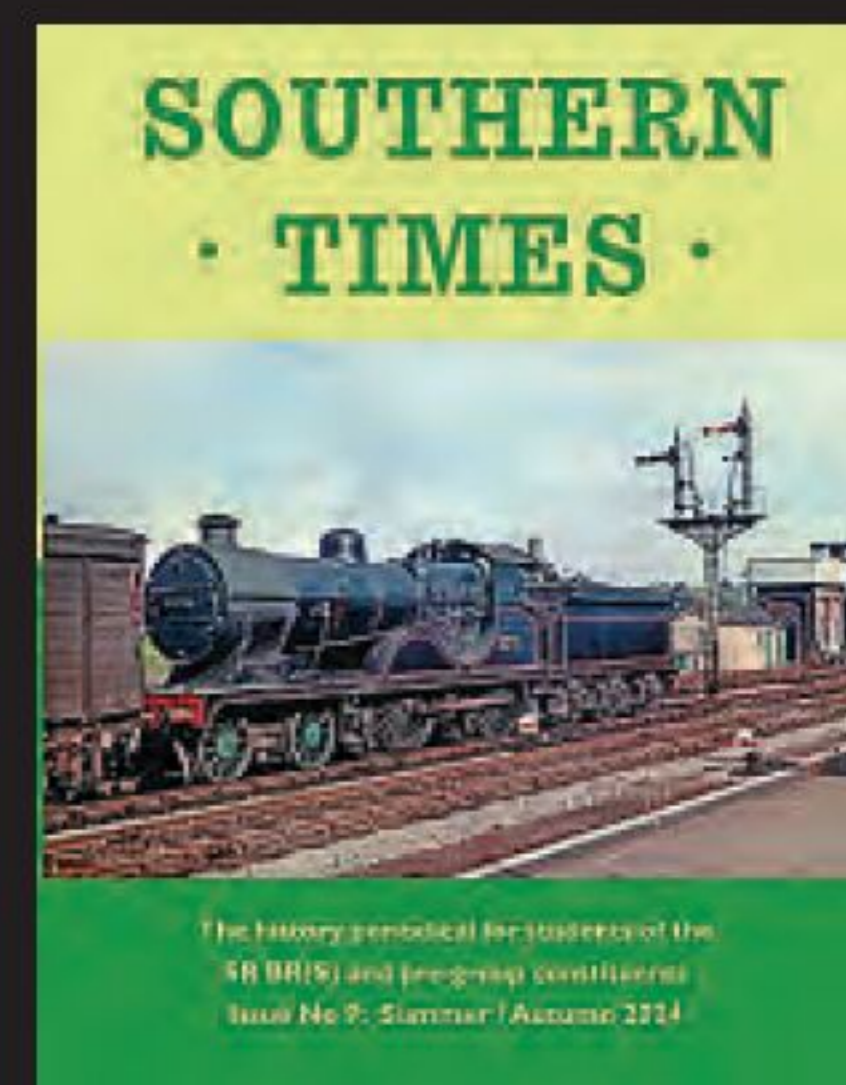
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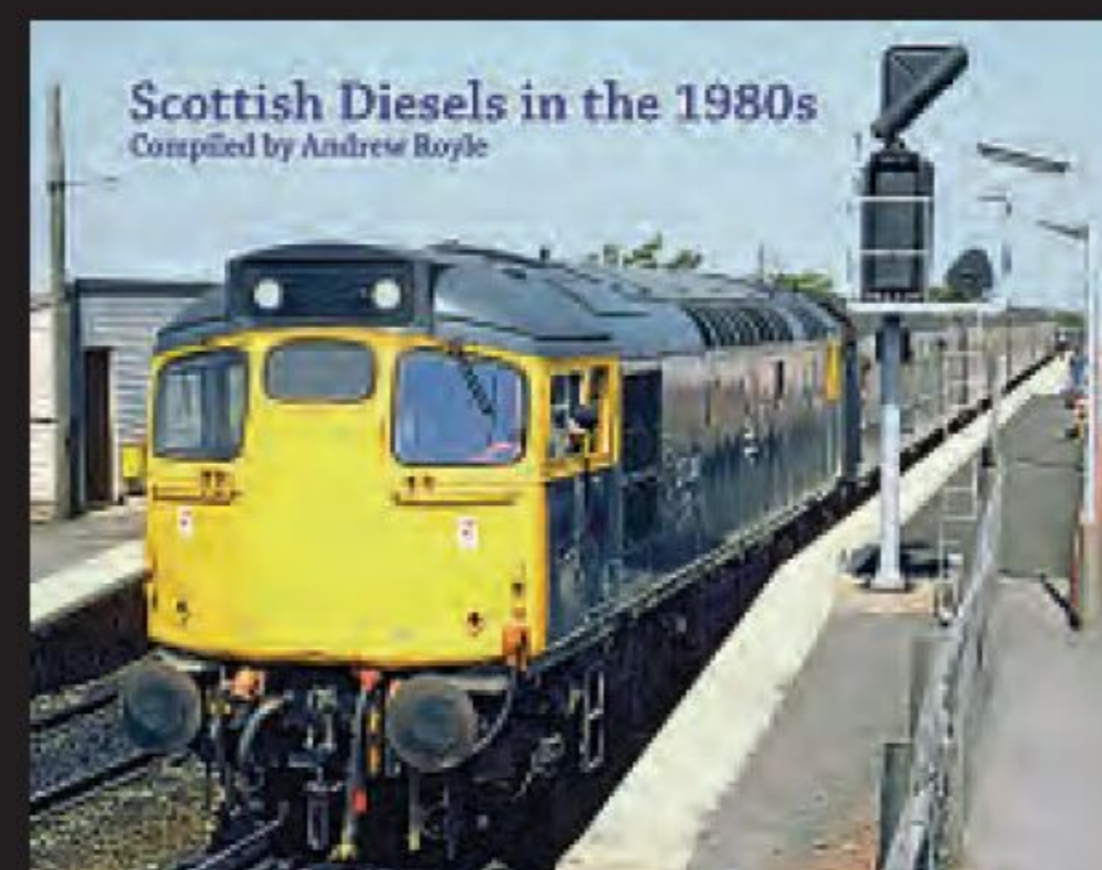
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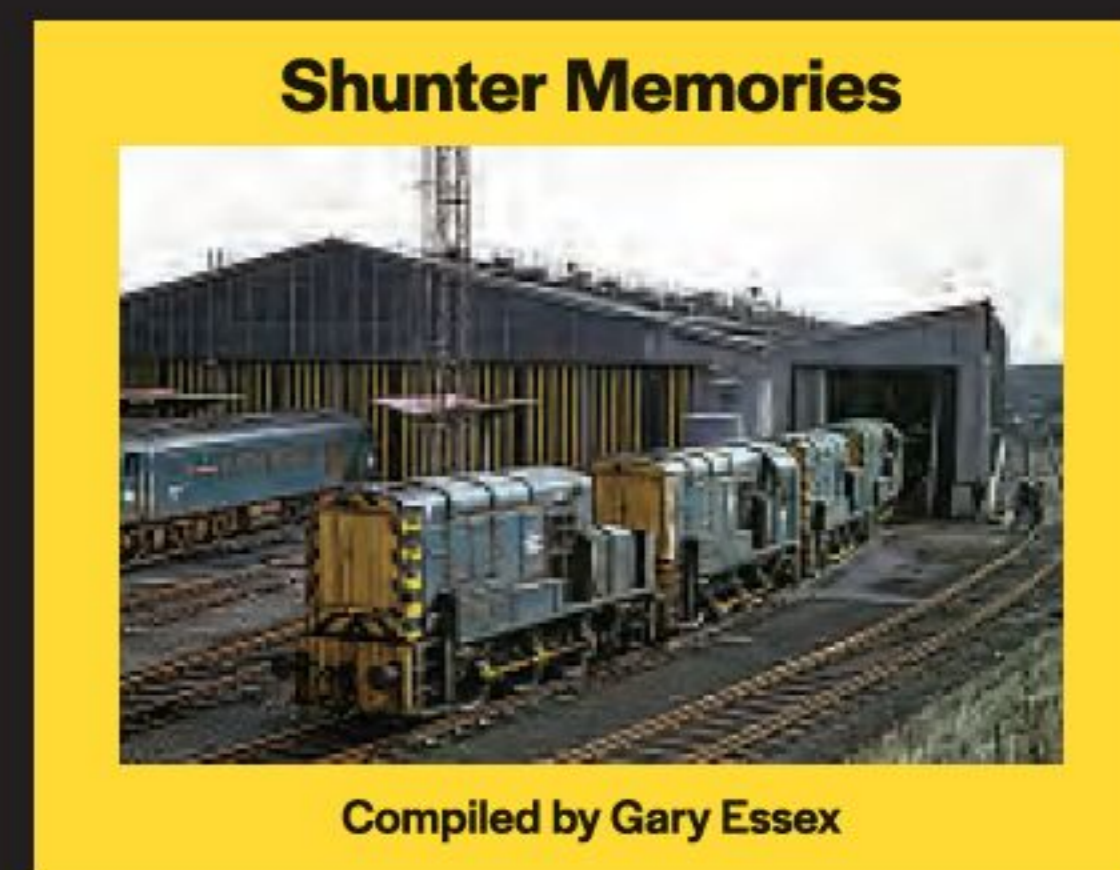
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Crewe Works revisited

I WAS not one of those fortunate *TRM* readers who visited Crewe Works regularly, but I did have two trips, so I was fascinated by the locomotive line-up captured in the photograph dated 'mid-1960s' on page 26 of the October issue.

Besides regretting not having further mis-spent my youth by visiting Crewe more frequently, I am also sorry I did not keep better records. But I did manage to find a full list of locos seen on an ambitious expedition by my school railway society on Sunday, October 9, 1966.

Disappearing steam

This 16-year-old did not comprehend that steam would have disappeared from normal British Rail use within two years, but he did understand why the Works was not full of LMS front line express steam locomotives, their place having been subsumed by diesel Type 4s, even to the extent that 10% of the whole Brush (subsequently Class 47) fleet was there. True, nine of the 51 'Class 47s' were brand-new, with Nos. D1106-1111 shown as 'erecting shop', which might have meant a chalked notice and a few scattered components. Ethics were at best a secondary consideration to the day's activities.

I was initially afraid that the same standards might have been applied to the steam locomotives present. Earlier in

the day I had noted 'Princess' No. 46212 *Duchess of Kent* at Crewe South, but had the good grace to add 'nameplate only, in foreman's office'. I was not to know that 17 years later the real *Duchess of Kent* would be the first member of royalty I would meet in my railway career.

But... that nameplate... had I claimed something similar by noting down former LNER 'A4s' Nos. 60010 *Dominion of Canada* and 60026 *Miles Beevor* in the Works? It was a relief to discover after only a moment's internet research that the two Pacifics had actually been there, the former prior to restoration and the latter apparently for donor parts.

Further investigation reminded me that '9F' 2-10-0 No. 92004 noted as 'frame' was one of the former Somerset & Dorset stalwarts and the loco used for the suitability trials over the Mendips. In contrast, No. 92234 was 'in ex-works condition', along with No. 45449. At the two ends of the steam era sat the forlorn No. 71000 *Duke of Gloucester*, awaiting preservation of only its valve gear, and the 1838 Liverpool & Manchester Railway 0-4-2 *Lion*, star of the Titfield Thunderbolt film.

The only damaged diesel was No. D322 'burnt out', which had been involved in the fatal crash of the Stranraer boat train at Acton Grange Junction on May 13 that year, and was

awaiting the publication of the official report. Its number space became the slot for No. D200 (40122) on the arrival of TOPS renumbering.

138 locos in all

In terms of the electric locos present we saw EM2 (Class 77) passenger loco No. 27005 *Minerva* and five of the Penistone EM1 (Class 76) freight electrics, which were relatively accessible for a cheap day return from my hometown. Original West Coast electric AL1 to AL5 (Classes 81-85) totalled 15, plus an AL6 (future Class 86), but I am less confident of my claim that Nos. E5016 and E5006 were there in much more than spirit, as my notes enigmatically state 'both cabs' with the two numbers bracketed.

In all it amounted to 34 BR steam locos from 10 classes, 80 diesels from nine classes, and 24 electric loco also from nine classes.

The day's shed visits had begun at Buxton, then Stoke, all the Crewe locations, Northwich, then home via Trafford Park, Patricroft and Newton Heath. My notes show 610 locos were seen, but that should be no more, and perhaps even less, than '603 and one nameplate'. The remaining difference is down to having indiscriminately duplicated six Brush 4s in Crewe Works! The full Crewe Works list is attached.

'61653', Dawlish

Crewe Works October 9, 1966

Steam (34)

LMR 57	<i>Lion</i>
Fowler 4F	44377
'Black Five'	44819/64, 45056/60/134/138/273/310/364/449
'Jinty'	47384/649/658
Stanier 8F	48131
LNER A4	60010/26
'Britannia'	70006/12/17/21/23/28/52
Standard 8	71000
WD 2-8-0	90265/363/396/409/650/678
Standard 9F	92004/234

Diesel (80)

NBL D2/10	2719
NBL D3/1	2900
Class 08	3084
Class 11	12039
Class 20	8000/42/44/92
Class 24	5103/06
Class 28	5704/09/10/11
Class 40	216/18/39/86/92/93, 301/22/24/27/70/71/72/95/99
Class 47	1103/04/05/06/07/08/09/10/11, 1500/32/62, 1600/04/10/13/19/25/27/34/37/65/80/86/94, 1708/18/22/35/53/62/63/71/75/80/82/84/89/90/99, 1812/45/49/56/59/65/76, 1888/98, 1919/76

Electric (24)

Class 71	5006/16
Class 76	26001/17/23/37/57
Class 77	27005
Class 81	3001/04/15/21
Class 82	3048
Class 83	3024/32/35/98
Class 84	3038/39/43/44/45
Class 85	3076
Class 86	3171

I WAS interested in reading your article about the work undertaken at Crewe, to discover that 'Pendolino' bogies are overhauled after being taken there by road!

The irony of this must be lost on the owners of the bogies, but, given that we're constantly reminded that rail needs to attract far more goods traffic, I wonder when it

might occur to them that they are hardly helping the cause of the railways.

Perhaps they need to be reminded that the place where the bogies are being sent is attached to the railway network?

One can only hope that the advent of Great British Railways might enable some mature, joined-up thinking.

J-F Friendship, Woolwich

APT Teesside

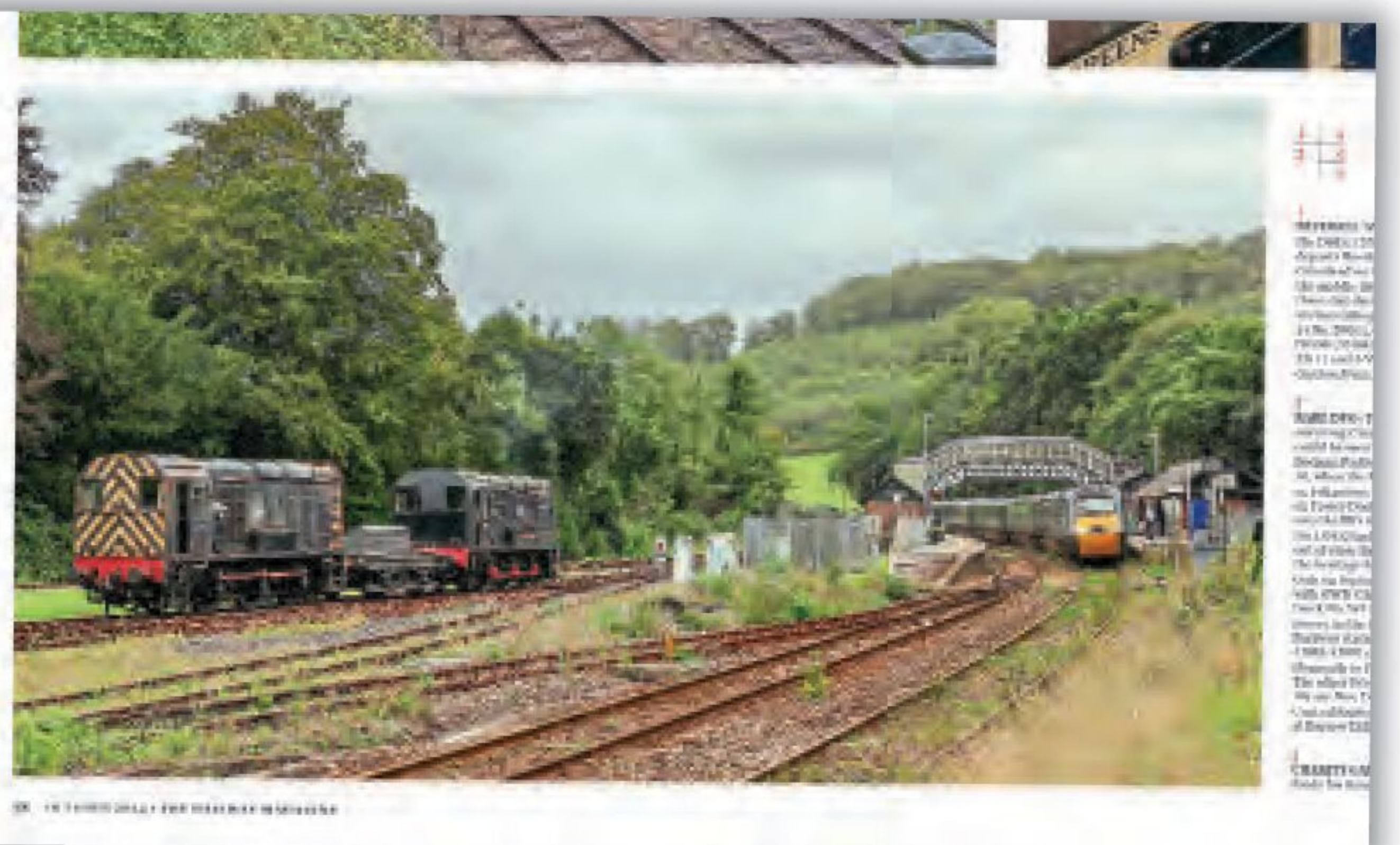
RATHER a lot of money is being spent on extensive upgrades to Eaglescliffe railway station. This includes illustrated hoardings, protecting the platform works site, showing how the completed project will look.

Most excitingly and intriguingly, they include a hitherto unknown four-

car APT – the absence of overhead wires or pantographs possibly suggesting a secretive hybrid surprise yet to be unveiled.

It will be wonderful to welcome it to Eaglescliffe, and I for one look forward to my first trip (and no, it's not April 1).

Andy Simpson, by email.



Great Western Weeds

ON inspecting Jon Hird's photo of Bodmin Parkway (page 78, October), I was appalled to see the state of the weed infestation of the permanent way, especially the down line.

This is on the ex-Great Western Railway main line to Penzance no less, not some bucolic branch line meandering through

the water meadows. There is even what looks like a two-foot high sapling in the six foot!

The once proud GWR hierarchy would be absolutely dismayed to see the current state of affairs, and Churchward would be spinning...

Paul Smith, Southport

Midlands-Manchester link

THERE is no need to build a new line from Fradley [near Lichfield] to the outskirts of Manchester. However, what is essential is a continuation of HS2 to Stafford to avoid the five-mile bottleneck north of Colwich, where in effect on current plans (following truncation of HS2 at Handsacre) six tracks are to be funnelled into two.

There are four tracks over the almost dead straight 24 miles from Stafford to Crewe, two of which could be fettled for higher speeds. There are two tracks from Norton Bridge, just north of Stafford, to Manchester, and of course two more from Crewe to Manchester.

So to build a further two, and with more flying junctions over the higgledy-piggledy route advocated by the mayors of Birmingham and Manchester, would be a huge waste of money – even if given the go-ahead. It would serve Manchester airport, a pointless exercise when most airport passengers come from north, east and west – not from the south.

At the same time the proposed route would deprive Stoke, Macclesfield, Wilmslow and Stockport of most of their inter-city trains. If there were to be money available, it would be put to far better use in three projects: quadrupling the Castlefield corridor, including rebuilding and expanding the island platform Nos. 13/14 at Manchester Piccadilly; tunnelling from Piccadilly to Victoria; and

improving the Chat Moss line from Liverpool to Manchester (and abandoning the proposed new route from Liverpool to Manchester via Warrington and the airport, which is almost 10 miles longer and would be no faster than the Chat Moss route).

Robert H Foster, Skipton

I WAS interested to read your report on the plan for the HS2 Phase 2 (North West) replacement, and in particular the comment that when HS2 North was 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."

Only a couple of days before, I'd been looking through a 2015 issue of *Eisenbahn Österreich* ('Austrian Railways') and I'd come across a reference to the UK being in line for an EU contribution to the planning of HS2 North East to the tune of 39.2 million Euro. This would have been in line with the EU's Continent-wide planning for rail transport and improving long-distance transit links for both passenger and freight across the whole of Europe, so there would doubtless have been more available for the whole HS2 project, had we asked. But British politicians have always shown themselves unwilling to ask for EU money, even when we were a member.

Robert Day, Kirby Muxloe

A bridge too near

ON a recent trip to Perth, I was very surprised to find that the railway bridge over the River Tay still has a footpath alongside it, with only a minimal barrier between the two. This footpath was always a highlight of my childhood when we went to visit my granny in that fair city.

Is there any other spot in the UK where one can get so close to the live running railway?

Gordon Dow, by email

■ *The Dawlish/Teignmouth sea wall is similar, but how many others are there? - Ed*



Oh Dr Beeching!

IN 1963 when the infamous Doctor was preparing his report on the reshaping of Britain's Railways, other than the obvious need to close uneconomic Branch lines, his concern was at the amount of rolling stock – particularly passenger coaches lying idle in yards for months on end, and only being used for excursion or holiday traffic perhaps just once or twice a year.

So I wonder, if he were alive today, what would he say about all the modern and expensive rolling stock lying idle for whatever reason – including the less than 10-year-old Class 68 diesel locomotives?

Tony Potter, Burlington (Canada)

Wagon returns

IN regards to the October edition's Wagon Report by Steven Lappage, he mentions 'over a thousand' ferrywagons being returned to the Continent. Could he elaborate on this with possible number ranges?

Will Snook, Chairman of the National Wagon Preservation Group

■ *Mr Lappage replies: The following are the main groups of Channel Tunnel-registered ferrywagons that are no longer active in Britain:*

IKA Nos. 33 68 4909 018-6 to

984-9 (range): 183 wagons AAE 'Megafret'

IFA Nos. 43 71 4378 001-7 to 642-

8 (range): 390 wagons 'Conflat'

IXA Nos. 37 80 4905 001-6 to 022-

2: 'Mega 3' piggyback.

IKA Nos. 37 80 4909 004-6 to 220-

8 (range): 158 wagons 'Megafret'

ICA Nos. 37 80 7898 040-6 to

119-8 (range): 60 wagons clay slurry tank.

IPA Nos. 23 87 4392 000-7 to 150-

0 (range): 105 wagons 'Gefco'

IFA Nos. 33 87 4906 000-4 to 175-

2 (range): 79 wagons 'Multifret'

IFA Nos. 33 87 4908 050-7 to 900-

3 (range): 279 wagons 'Eurotwins'

IFA Nos. 33 87 4909 302-1 to 394-

8 (range): 69 wagons 'Eurotwins'

ICA Nos. 33 87 7898 000-7 to

099-9 (range): 31 wagons clay slurry tank.

ICA Nos. 33 87 7797 000-8 to 039-

7 (range): 39 wagons slurry tank.

Rail-snores

IT is October when I write and I've been trawling the web, trying to find some day rail trips for the winter months. But it appears that everybody stops operating after Christmas.

What is wrong with these companies? Surely by October, booking services should be open for our winter period up to Easter? Why can't they advertise forthcoming journeys at least three months before they start?

Peter Murthwaite, West Sussex

HERE'S a quickie! Why are railtours so long, a feat of endurance? Many last for 18/19 hours, which in winter are mostly in darkness! Please enlighten me!

Jeremy Steer, by email

EDITOR'S NOTE

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

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Where is it? Our pictorial quiz, for fun only

OCTOBER'S quiz photo (right, by Gareth Evans) was taken from inside a carriage on the 15in gauge Bure Valley Railway on July 27. The BVR uses the trackbed of the

former standard gauge line from Wroxham to Aylsham (to Country School), and parallels the Norwich to Sheringham main line on the approach to Wroxham.

This issue's mystery location (above) is a tricky one, but at the same time many will perhaps kick themselves for not guessing it after we reveal the answer next month.



THURSDAY, NOVEMBER 7

GCR Society. Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30. 'From Canklow to Cape Town': Mike Eggenton.

Lutterworth Railway Society.

The Pavilion, Recreation Ground, Lutterworth LE17 4RB. 19.30. 'The San Francisco Cable Cars': Tom Ingall.

Matlock Railway Club. The Duke William, 91 Church Street, Matlock DE4 3BZ. 19.30. 'Geoff Holyoake Collection – 'SR & WR': TBA.

RCTS. Network Rail – The Quadrant: MK, Milton Keynes MK9 1EN. 19.30. 'The Liberation Line – the last untold story of the Normandy Landings': Christian Wolmar.

FRIDAY, NOVEMBER 8

RCTS. St Teresa's Church Hall, North Filton, Bristol BS34 7PL. 'That Was the Year That Was 1965': Geoff Plumb.

SLS. Conference Room, 1st floor, (access via Black Swan Courtyard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG. 19.00. 'And the cry came LET NO ENGINE REST – A look at the LNER locomotives from 1923 to 1948': Richard Barber.

Slough & Windsor Railway

Society (SWRS). The Manor, Brunel Way, Slough station. 19.15. 'Euston to Carlisle in the Fifties': David Cross.

SATURDAY, NOVEMBER 9

RCTS. Archive and Library open day. Leatherhead Station Approach KT22 7SQ. 11.00-16.00.

SLS. Kidderminster Railway Museum. DY10 1QX. 14.00.

'Worcestershire Railways': Chris Wilkinson.

MONDAY, NOVEMBER 11

Lincoln Railway Society. St Hugh's Church, North Hykeham, Lincoln LN6 8JG. 19.30. TBA.

Oxfordshire Railway Society.

Kidlington Baptist Church, OX5 2DS. 19.00. 'Shipton-on-Cherwell Accident 1874': Peter Webber.

RCTS. Greenfinch Church Hall, Ipswich IP2 0SQ. 19.15. 'Railway Scenes in Germany-Berlin/ Brandenburg': Steve Ollive.

SEG. Deall Room, Southwick Community Centre BN42 4TE. 19.30. 'A Celebration of Signal Boxes': Andrew Marshall.

Watercress Line Heritage Railway

Trust. United Reformed Church, 83 Portsmouth Road, Guildford GU2 4BS. 19.45. 'Last days of Steam in England and France': Peter Bassett.

TUESDAY, NOVEMBER 12

GWS. Room 4, BAWA, 589 Southmead Road, Filton, Bristol BS34 7RF. 19.30. 'The Lynton & Barnstable Railway 1979-2024': Mark Bladwell.

LCGB. Red Lion Hotel, Newburgh, Wigan WN8 7NF. 19.30. TBA.

LCGB. Parish Room, St Michael's Church, Wood Green, London N22 8HE. 14.00. 'From Karachi to the

Khyber Pass': Club librarian Robert Barker.

Pewsey Vale Railway Society.

Woodborough Social Club SN9 5PL. 14.45. 'The Ravenglass and Eskdale Railway': David Sibson.

RCTS. The Swifts, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. 'Industrial Locomotives':

Dave Goodyear.

RCTS. Fulwood Lawn Tennis Club, Preston PR2 8DY. 19.30. Members' Digital Images.

RCTS. Farm Road Sports & Social Club, Sheffield S2 2TP. 19.30.

'Railway Photography through the decades 1947-1979': Colin Boocock.

RCTS. Tilehouse Street Baptist Church, Hitchin SG5 2EE. 19.30.

'The 11th Colour Rail Journey': Paul Chancellor.

The 8E Railway Association.

Gladstone Club, Station Road, Northwich CW9 5RB. 'Navigation Road and All That': Ted Buckley. Wells Railway Fraternity. Wells Town Hall, Wells, Somerset. 19.30.

WEDS, NOVEMBER 13

Bradford Railway Circle. Bradford Mechanics' Institute Library, Bradford BD1 1SZ. 14.00. 'Where would you like to go': Anthony Hicks.

LCGB. Friends Meeting House, Butter Hill, Dorking RH4 2LE. 19.30.

'The Corris Railway': Chris Jones.

RCTS. Old Church Rooms, Park Road, Radyr, Cardiff CF15 8DF. 19.00. 'Off The Beaten Track': Geoff Atkins.

Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. Members' Digital Evening.

Talking of Trains. Library Hall, Ewell Road, Surbiton KT6 6AG. 19.00.

'Past, present and future of the Ffestiniog Railway': Nigel Smith.

THURS, NOVEMBER 14

Continental Railway Circle. St Paul's Church Centre, Marylebone, London NW1 6NJ. 18.30. 'Italy, Austria, Yugoslavia': Donald Wilson.

LCGB. St Bartholomew's Church, St Albans AL1 2PE. 19.30. 'Bulleid's Other Locomotive': Colin Boocock

Monmouthshire Railway Society. Lysaght Institute, Newport NP19 0RA. 19.00. 'South Wales Industrials from the 60s and 70s': Pete Brabham.

Nuneaton Railway Circle.

Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. 'The Russ Watkins Collection': Adrian Paul.

RCTS. Archive and Library open day. Leatherhead Station Approach KT22 7SQ. 11.00-16.00.

RCTS. Scots Guards Club, Edinburgh EH12 5DR. 14.30. 'A Ray Shinn Retrospective': Bob Bradley.

South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30.

Shropshire Railway Society. Gateway Education and Arts

Centre, Shrewsbury SY1 1NB. 19.00. 'British Transport films': Jeremy Nicholls.

FRIDAY, NOVEMBER 15

GWS. Village Hall, Stoke St Mary, Taunton TA3 5DE. 19.30. 'Yet More Railway Tales': David Hartland.

LCGB. Keen House, 4 Calshot Street, London NW1 9DA. 18.30. 'The Corris Railway': Chris Jones.

SWRS. The Manor, Brunel Way, Slough station. 19.15. 'Both sides of the Tweed': Dennis Lovett.

SAT, NOVEMBER 16

RCTS. Exeter Mint Methodist Church EX4 3AT. 19.00. 'A Ray Shinn Retrospective': Bob Bradley.

MONDAY, NOVEMBER 18

RCTS. Haig House Social Club, Woolton Road, Garston L19 5NQ. 19.30. 'Navigation Road and all that': Ted Buckley.

RCTS. Shenfield Parish Hall CM15 8LP. 19.30. 'And Now for Something Completely Different – From Austria to Zimbabwe': Peter Robins.

RCTS. Cheylesmore Community Centre, Poitiers Road, Coventry CV3 5JX. 14.00. 'Nostalgic 16mm Cine from 1920s to 2003': Chris Pratt.

TUESDAY, NOVEMBER 19

Leicester Railway Society. Braunstone Civic Centre, Leicester LE3 2PP. 19.30. 'The Waverley Route from Edinburgh through the Borders to Carlisle': Dennis Lovett.

RCTS. Highway Public House, Willerby Road, Hull HU5 5LH. 19.30. 'Railways East of Wakefield including our area': Roger Hepworth.

RCTS. Didcot Civic Hall OX11 7JN. 19.00. 'The Railways of Northern Ontario, Canada in the 1980s': Andrew Kaye.

SLS. Langdon Square Community Centre, Coulby Newham TS8 0TF. 14.00. 'Railways around Darlington': Chris Nettleton.

WEDS, NOVEMBER 20
Giggleswick Railway Circle. Victoria Hall, Settle BD24 9DZ. 19.30. 'The Life of O Winston Link': John Goodall.

Grimsby & Cleethorpes Railway Group. The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'On the Narrow Gauge': John Tasker.

Pennine Railway Society. Doncaster Town Fields Sports Club DN2 6AA. 19.30. 'Charter for Charity': Jerry Dickinson.

RCTS. Archive and Library open day. Leatherhead Station Approach KT22 7SQ. 11.00-16.00.

RCTS. Junction Church (formerly Eastleigh Railway Institute), Eastleigh SO50 9SE. 19.30. 'Railways in the UK': Philip Haines.

Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Steam Images from UK and Sweden': John Titlow.

Talking of Trains. Library Hall, Ewell Road, Surbiton KT6 6AG. 19.00.

'London's steam and diesel heritage railway – Epping-Ongar': Eddie Veckranges.

THURS, NOVEMBER 21
Barrow Hill Roundhouse. Campbell Drive, Barrow Hill, Chesterfield S43 2PR. 19.30. 'The Great Railway Time Machine: More outings from Platform 5': Robert Pritchard.

Ffestiniog Railway Society. BAWA Club, Southmead Road, Bristol BS34 7RG. 19.45. 'The Statfold Barn Railway': Phillip Stallard.

Lutterworth Railway Society. The Pavilion, Recreation Ground, Lutterworth LE17 4RB. 19.30. 'Cardiff Canton Diesel Depot and 1980 reminiscences': Steve Morris.

Marlow & District Railway Society. Bourne End Community Centre, Wakeman Road, Bourne End SL8 5SX or on Zoom. 19.30. 'Working on the Railway': Mike Romans.

Matlock Railway Club. The Duke William, Matlock DE4 3BZ. 19.30. 'Bulleid Special – Clan Line and Taw Valley':

RCTS. Victory Club, Burlington House, Lypiatt Road, Cheltenham GL50 2SY. 19.00. 'Preservation Western Style': Paul Finch.

RCTS. Woking United Reformed Church, Woking GU22 7HA. 19.30. 'The Dee Bridge Collapse': Alan Hayward.

RCTS. Saltaire Methodist Chapel, Shipley BD18 3HJ. 19.30. 'Saltburn to Scarborough': Austin Hughes.

FRIDAY, NOVEMBER 22
SWRS. The Manor, Brunel Way, Slough station. 19.15. 'Snow and Scandinavia': Geoff Warren.

MONDAY, NOVEMBER 25
RCTS. Weston Favell Parish Hall, Northampton NN3 3EP. 14.00. 'The Tommy Tomalin Collection – Part 2: Brian Sullivan.

RCTS. Cox Green Community Centre, Maidenhead SL6 3AX. 19.30. 'Severn Valley Railway History and Current Operation': Richard Morris.

TUESDAY, NOVEMBER 26
RCTS Archive and Library open day. Leatherhead Station Approach KT22 7SQ. 11.00-16.00.

RCTS. Digswell Village Church Hall, Welwyn AL6 0DH. 14.00. 'Colchester in the Age of Steam': Dave Goodyear.

WEDS, NOVEMBER 27
RCTS. Bassil Shippam Centre, Tozer Way, Chichester PO19 7LG. 19.15. 'Bournemouth West to Gloucester via London Part 2': Rev Canon Brian Arman.

Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. 'Travels of a Railway Writer': Chris Milner of *The RM*.

Talking of Trains. Library Hall, Ewell Road, Surbiton KT6 6AG. 19.00. 'Hampshire's Railway revisited': Dick Crane.

THURS, NOVEMBER 28

Nuneaton Railway Circle. Chilvers Coton Conservative Club, Nuneaton CV11 5UD. 19.45. 'An 11th Colour-Rail Journey': Paul Chancellor.

Shropshire Railway Society.

Gateway Education and Arts Centre, Chester Street, Shrewsbury SY1 1NB. 19.00. 'Restoration of an NSR carriage': Dr David Wooliscroft.

South East Essex Railway Society. Friends' Meeting House, 18 Dundonald Drive, Leigh-on-Sea SS9 1NB. 19.30.

Stevenage Locomotive Society. Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30.

'The Corris Railway – past, present and future': Chris Jones.

FRIDAY, NOVEMBER 29

Railway Club of the New Forest. Village Hall, Highwood Road, Brockenhurst. 19.30. 'Britain's First Railway Murder': Paul Stickler and members' evening.

RCTS. Fulwood Lawn Tennis Club, Preston PR2 8DY. 19.30. Branch annual meeting and 'My Australian Travels': Russell Moorhouse.

SWRS. The Manor, Brunel Way, Slough station. 19.15. 'The Liberation Line': Christian Wolmar.

MONDAY, DECEMBER 2

Peak Rail Association (Sheffield branch). Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP. 19.30. 'The Sheffield Transport Scene in 2024': Roy Wilson.

TUESDAY, DECEMBER 3

Enfield Transport Circle. Enfield Drill Hall Sports Club EN2 6PJ. 20.00. 'The Liberation Line': Christian Wolmar.

RCTS. Beechen Grove Baptist Church, Watford WD17 1JJ. 19.00. Members' presentations and buffet.

SEG. Junction Church (former Eastleigh Railway Institute), Eastleigh SO50 9FE. 19.30. 'Mixed Railways': Martyn Davies.

WEDS, DECEMBER 4

Pennine Railway Society. Doncaster Town Fields Sports Club DN2 6AA. 19.30. Pennine Shield Quiz.

RCTS. Haig House Social Club, Woolton Road, Garston L19 5NQ. 13.30. 'Merseyside connections in the 1970s': Brian Roberts.

RCTS. Royal Station Hotel, Market Street, Carnforth LA5 9BT. 19.30. Branch annual meeting and 'Years of steam in the NW':

Sutton Coldfield Railway Society. St James' Church Centre, Sutton Coldfield B75 5BW. 19.30. Track Night.

Talking of Trains. Library Hall, Surbiton KT6 6AG. 19.00. 'Not so much a hobby – more a way of life': Jim Connor.

THURS, DECEMBER 5

RCTS. Network Rail - The Quadrant: Milton Keynes MK9 1EN. 19.30. Branch annual meeting.

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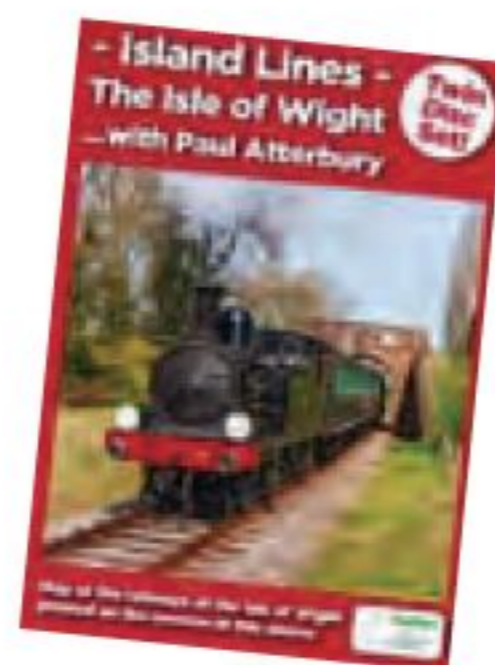
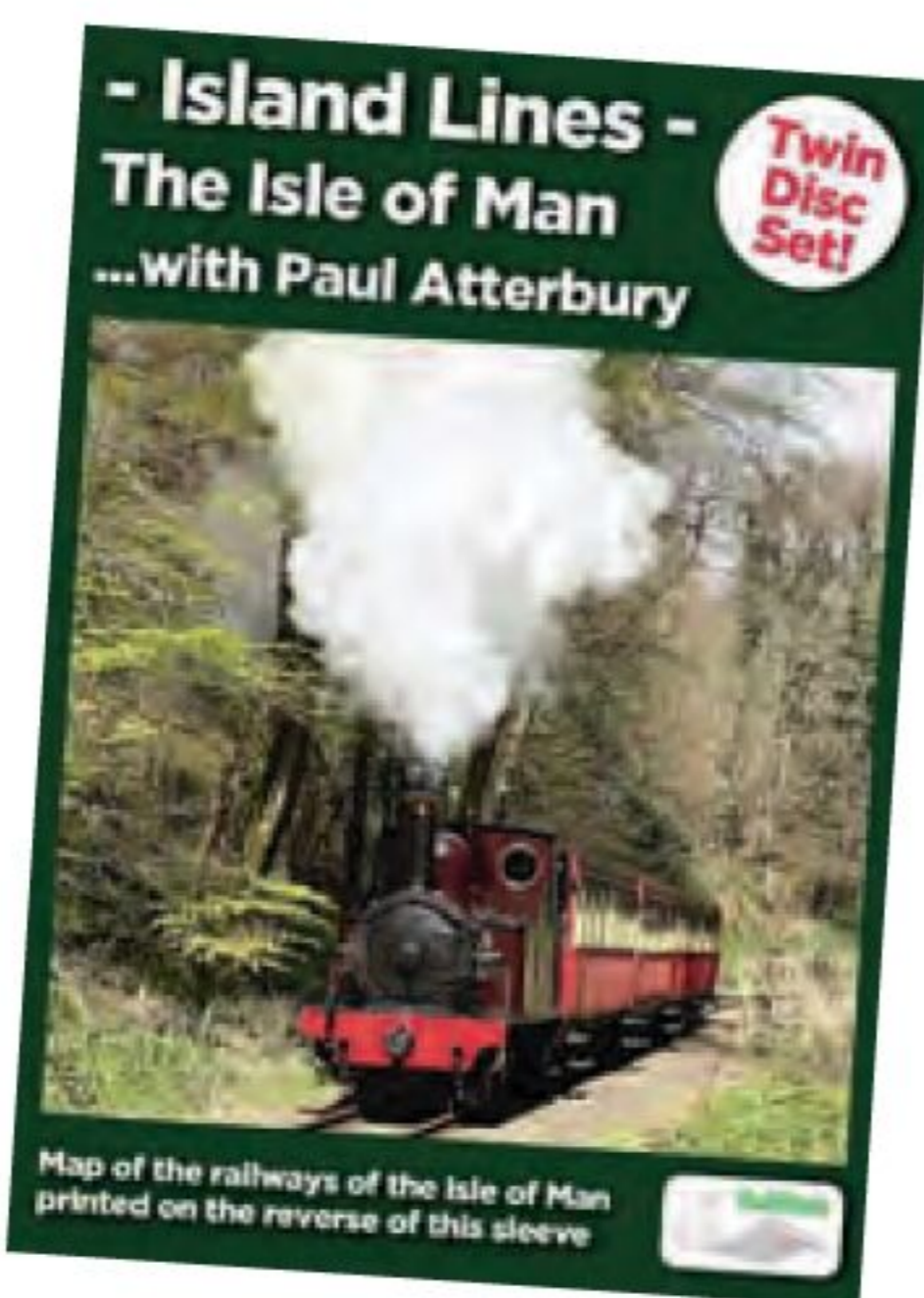
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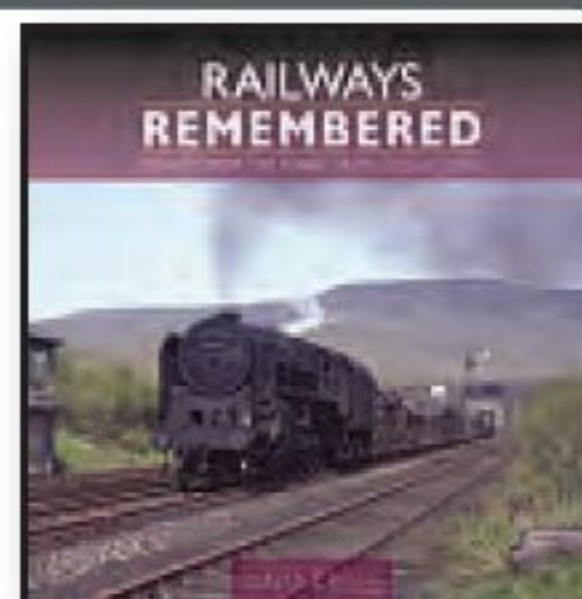
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British Railways Diesel and Electric Locomotives

Hugh Longworth

This covers all the classes of diesel and electrics locos introduced from the modernisation plan of 1955 to privatisation. It gives a concise history of each class with construction details and full technical specifications. For every individual locomotive, a full listing is provided including all numbers it carried, names where they were allocated, date of entry into service and full allocation details over its operational life, as well as withdrawal and scrapping dates. Illustrated with colour photos and drawings throughout.

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Speedlink Volume 2 The Air-braked New Batches

David Larkin

Speedlink, launched in 1977, was an attempt to arrest the decline in British Rail's wagonload freight by using only air-braked wagons on its services. This volume looks at the wagon types on order in 1977 and delivered subsequently. It also deals with existing stock either fully or partially converted to be compatible on these services including their former identities. Full coverage of each type is given, particularly livery changes and conversions where appropriate.

ISBN 9781800353145, Hardback, 280mm x 210mm, 160 pages **£25.00**

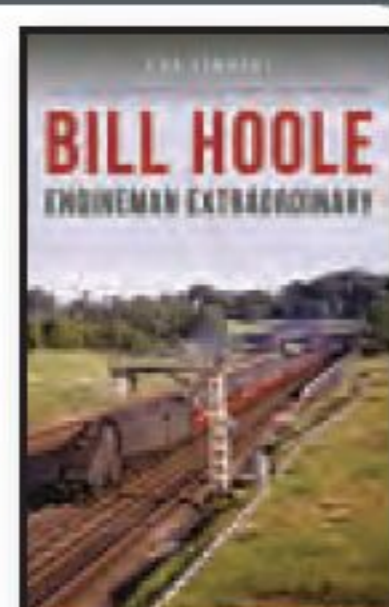


Bill Hoole Engineman Extraordinary

P W B Semmens

This is a reissue of the biography of one of the relatively few railwaymen in the age of steam whose name became a household word among railway enthusiasts. Bill Hoole was based at Kings Cross where his normal loco was the now preserved A4 No 60007 Sir Nigel Gresley. After his retirement from British Railways, he took to driving on the Festiniog Railway, where his cheerful personality made as much an impression on the visitors as it did on steam lovers during his main-line days.

ISBN 9781800353183, paperback, 198mm x 128mm, 208 pages **£9.99**

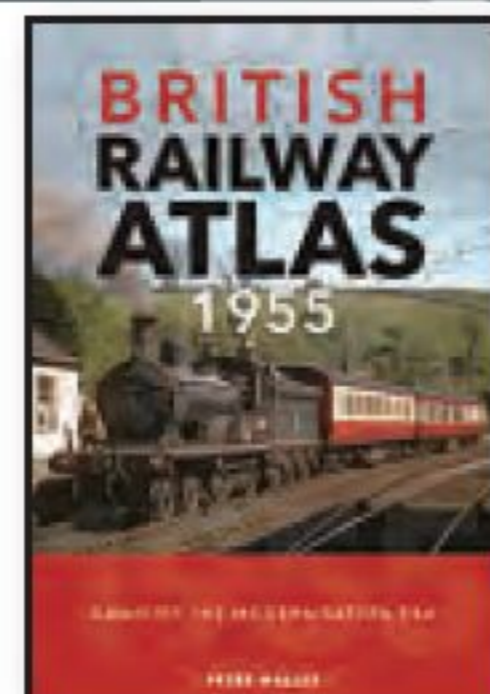


British Railway Atlas 1955

Peter Waller

Crécy has been building a reputation for producing quality atlases of Britain's railways. This is a revised and expanded edition of a popular volume that covers the network as it was on 1 January 1955. With a bigger page size, a useful index of station names and a new 32-page photo section, different colours identify the lines of each of the six regions, with passenger and freight-only lines being further differentiated.

ISBN 9781800353213, hardback, 280mm x 210mm, 80 pages **£20.00**

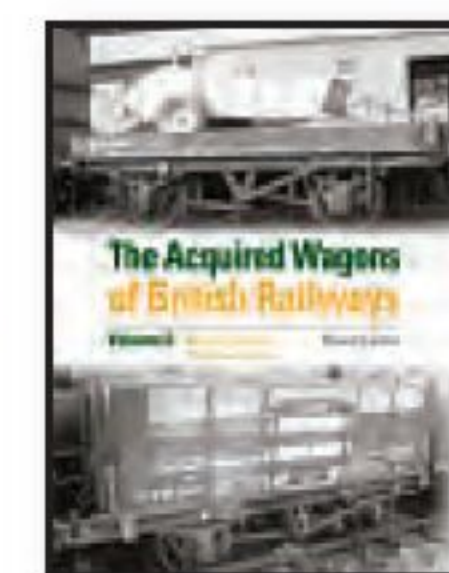


The Acquired Wagons of British Railways Volume 6 Minerals, Opens & Vehicle-carriers

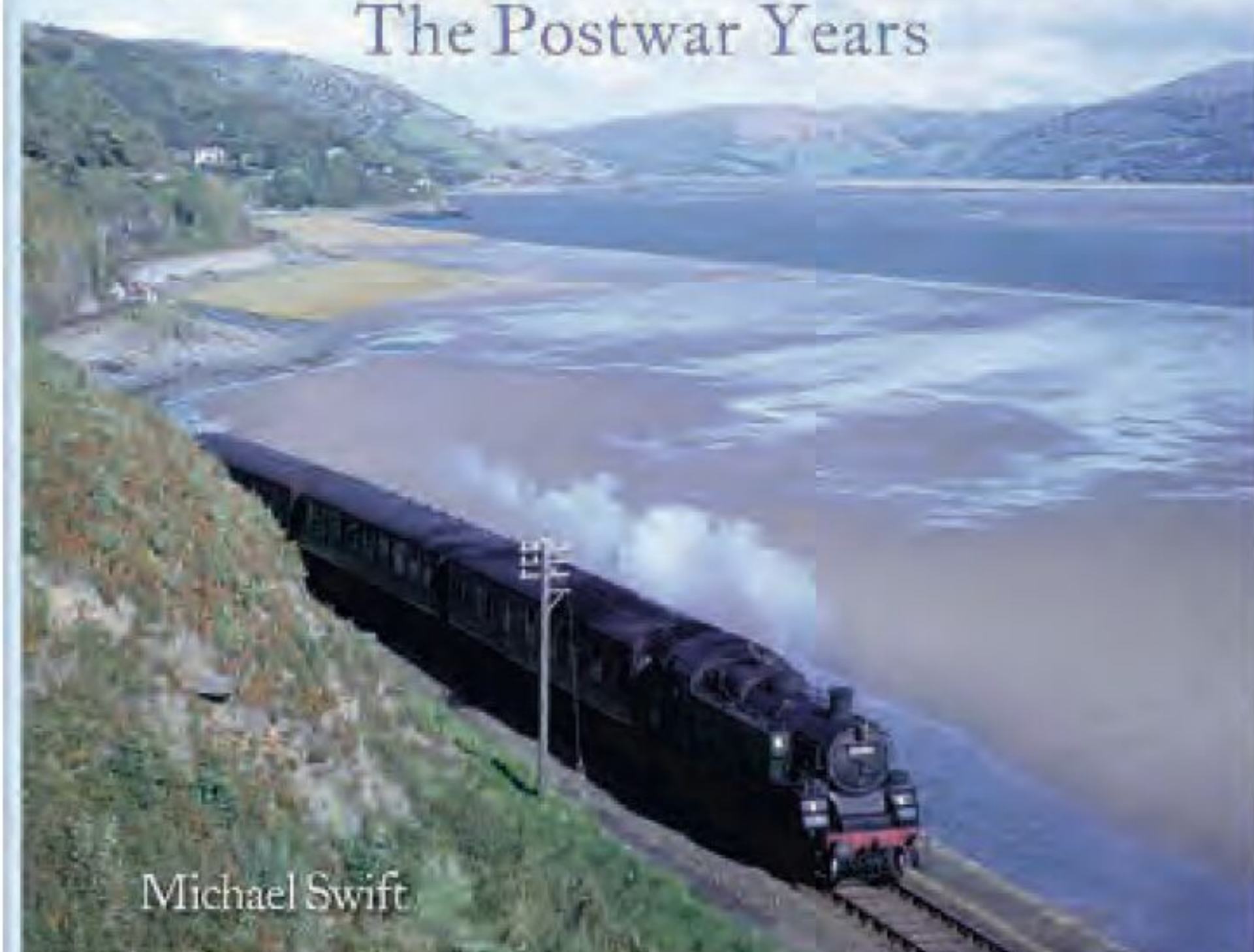
David Larkin

The volume includes ranges of wagons for specific traffic flows such as the pre-1923 large wooden/steel designs for coke. Also included are wagons used to carry vehicles. This included the Lowfit types, together with the associated 4-wheeled car-carrying wagons and the heavier-duty designs, such as the Lowmac, the Hymac, the Rectank and the Warwell. This volume concludes with coverage of a diverse group of open wagons for specialist loads such as bricks, glass, roadstone, sand, sleepers, soda ash and sulphates.

ISBN 9781800353077, hardback, 280mm x 210mm, 144 pages **£25.00**



THE CAMBRIAN LINES
The Postwar Years



Michael Swift

The Cambrian Lines - The Postwar Years

Based at Oswestry, the Cambrian Railways provided the bulk of railway transport in an area of land that stretched from west Shropshire to the Welsh coast between Aberystwyth and Pwllheli.

Although the company lost its independence to the Great Western Railway in 1922 – before the creation of the 'Big Four' in the following year – the lines retained a distinct identity throughout the GWR and BR eras, covering areas now regarded as some of the most scenic and beautiful in the country, right up until the end of steam and beyond.

Drawing upon a superb range of photographs, this book explores the Cambrian lines in the two decades after the end of World War 2.

200mm x 208mm 64 mono pages **£12.99**

The London 'HR/2s' - The Trams that took to the Hills

by Peter Waller

In the late 1920s, the London County Council was looking to the future of its tramway network. Many of its existing trams were elderly and small whilst at the same time the economics of running the system were becoming increasingly difficult. As a result, the LCC developed two new classes of tram - and these were to become the 'E/3' and the 'HR/2'.

Following on from his well-received book on the 'E/3s', the author now examines the story of the 109-strong 'HR/2' class, exploring their history from the completion of the two prototype cars in 1927 through to their final operation at the end of the conversion programme on 5 July 1952.

Incorporating some 60 images, the book illustrates the evolution of the class from its introduction in 1930 and the routes over which they operated for almost a quarter of a century.

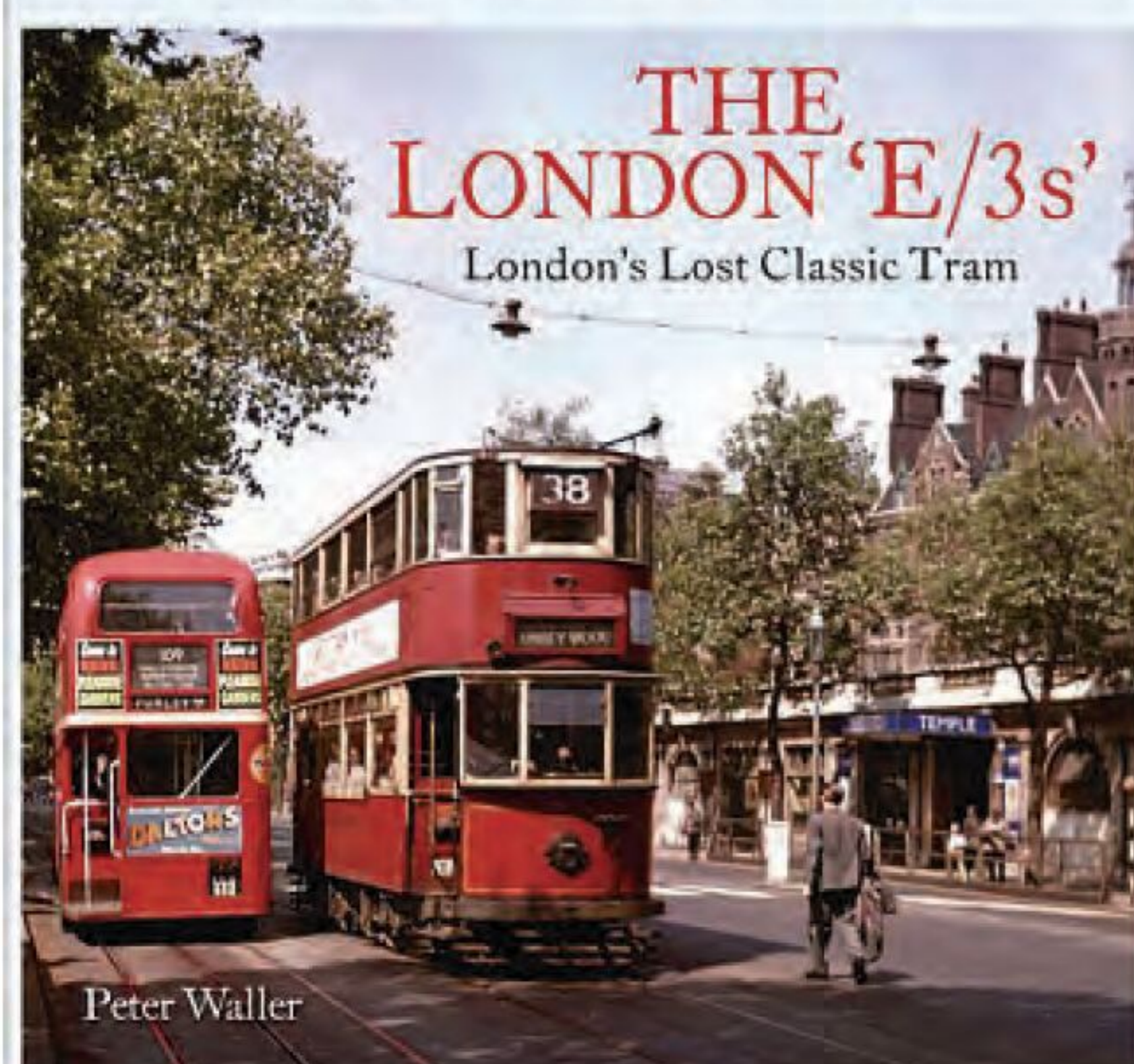
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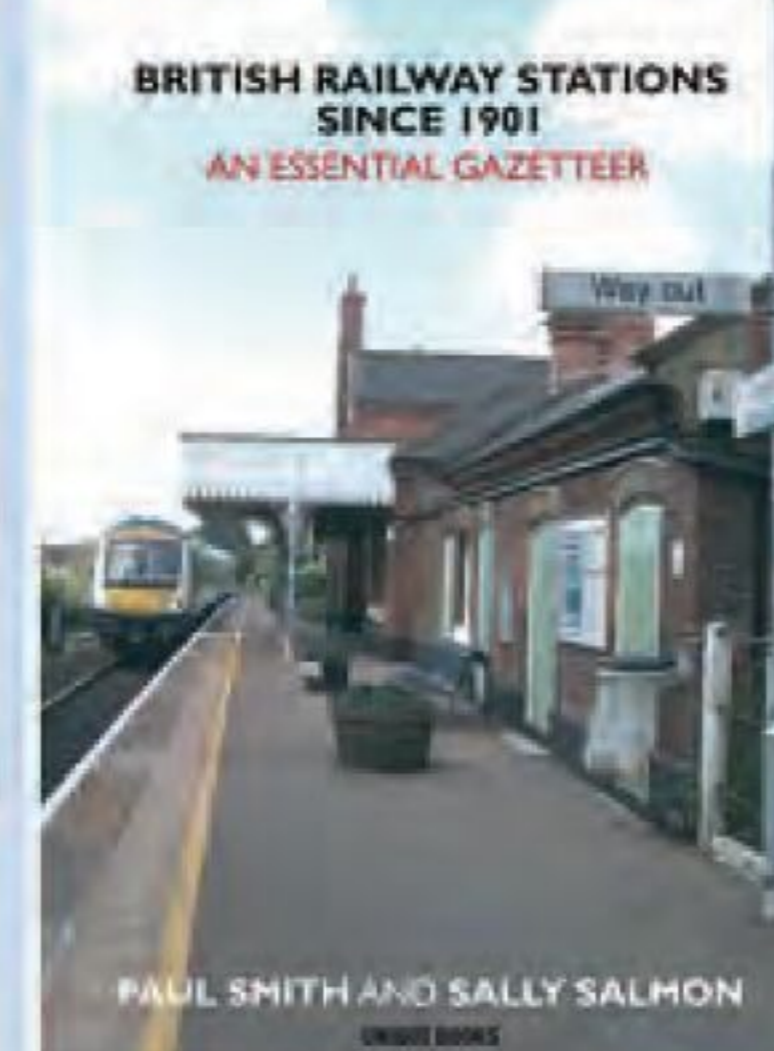
The London 'E/3s' - London's Lost Classic Tram

In the early 1930s the London County Council acquired 150 new tramcars designated Class E/3 - which was the final class of traditional tram that they introduced. Drawing upon the unseen or rare works of many of Britain's foremost tramway

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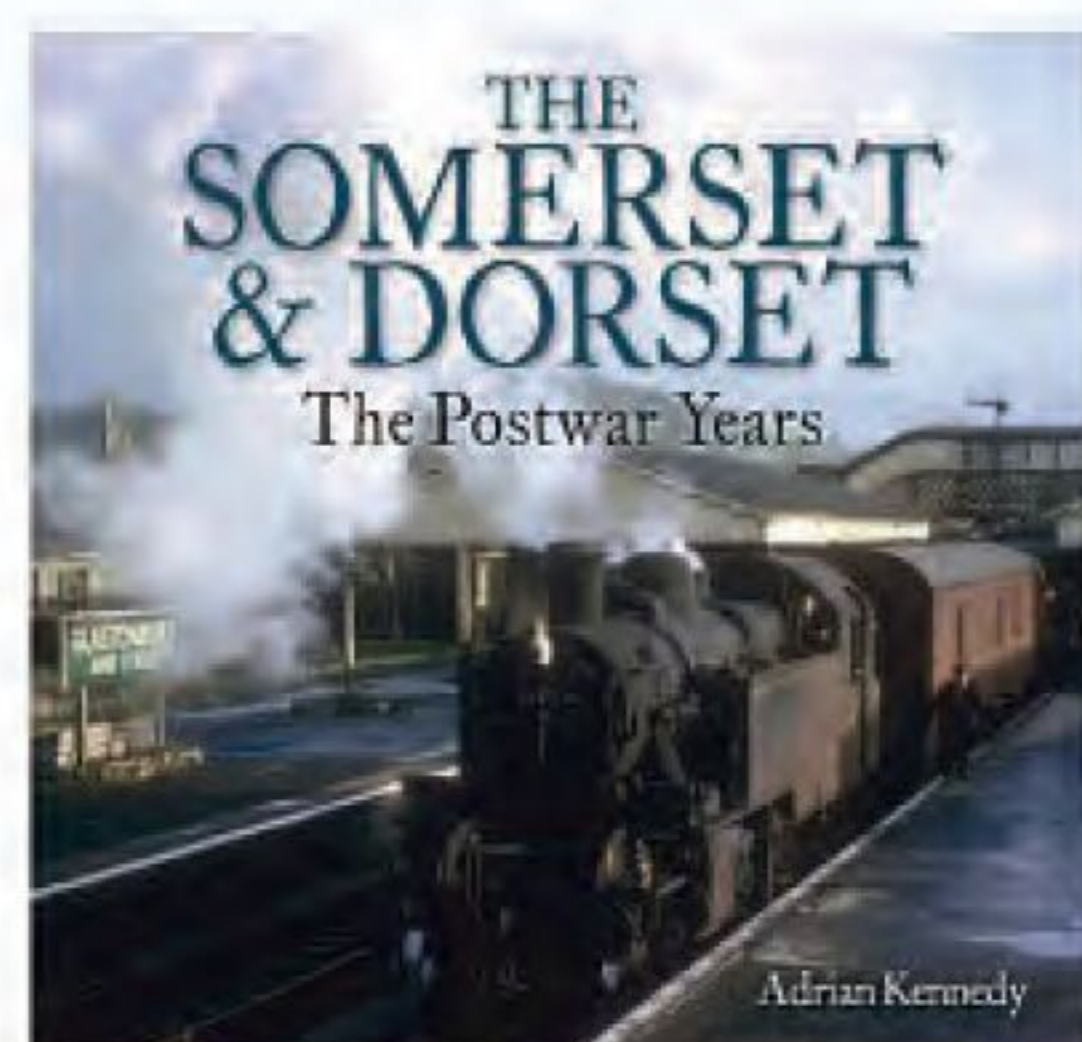
Over 9,000 stations are categorised and colour-coded in this book as closed, open, pre-served, used as tram stops or on London's Underground - whilst its companion examines those stations that were opened during the 19th century but failed to survive into the 20th.



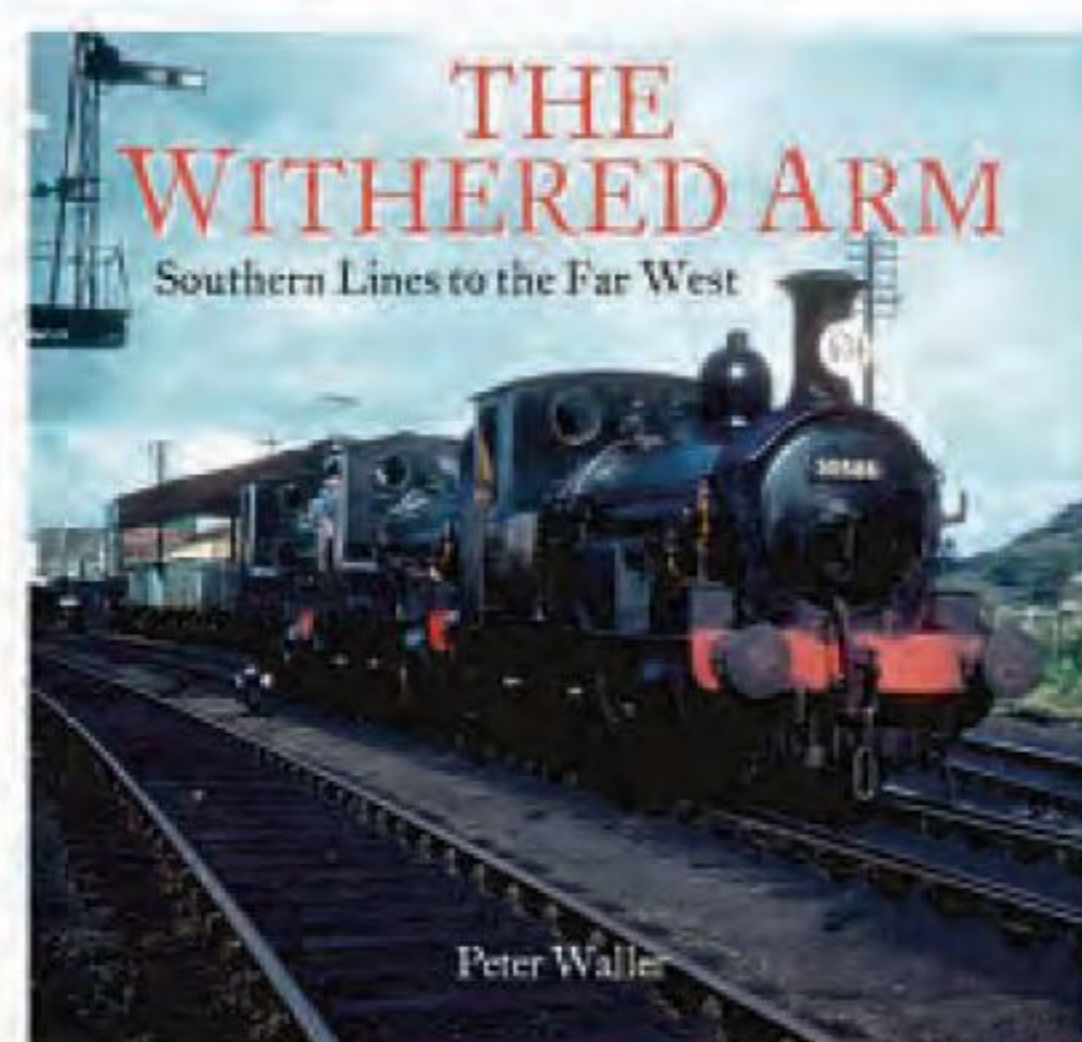
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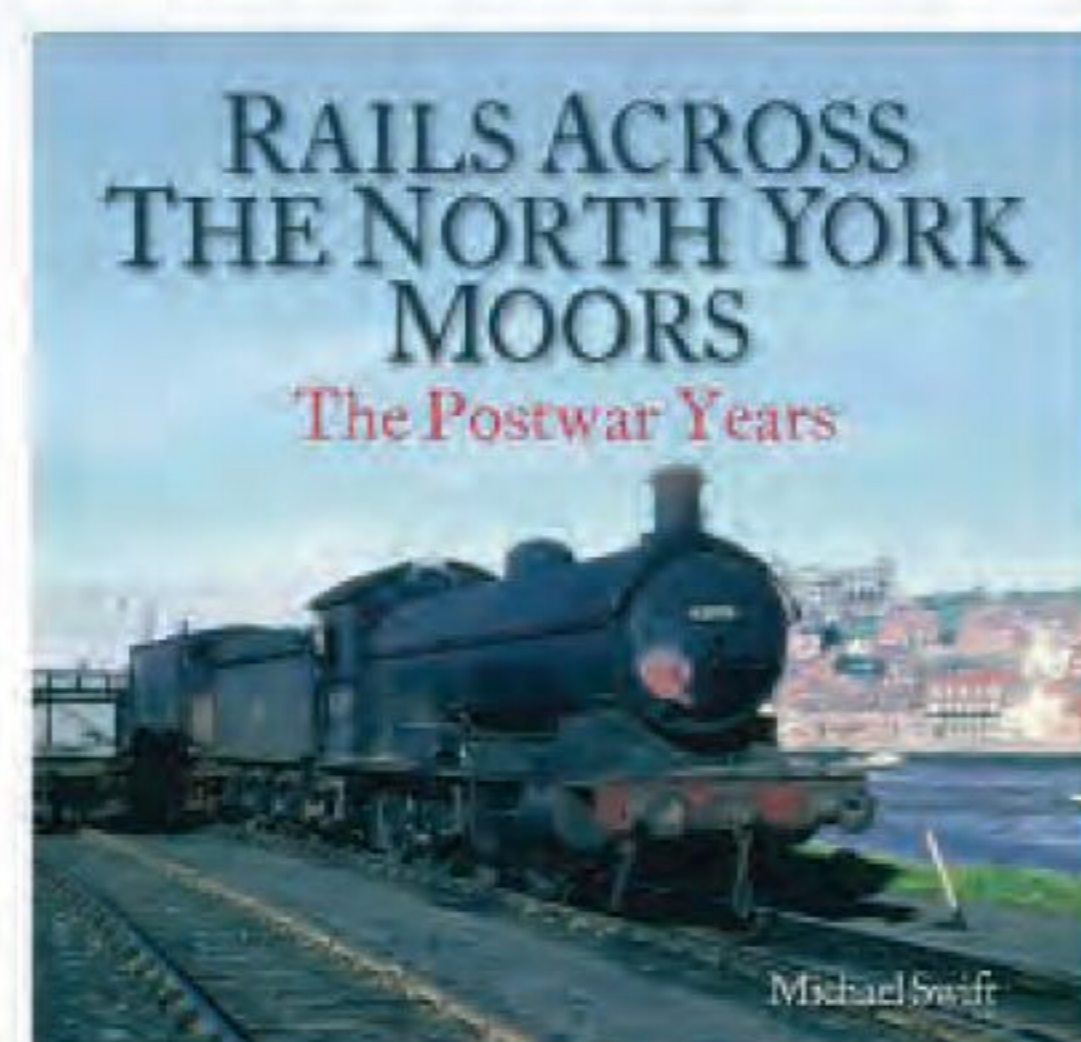
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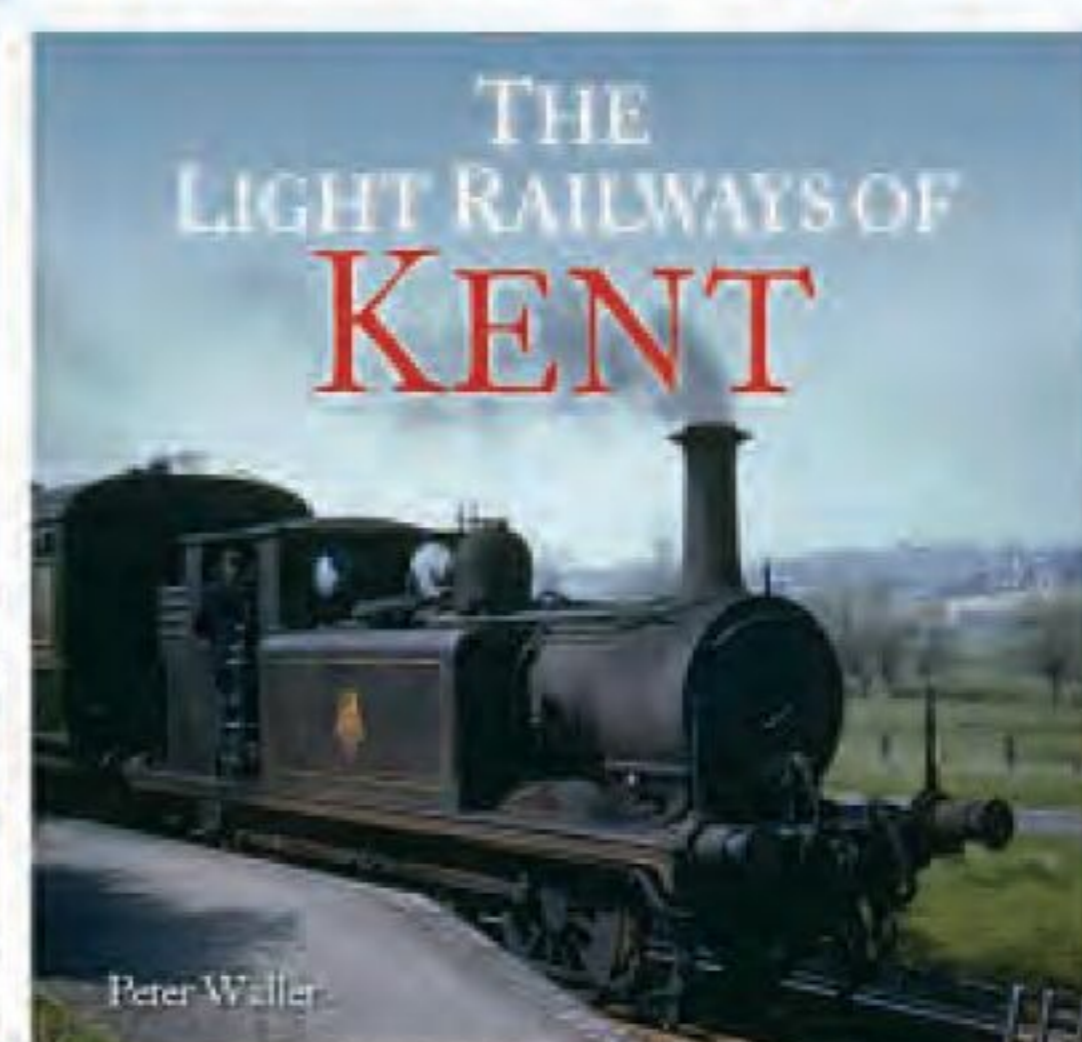
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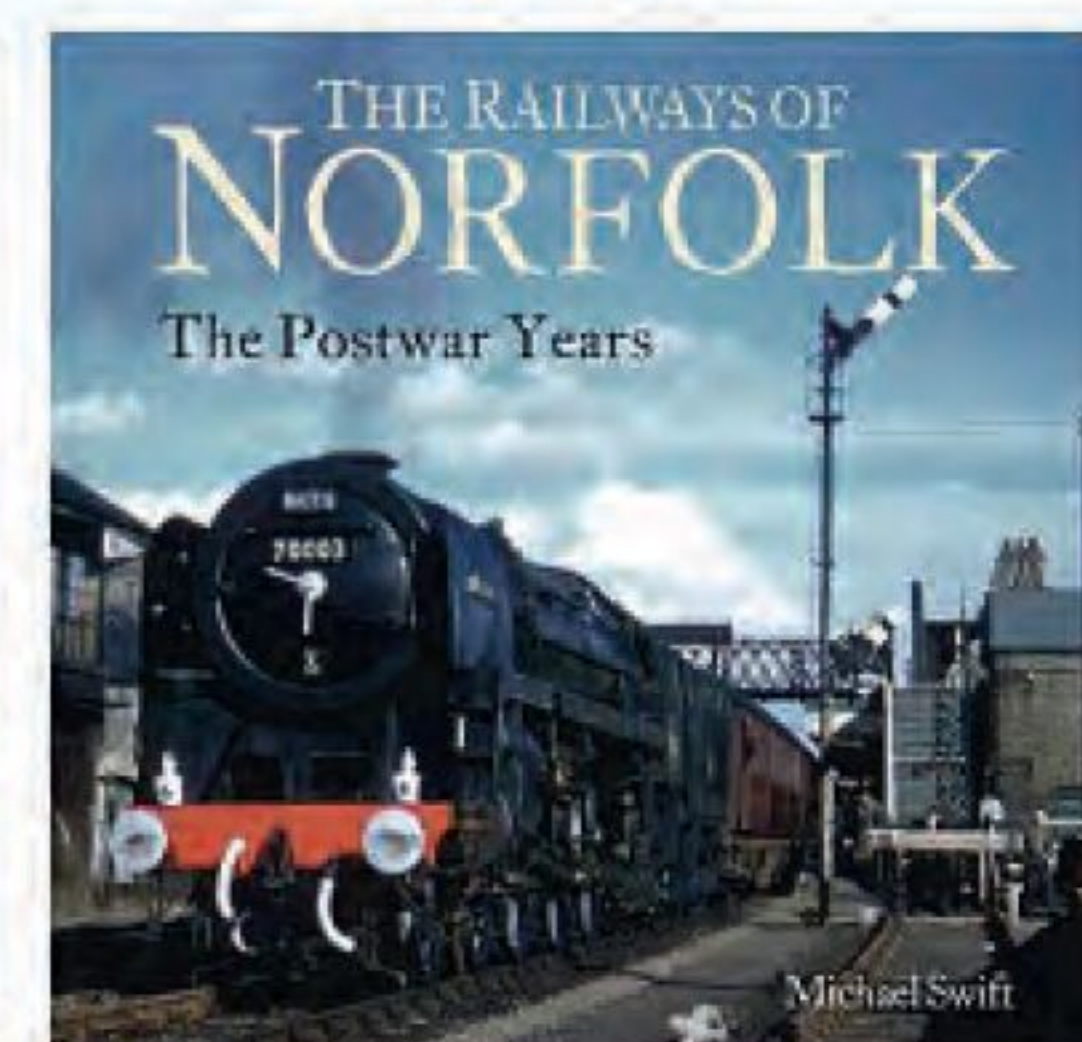
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PANORAMA VIADUCT SPECIAL

A showcase for the best in railway photography



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1
DALES DRONE: In the last embers of light on the viaduct, GBRf's No. 66756 *Royal Corps of Signals* is captured by drone as it makes its way over Batty Moss (Ribblehead) Viaduct on September 16, with 6C00, the 17.15 Clitheroe to Carlisle cement train. STEVE SIENKIEWICZ

2
BLUE FRIDAY: Early morning at the Great Central Railway on October 4, sees No. 7828 *Odney Manor* cross Swithland Viaduct with the 09.00 Loughborough Central to Leicester North as Standard Class 5 No. 73156 heads tender first the other way with a van train. MIKE SPENCER



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1
PENNINE VIEWS: Looking north over Todmorden Viaduct on October 11, up the Calder Valley towards the West Yorkshire river's source in the Cornholme area (which is also the source of another River Calder that flows the opposite way through Lancashire and into the Irish Sea). DMU No. 195009 passes with the 09.12 Leeds to Manchester Victoria. TOM MCATEE

2
BORDER CROSSING: A view of Chirk Aqueduct and Viaduct on October 11, which run parallel to each other over the River Ceiriog and the border between England and Wales. No. 66656 heads south with 6V75, the 09.31 Dee Marsh Reception Sidings to Margam. The loco is the regear'd former No. 66156. EDMUND WEAVER



3
4

3 IRWELL DINER: Rebuilt Hunslet 'Austerity' 0-6-0 No. 2890 crosses Summerseat Viaduct over the River Irwell on September 28, with the 12.30 dining train from Bury to Ramsbottom (East Lancashire Railway). The loco was built in 1943 as an 0-6-0ST, but converted to a tender engine in the 1990s. GEOFF GRIFFITHS.

4 STRENGTHENING WORKS: The embankment of Harringworth Viaduct (on the line from Oakham to Corby) is being strengthened to remove the existing speed restriction. An unidentified EMR Class 810 bi-mode passes heading north on October 10, as the 15.18 St Pancras to Old Dalby test run. JOHN HILLIER

100 YEARS AGO NOVEMBER 1924

Fastest daily run in GWR

ON Monday, September 29, following a late start, all previous records were beaten with the fastest daily run on the GWR, the 3.45pm from Swindon to Paddington. The engine was No. 4000 *North Star* and the journey was completed in 71 minutes, against 75 allowed – an average stop speed of 65.3mph.

Japanese locos in Glasgow

A NUMBER of electric locomotives which were rendered useless owing to the damage they sustained during the earthquake in Japan last year have arrived in Glasgow.

The engines were built in 1922 by the North British Locomotive Co. Ltd. at Hyde Park Works, Springburn, for the Japanese Government, and now the builders have had the work entrusted to them of undoing the damage caused by the eruption.

50 YEARS AGO NOVEMBER 1974

Sixty new freight locos ordered

ORDERS have now been placed by British Railways for 60 Co-Co freight locomotives.

The locomotives, which will be known as Class 56, will have a single 16-cylinder engine of 3520hp built by Ruston Paxman Diesels Limited (a

GEC subsidiary), driving an alternator supplying six DC traction motors through a silicon rectifier.

Electrical equipment will be by Brush Electrical Machines Limited, which will also build 30 of the locomotives, the balance of the order being built by British Rail Engineering Limited at Doncaster. Mechanical parts and assembly of the 30 Brush locomotives will be carried out in Romania because of capacity limitations at its Loughborough works.

As the class is for freight duties only, they will not be fitted with electric or steam heating equipment, but slow-speed control will be fitted for loading and unloading merry-go-round coal trains.

Pickering station authorised

PERMISSION has been given by the Secretary of State for the Environment for trains of the North Yorkshire Moors Historical Railway Trust to use Pickering Station as a terminus, resolving the Trust's long dispute with the former Pickering Urban District Council, which wanted to demolish the station and use the site as a car park. While the argument was on, NYMR trains have had to terminate at a temporary terminus at High Mill, some 400 yards short of the station.

20 YEARS AGO NOVEMBER 2004

Virgin's Red Revolution

WITH all the razzmatazz you would expect from a company with a high-profile chairman such as Sir Richard



Driver Tommy Farr, who started work on the railways in the steam era, celebrates at Manchester Piccadilly on completion of a record run from Euston driving 'Pendolino' No. 390038 the 184 miles from the Capital in under two hours. CHRIS MILNER

Branson, Virgin Trains launched its 125mph tilting 'Pendolino' timetable with marching bands, flag-waving girls and tickertape.

The biggest change to the West Coast timetable for years was launched at Euston station on September 20, by Prime Minister Tony Blair amid airport-style security. Guests had to pass through metal detectors and have their bags X-rayed before they were allowed onto the cordoned-off area of platforms 16-18.

The historic day was also marked in glorious style with the setting of a new record between London and Manchester of 113 mins 52 seconds – an average speed of 97mph. This beat the previous record, set in 1992 by a Class 91 and five vehicles, by a remarkable 13 minutes.

Said a proud Virgin chief executive, Chris Green: "Today, rail has finally broken the two-hour barrier between London

and Manchester. Tomorrow we can start going after the airline competition."

Welsh Highland awarded grant to finish building line

THE Welsh Assembly is to provide a package of grants totalling nearly £5 million to enable completion of the Welsh Highland Railway. The grant comprises a £3.7 million European Regional Development Grant and a £1.3m Assembly transport grant, and amounts to just under half the £10.75m the WHR requires to build the 13-mile Rhyd Ddu-Porthmadog section.

Of the £5.75 million balance, around £500,000 is counted as being the value of volunteer labour, while £4.75 million has been secured from private and commercial sponsors. That leaves just £500,000, for which a public appeal is to be launched shortly.

The RCTS: then and now

THE 2ft 6in Sittingbourne and Kemsley Light Railway made frequent appearances in the pages of both *The Railway Magazine* and *The Railway Observer* in the early years of the preservation movement, but has appeared less frequently in recent years.

It is likely that the Bowaters internal railway system, of which today's Sittingbourne and Kemsley Light Railway is a portion, barely registered on the radar of the enthusiast fraternity until the Sittingbourne Viaduct to Kemsley Down section was gifted to the Locomotive Club of Great Britain (LCGB) in 1969.

This was not the entire length of the railway by any means. Prior to a review of the company's internal transport arrangements in 1965, (which concluded that it would be cheaper to use road transport rather than rail), the line ran from exchange sidings at Sittingbourne main line station to Sittingbourne Mill, over Sittingbourne Viaduct to Kemsley Down (where there was also a mill) and onwards to Ridham Dock.

Passenger services between Sittingbourne Mill and Ridham Dock continued until September 30, 1968. The handover between Bowaters and the LCGB took place on October 4, 1969, although Bowaters continued running goods trains until October 25, 1969. It is key to note that the Sittingbourne and Kemsley Light Railway only held the leasehold of the line. The freehold remained with Bowaters.

Bowaters sold its business in 1986, and production at Sittingbourne Mill ceased in 2007. At this time the mill, together with the land upon which Sittingbourne station and viaduct stood, was owned by Finnish company M-Real. They wanted to sell their land in its entirety for redevelopment. Initial negotiations between the railway and M-Real were unproductive and the railway had to close from December 26, 2008.

The lease held by the railway expired on January 29, 2009. The railway and Swale Borough Council continued to negotiate with M-Real. On March 24, 2009 a joint press release announced



Kerr Stuart 0-4-2ST *Melior* crossing Sittingbourne Viaduct en route from Kemsley Down to Sittingbourne on August 30, 2017. MARK KELLY / RCTS

that an 'interim solution' had been reached that would enable the SKLR to run trains once again and the railway reopened on May 27, 2012.

Sadly, during its period of closure, the railway had been subject to vandalism and arson, in particular at Sittingbourne Viaduct station. These events continued even after reopening. The original mess room was burnt down in 2013 and the ticket office in 2014.

However, since then the railway has gone from strength to strength. It still very much has the atmosphere of an industrial railway, which is helped enormously by the fact that the railway still uses the bogie carriages that were employed on the Bowaters workmen's

trains. Many of the pipes that were alongside the railway, and crossed the railway overhead, have been removed. However, there are still enough remaining to enhance that industrial railway feel.

Alongside that, the SKLR is the only heritage railway in the UK to feature a reinforced concrete viaduct, which is still very much in use. This railway is very much well worth a visit, it is an absolute gem.

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

■ *LAST month's article about observations at Maidenhead was written by Jim Tucker and not Keith Merritt as stated. We apologise for the confusion.*



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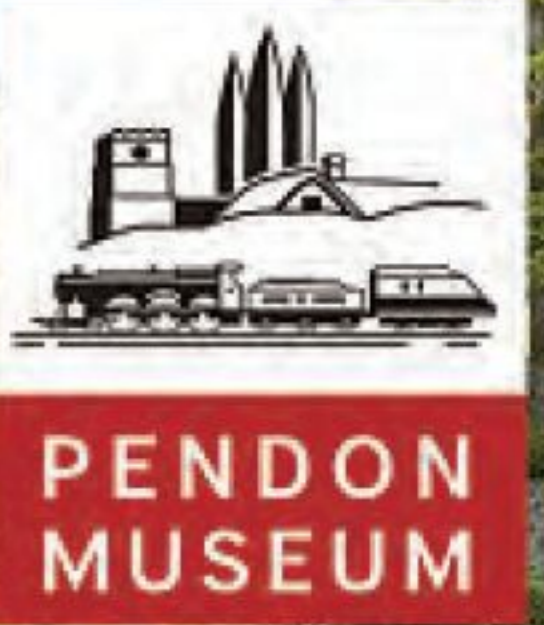
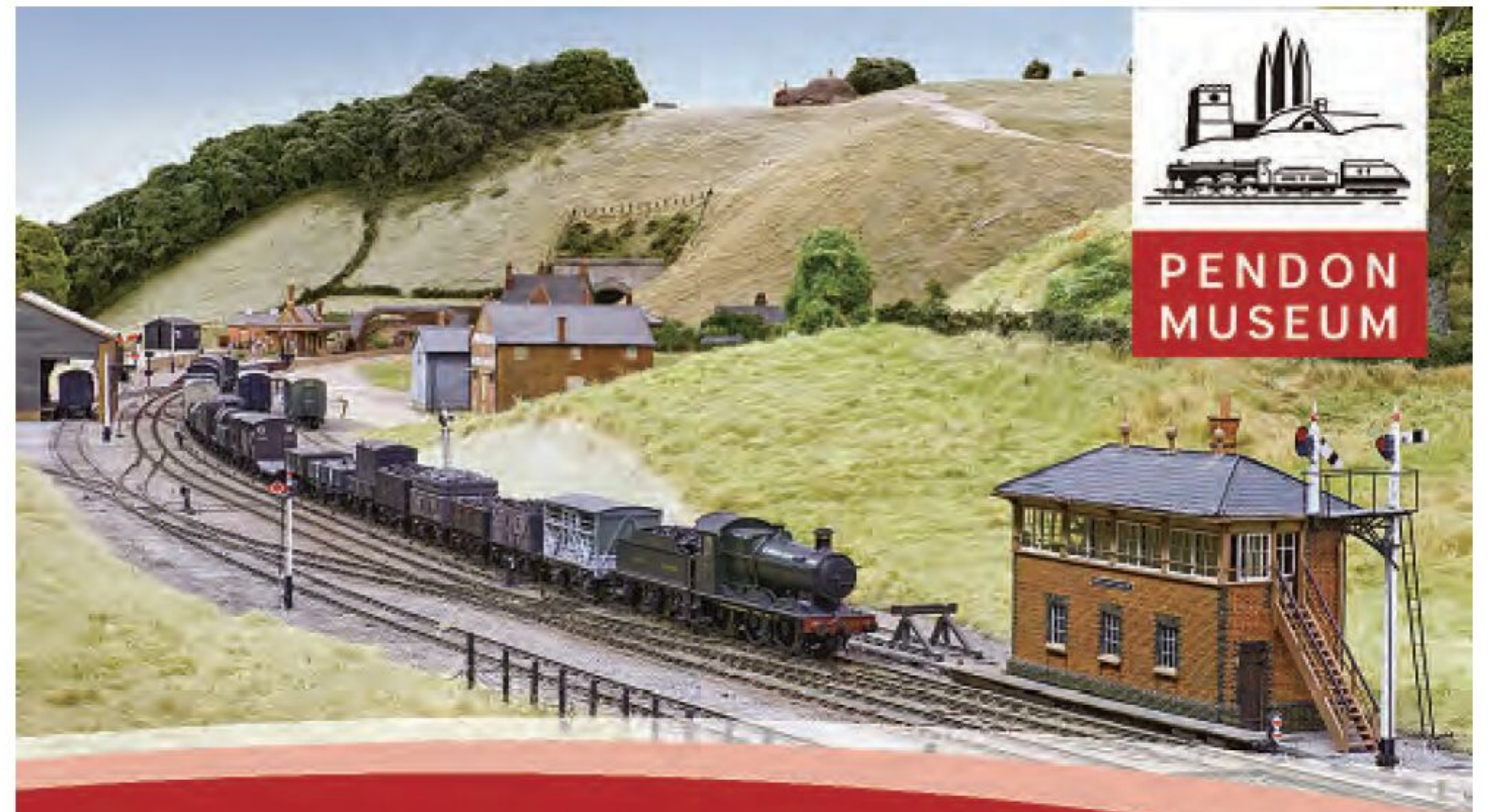
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The Railway Magazine news digest



STEAMY START

Bathed in its own steam, Standard '2MT' No. 78019 makes a spectacular departure from Loughborough Central, Great Central Railway, on October 5, with the 10.00 to Rothley.
GEOFF GRIFFITHS

P62 STEAM P69 INDUSTRIAL P70 NARROW GAUGE P73 MINIATURE P79 HERITAGE TRAMS
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P92 TRACTION & ROLLING STOCK P95 STOCK UPDATE P97 OPERATIONS P105 IRISH P106 WORLD

SIDELINES

Western power changes

GWR Large Prairie No. 5199 steamed at the Battlefield Line for the last time for the foreseeable future on September 29, following the expiry of its boiler certificate. Meanwhile, new-build GWR 'Grange' No. 6880 *Betton Grange* is due to move from the North Norfolk Railway in early November ahead of working the Leicestershire line's Santa Special trains. Following the Santa Specials, it is due to operate on mince pie trains between Christmas and New Year. No. 6880 will then stay at the Battlefield Line into January and take part in the 2025 Winter Warmer steam gala – further details will be announced soon.

'J72' livery agreed

THE result of the North Eastern Locomotive Preservation Group's (NELPG) ballot for the livery to be carried by the 'J72' following completion of its overhaul was overwhelmingly in favour of BR/NER Station Pilot livery. No fewer than 91% of the votes cast were for this livery option. The second most favoured option – as originally preserved Green Livery as No. 69023 *Joem* and lettered 'North Eastern' – receiving a mere 5%. Meanwhile, the overhaul of 'K1' No. 62005 continues to progress at Carnforth. On October 19 it was announced that the boiler had been successfully trial fitted into the frames. Fitting of the tubes is due to commence shortly.

Accessibility feedback

THE Watercress Line recently hosted seven students from Treloar School as part of their 'Let Me In' programme, which focuses on improving accessibility in public spaces. The students, who have direct experience with accessibility challenges, evaluated station access points and facilities – plus the layout of the forthcoming first class accessible dining carriage, which is still in the design phase. Members of carriage workshop team marked out the layout of the proposed dining carriage in masking tape on the floor of their workshop facilities at Ropley. The railway said it is now eager to implement the suggested improvements to both the stations and the carriage design.

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Severn Valley autumn gala steams to success

Passenger numbers up as line welcomes three guest locos for key enthusiast event.

THE Severn Valley Railway's (SVR) September 19-22 Autumn Steam Gala was a picture of success – with increased passenger numbers, a timetable which ran smoothly, and a smart solution to an operational issue.

More than 5500 passengers were carried during the gala, an increase of 6% for the same event last year.

"Once again, this was the SVR at its very best," said SVR managing director Gus Dunster.

"We proved that we'd learnt the lessons from last year's Autumn Steam Gala, which was, in hindsight, rather over-complicated. This time we aspired to put on an ambitious, exciting and achievable event, and it proved highly successful."

Visiting locomotives included Carnforth-based 'Black Five' No. 44932, 'Jubilee' No. 45596 *Bahamas*, Didcot's 'Saint' No. 2999 *Lady of Legend* and Lancashire & Yorkshire Railway 0-6-0ST No. 11456 from the East Lancashire Railway (ELR).

While most of the locos ran well on their rostered turns, the notable exception was No. 11456, which unfortunately failed at Bridgnorth on the Thursday afternoon of the gala, partway through its diagram, due to a blowing piston gland. The fault proved to be more



LMS 'Jubilee' 4-6-0 No. 45596 *Bahamas* approaches Northwood with a Bridgnorth to Kidderminster service on September 22, carrying 'The Devonian' headboard. ROB BATTY

serious than a blowing gland – the components which hold the gland in place had partly come apart and suffered damage.

Delivery

This necessitated some dismantling and then manufacture of replacement components. A joint effort by SVR and ELR personnel, including a 05.00 start on Friday morning, meant that the loco could resume its rostered duties on Friday evening.

The arrangements put in place for gala weekends normally allow a spare

locomotive to be available to provide cover for such unforeseen occurrences. On this occasion, by juggling BR '4MT' No. 75069 and GWR 'Hall' No. 4930 *Hagley Hall*, all services were covered, albeit some of the crews found themselves on locomotives they were not expecting to be on.

"When we had to withdraw our guest saddle tank on the first day, we swiftly mobilised *Hagley Hall* and No. 75069 to cover its allocated services," added Gus. "Then, some exemplary work by our own team and staff from the

ELR, saw No. 11456 repaired and back in service later the following day. An unexpected problem, but some quick thinking and efficient action proved that we know exactly what we're doing.

"Because this is the important thing – the SVR has an unrivalled reputation for its enthusiast events, but with that kudos comes a high level of responsibility. You must be able to deal with issues as and when they inevitably arise. Once again, we did that in spades. My thanks go to everyone involved at all stages of planning and delivering the Autumn Steam Gala. We absolutely got it right!"

The SVR is already preparing for its next full-scale steam enthusiast event, the Spring Steam Gala, with dates confirmed for April 18-21, 2025. While the railway is understandably keeping tight-lipped at this stage, it has hinted at 'some very exciting plans in the pipeline.'

In tribute

On September 28, *Bahamas* hauled the Kidderminster to Bridgnorth leg of the 'Mancunian' railtour. The charter was run in memory of Steve Peach, a dedicated and long-serving member of the Bahamas Locomotive Society, the loco's owning group. The main line legs were worked by 'Black Five' No. 44871.



Lancashire & Yorkshire Railway 0-6-0ST No. 11456, visiting from the East Lancs Railway, prepares to depart Bridgnorth under nightfall on Friday, September 20. ROB BATTY



No. 60163 *Tornado* departs Wansford with a train for Peterborough on Saturday, October 19. Photo taken from a non-public location by an authorised NVR volunteer. ALAN BERRISFORD

North Norfolk refocuses its engineering team

THE North Norfolk Railway is to change the focus of its engineering resources to primarily concentrate on its in-house fleet, with spare capacity allocated to contract work for third parties.

"We have recently evaluated how to best use our engineering resource," said NNR general manager, Graham Hukins.

"We have concluded that the emphasis should be on looking after locomotives and rolling stock that are based here long-term, and then filling spare capacity with outside contracts.

Balance

"Currently, our team's skills are in such demand that we are in danger of restoring other people's engines at the expense of our own. The new focus will not impact current projects, but as contracts work through, the balance between outside work and in-house overhauls will change slightly."

The change was announced as the NNR and its supporting charity, the Midland & Great Northern Joint Railway Society agreed a collaboration that will see key skills being passed to the next generation of engineers.

The railway has engaged two new apprentices to join the team at the line's Weybourne Engineering Works. During their three-year apprenticeship, the young engineers will spend time alongside experienced fitters in the line's boiler shop, machine shop and running shed. Among the projects the pair will work on is the overhaul of Society-owned 'Y14' 0-6-0 No. 564, which was withdrawn from service earlier this year for a statutory boiler overhaul.

Future

To expedite the overhaul, the boiler work will be carried out offsite by contractors while the repairs to the frames and motion will be undertaken by the team at Weybourne.

Mr Hukins added: "Next year marks the NNR's 50th anniversary, and we are taking a long-term view to the challenges faced by heritage railways – with many industries no longer requiring traditional skills, training is key. We are pleased that this collaboration will mean that much of the work on the 'Y14' will be done in-house."

Tornado takes Nene Valley by storm!

PEPPERCORN 'A1' Pacific No. 60163 *Tornado* began its eagerly anticipated visit to the Nene Valley Railway (NVR) on October 15, when the loco moved by road from the Great Central Railway.

As reported last issue, 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. However, this was curtailed by the discovery of a warped firebar. While in itself 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 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 while the engine was cooler.

It has since emerged that resistance was discovered when opening the regulator past 80%, and investigations revealed a repair was required to achieve full travel on the regulator. The repair was carried out at Loughborough utilising a spare regulator and associated small components from Germany.

Tornado fulfilled its booked driving experience courses before hauling public trains

on the NVR on October 19/20 and 26/27. The 4-6-2 drew in the crowds, providing a welcome boost for the NVR, and attracting visitors from far and wide – including a group of enthusiasts from France.

By late October, *The RM* learned that *Tornado* was due to remain at the NVR for the foreseeable future while the A1SLT works towards main line certification. It was expected that the Pacific will use the NVR's Wansford facilities as a base for main line testing.

Cylinders progress on 'Patriot'

FURTHER progress has been made with No. 5551 *The Unknown Warrior* – the rectification work on the outside cylinders having been completed by contractor Riley & Son (E) Ltd. during September.

The new-build LMS 4-6-0 is under construction by the LMS-Patriot Project at Tyseley Locomotive Works (TLW).

The two cylinders with liners fitted and two blanks and four valve liners have now been delivered to TLW to enable the reassembly to continue.

The transfer to Tyseley is an important step for the project as the cylinders have to be refitted to the frames before

essential frame alignment checks can be carried out. All of the cylinder valve work, including design, will now be carried out at Tyseley.

Members of the LMS-Patriot Project visited TLW on September 21, for their Members' Day. A guided tour was arranged and progress of No. 5551 could be seen. Members were also given an update by the project team.

Visit lms-patriot.org.uk for more details of the project (and see also page 15).

One of the outside cylinders is seen following arrival at Tyseley Locomotive Works on September 30. LMS-PATRIOT PROJECT



SIDELINES

Moors makes memories

THE North Yorkshire Moors Railway (NYMR) has collaborated with Pickering Rotary Club to host a series of special excursions for adults from organisations such as Mencap, MS Society, Next Steps and Sight Support. Over three days – October 7, 9 and 11 – around 60 visitors per day enjoyed a memorable experience on the NYMR. Guests travelled from Pickering to Grosmont on board accessible carriages. Upon arrival at Grosmont they were treated to hot drinks in a marquee, with a packed lunch part-funded by Pickering Rotary Club. The day also included small group escorted visits to the public areas around the motive power depot.

Water refills

GREAT Western Society received a grant of £2000 through Didcot Town Council Grant Aid. The grant will help fund a public water refill station to benefit the town and visitors of Didcot Railway Centre – and it will encourage people to refill bottles and reduce plastic usage. The application was supported by Sustainable Didcot, a community action group.

Floral recognition

CAMBRIAN Heritage Railways (CHR) won the Silver Prize for the Oswestry in Bloom 2024 competition for the Town Centre Category. CHR's Weston Wharf station took the Silver Prize in the Industrial Premises Category. The station is located near the Shropshire market town's Maesbury Road industrial estate.

Tender work

WORK has started in earnest on the overhaul of the tender from SR Bulleid Pacific No. 34027 *Taw Valley*, at the Severn Valley Railway. The brake rigging is having new pins made and worn bushes replaced. Some of the steelwork on the tender requires replacement and the decision has been taken to alter the top to make it more like the original 'West Country' class tenders. This will mean a shorter upper section of the coal space, which itself will provide some additional room around the water filler. The locomotive was withdrawn in May 2024 for a valve and piston exam and intermediate overhaul. The work will include necessary boiler work to secure a new 10-year boiler certificate.

'Crab' appeal launched

East Lancs seeks support to return iconic locomotive to the roster.

THE East Lancashire Railway (ELR) has launched a £150,000 appeal to help return LMS 'Crab' locomotive No. 13065 (42765) to steam.

Originally restored to working order in 1993, the loco ran for 10 years until the expiry of its boiler certificate. The Mogul was back on the roster in 2010, but it was withdrawn from service four years later, following failure of one of the boiler flue tubes.

The boiler was removed and sent to a contractor to renew the flue tubes, small tubes, and minor remedial work to return the boiler with a new 10-year certificate. However, during the required inspections and non-destructive testing, the boiler was found to be in far worse condition than anticipated. The

estimated cost to extensively renew areas of the boiler was put at £400,000 at the time. Work did commence on renewal of the boiler barrel sections and the new front tube plate before the project was suspended due to lack of funds.

Support

The ELR suffered significantly during the Covid-19 pandemic, when it was forced to close throughout the lockdown periods of 2020/2021. The pandemic and ongoing world affairs have significantly increased the railway's overall operating costs which has impacted its finances available to support this project.

This appeal is to focus on work on the boiler and frames.

It is currently proposed that the locomotive frames will be moved to contractor CTL Seal in Sheffield for repairs to the rear frame stretchers, attention to axle box horn guides and overhauling the six driving wheel axle boxes with a view to the loco being returned to the ELR as a rolling chassis.

The railway's own engineering staff will then gradually reassemble the brake equipment, refurbish the valve gear and work towards getting the chassis completed ready for the boiler. New valve heads and valve liners are required to ensure longevity for future years.

The boiler is going to be the most expensive item to complete during this overhaul, requiring a new back head, steel side sheets and new throat plate.

The internal copper firebox also needs extensive sections

replacing. A new copper firebox is valued at around £160,000 alone – which does not include fitting.

The ELR is pursuing options for the boiler overhaul to gain best value and longevity.

Boost

Fortunately, the tender is in fairly good condition and will not require any extensive repair work, other than minor attention and fitment of low level water filling points.

The latest fundraising plans were kick-started by the efforts of ELR volunteer Geoff Spencer, who undertook a climb of Great Gable to raise funds for the loco. The ELR Preservation Society has also generously provided the 'Crab' project with a £50,000 grant.

Visit www.justgiving.com/campaign/crab13065 to donate towards the project.

Great Central gala season

JUST weeks after holding its October 3-6 Autumn Steam Gala, the Great Central Railway (GCR) is gearing up for two further enthusiast events ahead of, and after, the festive season.

A highlight of last month's gala was the West Somerset Railway's WR 'Manor' No. 7828 *Odney Manor*, making its debut on the GCR. The 4-6-0 operated alongside resident WR 'Modified Hall' No. 6990 *Witherslack Hall*, Stanier '8F' 2-8-0 No. 48305, BR '5MT' No. 73156, BR '2MT' Nos. 78018/19 – plus Class 20 No. D8001 (20001), and Derby Lightweight single car DMU No. M79900 *Iris*.

On November 16/17, the GCR will hold its Last Hurrah event – the last 'normal' operating weekend before Christmas operations begin. The roster is set to feature Nos. 78018, 78019, 73156 and 6990 – plus *Iris*, together with Class 45 No. D123

(45125) and a Class 37.

Demonstration goods workings are also set to be in action throughout the weekend – including a van train and a tanker train. The intensive timetable features approximately 20 departures a day, providing a wealth of interest for enthusiasts and families alike.

Meanwhile, No. 6880 *Betton Grange* has been announced as the first visiting locomotive for the GCR's January 23-26 Winter Steam Gala 2025. The 'Grange' is expected to be joined by further guest locos, which are set to be announced in the coming weeks.

The event promises to feature a dynamic timetable with an array of passenger and goods trains.

Malcolm Holes, GCR general manager told *The RM*: "The Autumn Steam Gala performed



WR 'Manor' No. 7828 *Odney Manor* pilots WR 'Modified Hall' No. 6990 *Witherslack Hall* at Kinchley Lane on the 16.00 service from Loughborough during the Great Central Railway's Autumn Steam Gala on Friday, October 4. KEVIN WHITEHURST

very well. *Odney Manor* was loved by crews and members of the public alike.

"After a fantastic year of events, it's wonderful to be wrapping up the gala season with The Last Hurrah – a true celebration of steam power. The fact that we

are also able to kick off 2025 by welcoming *Betton Grange* to the railway, is incredibly exciting. We'd like to thank the owning group for agreeing to bring it to Leicestershire."

Visit gcrailway.co.uk for further details.

Duke of Gloucester's main line return edges ever closer

BR Pacific No. 71000 *Duke of Gloucester* is expected to move to the Severn Valley Railway (SVR) for testing in the coming weeks.

The loco's overhaul for main line operation continues to progress at Tyseley Locomotive Works.

At the time of writing, it was planned for the 4-6-2 to move to the SVR by road for initial running in by late November or

early December. By then, the loco is expected to become part of the LSL steam pool. As reported in *RM* March, the Royal Scot Locomotive & General Trust (RSL>) has secured a 10-year partnership with the BR Class 8 Steam Locomotive Trust (BRC8SLT) for the operation of the unique BR Standard Pacific.

No. 71000 will be primarily operated by Locomotive

Services (TOC) Limited (LSTOC), hauling Saphos Trains' raitours interspersed with periods of operation on heritage railways.

Duke of Gloucester is expected to remain on the SVR for about a month and then move by rail to LSL at Crewe. There will then follow two or three loaded test runs – with the loco expected to be hauling mainline trains at the end of the first quarter of 2025.

With No. 71000 celebrating its 70th birthday and it being half-a-century since the locomotive was moved from Barry scrapyard – plus completion of the current overhaul now being in sight – a celebratory drinks tumbler has been produced. It is among branded items which can be ordered from the BRC8SLT online shop at www.theduke.uk.com.

'STREAK' IN SUSSEX

Gresley 'A4' Pacific No. 60007 *Sir Nigel Gresley* was the star attraction at the Bluebell Railway's October 11-13 Giants of Steam Gala. It was an 'all namer' event this year – the other performers being new-build Atlantic No. 32424 *Beachy Head*, SR Bulleid Pacific No. 34056 *Sir Archibald Sinclair*, WR 'Modified Hall' No. 6989 *Wightwick Hall* and BR '5MT' No. 73082 *Camelot*. The 2025 Giants of Steam gala is due to be held on October 10/11. No. 60007 climbs Freshfield Bank on October 11, a beautiful autumn day. JOHN TITLOW



Awards deadline nears: New categories include Station of the Year and Achievement of the Year

THE closing date for entries to the Heritage Railway Association (HRA) Annual Awards 2025 is fast approaching, with competition expected to be stiff.

Online entries for all 12 categories in the long-established awards close on November 8. The awards recognise excellence or innovation in almost every aspect of heritage railway and tramway restoration, preservation and operation.

The Steam Locomotive Award is likely to be one of the hardest fought in 2025 – a year that has seen the completion of an arduous restoration of 'A2' No. 60532 *Blue Peter*; the entry into traffic of new-builds such as London Brighton and South Coast Railway 'Atlantic' No. 32424 *Beachy Head* and GWR 4-6-0 No. 6880 *Betton Grange*; plus restorations like Tallylyn Railway Kerr Stuart No. 4 *Edward Thomas*, and Ribble Steam Railway Borrows 0-4-0WT *The King*.

However, as HRA chief executive, Steve Oates, told *The RM*: "To be in with a chance of winning, you've got to enter!"

"There is no secret to success, no favouritism or bias towards any type of locomotive, project or railway – most of the judging panel are independent too."

Mr Oates added: "Whether

you've transformed a 2ft gauge locomotive or re-created an express passenger locomotive for the mainline – we want to see your entry."

Recent HRA award winners have ranged from the Swanage Railway-based restoration of Victorian 'T3' Class steam locomotive No. 563, and Ffestiniog Railway new-build 'Double Fairlie' *James Spooner*, to the Strathspey Railway's 'Black Five' No. 5025 and Sittingbourne and Kemsley Light Railway 1905-built 0-4-2ST *Premier*.

Recognition

The competition is not solely focused on locomotive restoration, however, with 12 categories celebrating people as well as rolling stock, structures and achievements within heritage rail over the last year.

Two new categories have been created for the 2025 event. Station of the Year will be awarded to the station or halt that best demonstrates excellence in restoration or maintenance, customer service, facilities and attention to detail. Meanwhile, Achievement of the Year will be given to a railway or tramway which has delivered a significant achievement during the last 12-months. The achievement could be (but is not limited to) an event, business success, major

milestone or any combination of these.

The freshly added categories join 10 existing awards that are up for grabs, including titles for restoration of diesel or electric locomotives, and carriages or wagons.

The hotly contested awards for young volunteers and rising stars also return, as do awards

for infrastructure projects and marketing. Arguably the most prestigious award of all, 'Railway of the Year' also returns after being won by Brighton's Volks Electric Railway in 2024.

The 2025 HRA Awards Evening and Dinner for finalists will be held at the Hilton Newcastle Gateshead in February, and will feature

guest speakers and networking opportunities, alongside a meal.

All HRA member organisations are eligible to enter the awards. The online process to enter at www.hra.uk.com is simple and does not take too long.

A judging panel will pore over all of the entries later this year to produce a shortlist.



LITTLE & LARGE: The North Norfolk Railway welcomed in excess of 1750 passengers during its October 5/6 Autumn Showcase gala. Locos in action included Hudswell Clarke 0-6-0ST *Wissington* (1700/1938), '7F' 2-8-0 No. 53809, 'Grange' No. 6880 *Betton Grange* and Dartmouth Steam Railway-based GWR 2-8-0T No. 4277 *Hercules* – along with resident Class 31 D5631 (31207) and Waterman Railway Heritage Trust-owned Class 25 D7659 (25309/25909). *Wissington* and No. 53809 arrive at Weybourne with the Gresley Quad-Art carriages on October 5. STEVE ALLEN/NNR

DIARY

November

2 Isle of Wight Steam Railway: Race the Train
 2 Llangollen: Ride the Rocket
 2-3 Didcot: Steam Days
 3 Whitwell & Reepham Station: Steam Sunday
 5 Great Central: Bonfire & Fireworks Extravaganza
 9-10 East Lancashire: DMU and 125 Gala
 9-10 Ecclesbourne Valley: Wirksworth Model Railway Exhibition
 14 Keighley & Worth Valley: Carol Service Train
 15-17, 22-24, 28-30 Bluebell: Santa's Steam Lights
 15-17, 22-24, 29-30 Embsay: The Polar Express
 15-17, 22-24, 28-30 North Norfolk: Norfolk Lights Express
 16-17, 22-24, 29-30 Epping Ongar: Lights Express
 16-17 Great Central: Last Hurrah Gala
 16-17, 22-24, 29-30 Churnet Valley: The Polar Express
 23-24, 30 Chinnor: Santa Specials
 23-24, 30 East Lancashire: Santa Specials
 23-24, 30 Epping Ongar: Santa Specials
 23-24, 30 Great Central: Santa Express
 23-24, 28-30 Swanage: The Polar Express
 24 Whitwell & Reepham Station: Christmas Craft Fair
 29-30 South Devon: The Polar Express
 29-30 Watercress Line: Steam Illuminations
 30 Battlefield Line: Santa Specials
 30 Bo'ness: Santa Steam Trains
 30 Buckinghamshire Railway Centre: Panto Express
 30 Didcot: Steam Into Christmas
 30 East Somerset: Santa Specials and Santa By Starlight
 30 Kent & East Sussex: Santa Specials
 30 North Yorkshire Moors: Santa Specials
 30 Peak Rail: Santa Specials
 30 Ribble Steam Railway: Santa Specials
 30 Severn Valley: Santa Trains and Bewdley Special Lights Train
 30 Tanfield: Santa Specials

December

1 Aln Valley Railway: Christmas Fair
 1 Whitwell & Reepham Station: Steam Sunday
 1, 7-8, 14-15, 21-22, 24 Battlefield Line: Santa Specials
 1, 4-9, 11-15, 17-23, 27-31 Bluebell: Santa's Steam Lights



WESTERN POWER ON THE SOUTHERN REGION: Swindon & Cricklade Railway-based GWR '56XX' No. 6695 was among the visiting locos operating during the Watercress Line's October 4-6 Autumn Steam Spectacular. The 0-6-2T is seen passing Arleside with the 11.10 from Alresford on October 4. Other performers included Didcot's GWR 2-6-2T No. 4144 and Southern Locomotive Limited's Bulleid Pacific No. 34072 257 Squadron, alongside resident 'Urie S15' 4-6-0 No. 506 and BR '2MT' 2-6-2T No. 41312. Driver experiences were on offer for £20 in Ropley yard using Hunslet 'Austerity' 0-6-0 No. 3781. NICK GILLIAM

1466's boiler warmed up

Didcot autotank overhaul reaches milestone.

THE overhaul of the Great Western Society's (GWS) pioneer locomotive – '14XX' 0-4-2T No. 1466 – reached a key point in late September.

On Saturday, September 28, in the presence of GWS chairman Richard Preston, the first fire was lit in the loco's boiler since 2002 at Williton on the West Somerset Railway, where the rebuild is being carried out under contract.

The September 28, fire was what is termed 'an initial thermal cycle'. While not raising any pressure within the boiler itself, it allowed all the old and new platemwork to expand, contract and relax without any of the normal stresses.

Any possible steam from the boiling water escaped naturally through the open clack valves on top of the boiler.

The laborious task of tapping hundreds of holes and then filling them with side and crown stays around the firebox is now complete – as is the fitting of all the 193 boiler tubes and two large flue tubes.

Unfortunately, one of the flue tubes proved to be unsuitable for use. Thankfully, a replacement was swiftly sourced and the 'bottle ends' threaded and welded on so they could be fitted to the rear tubeplate. The front ends were then expanded into the smokebox tubeplate

and beaded over. The boiler is now complete.

All of the locomotive's steam fittings have now been inspected, overhauled where required, and mostly fitted back onto the boiler.

Progress

The new blower ring casting has been machined and fitted to the petticoat. Both components are ready to be fitted to the underside of the chimney when the time comes.

Meanwhile, the locomotive's axles have passed their UAT (Ultrasonic Axle Testing) inspection. Therefore, when the time comes, No. 1466 can make its way back across Network Rail metals to Didcot Railway Centre. Also, the tanks, cab, bunker and

boiler cladding have received the first coats of top-coat green.

With the list of jobs getting smaller, next on the cards is to sort the hydraulic and steam inspections by insurers BES. Work will continue to progress towards getting the boiler back into its frames and all piped up – ready for its final test.

The loco has a key historical connection with *The RM*. In 1961, four schoolboys wrote to the magazine to drum up support to purchase a '14XX' locomotive and "preserve it in running order." They mused that if there were sufficient support they might also obtain a "pull-and-push" coach. That letter led to the foundation of the GWS and the subsequent establishment of Didcot Railway Centre.

KNOWLE ON TOP FORM

Terrier Trust-owned 0-6-0T No. 2678 *Knowle* is operational following work on the chassis earlier this year. Since then, it has performed well on light duties at the Kent & East Sussex Railway (K&ESR) and the locomotive is due to fulfil a similar role in 2025. *Knowle* is seen at Tenterden Town station in the early evening of Saturday, September 14, as the 'Terrier' shunted two Maunsell carriages to form The Terrier Trust members' AGM special. The loco then hauled the train to Bodiam and back. Visible on the footplate, from left to right, are fireman Matt Hyner and driver Mike Harman. Meanwhile, No. 70 *Poplar* (No. 3 *Bodiam*) remains stored awaiting repairs and the K&ESR is liaising with insurers to return it to action following the serious damage it suffered whilst visiting the Bluebell Railway in July 2022.

PICTURE: TOM WHITE/TTT

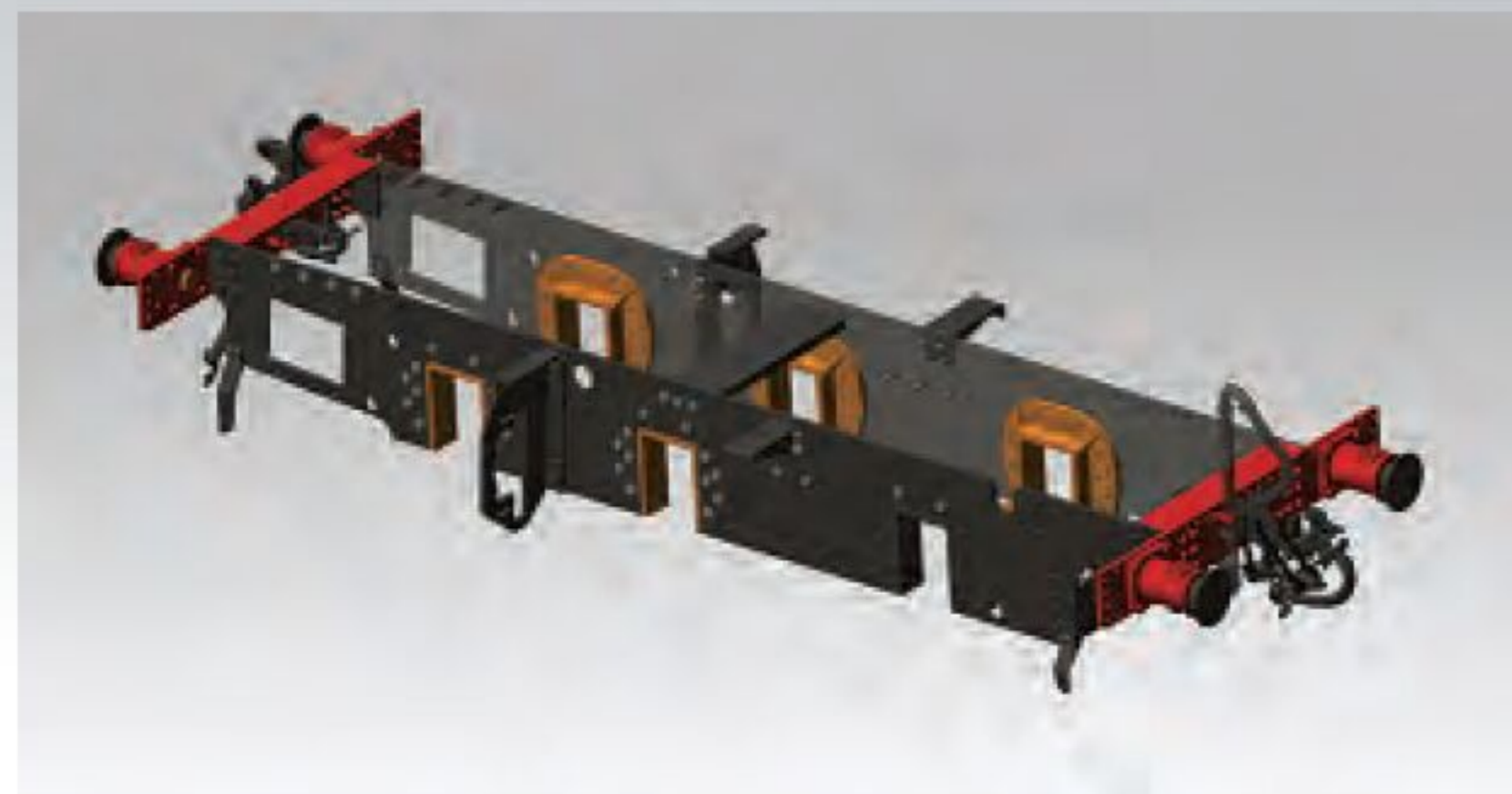


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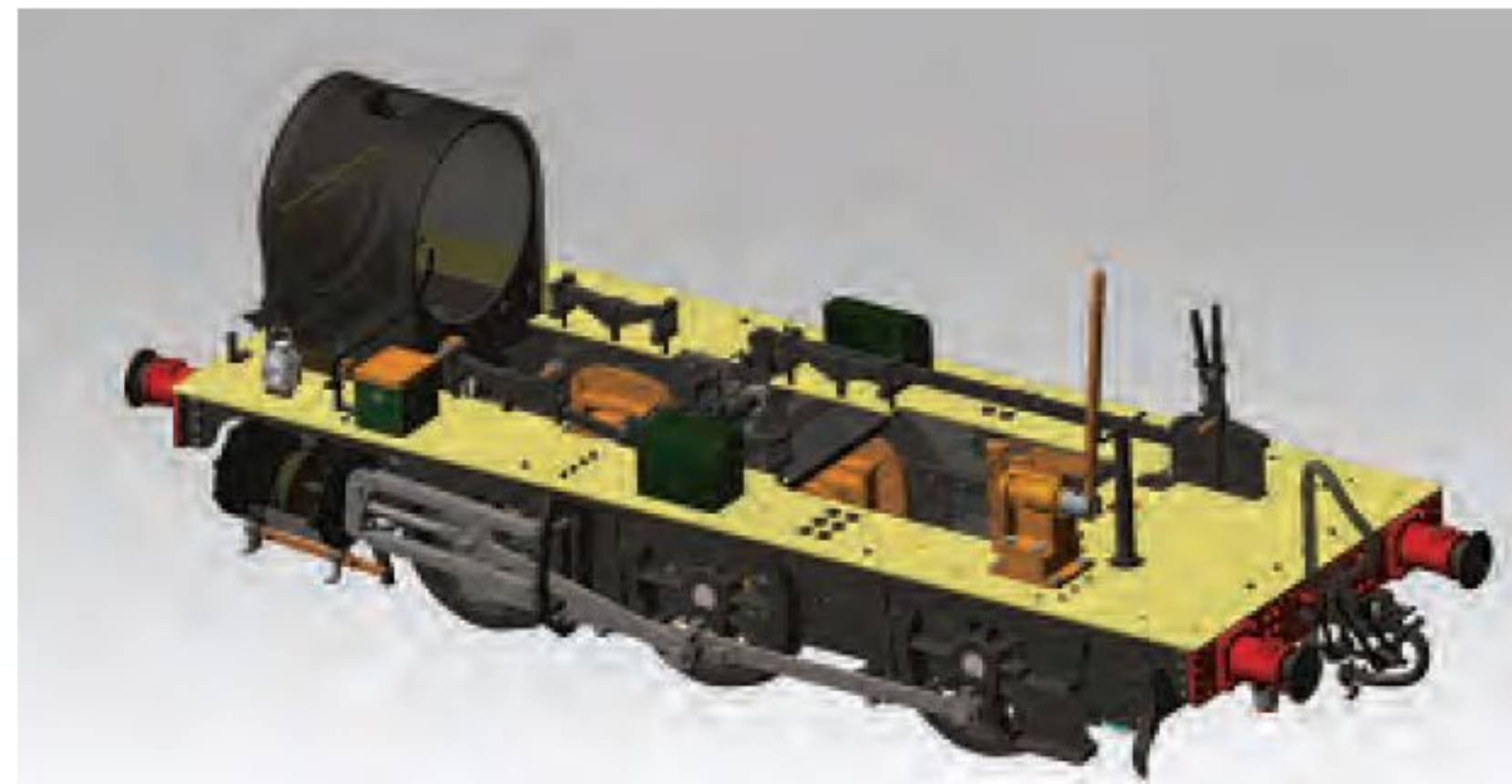
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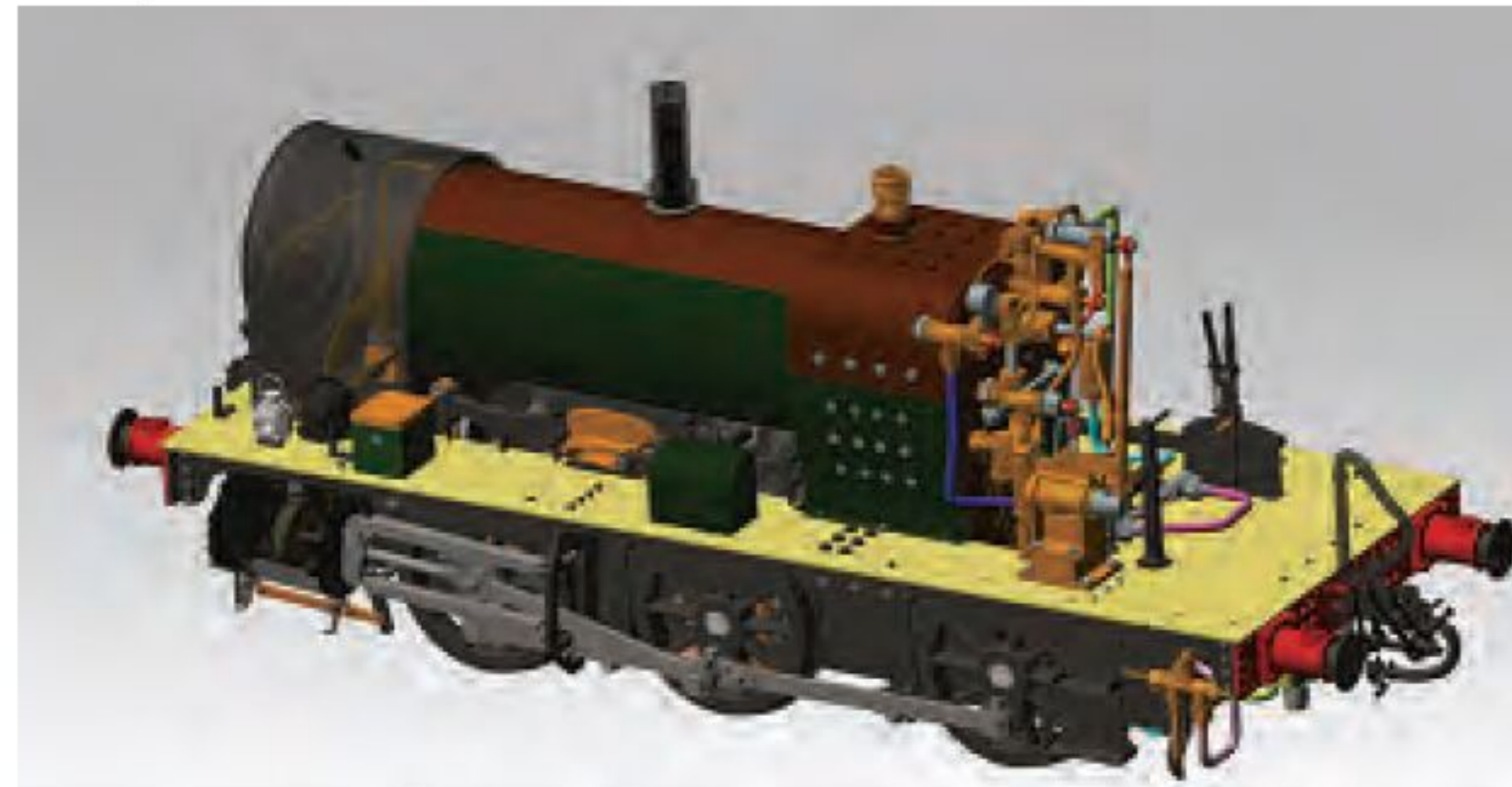
Kit 1 Shown Assembled



Kit 1 & 2 Shown Assembled



Kit 1, 2 & 3 Shown Assembled



Kit 1, 2, 3 & 4 Shown Assembled



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



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

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Coming up with the goods at Bury!

East Lancashire Railway members keep the line's wagon wheels turning.

VOLUNTEERS at the East Lancashire Railway continue to keep the line's demonstration goods train in operation, maintaining and restoring the resident fleet of historic wagons.

A recent focus for members of the Bury Standard 4 Wagon Group has been the restoration of a 12 ton box van. As reported in *RM* December 2023, the bodywork on BR Standard box van No. B780991 was rotten and had to be replaced. Since then the sides have been renewed – but it was subsequently discovered that the framework was twisted.

Fortunately, it was no trouble to replace it with new wood. However, the roof proved to be more difficult. It would not fasten to the roof beams with the frame being twisted – but perseverance paid off. Both ends also needed welding.

The van is now complete and it has been lettered with

the legend 'Return to Radcliffe Central Goods Yard'.

Meanwhile, No. B7580509, another box van, needed roof repairs, which has also been completed.

The next job was the Bury Standard 4 sales shop, which is coach No. M93918, based at Bury Bolton Street station. Volunteers completed the repainting of the West side which was started last year before the weather stopped the work. Members of the team then started on the other side and completed the renovation of the vehicle over the past summer.

Lancashire & Yorkshire Railway (L&Y) tar tank No. 3187 was looking rather tired, so it has received a full repaint. Some of the woodwork has been patched up. This had to be done over the summer as the wagon is stabled outside.

Another historic wagon which has benefited from attention is LNWR four-plank



Some of the ELR's restored wagons were in action for a 3P20 Parcels Group charter on October 22, when they were hauled by BR '9F' No. 92134, visiting from the North Yorkshire Moors Railway. STEVE SIENKIEWICZ

wooden wagon No. 45108. It has received a buffer beam repair and a full repaint.

Brake vans have not been forgotten. GWR Toad van No.

W17448 and SR Queen Mary bogies brake van No. S56283 have also been painted.

The next vehicle planned to receive attention is BR Standard

brake van No. B954762.

It is hoped the van will be moved into the carriage and wagon shed as it will be a big job to bring it up to scratch.

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Preston's pretty in pink!

Barclay loco back in steam in distinctive livery.

THE latest locomotive to return to service on Ribble Steam Railway (RSR) is privately-owned Andrew Barclay 0-4-0ST *JN Derbyshire* (1969/1929).

This 12in-cylinder loco has undergone a thorough overhaul and has been repainted in an interesting pink livery, a version of which it carried whilst previously preserved at Carnforth. The locomotive was in action over the weekend of September 28/29 at the railway's annual steam gala.

A week later, the locomotive was in action at the East Lancashire Railway's October 5/6 Autumn Steam Gala.

Another newcomer in action at the RSR gala was Borrowas 0-4-0WT *The King* (48/1906), fresh from overhaul.

Two of Ribble's regular steam locomotives, Bagnall 0-6-0ST *Courageous*, works number 2680 built in 1942, and Grant Richie 0-4-0ST works number 272 built in 1894, were also in steam, and working trains.

Another attraction was honorary industrial locomotive, Furness Railway 0-4-0 No. 20 which had originally been built by Sharp Stuart in 1863 as works number 1448. It was then sold into industry and rebuilt as an 0-4-0ST in 1870 by the Barrow Haematite Steel Company for



Barclay 0-4-0ST *JN Derbyshire* leads Borrowas 0-4-0WT *The King* with the 1500 from Riversway over Preston Marina Bridge, Ribble Steam Railway, on September 21. PHIL STEER

use at their steelworks, enjoying a long career there before being preserved. It was later acquired by the Furness Railway Trust and rebuilt back into its current form.

In the works

A number of projects are also progressing nicely in the workshops and museum. Peckett W6-S class 0-4-0ST *Hornet* (1935/1937) is nearing the end of a comprehensive overhaul in the workshops. The boiler has recently been placed

back into the frames and is now in the final process of being fitted and lagged. The owner is going to construct levers to allow both firehole doors to be opened at the same time, which helps prevent cold air from entering the firebox, affecting boiler pressure issues. Many Peckett locomotives had an arrangement whereby each door required them being opened separately, increasing time taken for firing and allowing cold air into the firebox,

which also can affect the tubes, causing them to leak water from the firebox tubeplate.

Peckett W7 0-4-0ST works number 2003 built in 1941 has recently lost its nameplates. It had been named *John Blenkinsop* whilst at Middleton Railway but as it previously worked at British Nuclear Fuels Limited at Salwick nearby, it was agreed the nameplates would be surplus and they have been returned to the Middleton Railway for reuse there.

'Austerity' progress

VOLUNTEERS of the North Tyneside Steam Railway Association are continuing the restoration of Hunslet 'Austerity' 0-6-0ST No. 69 (3785/1953).

Work is currently concentrated on the inside frames, which are slowly being needle gunned, primed and painted red.

Work is being undertaken from back to front, with the next area attended to being around the steam brake cylinder.

The locomotive formerly operated at South Hetton Colliery, Durham.

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Smaller locos to help power the Forest

THE Dean Forest Railway's pioneer steam locomotive, Peckett 0-4-0ST *Uskmouth No. 1* (2147/1952) is to rejoin the roster imminently following the completion of its overhaul.

The locomotive has been out of service for many years and has received a comprehensive renovation, including boiler work. At the time of writing, the loco was undergoing final fitting work and then testing, before being released to traffic.

The progress on *Uskmouth No. 1* has benefited a somewhat forgotten locomotive, Andrew Barclay 0-4-0ST *Devonport Dockyard No. 19* (2221/1946). Withdrawn from dockyard service in 1966, the loco went to the now defunct Dowty Railway Preservation Society at Ashchurch in 1968, before relocating to the

Gloucestershire Warwickshire Steam Railway. It moved to Dean Forest Railway in 1988, where it operated prior to being laid up.

On Thursday, September 26, the locomotive's long wait for overhaul ended when just after lunchtime, it was moved from its resting place of the last 30 years.

The frames were rotated through 180 degrees and placed onto an RRV (Road Rail Vehicle) trailer before being shunted inside the workshop and craned into the position previously occupied by *Uskmouth No. 1* ready for the overhaul to proceed. This is of course dependent on funds and volunteer labour being available, but the society is hopeful that work can now proceed on this little engine.



CONTRASTING TRACTION: Two Bagnall products are seen at Foxfield on September 15. Bagnall 3207 on the left was one of the last two locomotives built at the manufacturer's Stafford works, while on the right is recently overhauled *Hawarden*, works number 263, built in 1940 for Shelton Iron and Steel works. With the diesel having just been overhauled and repainted, the opportunity was taken to photograph the two contrasting Bagnall products together. BOB GIBBENS

SINGLE LINES

■ THE Ffestiniog Railway's George England 0-4-0STT *Welsh Pony*, withdrawn from traffic last year when movement of a crank pin was noticed, is now in the works at Boston Lodge. The wheelsets were removed and the reason why the crank pin was loose was soon identified as being due to a crack in the driving wheel. A pattern for a new wheel has been made and two new wheels are to be cast in the Trefoil Steel foundry in Sheffield.

■ THE overhaul of Welshpool & Llanfair Light Railway's (W&LLR) Andrew Barclay 0-4-0T 2207/1946 *Dougal* at the Sittingbourne and Kemsley Light Railway (SKLR) is progressing with the loco stripped down and the boiler lifted. The work is being undertaken by W&LLR and SKLR volunteers. *Dougal* last ran at W&LLR in 2013 and was last steamed (at reduced pressure) during a winter 2018/2019 visit to Taiwan. It arrived at SKLR on a four-year loan in April this year.

■ GLYN Valley Tramway Trust volunteers have completely removed the original foundations of the booking office at Chirk station, to enable preparation of foundations which will comply with modern building control regulations for a new building. The new structure will be externally identical to the long-demolished original but will meet current thermal insulation standards.

■ DUE to heavy rain in southern England, the planned Alan Keef Ltd Open Day on September 28 had to be cancelled during the week prior to the event, due to the planned car parking field being unusable. Alternative parking was investigated but a viable solution could not be identified.

■ FOLLOWING the cessation of the Sittingbourne & Kemsley Light Railway's normal season services, the old wooden platform at Sittingbourne Viaduct station was removed preparatory to construction of a new platform which should be completed by December.

■ THE Ffestiniog Railway will hold a June 20-22 event next year, to commemorate the 70th anniversary of the first trains to run across the Cob in 1955, at the beginning of the line's preservation era.

Superpower and heritage showcased in North Wales

Four Garratts and an NG15 in action at Welsh Highland gala.

THE Ffestiniog & Welsh Highland Railway's (Ff&WHR) September 14/15 Superpower weekend presented an impressive array of big narrow gauge motive power, including four Garratts and Funkey-built Bo-Bo diesels *Castell Caernarfon* and *Vale of Ffestiniog* working trains on the Welsh Highland main line.

The star of the show was the first public appearance in steam of ex-South African Railways Société Anglo-Franco-Belge (works No. 2684) NG15 'Kalahari' 2-8-2 No. 134. As reported last month, the 'Kalahari' moved for the first time in over 30 years, and the first time in Britain, under its own steam on September 11, following a

long, and costly restoration by Cymdeithas Rheilffordd Eryri/Welsh Highland Railway Society, led for the last three years by Adrian Strachan.

During the Superpower weekend the NG15 steamed gently back and forth along the bay platform road at Dinas, providing footplate rides for visitors.

Vying for top billing was 0-4-0+0-4-0 Garratt K1 which returned to North Wales for the event. K1 is a Ff&WHR locomotive currently based at Statfold Barn Railway where it was returned to steam in 2020 but visits the WHR for special events.

Also in action through the



Sun was in limited supply for the Superpower weekend, but was shining on this September 14 departure from Dinas of 0-4-0+0-4-0 Garratt K1 hauling a mixed freight and passenger train to Rhyd Ddu. CLIFF THOMAS

weekend were Garratt NG/G16s Nos. 87, 130 and 143. The event primarily focussed on the Caernarfon – Rhyd

Ddu section centred on Dinas, with workings through to Porthmadog being limited to NG/G16-hauled service trains.

Palmerston visits Exmoor for L&BR gala

THE Lynton & Barnstaple Railway's (L&BR) September 28.29 Autumn Gala featured the Ffestiniog Railway's George

England 0-4-0STT *Palmerston* as the guest locomotive. It joined L&BR residents, newly overhauled ex-Tonga Sugar

Co. Bagnall 4-4-0T 2819/1946 *Sir George Newnes*, re-created Baldwin 2-4-2T *Lyn* and 0-6-0T *Axe*.

RIGHT: Following its appearance at the Vale of Rheidol Railway's August 24-26 Steam Festival after overhaul, the Ffestiniog Railway's George England 0-4-0STT *Palmerston* travelled to Devon to appear in the Lynton & Barnstaple Railway's September 28/29 Autumn Gala. It is pictured approaching Woody Bay station on September 28.

THOMAS MILLS



Re-created Baldwin 2-4-2T *Lyn* leads Bagnall 4-4-0T *Sir George Newnes* up the climb toward Woody Bay station on September 28, during the Lynton & Barnstaple Railway's Autumn Gala. THOMAS MILLS

Wagon roundabout for trio of Welsh 2ft 3in gauge lines

THE Corris Railway (CR) is buying three ballast wagons from the Talylyn Railway with the intention of utilising the vehicles when track laying commences on its long-planned Southern Extension.

With limited siding space at Maespoeth Junction, to clear room for the new arrivals the CR is donating three Hudson wagons to the Glyn Valley Tramway Trust which is developing a line from the old Glyn Valley Tramway's Chirk station. These transfers are facilitated by the three railways involved all being 2ft 3in gauge.

Meanwhile, the CR's wagon restoration team is working on merging the usable parts of a quartet of wagons which have been in storage, with a view to producing one, or possibly two, usable vehicles for the future. Also, a side door wagon from the Aberllefenni slate quarry has been sent to the Rheidol for riveting.

Ffestiniog Railway heritage fleet showcased for Bygones Weekend

THE Ffestiniog Railway's (FR) October 4-6 Bygones Weekend presented a range of locomotives while showcasing the FR's heritage vehicles.

The locos in action were England 0-4-0STT *Palmerston* (back at the FR following appearances at the Vale of Rheidol and Lynton & Barnstaple Railways), Hunslet 2-4-0STT *Linda*, Double Fairlies *James Spooner*, *Merddin Emrys* and *David Lloyd George*, new-build Manning Wardle 2-6-2T *Lyd* and a Hunslet 0-4-0ST – *Hugh Napier* on the Friday, *Felinheli* (Saturday) and *Britomart* (Sunday). In addition, 0-4-0+0-4-0 Garratt K1 worked over Welsh Highland Railway metals between Harbour and Rhyd Ddu.

Two freight trains were

in operation, one featuring the newly completed replica 'carriage truck' carrying a two-wheel trap. The original truck built in 1884 was too small to carry a (road) carriage and is believed to have been used to carry a trap along the line for either the Oakley family or Charles Easton Spooner. Also in action was a gravity slate train and 'Spooner's Boat'.

Another highlight was the debut of the replica van No. 1, the 'Curly Roof Van', in a revised livery of heritage Purple Brown and Ivory upper panels (as carried by Carriage Nos. 2, 5, 15 and 18) complete with hand lining, gold paint and lettering on top of the base colours. This is understood to be the scheme applied to the original when it first entered service.



The sun early on October 4 gave way to grey cloud cover in the late afternoon, as England 0-4-0STT *Palmerston* and Double Fairlie *James Spooner* pulled a train of heritage carriages away from Harbour station. The last vehicle is the 'Curly Roof Van' now with white panels above the waist line. On the other side of the platform is 0-4-0+0-4-0 Garratt K1. CLIFF THOMAS

SINGLE LINES

■ GUEST locos for the Romney, Hythe and Dymchurch Railway's (RH&DR) October 26-27 Autumn Gala were announced as Exmoor 0-6-2T *Anne*, 'Baldwin' 0-4-0 tender loco *Soony* (Perrygrove Railway) and Exmoor 0-4-0TT *St. Egwin* (The Valley Railway Adventure). Perrygrove locos have never previously visited the RH&DR.

■ HAVING missed much of this main season's operations, Welsh Highland Heritage Railway's Hunslet 2-6-2T *Russell* returned to operation in mid-September following fitting of a new connecting rod.

■ HAYLING Light Railway's 0-4-0DH (AK23/1988) *Jack* was sent to its builder, Alan Keef Ltd, in late September for an overhaul which will include fitting a new engine and repainting.

Narrow gauge contribution to First World War effort marked in Lincolnshire

THE Lincolnshire Coast Light Railway (LCLR) held its first event wholly dedicated to its First World War era stock on September 21.

A diesel-hauled passenger

train alternated with a variety of First World War trains with stock including Class P rations wagons, Class D all-purpose bogie wagons (which originally carried troops, munitions,

stretchers, etc.) and the railway's unique surviving First World War Ambulance van. The atmosphere of the event was enhanced by members of the Hull Rifles, a First World War living history group.



The highlight of the LCLR's September 21 Narrow Gauge to the Front day was a double-headed train hauled by First World War era bow-framed Simplex *Nocton* and Second World War era Simplex No. 6. The stock comprised three First World War D wagons and the sole surviving First World War ambulance van. DAVID ENEFER/LCLR

Gowrie new-build locomotive project reaches halfway stage

THE assembled bunker for new-build Hunslet 0-6-4T Single-Fairlie *Gowrie*, being built by The Gowrie Locomotive Trust, was delivered to the 'Workshop X' construction base at the beginning of September.

Completion of the bunker, now temporarily sitting on the loco's main frames, is a major step forward for the project, which the trust views as having now reached the halfway stage.

This description also matches the funding position where

£250,000 has so far been raised towards the estimated £500,000 required to complete the build.

The bunker delivery also included the grit-blasted and primed plates for the front, back and sides of the cab in 'flat pack' form.

Prior to arrival at 'Workshop X' these cab components (together with the bunker and side tanks) had been trial assembled with nuts and bolts at another site to check they fitted together correctly.



ON SHOW AT STATFOLD: Partially restored Hunslet-built (Kerr, Stuart design) 'Tamar' class 0-4-2T 3756/1952 was pictured on display in the Roundhouse Museum at the Statfold Barn Railway on September 14. Having returned to Britain in March 2017, restoration of the 600mm gauge ex-Cameroon Development Corporation loco commenced in mid-2019, when the frames and wheels went to 'Workshop X' where the volunteer team undertook restoration of the chassis, which was returned to Statfold at the beginning of 2021. The boiler was renovated at Statfold and went back into the frames earlier this year (*RM*, June) and work commenced on the cab. With the loco displayed in the Roundhouse rather than being in the workshop, it appears that progress is presently paused.

PETER JOHNSON

Baldwin '590' clocks up running-in miles

IN early October it was reported that the Welsh Highland Heritage Railway's (WHHR) ex-WDLR Baldwin 10-12-D No. 794 (BLW44699/1917), restored 'as' WHR No. 590, had been undergoing commissioning trials at the Vale of Rheidol Railway (VoR) following further work. The loco was said to have clocked up some 250 miles light engine and under load "without incident."

The Baldwin was launched into WHHR service in May 2023, following completion of its restoration by VoR, but 'technical issues' relating to lubrication arose, and it returned to Aberystwyth earlier this year. WHHR hoped the loco would resume operation in the near future.

A tender for replica Mountaineer

1863 Mountaineer Locomotive Ltd is progressing construction of the tender for replica Ffestiniog Railway George England 0-4-0T+T *Mountaineer* which is being built by Northern Heritage Engineering Ltd.

A new tender axle box pattern (based on the early Ffestiniog wooden slate wagon type) has been made to replace the disintegrated original, and Peak Pattern of Sheffield has cast four steel tender wheels and axle boxes. The design of the tender frame is also being finalised and will be sent to Ffestiniog Railway's Boston Lodge for acceptance.

Progress on the locomotive includes casting two cylinder covers and two bronze rear glands, and production of the four eccentric rods.

DIARY

NOVEMBER

Until 30 Perrygrove: Kids Free November

9, 16, 23, 30 Little Braxted Railway: Saturday running (weather permitting)

9-10, 16-17 Whistlestop Valley Railway: Winter Adventure

17 Crowle Peatland Railway: Sunday Brunch

17-18 Hampton Kempton Waterworks: Weekend Steam

23-24, 30 Ravenglass & Eskdale: Santa Express

23-24, 30 Romney Hythe and Dymchurch Railway: Santa Specials

23-24, 29-30 Statfold: Magical Santa Express

23-24 Whistlestop Valley Railway: Santa Paws

30 Amerton: Santa Specials

30 Whistlestop Valley Railway: Santa Express

30 Whistlestop Valley Railway: Santa Express

30 Whistlestop Valley Railway: Santa Express

DECEMBER

1, 6-8, 13-15, 17-23 Statfold: Magical Santa Express

1, 7-8, 14-15, 21-22, 24

Amerton: Santa Specials

1, 4, 7-8, 11, 14-15, 18-24

Leighton Buzzard: Santa's Steam Specials

1, 7-8, 13-15, 20-23

Ravenglass & Eskdale: Santa Express

1, 7-8, 14-15, 21-24 Romney Hythe and Dymchurch: Santa Specials

7-8 Corris: Santa Specials

7-8 Bala Lake Railway: Santa Specials

7-8, 14-15 Bredgar & Wormshill: Santa Specials

7-8, 14-15 Crowle Peatland Railway: Christmas at the Old Peatworks

7-8, 14-15, 21-22 Ffestiniog/Welsh Highland Railways: Santa Specials

7-8, 14-16, 21-23

Sittingbourne & Kemsley: Santa Specials

7, 14-15, 21-22, 24

Cleethorpes Coast Light Railway: Santa Specials

7-23 Welshpool & Llanfair: Santa Specials (various dates)

7, 14, 21, 28 Little Braxted: Saturday running (weather permitting)

8, 12-15, 19-24 Perrygrove: Christmas Story Trains and Down The Chimney Shows

8, 14-15, 21-22 West Lancashire: Santa Steam Specials

14-15, 21-22 Apedale: Santa Specials

14-15 Welsh Highland Heritage: Santa Specials

14-15, 21-22 Groudle Glen: Santa Trains

14-15, 21-22 Hampton Kempton Waterworks: Santa Specials

14-15, 18-24 Lynton & Barnstaple: Santa Specials

21 Talylynn: Carol Train and Santa Specials (until 24)

26 Groudle Glen: Mince Pie Trains

Chaloner is back in action!

Varied roster showcases Leighton Buzzard fleet during gala weekend.

THE Leighton Buzzard Railway's (LBR) September 28/29 Autumn Steam Gala featured a couple of highlights amid the usual formula of all serviceable steam locomotives being worked into an intensive timetable.

De Winton 0-4-0VBT *Chaloner* (privately owned by the Fisher family), which was withdrawn in 2020 for a major overhaul, returned to full service working a special passenger service tagged 'The Leodon Flyer' between Page's Park and Leodon Loop. This was the first time in decades *Chaloner* had worked a passenger service solo at the LBR.

The 1877-built loco was originally built for the Pen-y-Bryn slate quarry, Nantlle in

North Wales, and later came into the ownership of the nearby Pen-yr-Orsedd slate quarry.

Chaloner now carries a green livery which is thought to reflect its as-built appearance.

Intensive Industrial Train Demonstrations were operated by a selection of LBR's heritage diesel locomotives.

Another highlight was operation of National Railway Museum-owned 40hp petrol 'protected' Simplex WDLR No. 3098 (now back at LBR, RM October) in company with The Greensand Railway Museum Trust's (GRMT) 40hp petrol 'armoured' Simplex LR2182 running on the demonstration line parallel with GRMT's Baldwin 4-6-0T WDLR No. 778, hauling a



De Winton 0-4-0VBT *Chaloner* leaves Page's Park station pulling the Leodon Flyer. OWEN CHAPMAN/LBR

service train to Munday's Hill. The LBR is the only location where such a trio of First World War vintage loco types can be seen working in company.

Orenstein & Koppel 90hp 0-6-0WT *Pedemoura* carried

a headboard celebrating its 100th anniversary, while Andrew Barclay 0-6-0T *Gertrude* (AB1578/1918), which entered service earlier this year following overhaul, was also in full operation.



The one-time Corris Railway locos which found a new working life at the Talylynn Railway, pose alongside each other at Tywyn Wharf station on September 28. On the left, Hughes 0-4-2ST No. 3 *Sir Haydn* is in front of the TR's ex-Corris carriage and recently restored brake van, while in the platform Kerr, Stuart 'Tattoo' 0-4-2ST No. 4 *Edward Thomas* waits to depart with a service train. CLIFF THOMAS

Talylynn Heritage weekend

THE Talylynn Railway's (TR) September 28/29 Heritage Weekend, coinciding with the TR Preservation Society's annual general meeting on the Saturday, was unfortunately not blessed with the best weather.

In addition to service trains, the intensive timetable saw TR locomotives pulling original TR carriages, and ex-Corris Railway locos working Corris stock.

A new heritage contribution to the railway was the opening to the public, for the first time, of the weigh house at Wharf station, with a member of the museum group explaining to visitors the operation of the weighing machine within,

linked to the weighbridge outside.

Prior to the preservation era the weighing scales had been located inside the station building with the weighbridge outside. This facility did not relate to weighing slate, but to general goods being carried up the line from Wharf.

The weighbridge was relocated to clear space for the required passenger platforms when Wharf station became the TR's passenger terminus, and the weigh house was built on the far side of the yard many years ago in the style of a typical example of such a building, albeit not as used by the TR.

VoR to restore Gwalior LR loco in honour of Peter Rampton

THE Vale of Rheidol Railway (VoR) has confirmed that 2ft (610 mm) gauge WG Bagnall 4-6-2+tender 2460/1932 is to be fully restored at the line's Aberystwyth workshops.

The loco, originally No. 41, was displayed in public for the first time in some 40 years in as-withdrawn condition as No. 762, during the line's August 24-26 Steam Festival (picture RM, October), when it was hinted a further announcement could be anticipated.

The loco 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. Up to the time the Gwalior line shut in 2020 it was the world's longest 2ft gauge line. Restoration will be carried out to honour the late Peter Rampton who saved it for preservation as part of his 'Collection X', now owned by the VoR.

The VoR ran three passenger trains simultaneously during the Festival for the first time since the 1980s, with 15 out of the railway's 16 carriages in use. The VoR confirmed the event had attracted nearly 1400 passengers over the three days – a 27% increase compared to 2023, and generated a 60% rise in revenue.



SHELLEY OR BUST: The traditional finale to the Kirklees Light Railway's annual Steam & Diesel Gala at Whistlestop Valley is the operation of a 'Shelley or Bust' train hauled by every participating steam locomotive. This year's September 7/8 event closed with the pictured operation, the locos comprising: Severn Lamb 0-6-4Ts No. 2 *Muffin*, No. 1 *Zebedee* (both visiting from the Lappa Valley Steam Railway), residents 2-6-2T *Fox*, 0-6-4ST *Badger*, visiting 0-4-2 tender *Bonnie Dundee* (owned by the Ravenglass & Eskdale Railway and currently on loan to the Cleethorpes Coast Light Railway) and residents 2-4-2 tender *Siân* and 0-4-0+0-4-0T *Hawk*. NEIL TERRY

Western Queen re-enters traffic after seven-year restoration project

Bullock Pacific rededicated by the grandson of its builder at ELSR before hauling its first public train since work was completed.

EASTLEIGH Lakeside Steam Railway (ELSR) in Hampshire, officially welcomed 4-6-2 No. 1003 *Western Queen* into its operational locomotive fleet on September 28, following a seven-year-long restoration project.

The ELSR believes that, prior to the event, it had been at least 60 years since the 10.25 inch gauge Pacific last hauled a public train.

History

Purchased by the railway in 2016, No. 1003 has had several owners since it was built in 1933 by RCS Bullock, as one of his '1000 series' locomotives. Initially used in Burnham-on-Sea and then running on the Farnborough Miniature Railway and the Surrey Border & Camberley Railway (where it gained the bogie tender of fellow SB&C Bullock-built

resident No. 2006 *Edward VIII*, which now also resides at the ELSR), it was sold after the latter line's closure.

Later, it gained the name *Tamar Queen* and was rebuilt with new slide valve cylinders. Its arrival at the ELSR (where it is in the company of *Edward VIII*, along with three other Bullock 4-6-2s No. 1001 *The Monarch*, No. 1002 *The Empress* and No. 2005 *Silver Jubilee*), followed many years in storage.

First train

At a rededication ceremony prior to No. 1003 working its first train, RCS Bullock's grandson Keith Bullock unveiled its nameplate and launched it into traffic. The first departure was fully-loaded and followed a series of successful test runs in previous weeks, which included hauling a 16-coach train unassisted. On

the evening of its first day in service, *Western Queen* operated a sunset special Lakes Express.

The ELSR says it has already seen demand for booking its upcoming events (Santa Specials and Christmas Evening Lights Trains), details of which can be found online at: www.steamtrain.co.uk



No. 1003 *Western Queen* in action on its first day in service. ELSR



SIDE-BY-SIDE AT TRAGO CENTRAL

The September steam gala at Trago Mills shopping and fun park at Stover, near Newton Abbot, featured 7.25 inch and 10.25 inch gauge miniature trains operating alongside each other. On September 7, pictured on the left (on loan from the South Devon Miniature Railway and on the line adapted for 7.25 inch gauge by a team from the SDMR), is T2 locomotive No. 10. Beside it, on a Riverside circular service, is 10.25 inch gauge 2-6-2 No. 24 *Sandy River*. DAVID HUNT

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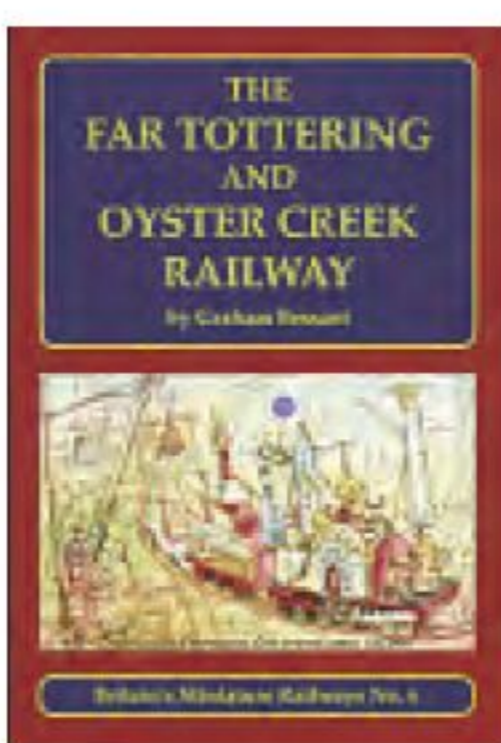
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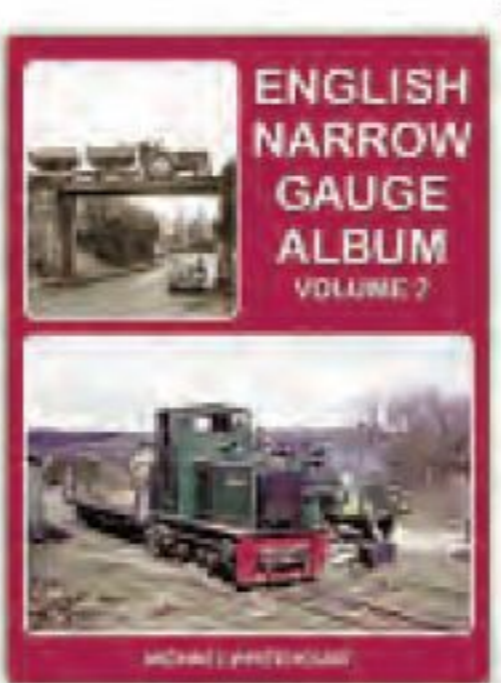
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English Narrow Gauge Album Volume 2 • Whitehouse • £41.95

This is the second of two volumes featuring the extraordinary breadth and individuality of narrow gauge railways in England, ranging from the remarkable Redruth & Chasewater Railway and the much loved Lynton & Barnstaple Railway to the Ashover Light Railway, the Jersey Railway and industrial lines such as Holman F. Stephens' Snailbeach Line, and many more. All profusely illustrated to show the variety of steam locomotives and their operating environment, with many historic pictures never published before. This is a really lovely book - a great read and an excellent source of information, not to mention and high quality photographs, largely B&W but plenty in colour, plus maps, drawings etc., plus a good text. 224 pages and Hardback.



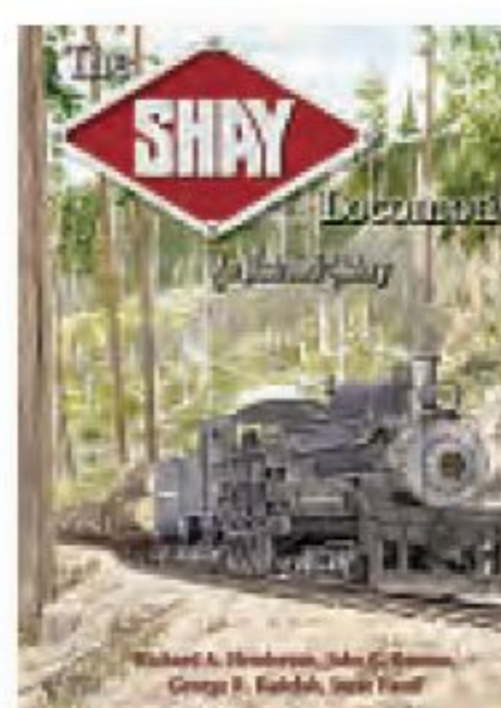
The Physiology of the Locomotive Boiler Part I • Tester • £56.95

Filling almost 600 pages, this first volume covers a broad range of topics, and it may be difficult to think of anything that has been left out. The Table of Contents is the best representation of the extensive subject matter covered in this initial volume, and full Table of Contents may be accessed via the book's entry on our website. The author has tried to simplify the mathematics with considerable success, and the text is generally understandable to the mathematically and technically inclined. Where it isn't, the general drift is clear. This big book contains a reasonable number of B&W photos, plus large numbers of charts, indicator diagrams and the like. Hardbound and recommended.



The Shay Locomotive: an Illustrated History £104.90

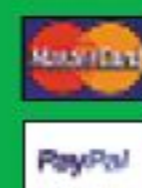
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1
2

1
SUNRISE STEAM: The Swanage Railway hosted its first photo charters in a number of years on October 21/22. On the Tuesday, LSWR 'T3' 4-4-0 No. 563 heads towards Corfe Castle as the sun rises over Corfe Common. **STUART CHAPMAN**

2
BULLEID HAULAGE: SR 'Merchant Navy' Pacific No. 35006 *Peninsular & Oriental S.N. Co* passes Little Buckland on the Gloucestershire Warwickshire Steam Railway on October 5, with a service from Broadway to Cheltenham Racecourse. **JACK BOSKETT**

STEAM PORTFOLIO





1	3
2	4

1
ON SHED: 'S160' 2-8-0 No. 2253 *Omaha* and GWR 4-6-0 No. 4593 *Pitchford Hall* are seen under preparation at Grosmont shed on September 20, during the North Yorkshire Moors Railway's steam gala. The 'Hall' was visiting from the Epping Ongar Railway. RICHARD GENNIS

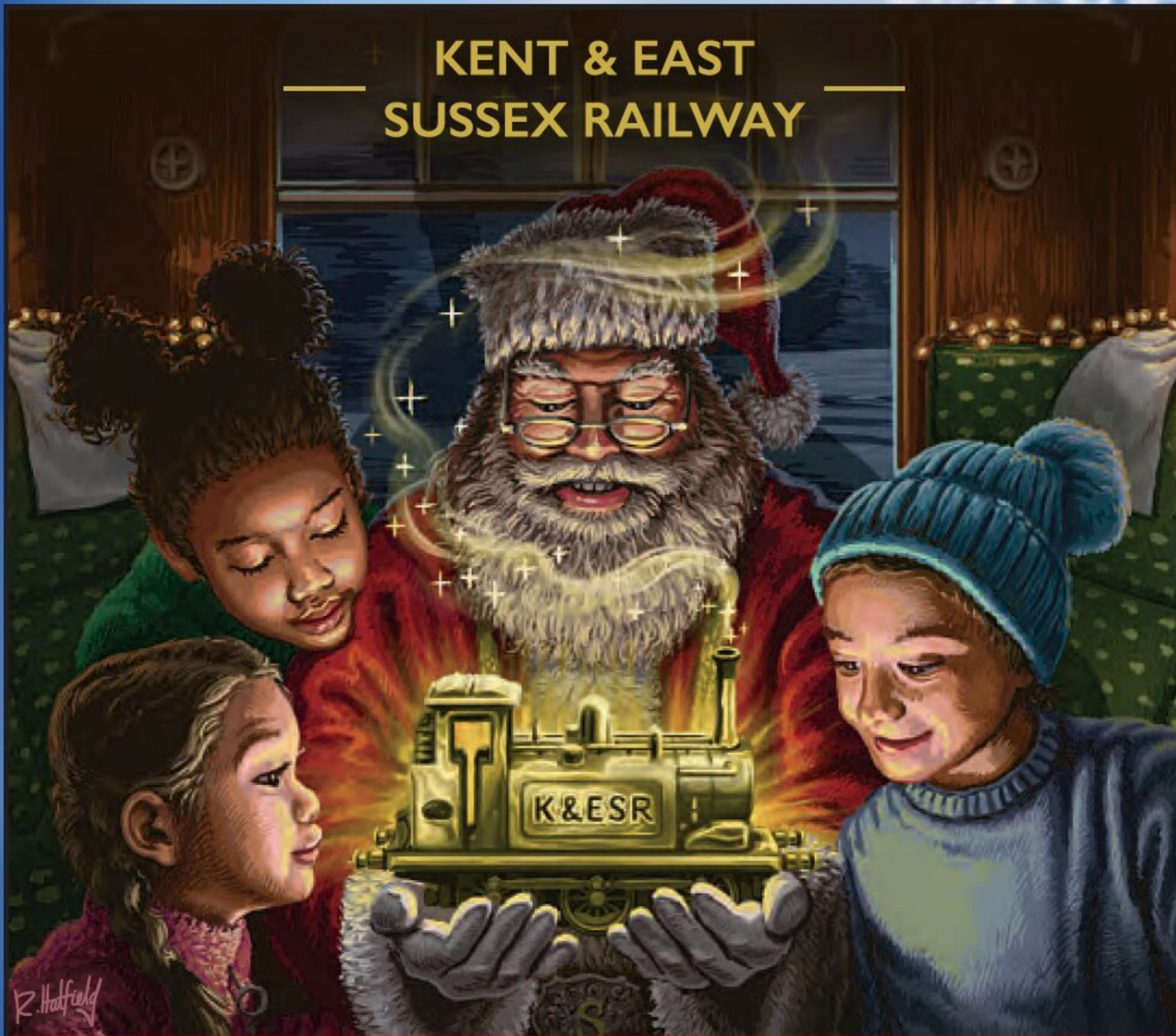
2
SUNSET STEAM: As the day begins to draw in, Caledonian Railway 0-6-0 No. 828 approaches Pokehill Farm crossing on the Spa Valley Railway, with the 17.00 from Eridge, on October 19. NICK GILLIAM

3
ALL CHANGE: Photographers made the most of the last opportunity to capture Caledonian Railway Class 439 No. 55189 in its BR livery on October 13, at the Bo'ness & Kinneil Railway. The 0-4-4T is seen masquerading as No. 55238 in BR black at Bo'ness before it gains an LMS red scheme. PETER FOSTER

4
MEMORIES REKINDLED: BR '5MT' 4-6-0 No. 73087 *Linette* (73082 *Camelot*) and SR Bulleid Pacific No. 34059 *Sir Archibald Sinclair* re-create a typical Somerset & Dorset scene along the Bluebell Railway during a Jon Bowers Photographic Charter on October 7. JACK BOSKETT



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Birkenhead No. 69 is seen on the curve beyond the turnout from Wirral Transport Museum on February 20, 2016. The museum and half-mile long tramway are due to reopen to visitors in spring 2026.

RUTH SHARVILLE/CC BY-SA 2.0

SIDELINES

'Bluebird' back in service

LONDON County Council (LCC) No. 1 'Bluebird' has officially joined the operating fleet at Crich Tramway Village following a decade-long £500,000 refurbishment – returning to use for the first time since 1957.

A launch event for invited guests and Tramway Museum Society members was held on September 13.

The restoration, fully-funded by the London County Council Tramways Trust, has been a challenging and painstaking process involving deconstruction and reassembly work, along with research to enable original features to be re-created.

A National Lottery Heritage Fund grant of over £83,000 has been awarded to the Derbyshire attraction to assist it with a project to build business resilience through visitor data analysis, planning and volunteer support.

Early end to Heaton Park operating season

AFTER a delayed start to its 2024 season because of a substation failure, operations at Heaton Park Tramway in Manchester also ceased earlier than planned to allow further electrical work.

The failure in late March required a replacement part to be sourced and fitted, leading to the first services running on June 15, rather than Easter Sunday as originally anticipated.

With parts becoming more difficult to obtain and to improve its reliability in the future, Manchester City Council decided to modernise the substation in cooperation with tramway operator Manchester Transport Museum Society, the work necessitating the cancellation of services from September through to November and the annual 'Tramtastic' event.

Great Orme disruption

SERVICES were suspended during September 19, on Llandudno's Great Orme Tramway due to a damaged power line which was also reported to have caused a gorse fire on the headland.

The tramway reopened the following day, after firefighters put out the blaze, but visitors were warned to avoid any smouldering undergrowth.

Hong Kong cars to operate bulk of Wirral Tramway services

Big Heritage says reopening of half-mile route to Woodside is 'pivotal' to plans for rejuvenated Wirral Transport Museum.

THE new custodian of Wirral Transport Museum, Big Heritage (BH), expects the two Hong Kong-built trams in the museum's collection to operate the majority of services when it reopens to visitors.

The pair of four-wheeled, double deck cars, Birkenhead Nos. 69 and 70 (following on from the numbering of the original Birkenhead tram fleet)

date from 1992, and were specially built by Hong Kong Tramways for Wirral Council, being tested on the tramway in Blackpool before their new home route was completed.

Condition

"We know that their engineering condition is good enough," BH founder and managing director Dean Paton told *The RM*.

"They are going to do the bulk of any public running, simply because we see the tram operation increasing. We'll be running more journeys. It'll be fantastic to make a fuss when we are able to run a classic tram, but we don't want to be running them up and down like taxis."

BH also hopes to discuss the possibility of trams based elsewhere making guest appearances on the half-mile long heritage tramway between the museum and Woodside Ferry Terminal.

As reported in October's *RM*, the museum, which has been

closed to visitors since April 2023, is due to reopen along with the tramway by spring 2026.

With both the museum and the ferry terminal closed for major refurbishments, and Wirral Council agreeing to fund repairs to the line, a plan to resume tram services this year was subsequently ruled out, but Mr Paton says they will play a vital part in the future.

"To actually have albeit a small length of track where visitors can get on the trams is pivotal. It always has been from day one," he explained.

No. 711 makes first moves since reassembly

ON September 25, Crowle Peatland Railway-based Lisbon tramcar No. 711 made its first moves on the line since late 2023.

Having received little attention since its withdrawal from service in Portugal, it was lifted in February this year. Components were removed and its truck inspected, cleaned, degreased and painted.

The tram is unable to run under its own power at its current base and therefore good homes are being sought for its two motors, air brake compressor, cylinders and reservoirs, which were

removed for storage.

As most of the parts were unsprung weight, the ride quality was not seriously affected. No. 711 resumed its role as an events space for storytelling for Halloween and will also be used again this year as Santa's Grotto during the weekends of December 7/8 and 14/15. Details can be found at: peatland.co.uk

Work is expected to take place next year to replace No. 711's temporary roof covering. CPR says it will require outside help as it has no in-house expertise with such a task.



With temporary roof covering, Lisbon No. 711 is seen out on the 3ft gauge Crowle Peatland Railway on September 25 – its first move on the line since late 2023. CPR

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SIDELINES

'Peak' makes its debut

BARROW Hill-based Pioneer Diesels Ltd Class 45 No. 45105 has made its preservation passenger train debut. It hauled services on the Springwell Branch on September 28/29, having last taken charge of a passenger working when it was still in British Rail ownership in 1987. The locomotive has been the subject of an extensive refurbishment over the past five years, including the removal and replacement of corroded bodywork and fitting of replacement and refurbished components.

4-VOP car for scrap

ON October 2, 4-VOP electric multiple unit Driving Trailer No. 76398 was moved by road from Shepherdswell on the East Kent Railway, to Unimetals (formerly Sims Group) at Newport, for scrapping. The 400 Series Preservation Group says it had been stripped of useful parts and had various structural and bodywork issues. The move is part of a reshuffle of rolling stock as it concentrates on its plans for creating a battery-powered set of 1963-type vehicles.

'Whistler' power fault

THE Class Forty Preservation Society has withdrawn No. D345 (40145) from service until further notice. It was due to work a handful of mainline charter trains before the year is out, but the locomotive was 'stopped' due to a fault. A statement issued by the CFPS chairman Clive Elverstone to the group's members on October 1, said: "It is with regret that I must inform you that No. D345, despite passing its annual mainline recertification for a further 12 months today, has been withdrawn from mainline operations until further notice. This is due to a reoccurring power fault on the loco."

Minimum downtime

CLASS 50 No. 50021 *Rodney* suffered a failure on the first day of the Epping Ongar Railway's September 20-22 diesel gala. The support crew for the 'Hoover' rushed to the locomotive's base at Eastleigh Works to pick up a part, drive back to Essex, fit the replacement and test it late at night. The '50' passed its tests in the early hours of the morning and was able to carry out its gala duties on the Sunday.

Llynclys 'Pacer' works its first trips in preservation

No. 142055's passenger debut follows months of preparations since moving to its current home in May.

ON October 6, almost five months to the day after arriving at its new home of the Cambrian Heritage Railways site at Llynclys, south of Oswestry, No. 142055 operated its first passenger services since being preserved.

The 142055 Group (formerly known as the Pacer Rail Group), purchased the ex-Northern 'Pacer' diesel multiple unit in working order from Angel Trains during 2020, and it was moved by road from warm storage at Gascoigne Wood Sidings near Sherburn-in-Elmet in North Yorkshire to the Foxfield Railway in Staffordshire, where the group originally hoped to introduce it into service.

Setback

Preparations suffered a setback in June 2022 when it

was vandalised twice in the same week. A number of its windows were smashed and its fire extinguishers were set off. Repairs, including the reglazing of windows, continued into the following year.

In December 2023, the group announced it was in discussions to find No. 142055 a new home, and it was transported by road to Llynclys on May 7 as part of a plan which also involved moving two of the CHR's Class 101 vehicles from the site to Oswestry for further attention (*RM* June).

First day

Having received a thorough exterior clean, installation of new batteries and floor repairs, the 'Pacer' ran well on its first day in traffic, completing 12 return trips between Llynclys and



Class 142 'Pacer' No. 142055 at Penygarrreg Halt waiting to leave for Llynclys South on October 6, its first day in service. SIMON THOMAS

Penygarrreg Halt.

The group intends to return No. 142055 to the British Rail Provincial Blue livery it carried when it was new, with the repaint expected to start in the spring.

Other tasks being planned include the renewal of passenger saloon window seals and the possible reconfiguration of its current seats (installed when it was in Merseyrail livery) to accommodate tables.

Cotswold three-car heritage DMU set to move north

THE Scottish Railway Preservation Society announced on October 14, that it had agreed the purchase of Gloucestershire Warwickshire Steam Railway-based Class 117 diesel

multiple unit set No. L425 from Cotswold Diesel Railcar Ltd.

The *RM* has learnt the set has changed hands for what has been described as a reasonable five figure sum.

The three-car set, which

comprises Driving Motor Brake Second No. W51363, Trailer Composite Lavatory No. W59510, and Driving Motor Second No. W51405, was put up for sale by CDRL with the aim of reducing its fleet to

a more manageable level.

The SRPS said it expected to move it to its new home of the Bo'ness & Kinneil Railway after the GWSR running season concluded at the end of October.



The Class 117 DMU, a longstanding resident of the GWSR, featured as one of the stars of the railway's mixed-traction Autumn Showcase gala weekend. No. L425 is pictured at Broadway station on October 8, with the 14.10 Broadway to Cheltenham Racecourse service. JACK BOSKETT



'HOOVER' GATHERING: An evening photographic charter took place at the Severn Valley Railway on October 1, to raise money towards the diesel fleet upkeep. The majority of the diesel fleet were lined up on Kidderminster shed with a Class 50 scene around the turntable reminiscent to the Old Oak Common days. Here, No. 50035 *Ark Royal* joins classmates Nos. 50033 *Glorious*, 50044 *Exeter* and 50049 *Defiance*. JACK BOSKETT

Kent residency for freshly overhauled 'Gronk'

DIESEL Electric Shunter Company-owned Class 08 No. 08359 arrived at the Kent & East Sussex Railway on October 11, for an initial two-year role, augmenting the railway's diesel fleet.

The 'Gronk', which underwent an intermediate overhaul and major examination in March this year at Bitton on the Avon Valley Railway, had previously spent time at the Bodmin Railway. A South Wales-based locomotive for much of its career (originally numbered D3429), it was withdrawn in March 1984. Its early preservation career (which began the same year) took it to various heritage railway locations including Cheddleton (now part of the Churnet Valley Railway), Peak Rail, Telford Steam Railway and the Chasewater Railway.

The locomotive will be based at Rolvenden for use as the depot shunter, also being utilised for engineering trains on the line, as well as carriage shunting at Tenterden.



Class 08 No. 08359 is seen at Bitton on the Avon Valley Railway. It has since been moved to the Kent & East Sussex Railway, initially for a two-year period. DESC

Brush and BRCW traction set for Bo'ness diesel gala

THE Bo'ness & Kinneil Railway has announced it will hold its Winter Diesel Gala over the weekend of December 28/29.

The event is due to feature Class 26 No. 26038 *Tom Clift*,

which is expected to be the first appearance of the Sulzer on its home line since the completion of its overhaul after extensive running in.

The Class 26 is set to be

joined by Class 47/7 No. 47712 *Lady Diana Spencer*, courtesy of Locomotive Services Ltd and Crewe Diesel Preservation Group. The Brush Type 4 will be accompanied by its matching

rake of push-pull fitted Mk.3 Scotrail liveried carriages and the DBSO. In the 1980s this was a common sight between Edinburgh, Glasgow to Aberdeen.

SIDELINES

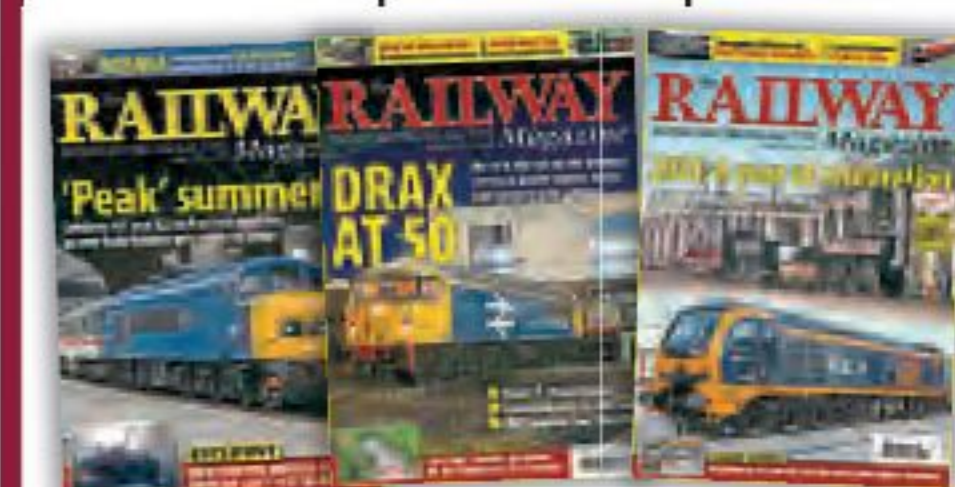
'Western' lifted

CLASS 52 diesel hydraulic No. D1013 *Western Ranger* has been lifted for the first time in over half a century. Owned and operated by the Western Locomotive Association, No. D1013 was taken out of service in October 2009 and is nearing the end of a major overhaul at the Severn Valley Railway. As the locomotive's bogies had not been removed since 1970, assessment and work on them was planned based on the WLA's previous experience with No. D1062 *Western Courier*. Details of its bogie appeal fund, which has raised over £40,000, but remains open for help with unexpected additional costs as the work proceeds, can be found at: d1013bogieappeal.uk

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DIARY

NOVEMBER

6-8 Great Central: Bonfire and Fireworks Extravaganza
9 London Transport Museum: Acton Town Depot family tours

9-10 East Lancashire Railway: DMU Gala

10 Weardale: Photography Trains

16 London Transport Museum: Acton Town Depot design icons tours and Cab It!

16-17 Great Central: Last Hurrah Gala

29-30 London Transport Museum Acton Town Depot: Discovery tours

30 Northampton & Lampport: Santa Paws

DECEMBER

1 7-8 14-15 21-22

Caledonian Railway: Polar Express

1 7-8 14-15 21-24 Great Central: Santa Express

1, 7-8, 14-15 21-22 Midsomer Norton Railway: Santa at the Station

7-8, 14-15, 21-22

Northampton & Lampport @ Breakfast with Santa

28 Bo'ness & Kinniel: Winter Diesel Gala

28-29 Spa Valley: Thumper 1317 Purple Timetable Days

30 Severn Valley: Winter Diesel Day

JANUARY

1 Midsomer Norton: TBA

4, 10 London Transport Museum: Acton Town Depot discovery tours

Hunslet locos on the move

New surroundings for two diesel shunters in England.

HUNSLET-BUILT 0-4-0 diesel shunter works No. 2641, formerly resident at Eureka – The National Children's Museum in Halifax, has been moved to Ribble Steam Railway (RSR) in Preston.

Supplied new to the War Department in 1941 (working at the Royal Naval Armament Depot at Crombie in Fife), it moved to Bargate Motor Spares at Linthwaite near Huddersfield in 1983, and arrived at Eureka nine years later, where it was placed alongside a Mk. 2 carriage.

Having previously approached RSR and other heritage railways with a view to finding them a new home, a pair of RSR volunteers undertook the task of removing them from the site. The close proximity of the railway line prevented the use of a crane and therefore the locomotive was jacked sideways onto the ramp of a low-loader for removal.

With the engine, gearbox and clutch seized, restoration will be a long-term project, focusing initially on cosmetic work to prevent further deterioration while it is outdoors. The Mk.2 is being moved to a private site in



The operation to move Hunslet No. 2641 from the Eureka site in Halifax by jacking it sideways for loading onto a lorry is seen in progress on September 9. It arrived in Preston the following day. STEWART WAUGH

the Stratford area of London.

Meanwhile, the East Kent Railway (EKR) took delivery of fellow Hunslet 0-4-0 diesel hydraulic locomotive No. 5 (works No. 6975) on September 27, on loan for a minimum of three years.

It has been brought in from the Colne Valley Railway (CVR) to provide some resilience to the EKR's locomotive fleet and is due to enter service after a repaint and driver training.

Built in 1968 for the Ministry of Defence and used at

Chatham Dockyard, the 179 horsepower Rolls-Royce-engined loco was initially preserved at Bressingham Steam Museum, later working at the Sellafield site in Cumbria before re-entering preservation at the CVR in 2021.



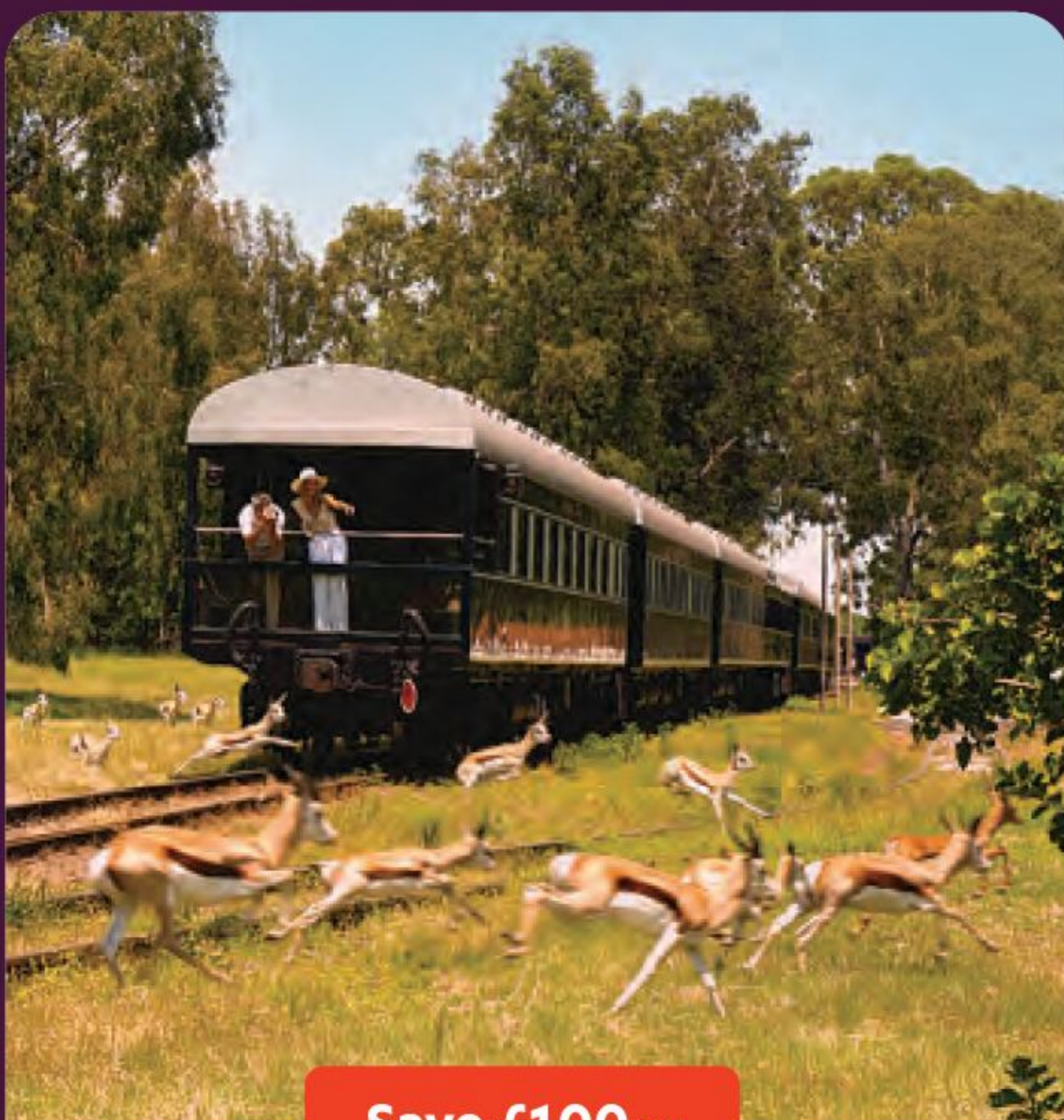
'RAT' RUNS IN NORTH NORFOLK

Waterman Railway Heritage Trust-owned Class 25 No. D7659 (25309/25909) was on the roster during the North Norfolk Railway's October 5/6 Autumn Showcase gala. The 'Rat' is pictured on the second day of the event, hauling a demonstration goods train on the approach to Sheringham – the A149 Weybourne Road being on the left, with the golf course on the other side of the track. DAVID CHANDLER/NNR

VISITING PERFORMER: The Tanfield Railway's September 21/22 Delivered By Diesel gala featured BR Class 03 No. 03078 visiting the North Tyneside Steam Railway. The 0-6-0 performed alongside three resident locos – Armstrong Whitworth 0-4-0 Reyrolles No.2, Ruston & Hornsby 0-4-0 165DE Tyne Improvement Commission No.35, and Fowler 0-6-0 Ribblesdale Cement No.6. The timetable offered a mixture of passenger and demonstration goods trains. No. 03078 is seen passing through Andrews House station on September 21, with the 14.12 Sunnyside to East Tanfield service. MICHAEL WARRENDER

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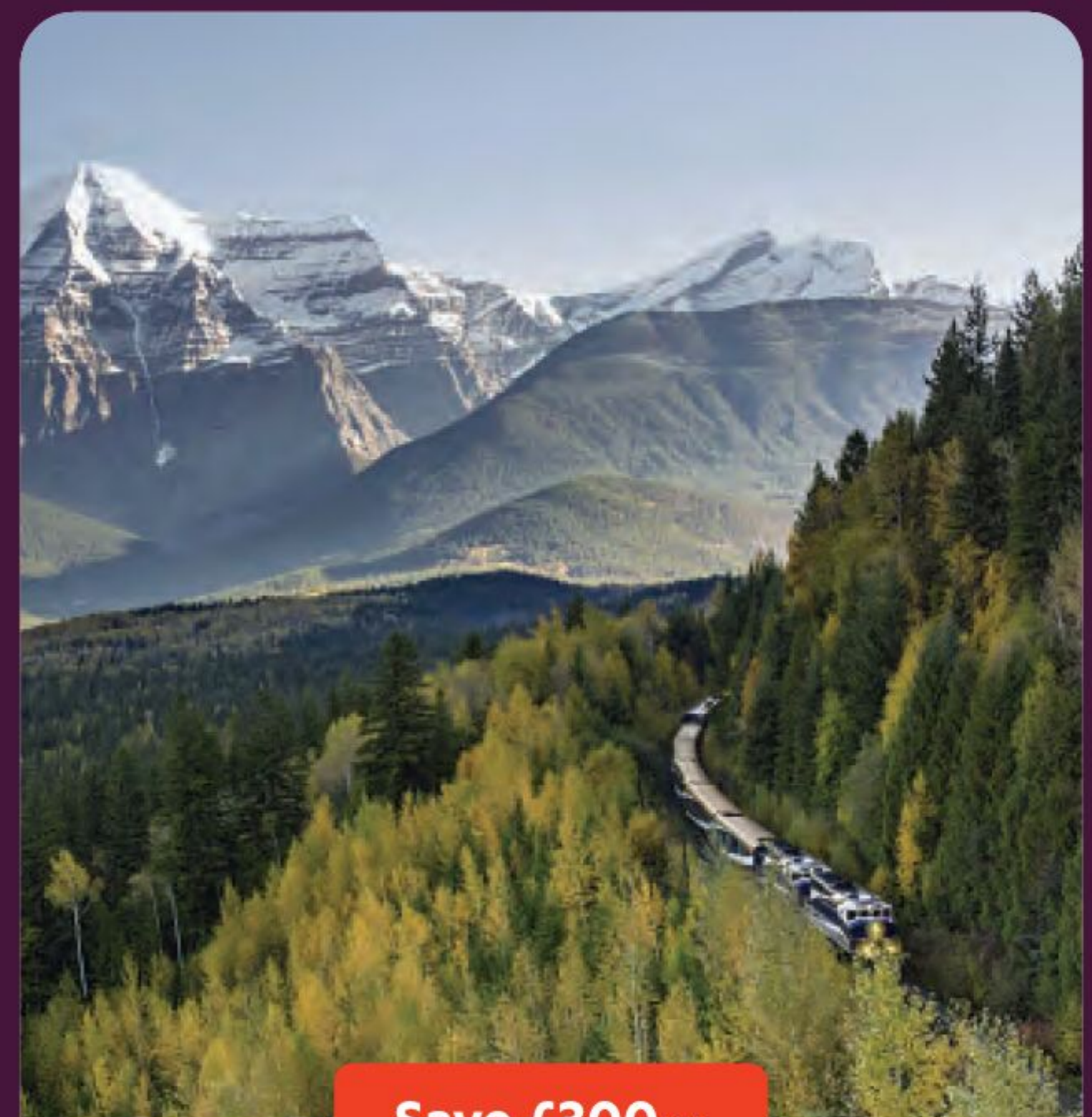


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Still time to book on a festive railtour

Capacity remains on day excursions in the run up to Christmas.

SEATS are still available on several railtours in the lead-up to Christmas, which will take advantage of Christmas Carol services or Christmas markets.

UK Railtours is running its 'Carols at Norwich Cathedral' special on December 14, which will be operated in top-and-tail mode by EPR (Europhoenix Rail) Class 37s.

With a London King's Cross start, the special will call at Potters Bar and Stevenage, then take the route via Cambridge and March to Peterborough where a final pick-up is made.

Retracing its steps, the train takes the avoiding line at Ely through Thetford to Norwich, arriving just before lunchtime.

At Norwich, passengers have the option of the carol service and later shopping, or they could go on a mini tour from Norwich to Great Yarmouth, then Lowestoft, before returning to Norwich where there will be a servicing break.

The return train will run via Peterborough, but instead of setting down will use a platform avoiding goods line before taking the Werrington dive-under to run via Spalding, Sleaford and Grantham, to make the set down at

Peterborough on the way back to King's Cross.

Ticket prices are £139 adult standard (£99 child), first class non-dining £199, full dining £299 or £1176 for a table for four, with a further £20 being charged for both the carol service and mini tour. More at ukrailtours.co.uk

Meanwhile, Pathfinder Tours has four trains on offer leading up to Christmas – three visiting Christmas markets and using classic heritage traction, and a fourth featuring freight lines around the Thames Valley.

Haulage

The first of these is on November 23, and will see Class 86 No. 86256 *Les Ross* make a rare visit to Edinburgh, before continuing to Berwick-upon-Tweed. Starting at Gloucester (06.00) behind a diesel, the 'Edinburgh Festive Explorer' will call at Cheltenham Spa, Worcestershire Parkway, Bromsgrove, Birmingham New St, Staff and Crewe where the Class 86 will take over for the run over Shap and Beattock to Edinburgh Waverley.

Here passengers can indulge in the Christmas Market in Princes Street gardens, a short walk from the station, or

explore further afield. The train will continue over the border to Berwick where those taking that option can explore this historic town.

Return will be as per the outward leg from Berwick to Edinburgh, and then south over the WCML to Crewe.

Pathfinder's second festive trip is a week later on November 30, the 'Chester Christmas Whistler' and will be hauled by a pair of West Coast Railway Class 37s.

This train starts at Dorridge (06.30) and takes an indirect route calling at Leamington Spa, Banbury, Oxford, Swindon, Kemble, Stroud and Gloucester, before taking the line alongside the Severn estuary through Lydney before taking the north and west route via Abergavenny, Hereford and Shrewsbury to reach Chester for a break of around three hours. Again, passengers can visit the Christmas market with around 70 stalls, the Cathedral or city walls.

Unusually, the return journey will drop off at Dorridge first, then the other stations to Gloucester, thereby giving all passengers a similar length of day out.

For the third tour, the 'Mancunian Christmas Marketeer', this will be hauled by Class 52 'Western' D1015 *Western Champion* from

Gloucester to Manchester Victoria, before a mini tour around the Pennines, so is expected to be very popular.

Starting at Salisbury (06.10) with a West Coast Railway diesel, the pick-up points are Westbury, Bath Spa, Bristol Parkway, Cam & Dursley, Gloucester (loco change) and Cheltenham Spa, then running via the West Midlands, Stoke-on-Trent and Stockport, approaching Manchester Victoria from the east.

Full circle

For passengers who don't want to spend the afternoon in Manchester, the 'Western' will haul the train on the circular tour via Bolton, Bamber Bridge, Accrington, Copy Pit, and back into Manchester via Summit tunnel and Rochdale.

Fares for all of the aforementioned festive trains are adult standard £135 (junior £95), first class £199 (junior £179) and premier dining £299 (junior £279). Tables for four are available at £500 standard class, £756 first class and £1176 premier dining class.

Table for Two seats are available at a supplement of £45 per person in Premier Dining and First Class. All trains will include a buffet with refreshments, including alcoholic and soft drinks.

Pathfinder's final offering

for 2024 will be the 'Thames Valley Christmas Cracker', an excursion for enthusiasts which will feature a number of freight branches, loops and curves in the Thames Valley.

Starting at Burton-upon-Trent, the 'Cracker' will call at Tamworth, Birmingham New Street, Worcestershire Parkway, Cheltenham Spa, Stroud and Swindon before making visits to Appleford freight terminal and then Milton Sidings.

Continuing east, the tour will visit several passenger and freight loops at Reading and Maidenhead before a visit to the Colnbrook branch, Hanwell loop, Park Royal sidings, before arriving at London Victoria for a break of around an hour.

Afterwards it's through Kensington Olympia for a second time on the way to visit Feltham Up/Down Arrivals as part of the journey home. Traction will be top-and-tailed West Coast Railway Class 57/0s and all freight branches and loops are subject to approval.

Fares are £189 first class (£169 junior) or £716 for a party of four, standard class £135 adult (£95 junior) and £500 for a party of four, with a £45 per person supplement at a table for two in first class.

Visit www.pathfindertours.co.uk for full details of these tour itineraries and booking options.

'CROMPTON' HAULAGE: West Coast Railways Class 33 Nos. 33029 and 33207 Jim Martin climb past Grayrigg on September 28, with the Lune Rivers Trust annual charter from Carnforth to Carlisle. IAIN REID





END OF AN ERA: A farewell railtour on September 29, for the Class 323 EMUs from the West Midlands to Liverpool, operated by West Midlands Trains in association with the Branch Line Society, has raised £22,000 for good causes. The charities to benefit are Scotty's Little Soldiers and Brain Tumour Research. The special train used unit Nos. 323221 and 323222 and is seen at Liverpool Lime Street. The sets have transferred to Northern, with West Midlands trains introducing a new fleet of Class 730 EMUs. RYAN WALKER

SIDELINES

First EWR trip postponed

PLANS to run the inaugural enthusiast special over the East-West Route (EWR) between Bletchley and Bicester on November 16, have been deferred until February 15, 2025. The reason for the delay to the 'Verney Venturer' is that the line has only just been handed over to Network Rail, and industry regulator, the Office of Rail and Road, needs to authorise the line for passenger use.

Class 40 'stopped'

THE Class 40 Preservation Society has withdrawn No. 40135 (D345) from mainline operations to attend to a reoccurring power fault. As a result, Pathfinder will now use a pair of West Coast Railway Class 37s on its 'Chester Christmas Whistler' on November 30. The 'Pennine Perambulator' tour, planned for October 19, was cancelled.

Luxury fleet refresh

LOCOMOTIVE Services has withdrawn its 'Statesman' train for refurbishment. The Pullman and First Class carriages are due to be back in traffic in the autumn of 2025. During the overhaul period, the Saphos and Midland Pullman luxury trains will be available.

'Peak' and '40' head to Welsh slate capital

A NEW tour from the InterCity arm of Locomotive Services on December 14, will see a Class 45 'Peak' and Class 40 running along their former stamping ground of the North Wales coast, and down to Blaenau Ffestiniog with its slate mountains.

The 'Y Cracyr Nadolig' (The Christmas Cracker) will start at Wolverhampton with Class 40 No. D213 (40013) and call at Stafford and Crewe, continuing to Llandudno Junction where the 'Whistler' will run round and double head with No. 45118 *The*

Royal Artilleryman to Blaenau Ffestiniog. Here the '40' will run round again and take the train to Llandudno for a 90 minute break, before the 'Peak' leads the train back to Wolverhampton, calling at the same outward pickup points.

Fares are £95 standard class, £139 first class, with a £25 per person supplement for a table for two. There will be an on board buffet for hot and cold drinks and snacks.

Book online at inter-city.co.uk or call 0800 038 5364.

SRPS Railtours are back!

FOLLOWING an absence from the railtour market for 20 months, SRPS Railtours is back running a one-way train on December 30, using its Class 37 No. 37403 *Isle of Mull* and Crewe Diesel Preservation Group's Class 47 No. 47712 *Lady Diana Spencer*.

The train will return No. 47712 and the Mk. 3 carriages to Crewe after the December 28/29 gala.

This tour starts at Bo'ness and will pick up at Linlithgow and Edinburgh before running to

Glasgow Queen Street via Fife and Alloa. The train will then run direct to Perth before returning south to Crewe, calling at Motherwell, Carlisle, Preston and Warrington.

Fares are £79 adult standard (child £59), first class £119 or £268 at a guaranteed table for two. Book on line at shop.srps.org.uk or call 01592 872392.

■ With the first of its overhauled Mk.1s due back, the SRPS says it will soon be announcing its tour plans for 2025.

STEAM TOURS: NOVEMBER

Date	Name	Steam Section	Locos	Promoter
11	Armistice Express	London Victoria-Sevenoaks-Hastings-Ashford-Eastbourne-Victoria	44871	RTC
16	Christmas White Rose	King's Cross-Huntingdon-Retford-York-Peterborough	WCRC 'Black 5'	RTC
16	Christmas White Rose	Peterborough-York-Peterborough	LSL Pool	ST
16	Blackpool Illuminations	Nuneaton-Crewe-Blackpool and return	45596	VT
20	Christmas White Rose	Crewe-Edale-Todmorden-Crewe	LSL Pool	ST
20	Christmas Sussex Belle	London Victoria-Haywards Heath-Eastbourne, Hastings-Victoria	WCRC 'Black 5'	RTC
23	Christmas Cheshireman	Euston-Rugby-Crewe-Chester-Rugby-Euston	45596	RTC
23	Christmas White Rose	Warrington-Edale-Todmorden-Warrington	LSL Pool	ST
23	Edinburgh Christmas Market	York-Newcastle-Berwick-Edinburgh-York	WCRC Pool	RTC
27	Cardiff Christmas Express	London Victoria-Staines-Reading-Cardiff and return	WCRC 'Black 5'	RTC
27	Christmas White Rose	B'ham New St-Leicester-EM Parkway-York	5043 or 7029	VIN
28	York Christmas Market	King's Cross-Peterborough-York-King's Cross	LSL Pool	SD
30	Chester Christmas Express	Scarborough-York-Hebden Bridge-Helsby-Chester-York	WCRC Pool	RTC
30	Bath & Bristol Christmas Express	Paddington-Newbury-Bath-Bristol and return	WCRC 'Black 5'	RTC
30	Bath Christmas Market	London Victoria-Guildford-Bath and return	LSL Pool	SD

Notes: WCRC Pool: Locos from 44871/45596/45680/45699/46115/35018/34067

LSL Pool: Locos from 70000/60007/34046/61306/46100/60532

■ A diesel locomotive may replace steam in the event of high fire risk.

MODERN TRACTION TOURS: NOVEMBER

Date	Name	Section	Locos	Promoter
8	Pennine Peak	Crewe-Liverpool-Man Vic-Huddersfield-Castleford-Newcastle	LSL 47, then Class 45	IC
9	Blackpool Can-Can	London Euston-Crewe-Blackpool North & return	WCRC Class 86	UKR
23	Edinburgh Festive Explorer	Gloucester-B'ham New St-Crewe-Edinburgh	WCRC diesel/86259	PT
27	Edinburgh Christmas Pullman	Hull-Selby-Leeds-Settle-Edinburgh	LSL Blue Pullman	MP
30	Chester Christmas Whistler	Dorridge-Oxford-Stroud-Gloucester-Chester	2 x WCRC Class 37s	PT

■ 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 ST Saphos Trains saphostrains.com SR Statesman Rail 0345 3102458

UKR UK Railtours 01438 715050 VT Vintage Trains 0121 708 4960 WCR West Coast Railways 0333 996 6692



'ED' POWER: The Class 73 pairing of GBRf Nos. 73128 *Kent & East Sussex Railway* and 73119 *Paul Taylor* pass through West Brompton on September 21, with UK Railtours' 'Bluebell Railway' tour which ran from Nottingham to Sheffield Park. A GBRf Class 66 hauled the train from Nottingham to Acton Lane Reception Sidings, where the '73s' took over. IAN D SINCLAIR

Preston Docks-bound bitumen to switch to road haulage

Total Energies says volumes are insufficient to sustain the rail movements between Teesside and Lancashire.

ROAD will replace rail as the mode of transport for the flow of bitumen traffic to the Total Energies plant at Preston Docks, on the north bank of the River Ribble in Lancashire.

For the last 18 months, the movements, operated by Colas Rail Freight, have originated at Haverton Hill, near Billingham on Teesside, but in a statement to *The RM*, the French oil company confirmed it had taken the decision to use road tankers instead of trains.

"This is as a result of a reduction in the volumes of bitumen being processed at the site which has determined that the most appropriate mode of transport is now by road," it added. "We expect rail movements to cease by the end of the year."

Last day

Information given by the company to contractors is



Colas Rail Freight Class 56 No. 56051 *Survival* is pictured at Rishton, north east of Blackburn on September 17 this year, with the 6M43 Haverton Hill-Preston Docks working. It is believed contractors have been told November 30 will be the diagram's last day of operation. MICK PAGE

believed to quote November 30 as the final day for train traffic, although as the service runs on an 'as required' basis, it is possible it could cease earlier.

The RM understands that volumes had begun to increase

during 2024, but were still below what had originally been expected.

Withdrawal is a blow to the Ribble Steam Railway, whose subsidiary Ribble Rail has been responsible for the movement

of the tank wagons along a 1.2 mile stretch of the Docks branch (between Strand Road Exchange Sidings and the discharge point for the Total works) since 2004, following its upgrading and reopening to

freight after being mothballed for nine years.

Prior to establishment of the flow from Haverton Hill, bitumen came from the Lindsey Oil Refinery in Lincolnshire.

Hinckley deadline extended

ALTHOUGH minded to withhold consent to develop a National Rail Freight Interchange near Hinckley in Leicestershire, Transport Secretary Louise Haigh has stated that she wants to gather further information before making a final decision.

Tritax Symmetry wants to build the £750 million interchange on a 662-acre site between the Leicester-Birmingham railway line and the M69. It says there would be the potential to create over 8000 jobs and operate 16 trains a day, each removing the need for 76 lorry journeys.

Ms Haigh has asked for extra evidence – including the safety implications of the development on junctions of the M1 and M69.

The new deadline for a decision is March 10, 2025.

Rail freight operators launch additional intermodal services

FREIGHTLINER says Network Rail's Access Charge Discount Scheme was instrumental in it being able to introduce a new container service between Essex and the North West of England.

One of three new intermodal services to be launched in the space of just seven days, the service links Tilbury2 (the Forth Ports freight ferry terminal built on part of the former Tilbury Power Station site) with the freight operating company's handling facilities at Trafford Park in Manchester.

The five days per week diagram benefits from the NR scheme which offers a period of six months free of track access fees for new freight services, aimed to give them time to develop and become

financially sustainable.

Launched on September 24, it preceded the start (on October 1) of a second weekly Freightliner-operated service, linking DP World's container ports at London Gateway and Southampton which augments the weekend flow between the locations, started in 2022.

Also on October 1, Direct Rail Services introduced its tenth container diagram for Tesco. The latest is a six days per week (Monday-Saturday) round trip between the supermarket giant's main distribution centre at Daventry in Northamptonshire and Maritime Group's terminal at Trafford Park.

From there, the goods will be transferred by lorry directly to local stores and also to its



Freightliner Class 66 No. 66503 *The Railway Magazine* is pictured at Tilbury2 on September 30, the day of a launch event for the new service to Trafford Park, which began six days earlier. FREIGHTLINER

regional distribution centre at Widnes in Cheshire.

Tesco says 198 of its stores are now receiving deliveries which utilise rail, and that it's working with its suppliers to utilise

space on the return working.

Trains will carry 30 containers in each direction. DRS estimates they will reduce emissions by a carbon dioxide equivalent of 6000 tonnes a year.

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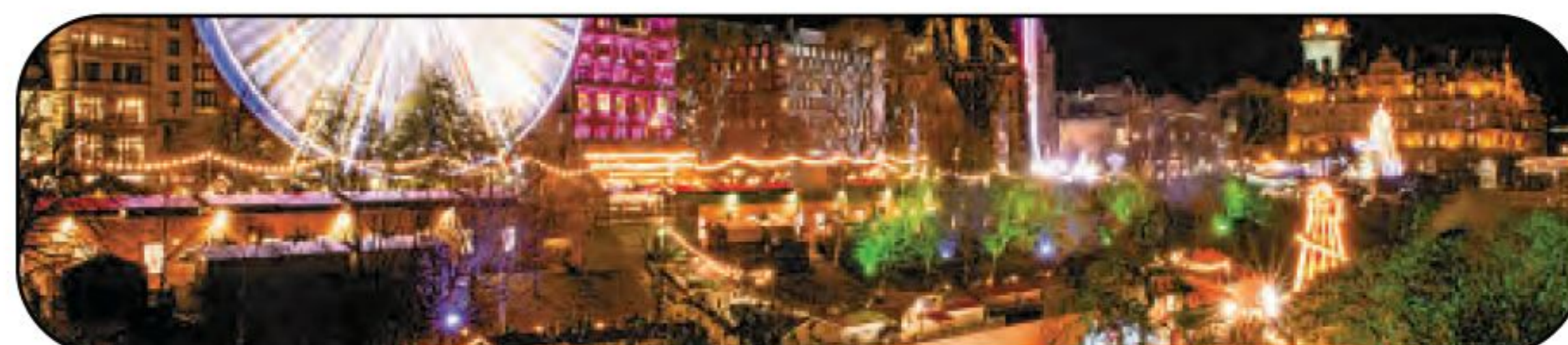
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Festive Dining	£299	£279	£1156
First Class	£199	£179	£756
Standard Class	£135	£95	£500

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First Class	£199	£179	£756
Standard Class	£135	£95	£500

Table for Two seats are available at a supplement of £45 per person in Premier Dining and First Class.
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Piccadilly car fit-out under way in Goole

First train expected to be rolled out of the new Siemens factory in East Yorkshire next spring.

THE first of the UK-produced batch of Siemens 'Inspiro' trains for the Piccadilly line of the London Underground system is due to be rolled out of the company's Goole plant around spring of next year.

On October 14, the initial set from the 94-strong fleet of units arrived in the capital, in readiness for further testing. It is one of a total of 15 trains to be manufactured in Vienna. Car bodies are being supplied to the Goole factory (officially opened on October 3) for it to build a further 79 of the nine-vehicle sets.

"Over the course of the last seven months we've been slowly building-up the workforce and bringing more carriages in and starting the build phase of the carriages," Mark Speed, general manager of Siemens Goole Rail Village explained to *The RM*.

"We are working at a relatively slow pace to start off with because we're bringing new people in to new jobs, and those people are going to Vienna as part of the technology transfer process first, to get trained in the skills there."

Production

Staff will then develop those skills in Goole under the supervision of members of the Vienna team. The workforce will gradually increase over the next 18 months, with those who have gained the qualifications teaching others. Once fully up and running, the production line should be completing three trains per month (27 cars).

Part of TfL's Deep Tube Upgrade Programme, the contract was awarded with the expectation that the same manufacturer would subsequently complete trains for the Bakerloo, Central



Fitted-out car body No. 94, part of the Piccadilly line order, is seen at Siemens Goole Rail Village on the eve of its official opening, during an event at which members of the media were invited to look around. Bogies are added later in the assembly process. GRAEME PICKERING

and Waterloo & City lines. Subject to TfL securing Government funding, production of Bakerloo stock could begin immediately after the completion of the Piccadilly sets.

"Our own technical fabrication process would come to an end

I would expect towards the end of 2026, so what we'd like to see is an order well in advance of that to continue that process," added Mr Speed.

The new Piccadilly line fleet should begin entering service in late 2025.

BACK IN ACTION

After recommissioning, testing and use on driver training runs, Siemens-Duewag South Yorkshire Supertram No. 105 returned to passenger service on September 9, for the first time since being derailed and suffering significant cab damage in a crash involving a lorry on July 23, 2021. The following March, it was moved in two sections to Brodie Engineering in Kilmarnock, for repairs, other remedial work also being undertaken while it was there. It returned to Sheffield in August last year for further attention from Supertram's in-house specialists. One challenge was some like-for-like replacement parts being unavailable. The tram is seen on September 23 at Shalesmoor, bound for Middlewood Park & Ride.

JED KENDRAY



Four builders make London Trams shortlist for new fleet

ALSTOM Transport UK, Hitachi Rail, Construcciones y Auxiliar de Ferrocarriles (CAF) and Stadler Rail Valencia are the four manufacturers shortlisted to build 24 new trams for London.

Transport for London (TfL) has invited the companies to tender to design and construct them.

However, the contract will be dependent on securing funding from the Government.

If the necessary financial support is confirmed, TfL hopes that the first of the new vehicles will enter service before the end of the decade. They will have air conditioning, audio and visual

real time travel information and charging points for mobile devices. A multi-use area, primarily intended for wheelchair users, will be able to accommodate pushchairs and luggage when not in use.

The new vehicles will replace the Bombardier CR4000s,

which have been in service for over 25 years. TfL will have an option to extend the contract to build further trams that could supersede the 12 Stadler Variobahns. Introduced between 2012 and 2016, they form the remainder of the current London Trams fleet.

SIDELINES

No firm date for DLR train introduction

TRANSPORT for London says there is currently no clear date for the introduction of the new CAF-built Docklands Light Railway (DLR) trains, which had previously been expected before the end of this year.

In August, *The RM* reported that problems had been encountered during integration testing of the units on the DLR. At the time it was still anticipated that the first of the B23 sets would enter service this year, with all 54 in traffic by 2026, but TfL's chief capital officer Stuart Harvey said that while these were being addressed, a "pre-existing technical issue" within the DLR signalling system was discovered.

This has also had an impact on other unit types already in service as there were a number of locations where there was an insufficient margin between train speed and maximum recommended line speed.

Speeds have been reduced, affecting service frequencies and further analysis and software modifications are expected to be required to solve the problem.

Rise in run passengers

TYNE & Wear Passenger Transport Executive Nexus says record numbers of people were carried by Metro, bus and the Shields Ferry on September 7, the day of this year's Great North Run.

The Metro system recorded 119,000 passenger journeys, which Nexus says is a 13.9% increase on the total number of people using it on the day of the 2023 event.

Nexus managing director Cathy Massarella said a Great North Run Rover wristband, allowing unlimited Metro, bus and ferry travel in connection with the race had "undoubtedly" been a factor.

■ Nos. 555006/007 (on September 13) and Nos. 555027/28 (October 25) are the latest of the yet-to-be introduced Class 555s delivered to Tyneside.

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Crossing upgraded

NETWORK Rail has reopened Marsh Lane level crossing near Aylesbury after a major project to improve safety.

Situated between Aylesbury and Little Kimble stations, there had been safety concerns about vehicles weaving around the half-barriers. The replacement now has full-width barriers, with the addition of obstacle detection technology.

New signalling equipment has also been installed which will more accurately show the position of a train to signallers. As a result, changes have been made to the amount of time the barriers are down.

The improvements have been funded by HS2 and follow the work undertaken in August 2023 where NR replaced almost two kilometres of the railway on a brand-new embankment.

Coryton line closes to focus on electrification

ELECTRIFICATION of a Cardiff commuter branch took a major step forward in early October.

In recent months, Transport for Wales has increased its engineering work along the Coryton branch, in preparation for electrifying the line in early November 2024. This step will be a significant milestone in the South Wales Metro programme, and will allow TfW to introduce new trains on the Coryton line from spring 2025.

A two-week closure from October 7-20 allowed teams to focus on the majority of the remaining electrification work.

Separately, TfW has extended its contactless pay as you go system to nine stations on the Maesteg line – including Llanharan, Pencoed and Bridgend. TfW hopes the scheme will cover all 95 stations across the South-East Wales Metro area by the end of 2024.

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Flooding and cable theft hits Shrewsbury line

Network Rail criticises 'brazen criminals' as services impacted over four days by signalling repairs and wet weather.

PASSENGERS on the Wolverhampton to Shrewsbury line faced a double whammy of disruption on September 26.

As well as having to deal with the closure of the line between Wolverhampton and Shrewsbury at around 17.00 following heavy rain and flooding, thieves stole more than 140m of cable, causing increased disruption for rail users.

The line had been blocked by flooding at Wellington where the water level was well above the rails, when the signalling theft occurred.

Network Rail teams worked to get the water pumped away and repair the missing cables, but this meant passengers using rail replacement bus services.

With damage to other

lineside signalling equipment, there were no services on Friday, September 27 either, with services running on September 28/29 before further substantial rain and another line closure on September 30. Services resumed on October 1.

Martin Colmey, Network Rail's Central route operations director, said: "These brazen criminals have no concern for the safety of passengers or local people, they are only interested in making a few quick pounds selling stolen metal to unscrupulous scrap dealers."

"Along with flooding caused by the heavy rain overnight, it has not been a good time for passengers between Wolverhampton and Shrewsbury, and I am sorry for the inconvenience caused."

■ Meanwhile, the Bedford to



Transport for Wales Class 158 No. 158840 sits at Wellington station on September 26, marooned by the floods. NETWORK RAIL

Bletchley route, known as the Marston Vale line, reopened to rail services on September 30, having been closed for a week.

The line was flooded after the Bletchley area was deluged with more than 170mm of rain in a week.

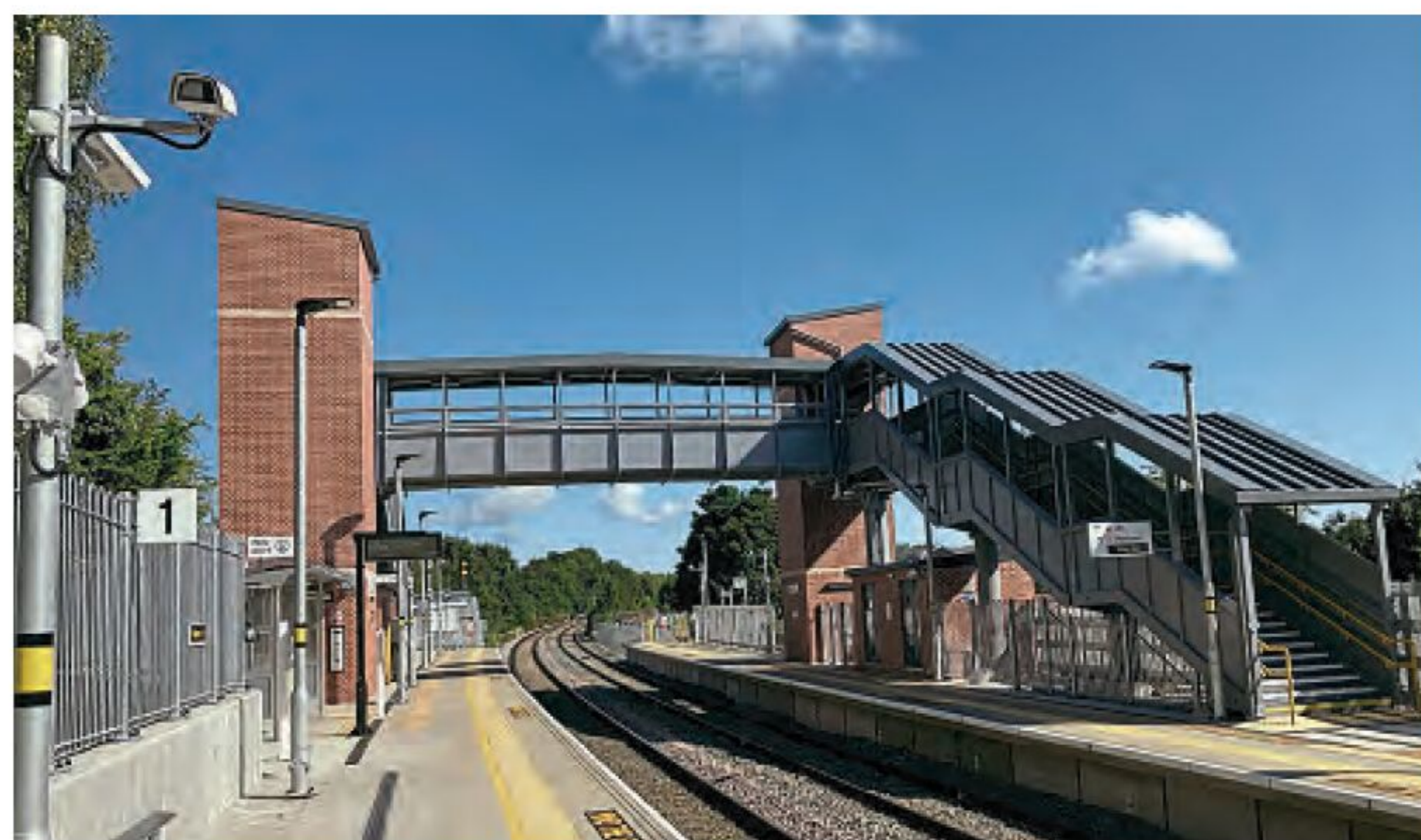
The flooding affected the signalling equipment, power supplies for the lineside equipment and also a number of level crossings. The prolonged and sustained rainfall made it harder than usual to inspect

the equipment and once water levels had reduced, Network Rail engineers have been able to inspect and test the railway and bring the line safely back into service.

■ Storms also hit the Dawlish area on September 29, closing the line for several hours. While the £80m upgrade to the sea wall proved resilient to the waves, two Hitachi IET trains were stranded, with the cause being investigated by the manufacturer.

OPEN FOR BUSINESS

Ashley Down became the latest new station on the rail network after it opened to passengers on September 28. Built on the site of the former Ashley Hill station which closed in November 1964, the new station is part of Bristol's MetroWest Phase 2 scheme, and is the second new station to open in the city in a century, following the opening of Portway Park & Ride station in August 2023. MetroWest is a part a £300m-plus investment by the West of England Mayoral Combined Authority, in partnership with GWR, Network Rail, and Bristol City Council, to bring rail travel within easy reach of a greater number of people in the city. The new station features waiting shelters, a footbridge and lifts linking the platforms, as well as cycle parking for 20 bikes. Construction took 18 months. NETWORK RAIL



Brompton cycle hire now available at Kenilworth

PASSENGERS using Kenilworth station in Warwickshire can now take advantage of hiring cycles, following a community grant from West Midlands Railway (WMR).

Warwickshire County Council made a successful application to WMR's 'Your Community, Your Fund' scheme for the project 'Unfolding Kenilworth', which will see Brompton bike hire facilities introduced. The project is a pilot scheme aimed at supporting active travel and reducing car dependency.

The scheme will be open to residents, visitors and commuters who will need to sign up to the Brompton Bike Hire which will enable them to hire and return bikes using a smartphone app or online from any of Brompton's 80+ docks. Reservations can be made up to 24 hours ahead and there is a flat hire fee of £5 per day. Bikes can be retained for as long as the user wishes.

Cycle hire facilities also exist at Birmingham's three main stations – New Street, Snow Hill and Moor Street.

Northern sign language announcements on board

NORTHERN is planning to introduce British Sign Language (BSL) announcements on all of its services, following a successful trial.

The announcements were first trialled on trains between York, Leeds and Manchester last year, to provide important information to passengers with hearing impairments.

The technology, developed by software experts from InfoTec and Signapse, ensures that a sign language interpreter appears on the on board screens to tell passengers which station

they are approaching.

After receiving positive feedback during the trial, Northern is planning to introduce them on all of its services in 2025.

The interpreters will be filmed signing each station, before AI (Artificial Intelligence) editing software uses the clips to create the video announcements for passengers. Northern is also exploring long-term plans to introduce BSL announcements which provide information about cancellations, delays and other incidents.

£22m transformation approved for Leicester station main entrance

THE Planning Committee at Leicester City Council has approved plans for a £22 million scheme which will create a new and welcoming entrance facing the city centre, along with a new public space on the approach.

Under the transformation, parts of what were the old parcels area and offices will be demolished, with a new landscaped and paved approach built leading to the new entrance.

There will be changes for taxis, moving the pick-up area from under the porte-cochère to Station Street, which will be blocked off towards London Road, with taxi traffic approaching from Campbell Street/Fox Street using a new approach road. This new road and other changes will consume 98 of the 488 car parking spaces,

but at present the car park is underutilised.

Replacing the taxis under the porte-cochère will be a new food hall, with space for street food venues, cafes, bars and a convenience store. There is to be a separate planning application in respect of these proposed changes.

Of the £22m cost, £17m is being provided by the Government with the remainder from Leicester City Council.

Project manager David Beale said: "Leicester station is the front door to our city for almost five million people a year, and their arrival experience is at best underwhelming.

"Passengers frequently experience queues at the ticket gates, the spaces inside the station at the minute are rather drab and dreary. Altogether, it



An artist's impression of the new entrance to Leicester station. LEICESTER CITY COUNCIL

gives a poor first impression to Leicester. The redevelopment would provide a station which is spacious, light and airy, and welcoming."

The £17m of Government money has to be used by March 2025, work is expected to begin soon, with a completion by Summer 2025 as the target.

Wrexham-Bidston sees passenger upsurge

PASSENGER numbers using the Wrexham to Bidston route have increased significantly compared to 2023.

At the end of September, Transport for Wales (TfW) reported 60,000 additional passenger journeys. Between January and July, there were 197,047 journeys compared to 138,743 in the same period in 2023. The line has also seen a 27% increase in trains arriving on time compared to the previous year.

"Last year things simply weren't good enough. So, we put a real focus on the line looking at our timetable, the trains we were using on the line, some of the fleet issues and

various other factors," explained TfW's Jeremy Williams, who was appointed dedicated rail route officer for the line last year.

"We worked closely with rail user groups to understand the needs of passengers too. The new timetable in December 2023 meant we were running more trains on the line but were also creating more time to turn the trains around.

"It has drastically improved performance. Passengers are now getting the service they deserve, with the numbers reflecting that."

Services are operated by either Class 197 DMUs or the converted former Underground 'D' stock Class 230s.

New East Renfrewshire station gets the green light

FUNDING to the tune of £28.73 million will allow the construction of a new station at Balgray to begin.

The new station will be on the Cathcart Circle Line, between Neilston and Patterton and close to Balgray reservoir.

The two platforms will be connected by a footbridge and there will be lifts to provide step-free access. Platform waiting shelters, cycle storage, and ticket machines will also be provided.

A car park will have 80 spaces

including 10 electric vehicle charging points – and there will also be a bus stop. Additionally, a path will be constructed from the station to 'Dams to Darnley Country Park'.

Construction is due to begin in February 2025, with the station opening in spring 2026. £18.3m of the funding is being provided by the Glasgow City Region City Deal, with contributions of £7.87 million from both the UK and Scottish Governments, and £2.56 from East Renfrewshire Council.

Northern to install parcel delivery lockers at stations

UP to 50 stations operated by Northern are to get parcel delivery lockers following a deal between the train operator and Quadient which offers smart parcel lockers at more than 20,800 locations globally.

Carriers such as Royal Mail, DPD, Evri and UPS can leave packages to be collected from

the stations by both passengers and non-rail users.

By the end of September, lockers were due to have been installed at Adlington, Disley, Lostock Gralam, Hathersage, Bolton, Hag Fold, Hyde North, Humphrey Park, Burnley, Ulleskelf, Lealholm and Alnmouth.

ScotRail restores full timetable

SCOTRAIL restored its full timetable from October 7, following its train drivers voting in favour of accepting a new pay deal, backdated to April.

The drivers, members of the ASLEF union, had stopped rest day and overtime working, and from July 10, this forced ScotRail to reduce its timetabled services.

With 75% of drivers approving the new deal, this

paved the way for returning to the full-service pattern.

To reduce its reliance on overtime, ScotRail is recruiting 160 new drivers to add to the 250 recruited when the operator reverted to public ownership in April 2022.

Separately, ScotRail has launched new ticket offers, including an extra 20% off season tickets.

Island Line services resume

FOLLOWING a month of maintenance, Island Line services resumed from Ryde Esplanade to Shanklin on October 7, operating at a 30 minute frequency.

During the month-long closure, engineers have relaid 110m of new track through Ryde Esplanade station with composite sleepers which are more resilient to the coastal environment.

The track through Ryde Esplanade station has been realigned to reduce the gap between the train and platform, and 48 new rail bearers have been installed just beyond the station towards Ryde Pierhead.

Repairs to the historic Ryde Pier structure, which began in October 2022, are ongoing. The line along the pier will remain closed to trains and is expected to reopen in early May 2025.

Merseyrail opens 'Mtogo' store at Lime Street

MERSEYRAIL opened the latest of its hugely popular concept 'Mtogo' stores at Lime Street Low Level station on October 3.

The 'Mtogo' stores are located within the existing booking office areas, and as well as selling local and national rail tickets, offer passengers a range of snacks, confectionary, hot and cold beverages, along with the popular Merseyrail memorabilia.

This new store adds to those already opened at Liverpool Central, Hamilton Square, Liverpool South Parkway and Southport.

Gunnislake line reopens after emergency repairs

A TWO-week closure of the Gunnislake branch came to an end on September 26, a day earlier than planned. Engineers discovered a structural defect and track issue on a bridge between Calstock and Gunnislake, following a routine inspection on September 13. Repairs involved lifting the track to allow a bespoke timber deck to be laid onto the steel structure of the bridge.

RHT grant for Pulborough signalbox

A GRANT from the Railway Heritage Trust will allow restoration work to be carried out on the Grade II listed signalbox at Pulborough, Sussex, and eventually be leased for community use. The 'box was built in 1878 for the London Brighton & South Coast Railway.

Kingsferry Bridge repairs

THE Kingsferry Bridge, which connects the Isle of Sheppy with the rest of Kent saw repairs begin on October 25 until November 3, for replacement of the ropes that lift the bridge deck for shipping to pass. The lifting ropes in the Kingsferry Bridge towers and the counterweight ropes that balance the bridge deck when it lifts were replaced over a series of closures in June and July.

Annie'sland now step-free

NEW lifts at Annie'sland station, Glasgow, were formally opened on October 5, making the station step-free. To install the lift towers which are at street level, a traffic management scheme was implemented. The £4m installation is part of the Access for All scheme funded by the DfT.

SIDELINES

Final Class 707s enter traffic with Southeastern

SIEMENS-BUILT Class 707 'Desiro City' electric multiple unit Nos. 707024 and 707030 have entered revenue-earning service with Southeastern, completing the transfer of the 30-strong class to the operator from South Western Railway (SWR).

Reliveried in blue and branded 'City Beam' by Southeastern, it received its first members of the class over three years ago. Having gone into use from new with SWR in 2017, the Angel Trains-owned EMUs were due to be displaced as a result of the introduction of Class 701 'Arterio' sets. However, SWR negotiated a lease extension on 12 units, to help it alleviate pressures on rolling stock availability as a result of delays to the Class 701 project. Nos. 707024/030 remained much longer with SWR than their classmates, staying in service beyond predicted dates for their transfer. It is understood they worked their last SWR diagrams on August 29.

Southeastern confirmed that the pair were transferred on September 7, subsequently receiving their new colours at Gillingham depot.

"I'm really pleased that we now have all 30 of the City Beams available for customers," said its engineering director Mark Johnson.

Overhauls for Northern '158s'

EIGHT Northern Class 158 diesel multiple units are to undergo C6 overhauls at Brodie Engineering's Caledonia Works.

No. 158752 was the first to enter and leave the works. It and Nos. 158753-759 will receive attention. All are leased from Porterbrook, which this year announced it was purchasing a 49% stake in the Kilmarnock-based business. Among the areas receiving attention will be the bodysides, cabs, windows, electrical circuits, doors, heating and air conditioning, and toilets and water systems. Work will be carried out to refresh the flooring and seating and the units will receive exterior repaints.

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Chiltern unveils its inaugural refreshed Class 168 DMU

All 28 units in the class will receive refurbishment as part of the £12 million project.

CHILTERN Railways unveiled its first refreshed Class 168 diesel multiple unit No. 168003 at London Marylebone on October 9.

Over the next 15-18 months, the remaining 27 Class 168s will be refreshed as part of the £12 million project, which is being carried out by Arriva Train Care at Crewe.

Working with fleet owner Porterbrook, the fleet will gain new seat cushions and a revised grey moquette, improved wi-fi, the addition of USB ports to the 13-amp plugs, and new carpets.

New LED lighting has been installed and the toilets have been refurbished too.

Modifications have been made to the heating and cooling system, the battery, and there will be a number of changes made to improve reliability.

No. 168003 has been repainted in a dark blue with a contrasting lighter blue stripe, slightly reminiscent of the British Rail 'Provincial' livery, a key move as the paintwork on the front ends of some Class 168s is looking weatherworn.

It was one of a batch of four DMUs (later increased to five) ordered in September 1996 which represented the first new rolling stock order under the Privatisation era.



Inside the unit, the refreshed saloon features a grey fleck moquette and new seat cushions. At tables, twin 13-amp sockets with four USB sockets are available, while other seats have a single 13-amp and twin USB. CHRIS MILNER

The Class 168/0s entered service in May 1998, initially as three-car units with the designation 'Clubman', but were lengthened to four cars and have since been the backbone of London-West Midlands services for Chiltern.

Corrosion

On stripping out the 26-year-old vehicles, a significant amount of corrosion was discovered which has meant longer in the workshops than planned, however, when work begins on the other subclasses (168/1, 168/2 and 168/3), there is expected to be substantially less corrosion, meaning a quicker turnaround. Two more Class 168/0s are currently at Crewe getting refreshed, including No. 168001.

Once all of the class has been refurbished, Chiltern will begin to refresh its Class 165s, beginning in early 2025, but has indicated this project will be to a slightly different specification.

The work being undertaken by the train operator and its partners is part of a three-stage approach to modernisation and decarbonisation. Other phases include replacing its Mk. 3 carriages and the possibility of partial electrification of the route (see Headline News).

Although Chiltern trialled 'HybridFlex', using battery technology on unit No. 168329, it was decided not to convert any more units as the cost of equipping them had risen.



No. 168003, the first of the refurbished Chiltern Railways Class 168s, in its newly-applied, revised livery at Marylebone station on October 9. CHRIS MILNER

Siemens interested in TransPennine Express multi-mode rolling stock order

SIEMENS Mobility has confirmed its interest in producing new trains for TransPennine Express.

During a media event on the eve of the official opening of its Goole Rail Village (currently building trains for the Piccadilly line of London Underground), the company said it hoped to secure an order from TPE, which has outlined plans within the last

year for the procurement of up to 55 five-car multi-mode sets, starting with an initial batch of 29.

Intended to deliver an increased frequency of services between Manchester and Leeds, these would be up to 195 metres (almost 640 feet) in length and with a maximum speed of 125 miles per hour.

To be constructed at Goole, Siemens is tailoring an electric

and battery bi-mode version of its 'Desiro Verve' platform specifically for the UK market.

Goole Rail Village general manager Mark Speed believes there is the potential for manufacturers to benefit from a "significant number" of contracts, if there is the Government will to approve them.

"One of the things that we've been pushing for from

a Siemens perspective, which is also I think what we need from an industry perspective, is to have a long-term strategy for the replacement of the old rolling stock we have within the UK and then, alongside that, a five-year, funded plan," he explained to *The RM*. "It gives confidence to our shareholders in terms of the business we've got here and allows us to continually invest."



A ScotRail 'Inter7City' HST set, led by Class 43 No. 43003 (one of the first two production series power cars to enter service in 1976), with No. 43131 at the rear, is seen at Kingussie station on June 19 this year. FOULGER RAIL PHOTOS/CC BY-SA 2.0

Contract notice expected for ScotRail HST replacement

SCOTRAIL is due to issue a contract notice within weeks, for the procurement of a replacement for its 'Inter7City' High Speed Train sets.

The Scottish Government confirmed in early September that the operator will lead the process on behalf of Transport Scotland.

"We want to replace the current Intercity fleet with trains which provide more comfort and accessibility for passengers on these routes," said Scottish cabinet Secretary for Transport Fiona Hyslop. "This planned investment will ensure the reliability of our Intercity routes for the long-term, will reduce emissions from Intercity services

and will support our efforts to decarbonise Scotland's railways."

ScotRail introduced the first of 26 'Inter7City'-branded trains (so-named because the services give connections to seven major cities in Scotland) in October 2018, using ex-Great Western Railway Class 43s and HST vehicles refurbished by Wabtec at Doncaster Works in four and five-car formations.

Although aimed at providing a flagship service between Glasgow, Edinburgh, Aberdeen and Inverness, with a better standard of passenger accommodation and greater seating and luggage capacity than diesel multiple units, the fleet is one of the oldest still in

service in the UK, with power cars and trailers ranging from 42-48 years old.

Drivers union ASLEF reiterated its concerns to ScotRail about a lack of crash resilience compared to more modern designs, after a fallen tree ripped through the cab of power car No. 43129 at Broughty Ferry last December. The Rail Accident Investigation Branch report into the August 2020 derailment of an HST at Carmont in Aberdeenshire, in which three people were killed, also highlighted how design standards have evolved to provide better protection for vehicle occupants since the trains were originally introduced.

Multiple farewells for West Midlands Class 323 EMUs

AFTER 30 years, Class 323s operated their last diagrams in public service in the West Midlands on Friday, September 27.

Nos. 323222 and 323240 were rostered for duties that evening, their final working being 2G75 (23.31) Bromsgrove-Birmingham New Street, although there were subsequent trains in the form of a railtour (organised by West Midlands Railway and the Branch Line Society on September 29, using Nos. 323221 and 323222), and a farewell for staff on October 4 (with No. 323240).

A total of 43 three-car sets were ordered by British Rail from Hunslet Transportation Projects and built in Leeds (Dutch firm Holec supplying

the traction motors) to operate suburban services in the Birmingham and Manchester areas.

The first Class 323 was introduced in February 1994. The West Midlands allocation totalled 25 units, entering full service the following year. Eighteen sets were for use on routes radiating from Manchester.

As Class 730s have joined the West Midlands Railway fleet, gradually replacing its Class 323s, units have been cascaded to augment the North West fleet inherited by Northern. The operator now has 34 Class 323s. Nine of the ex-WMR sets are in storage. They are Nos. 323201/204/211/214/215/216/221/222/240.



On September 27, Class 323 No. 323222 leads No. 323240 at Bromsgrove on the 2G75 (23.31) Bromsgrove to Birmingham New Street working, the last Class 323-operated service on the Cross City Line. PATRICK JENKINS



NEW COLOURS: No. 70020 was outshopped on Thursday, October 3, from UKRL's site at the former Brush Works in Loughborough, carrying Freightliner's orange, black and yellow livery. It is the first '70' to receive the firm's latest colour scheme. FREIGHTLINER

SCRAPYARD BOUND: Also on October 3, former Greater Anglia Class 321 No. 321305 headed from Ilford depot to Unimetals (formerly Sims) at Newport in South Wales, for scrapping. It was the first of the 30 stored sets modified as part of the 'Renasus' project to be sent for breaking-up, and is pictured heading through Camden Road station behind Rail Operations Group Class 37 No. 37800 *Cassiopeia* on its final journey. IAN SINCLAIR

EMR shares interior images of Class 810 'Aurora' bi-mode set

Operator says new fleet will feature more seats and greater luggage space than the current Class 222 units.

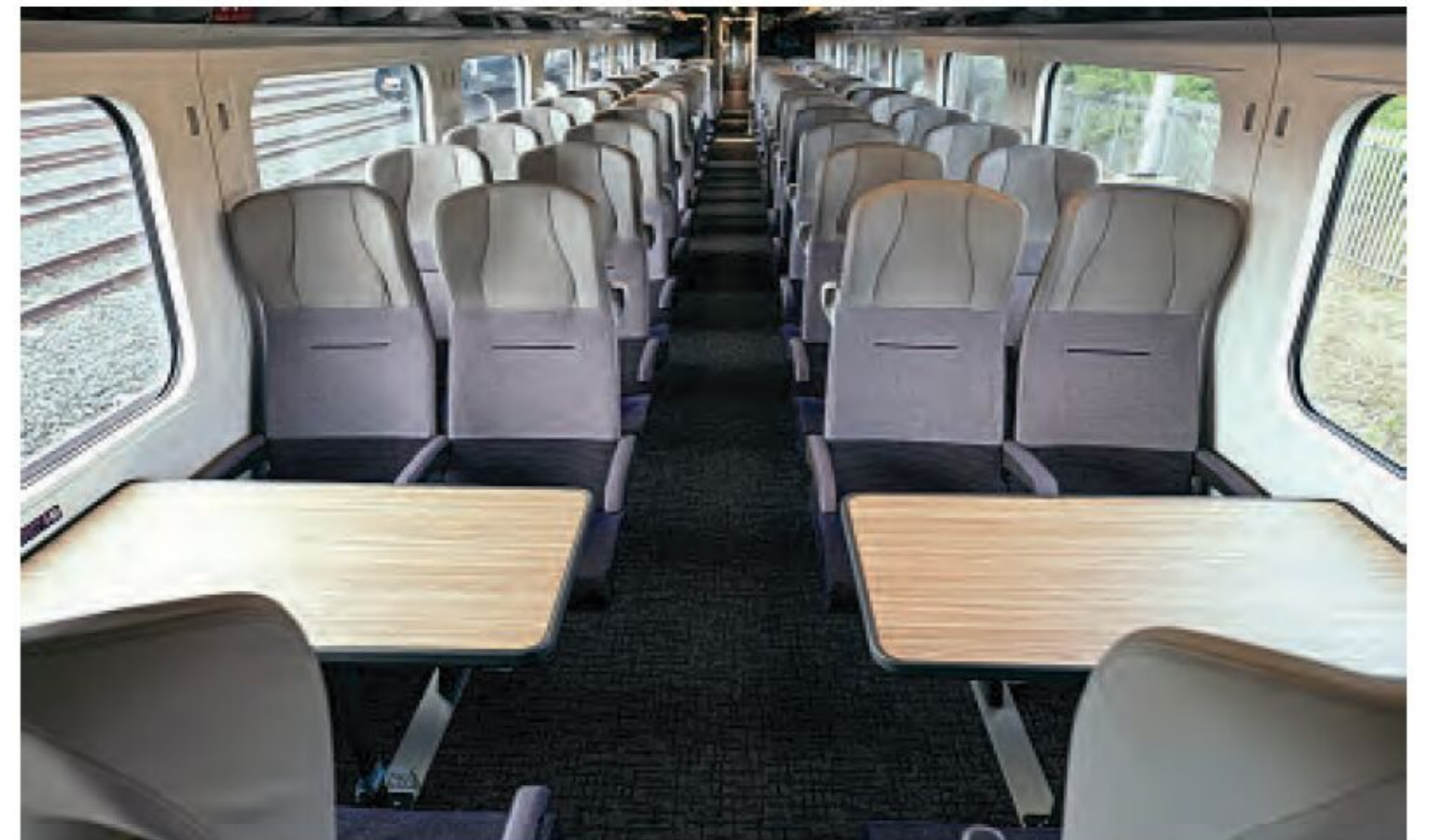
HAVING circulated computer-generated images of the interior of its new five-car Class 810 'Aurora' bi-mode units earlier this year, East Midlands Railway (EMR) has now released pictures of passenger saloons as fitted to the fleet.

The 33 trains, which are being produced by Hitachi Rail at its factory at Newton Aycliffe in County Durham, are due to be introduced during 2025 and 2026, and will replace its current Class 222 'Meridian' DMU fleet on intercity services on the Midland Main Line.

EMR says the 'Auroras' will have greater capacity for passengers and luggage than the trains they will supersede, with a total of 301 seats (47 First Class and 254 Standard) as opposed to 240 for a five-car 'Meridian' (50 First Class and 190 Standard).

Another feature highlighted by the company is a wi-fi system using multiple SIM cards, which it claims will enable it to select the "best possible signal" for passengers using mobile devices, and window glazing will also improve mobile signal reception for anyone wanting to use their own network connection. Trains will also feature power sockets and USB ports at every seat, as well as live travel information for passengers, dedicated wheelchair and bicycle spaces.

"We're really excited to share new photos of the interiors of our bi-mode fleet as the fleet progresses through testing and towards being passenger-ready," said EMR head of new trains Rachel Turner. "We have worked closely with Hitachi to ensure our trains offer customers the features and comfort they



The interior of a Class 810 'Aurora' Standard Class car. EMR

LEFT: Bicycle storage space in the vestibule of a Class 810 car. EMR

expect from a modern train."

No. 810001 completed its first test run into St Pancras in electric mode on October 8, with a newly-modified pantograph. Robin Davis, EMR's operations, safety and compatibility lead for the 'Aurora' project said the unit followed this with a "seamless" transition to diesel mode as it headed north, beyond the current extent of the electrification on the main line.



Wheelchair space in a First Class car. EMR

Wagon Report Compiled by Steven Fredrick Lappage

DURING the latter British Rail period, virtually all bulk aggregate traffic was carried in private owner stock. Government grants, commonly known as 'Section 8', often facilitated the purchase or leasing of new wagons by construction companies. However, this changed following Privatisation.

The decision by the Strategic Rail Authority to end freight facilities grants meant that freight operators had to begin providing their own stock.

EWS began by leasing 68 new HOA-A hoppers in 2006-07.

Built in Arad (Romania) by Trinity-IRS, Nos. 320000-067 were to design code HO 002A, with a gross weight of 101.6 tonnes. Twenty hoppers were given EWS Construction livery, while the remainder had blue and white Cemex colours. This followed the signing of a six-year contract with Cemex to carry limestone from Dove Holes quarry in Derbyshire.

Today this traffic continues to operate using HYA/IIA 'shorty' hoppers converted from redundant coal wagons. As a result the HOA fleet has been redeployed to other flows, for

example from the Mendips quarries. One unique use for the HOAs has been to transport imported broken glass slurry to a site at Ince and Elton. Known as cullet, this refuse is added to new material during the glassmaking process.

VTG Rail UK has placed a major order with Greenbrier Europe for 203 HOA-B bogie aggregate hoppers. The wagons are being built in Poland by Wagony-Swidnica for lease to MendipRail, the joint operation of Aggregate Industries and Heidelberg Materials. Identities are Nos. 81 70 6774 076-8 to 278-0. Gross weight is 101.6 tonnes and delivery of the new blue-liveried, UIC type Fanpps hoppers will be completed by spring 2025.

Porterbrook Leasing is taking delivery of 50 new JNA-X box opens from Astra Rail of Arad, Romania. Coded Ealnos, Nos. 81 70 5932 912-5 to 961-2 are being leased to GB Railfreight.

Long Marston has finally been cleared of freight stock. China clay hopper JIA No. 33 70 0894 000-5 left by rail, while No. 33 70 0894 000-5 was taken



Former Cemex HOA hopper No. 320032 at Warrington Arpley on September 1.



MEA open box wagon No. 391490 at Warrington Arpley on September 1.

by road to the scrapyard at EMR Kingsbury.

Private owner wagons scrapped have been JGA hopper No. RMC 17214; JHA hoppers Nos. ARC 17916/921/929/932; JGA hoppers Nos. NACO 19170-176/178/180-187/189-191/193/195/197-199; JHA hoppers Nos. ARC 19806/808/817/858/877/879/893/894/898/909/912; KFA flats Nos. TIPH 93310/474, No. VTG 95383.

Recent DB Cargo UK disposals include HKA aggregate hoppers Nos. 3006 12/616/617/623/636/637/66 0/667/679; HTA coal hoppers

Nos. 310214/311/415/451/51 0/554/565/571/586/602/609 /654/718/886/923/931/955/9 66/971 and Nos. 311000/012/ 026/058/063/080/157; BAA/ BCA^ steel flats Nos. 900007/ 017/025/034/079/083/103^/ 141/146/152/176/178/207/23 7/292/301/302; BWA hooded steel coil carrier No. 910426; BDA bogie bolster flats Nos. 95 0110/157/158/188/263/266/ 398/470/489; BFA/BTA* plate and pipe/tube carriers Nos. 950526/785/810/862*/984* and No. 951153; BNA flat No. 965039; and YWA 'Salmon' railflats Nos. DB 996135/238/ 291/332/353/633/942.

POOL CODES

RAFC RailAdventure Class 43 (operational)
RASC RailAdventure Class 43 (stored)

LOCOMOTIVES

Allocations

43054 LSLO-LSLS
 43083 LSLO-LSLS
 43296 HHPC-RASC
 43308 HHPC-RASC
 43423 HHPC-RASC-RAFC
 43465 HHPC-RASC-RAFC
 43467 HHPC-RASC-RAFC
 43468 HHPC-RASC-RAFC
 43480 HHPC-RASC-RAFC
 43484 HHPC-RASC-RAFC
 57007 CD LSLO De-registered
 66001 WBRT-WBAT
 66019 WBRT-WBAT
 66056 WBRT-WBLT
 66060 WBRT-WBAT
 66065 WBRT-WBAT
 66067 WBAT-WBRT
 66115 WBAT-WBRT-WBAT
 66134 WBAT-WBRT-WBAT
 66139 WBAT-WBGT
 66147 WBAT-WBHT
 66151 WBAT-WBRT
 66161 WBHT-WBRT
 66171 WBHT-WBRT
 66172 WBAT-WBRT
 66790 GBBT-COLO
 66792 GBBT-COLO
 68019 TPEX-XHTP
 68020 TPEX-XHTP
 68021 TPEX-XHTP
 68022 TPEX-XHTP
 68024 TPEX-XHTP
 68025 TPEX-XHTP
 68026 TPEX-XHTP
 68027 TPEX-XHTP
 68028 TPEX-XHTP
 68030 TPEX-XHTP
 68031 TPEX-XHTP
 68032 TPEX-XHTP
 73002 MBEL-LSLS

Liveries
DB red: 66106
Freightliner orange: 70020
GBRf: 69011
HNRC orange: 08527



Rare visitors to Eastleigh, Type 1s Nos. 20205 and 20007 arrive there on October 12, top-and-tailing GWR Mk.3 No. 12142 as the 14.08 from Reading Traincare Depot. The coach was scheduled for repainting and then due for return to Reading in early November. STEVE STUBBS

TfW black and red: 67016

Named
 57311 *The Institution of Mechanical Engineers*

Names removed
 43027 *Acton Castle*
 43094 *St. Mawes Castle*
 43122 *Dunster Castle*
 57002 *Rail Express*

Stored/stopped locations
Severn Valley Railway: 43094, 43122

MULTIPLE UNITS

Allocations
 150230/37 CF/HLHQ-HQ/SBXH
 150236 sent for disposal
 153365 sent for disposal
 175116 CH/HLHQ-HQ/SCEC
 196114 HQ-TS

321305/24 sent for disposal
 321443 sent for disposal
 323221/24/40 SO/EJHQ-HQ/SBXH
 398022/23 newly delivered HQ/HLHQ
 555027/28 newly delivered GF/PXGG
 730023/24/25/26/29/34/35/37 HQ-BY
 730208/16 newly delivered HQ/EJHQ
 777029/53 HQ-KD
 807003 HQ-OY
 810003 newly delivered HQ/EMHQ
 68345/46/52 (325006/07/13) sent for disposal

Liveries
Northern: 323205
SWR: 458402/06/11

Renumbered
 458502 – 458402

458506 – 458406
 458511 – 458411
Named
 801204 *Our Planet*

Names removed
 323204 *Selly Oak*
 323215 *Gravelly Hill*
 323216 *University*

Formations
150279: 52279+57242
458402: 67602+74002+74102+67702
458406: 67606+74006+74106+67706
458411: 67611+74011+74111+67711

Now in passenger traffic
 196114
 230006
 458424
 730023/24/25/26/29/34/35/37
 777029/53
 807003

Stored/stopped locations
Ardwick: 350244
Cockshute: 74421/35/36
Crewe: 730003/11, 730212/17
Crewe South Yard: 319373
Derby: 720538
Ely: 175101/16
Gascoigne Wood: 730022, 730215/18/30/31
Gosforth: 555027/28
Hornsey: 379001/16/22
Ilford: 720536/37
Landore: 150227/30
Old Dalby: 701502, 730203, 810003
Taff's Well: 398022/23
Warrington Arpley: 325003/09/12
Wembley: 730233
Willesden: 730210/11
Willesden PDRC: 325005/11/14
Wimbledon: 455917, 701052

Wolverton: 321301, 323201/04/15/16/21/22/40, 350238/51
Disposals
EMR King George V Dock, Glasgow: Arrival dates: October 22: 68352 (325013), October 22: 68345 (325006)
EMR Kingsbury: Arrival date: October 25: 68346 (325007)
MCL, Gascoigne Wood: Cut: nd: 321443
Sims Metals, Beeston: Arrival date: October 22: 153365
Unimetals (formerly Sims Metals), Newport: Arrival dates: September 24: 52236; September 25: 57236 (150236); October 3: 321305; October 21: 321324

HAULED COACHING STOCK

Sold
Accenta Rail: 12094

Changes of ownership
VLR, Dudley: 42347

Stored/stopped locations
Cadder Yard: HA02
Carnforth: 1212, 1651/57/91, 3334/36/56/79, 3417, 5921/29/50/64/85/98, 6042/54, 6310, 9504/20/26/37
Great Yarmouth: 42097, 42376, 44012, 45003
Inverness: HA08
SVR: GW02

Disposals
Not previously reported:
J. Watson, Metal Recyclers, Stafford: c. May 2023: 6360/61

■ STOCK CHANGES CORRECT AS OF OCTOBER 25.



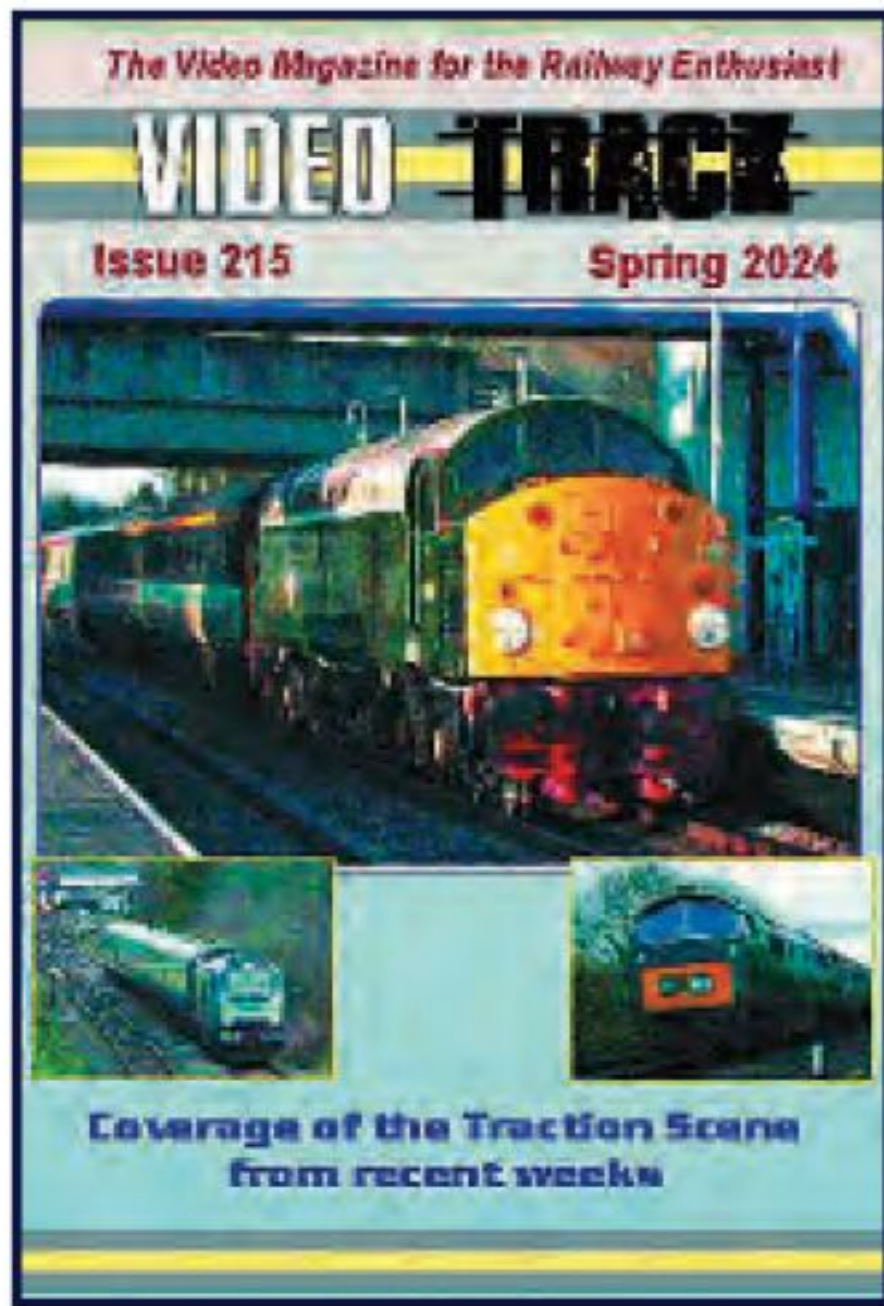
LSL diesel No. 57311 pictured at the company's Crewe base on October 12 after being named *The Institution of Mechanical Engineers*, a name previously carried by No. 47841. TONY MILES

TVP

CHRISTMAS RELEASES

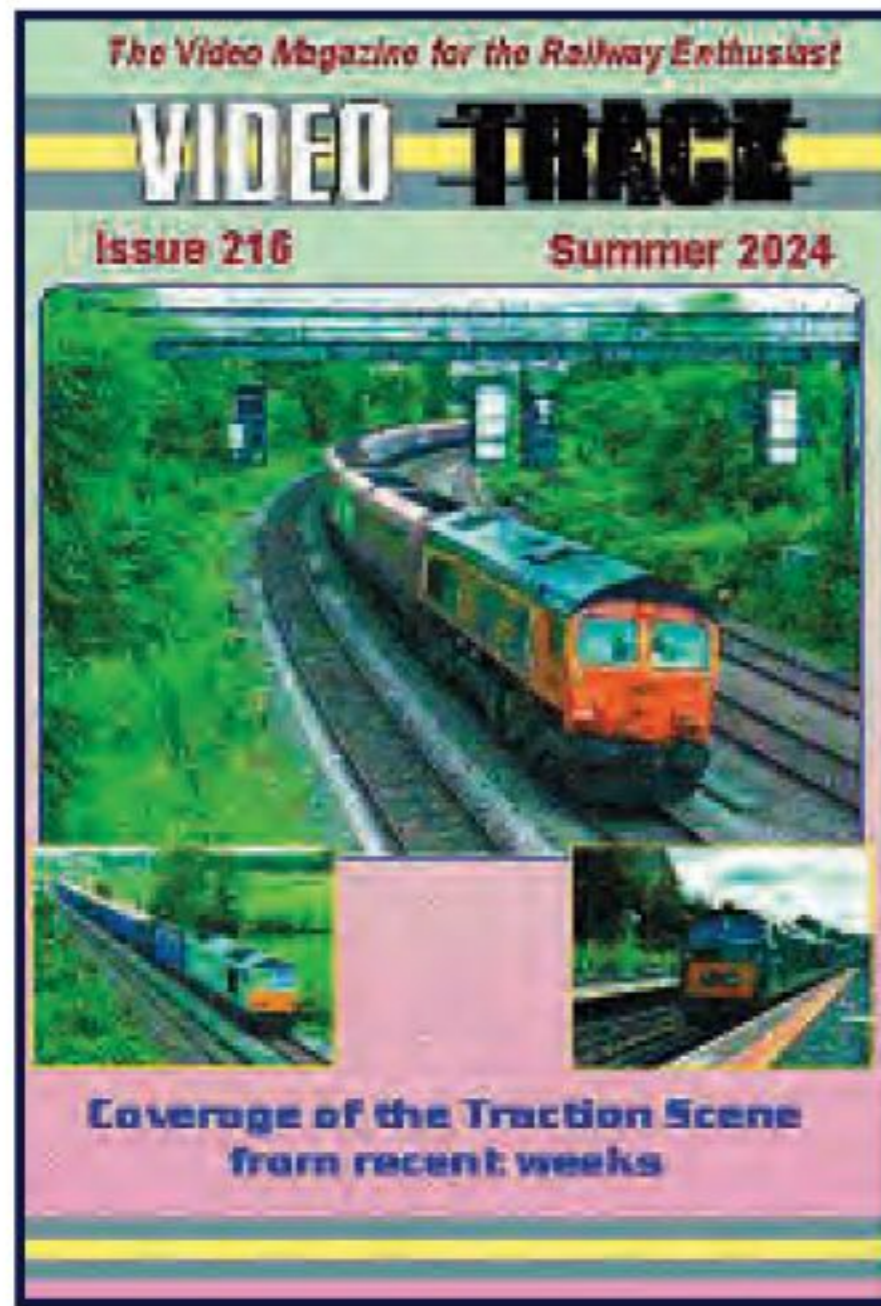
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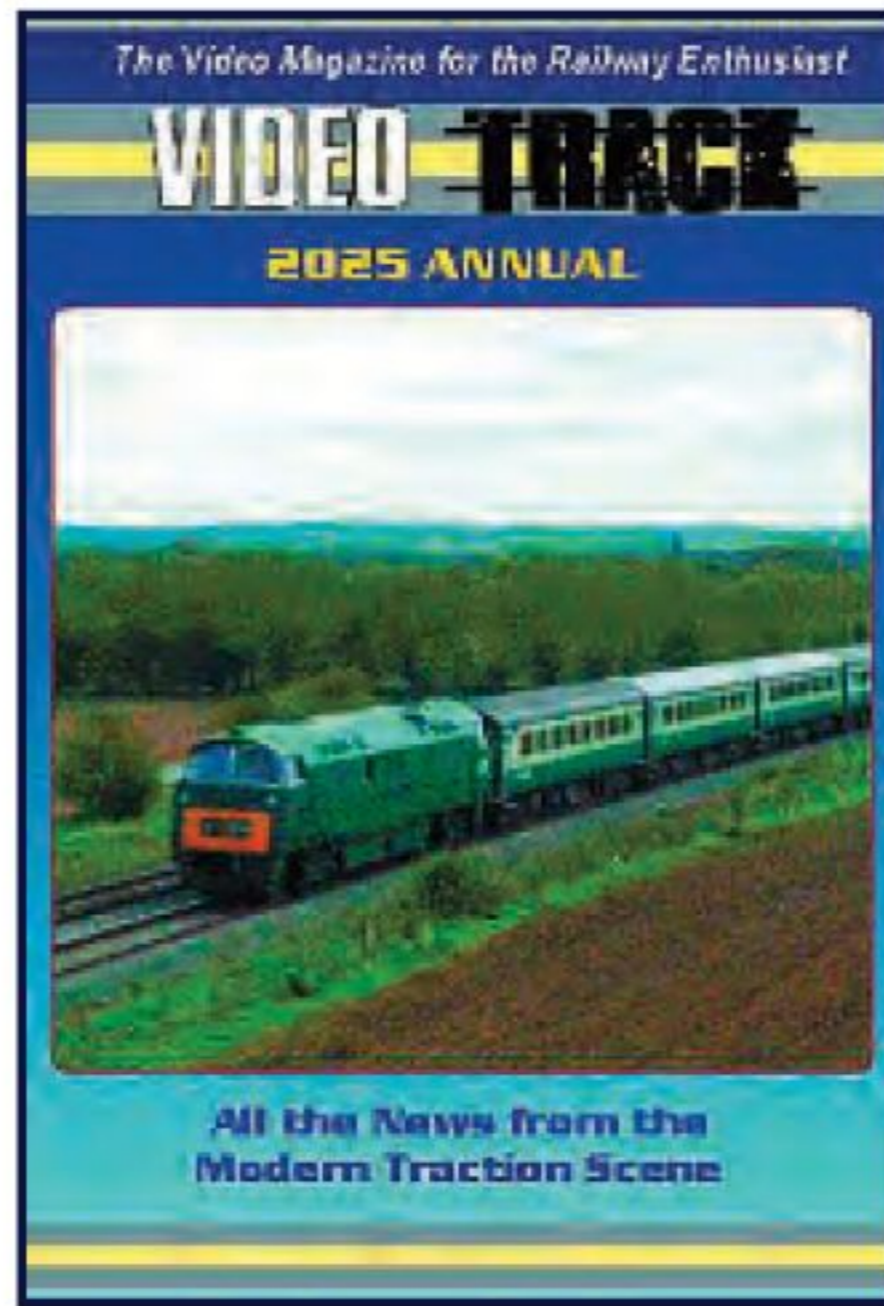
The Spring edition of Video Track with the usual mix of news and features inc Derby station in 2024 and the works in 1959. Special Trains around the network, Diesel Galas including the Swanage Rlwsy May Gala, the Southern Region old and New and Class 40 tour.

Video Track 215
Spring 2024
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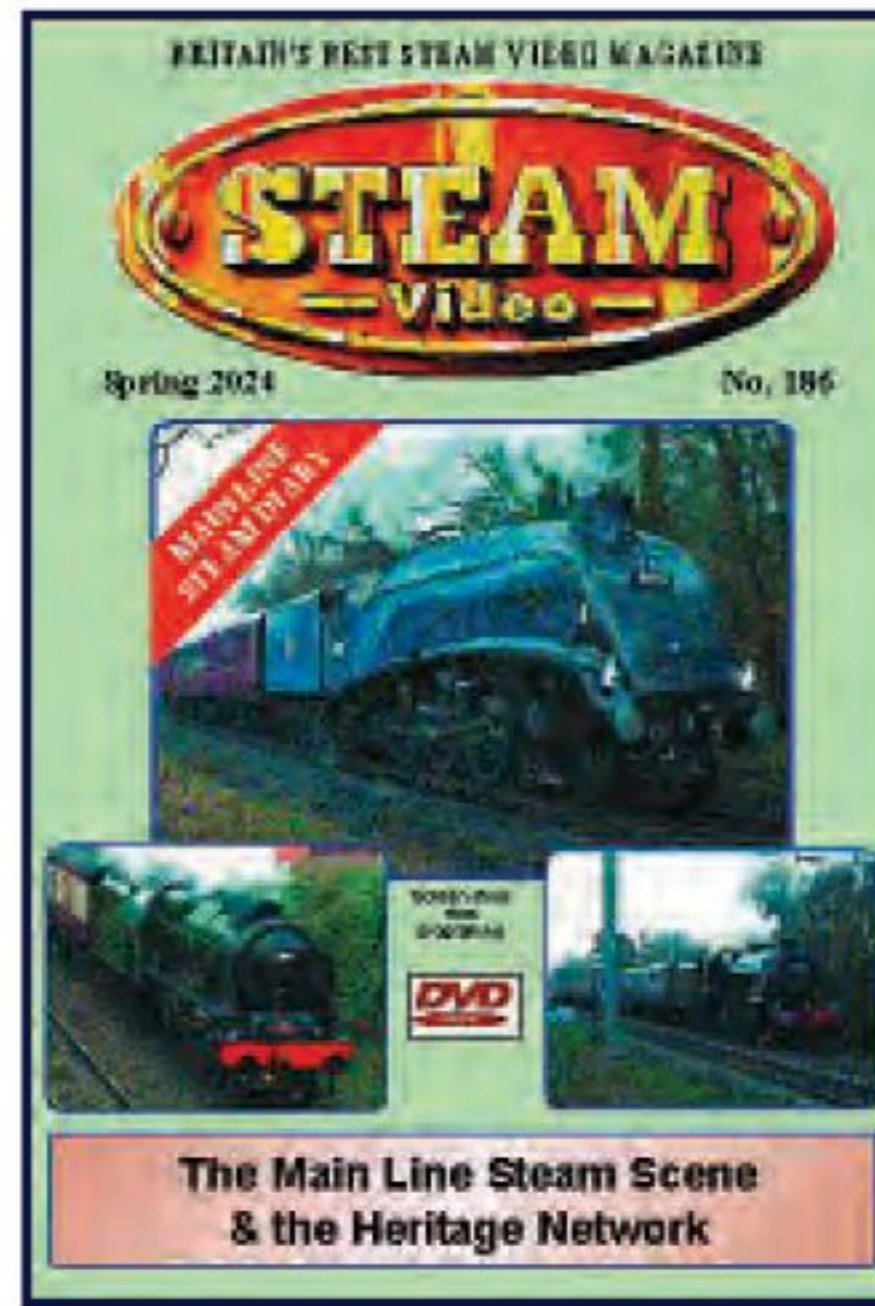
A special Summer edition of Video Track with a mix of news and features, Heritage Traction, Freight Profile - Western Main Line. Lines That Time Forgot, West Coast Action inc the Nuneaton area and Shap, A 'Peak' returns to the main line with 45 118.

Video Track 216
Summer 2024
1 Hour 45 mins
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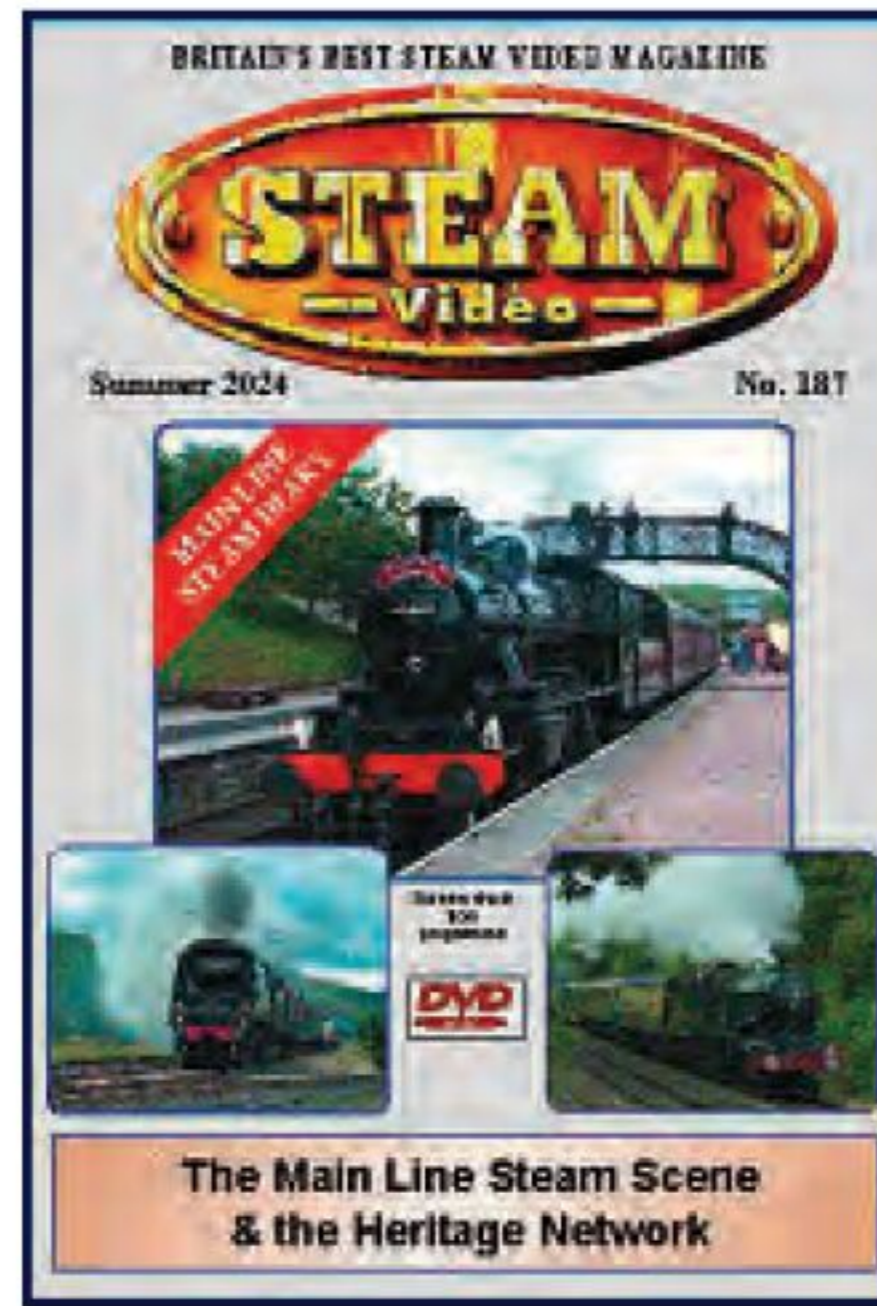
The Latest Video Track Annual out on the 10th of Jan. All the major events and happenings from the Modern Traction scene of 2024, from main line 'Peaks' to Class 40s, 37s, 47s, HSTs. 73s, Special Trains, unusual workings, stock moves & freight.

Video Track Annual 2025
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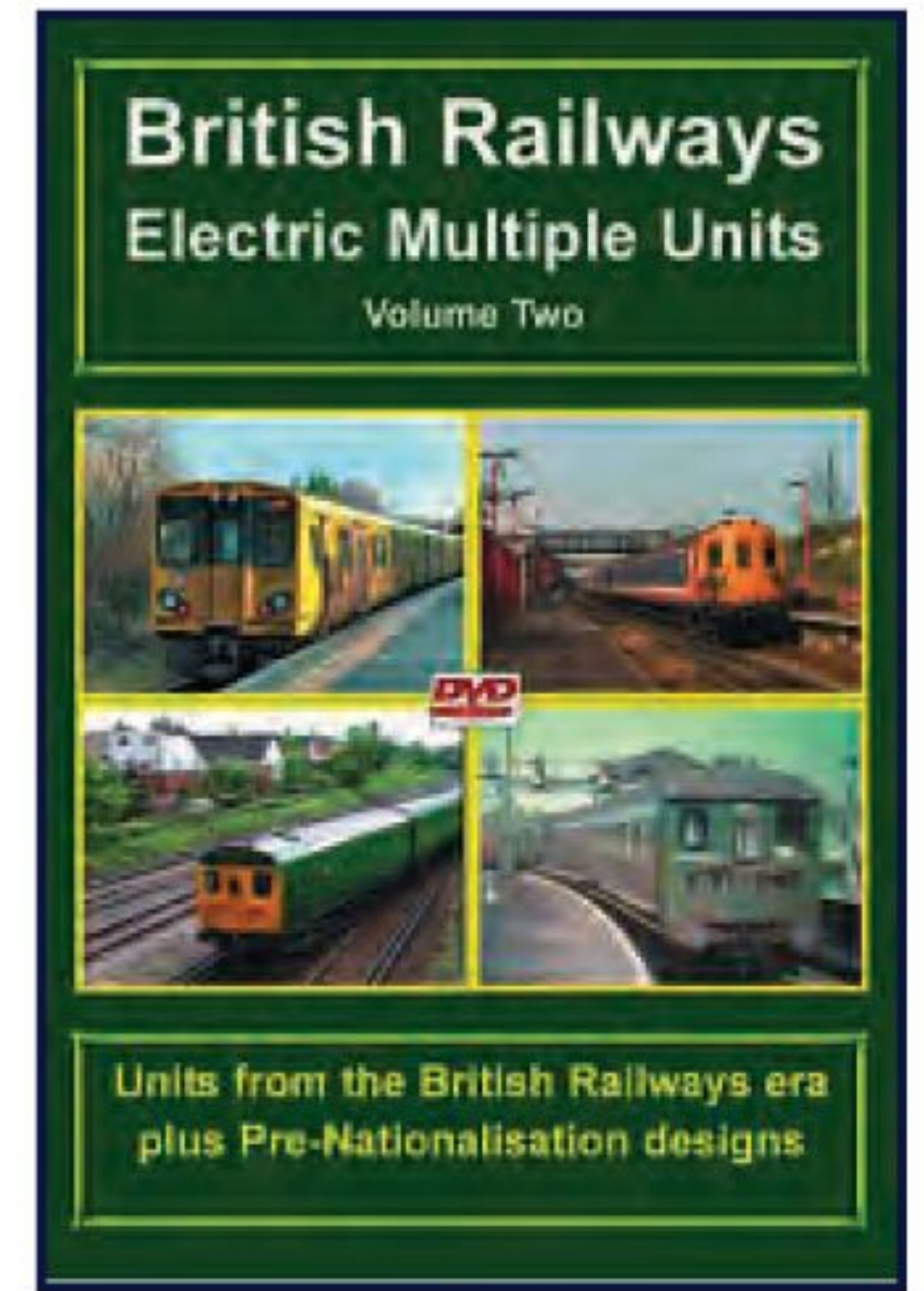
The Spring edition of our popular video magazine with Main Line Steam Diary from the Spring, News and Events, 'The Great Britain' Railtour, Betton Grange in action at Tyseley and the Glouc Warwks Railway, Gala Action and Parting Shot with 'Flying Scotsman'.

Steam Video 186
1 Hour 50 mins
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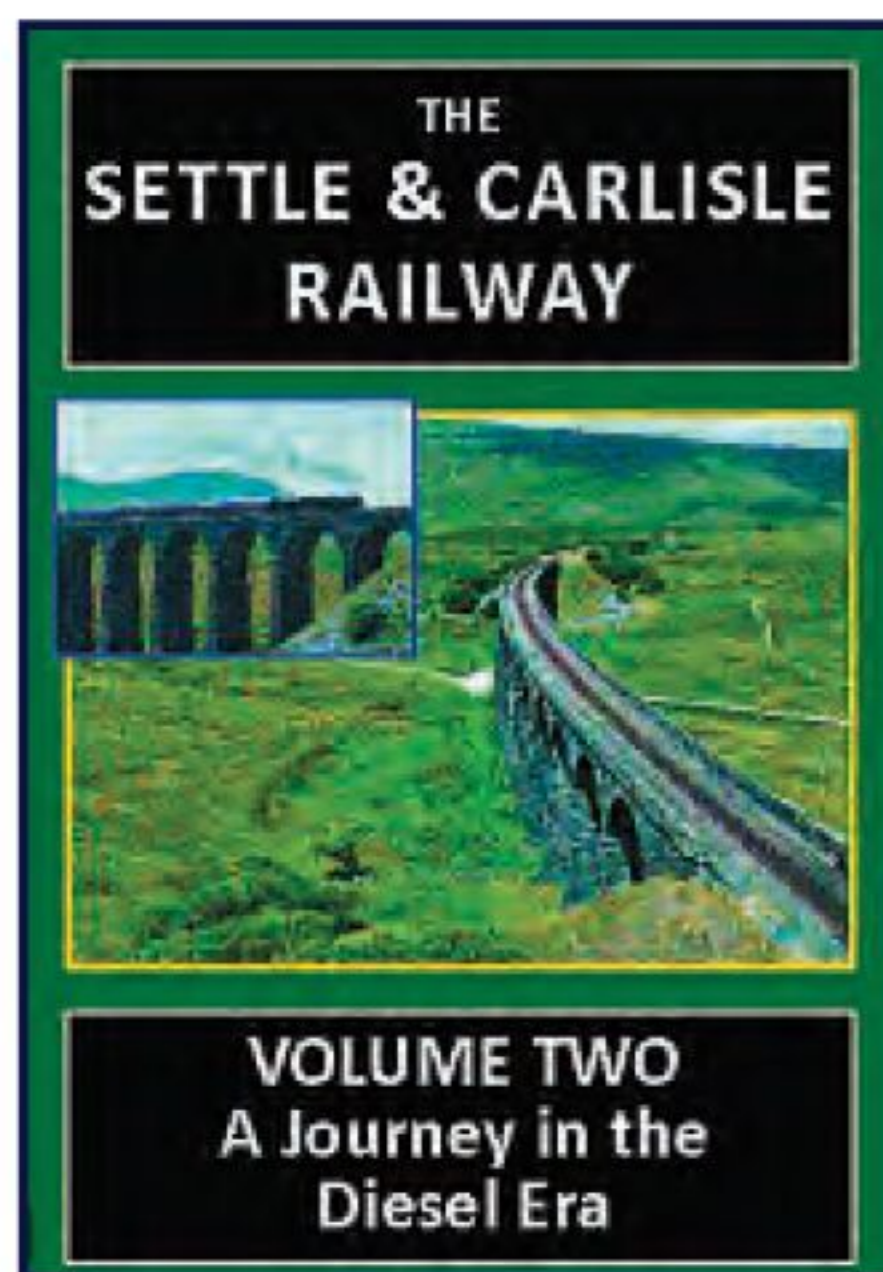
The Latest edition of our popular video magazine with Main Line Steam Diary from the Spring, News and Events, Bulleid Gathering at Swanage, 'Beachy Head' takes to the rails on the Bluebell and Steam on the Grade including the Lickey Incline.

Steam Video 187
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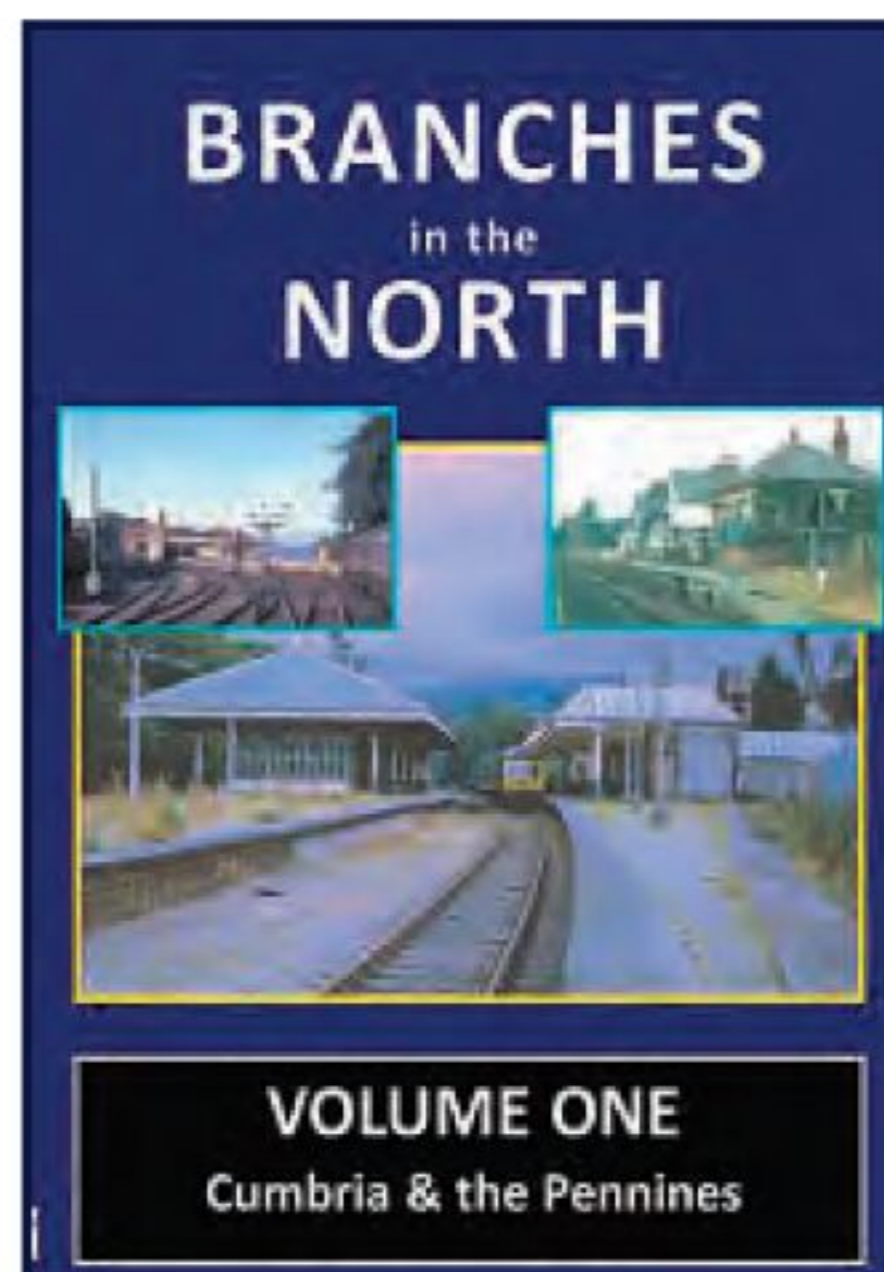
Classes from British Railways era and Southern Railway eras including archive film of the Class 302, 304, 306, 309, 504. 310, 312, 313, 317, 319 and 321s on the Southern, Midland & Eastern Regions

BR Electric Multiple Units
Vol 1 and Vol 2
Approx 1 Hour 20 mins
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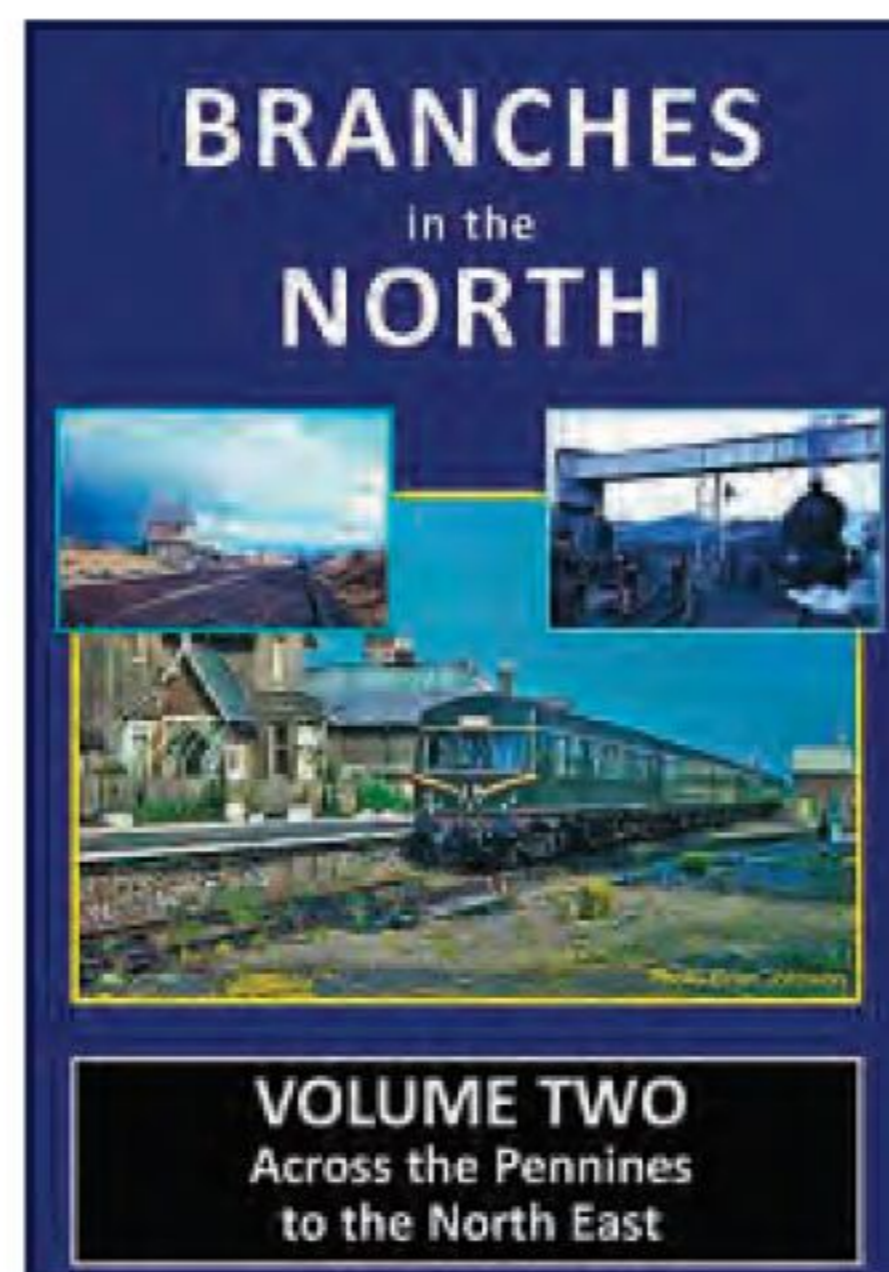
An aerial journey along the line through Ribbleshead to Culgaith plus archive film from the BR era with Class 40s, 31s, 45s, 47s, 25s and DMUs plus steam traction. Includes freight and diverted trains plus the normal passenger services.

The Settle & Carlisle Railway Vol 2
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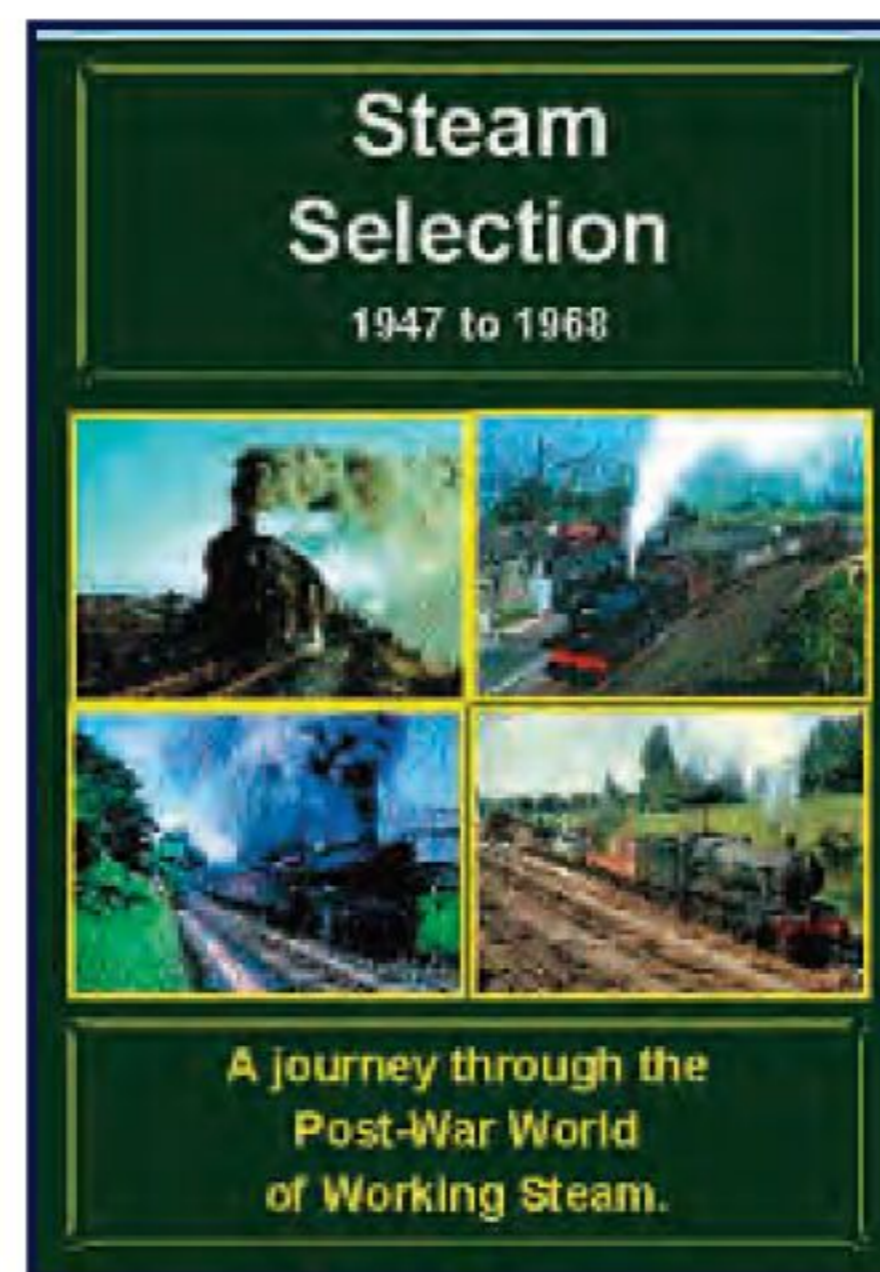
A tour of the branches in the North West of England including the Keswick branch, the Alston branch, Penrith to Kirkby Stephen and the Southern Lakes & Lancaster with steam and early diesel traction.

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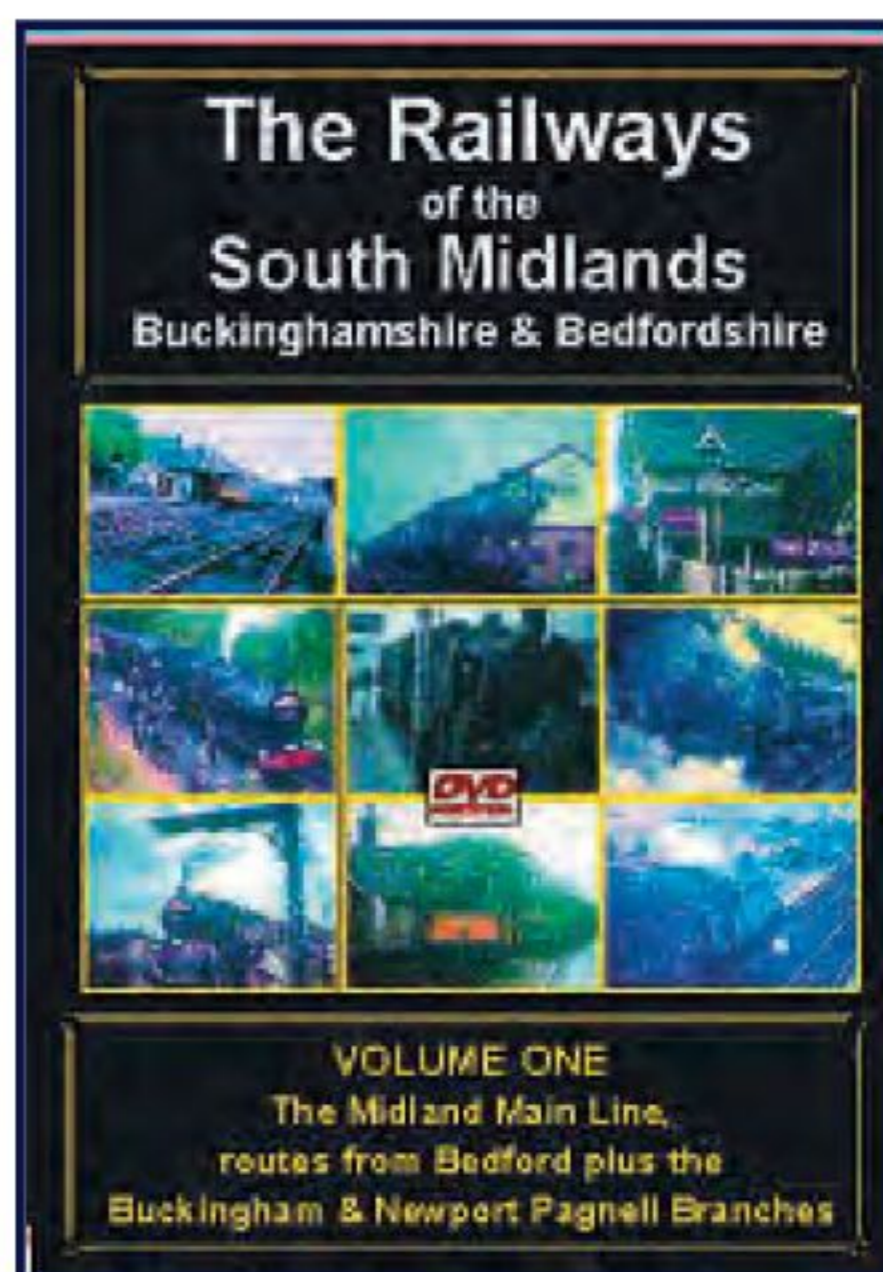
The line over Stainmore from Kirkby Stephen to Barnard Castle, the Middleton-in-Teesdale Branch, lines around Bishops Auckland and the Wensleydale Railway from Northallerton to Garsdale.

Branches in the North Volume Two
DVD £19.95
Download £9.95



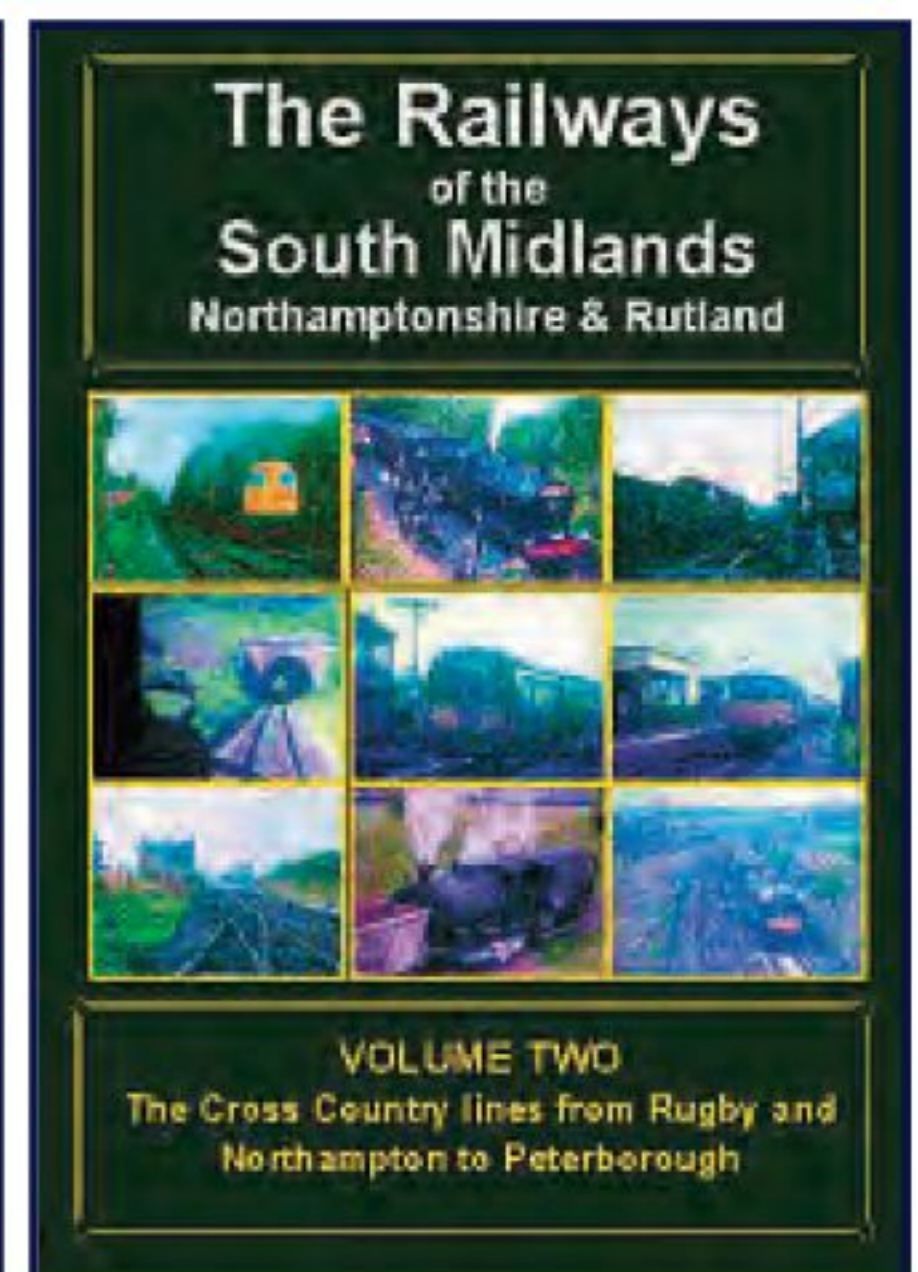
Archive film from the age of working steam including the Great Western Railway in 1947, The North East of England in 1966, Scotland, Yorkshire in the last years of steam around Royton Shed, the Cromford and High Peak plus the lines to Aberystwyth via Talerddig in 1966.

Steam Selection
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The railways from Bedford to Northampton, the Buckingham Branch, the Midland Main Line, the Higham Ferrers Branch, the Wolverton Branch using archive film.

Railways of the South Midlands Vol 1
DVD £19.95



The cross county routes from Rogby to Seaton Junction and Peterborough and from Northampton to Peterborough in the steam and diesel era plus Peterborough East and the cross country line through Melton Mowbray. and a history of both branches

Railways of the South Midlands Vol 2
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There were shades of late-1980s Willesden depot at LSL's Crewe headquarters on October 12, with this line-up of electric power (except, perhaps, for the Class 89). From the left are Nos. 89001 *Avocet*, 86101 *Sir William A Stanier FRS*, 87002 *Royal Sovereign*, 90002 *Wolf of Badenoch* (and 'Pacer' No. 142003), with No. 90001 *Royal Scot* the right. TONY MILES

The network's notable moves

RHTT

The autumn RHTT (Rail Head Treatment Train) season is under way, with the first report being Class 73 Nos. 73109 and 73128 in the regular top-and-tail formation, with eight hopper wagons powering a Tonbridge-Bognor Regis-Littlehampton-Tonbridge RHTT driver refresher trip on September 17.

The RHTT programme from GBRf's Stowmarket base did not officially start this year until week commencing October 7, on the southern GEML route, although there have already been workings from Whitmoor across the Fens route and preparatory proofing and driver training runs.

On September 19, Class 69 Nos. 69005 *Eastleigh* and 69012 *Falcon 2* worked 3L10/09.26 Whitmoor to Stowmarket DGL and returned with 3E11 at 12.39. It was Class 69 No. 69012 on September 26 that worked the first daylight viewing of the class down the Harwich branch into Harwich International. This was delayed a day because of a power supply issue the previous day between Colchester and Marks Tey, that saw its inaugural run down the southern branch sections of the GEML cancelled.

At Tonbridge, the GBRf RHTT was under way with its Class 73s providing the top-and-tail formations, and a visit by a correspondent on October 3 to the West Yard noted No. 73128 *Kent & East Sussex Railway 50 Years of Heritage 1974-2024* attached to one RHTT unit, while Nos. 73212 *Stephen Eaves*

and 73141 *Spa Valley Railway 25 Year Anniversary* moved out of sidings beside the new GBRf blue depot and into the main West Yard before terminating their movement.

Later in the afternoon, already besmirched with dirt, Nos. 73136 *Mhairi* and 73213 *Rhodalyn* passed through the station spraying happily away on their final burst after finishing 3Y74/05.35 Tonbridge West Yard to Tonbridge West Yard round Kent and East and West Sussex circuit.

By early October Nos. DR98919+DR98969 have been working the Horsham – Horsham RHTT trips, all noted at Littlehampton.

Avanti West Coast

Avanti is running crew training trips between Lancaster and Northampton. Having arrived empty in Lancaster at 14.35 (3P82) on Monday, September 9, AWC-liveried Class 805 No. 805013 set off again 12 minutes later (3N84) back to Northampton. This same unit ran on this non-revenue earning diagram the next day.

On September 11, this 3P82/3N84 working was operated by No. 805010. Over the next two days of that week this working was undertaken by No. 805003. The Northampton to Lancaster and back test diagram was worked on September 18 and 19 by AWC Class 805 No. 805002, in plain white. Having arrived and terminated at Lancaster at 14.32 on October 2, it returned south,

empty, to Northampton (3N47) at 14.47.

A broken-down train north of Carlisle caused problems for AWC services late on Monday, September 9. Although one service (1S90), operated by Class 390 No. 390118, departed on time from London Euston at 17.30, the train was held at platform 3 at Lancaster for over three hours. This gave time for passengers to visit the Tite and Lock refreshment room on Platform 3, in full view of their stationary train. Just as well really, as 1S90 did not arrive in Glasgow Central until 04.17, which was 369 minutes late.

Damage to the overhead wires between Carlisle and Lockerbie on September 26 caused delays and some cancellations, with disruption expected until the end of the day. However, problems continued into the next day with the following south-bound services 07.36, 09.36 and 11.56 all cancelled.

LNER

The Class 91s continue to attract much attention from our correspondents and a visit to Doncaster on Saturday, September 21, produced Nos. 91109 *Sir Bobby Robson*, 91110 *Battle of Britain Memorial Flight*, 91124 and 91130 *Lord Mayor of Newcastle*.

On October 1, DRS service 4N51/18.20 Doncaster iPort to Tees Dock caused major delays to LNER evening peak services from King's Cross to York, Newcastle and Edinburgh

by failing just to the south of Colton Junction. Rescue took over two hours during which the northbound East Coast Main Line was blocked between Hambleton Junction and Colton Junction. LNER services affected were the 16.30 from King's Cross (arrived 157 minutes late at Edinburgh), the 17.00, 17.30, 18.00, 18.18, 18.30 and 19.00 – with residual delays affecting later services.

The annual diversion of East Coast Main Line services via the Tyne Valley, Carlisle and Carstairs has again taken place. Units seen passing Thankerton on Saturday, September 14, were Nos. 800101/03/07/08/09/11/12, 800201/05/08/09 and 801102/05; On Sunday, September 15 were Nos. 800101/03/07-09/11/12, 800201/02/07-09 and 801102/04/05. On Saturday, September 21, Nos. 800101-04/06/07/09/12/13, 800201/02/05/08 and 801105/12 and on Sunday, September 22, were Nos. 800101/03-05/07/09/11/12, 800201/02/04/05/09 and 801102/10/12.

Great Western Railway

Sunday, September 29, was not a good day on GWR, as bad weather impacted services across the network, leading to suspension of services later in the day between Exeter and Plymouth.

A correspondent on board the 11.25 from Okehampton to Exeter Central with unit No. 150265 was delayed by

an earlier train failure and finally left 25 minutes late. Approximately 10 minutes after leaving Okehampton, what felt like an emergency brake application was made, followed by a loud bang. It was obvious the train had hit something, a tree as it turned out, brought down by the strong winds.

For those who have never travelled this line, it is tree-lined for most of the way from where it branches off from the Barnstaple line, almost like a linear forest, so it's not surprising this can happen. The conductor did a good job in keeping the passengers informed and even retrieved a saw from the tool cupboard to try and remove what he could from the line, while the driver walked around the train looking for further damage.

The train eventually moved off after about 25 minutes, running at slow speed and arrived at Exeter St David's about one-and-a-half hours after scheduled time.

Class 43 Nos. 43094 and 43122 were observed passing Flax Bourton on the 5Z43 Plymouth Laira depot to the Severn Valley Railway at Kidderminster on September 30. The locos have been stripped of their nameplates and GWR decals. 43094 was formerly *St Mawes Castle* and 43122 *Dunster Castle*.

Greater Anglia

On September 9, there was a set of mileage accumulation runs for Aventura Class 720

No. 720140 working from Manningtree to Harwich International twice before then being noted at the latter station as 5Q09 on its way to London Liverpool Street.

Class 720s still continue to be moved around the country, including to Derby or Worksop for modifications prior to them entering traffic. On September 11, No. 720515 was moved from Derby to Ilford by Class 69 No. 69008, which the following day took No. 720139 from Derby to Willesden. A move on September 16 found No. 47727 conveying No. 720144 also from Derby to Willesden.

On September 23, No. 720536 was top-and-tailed from Worksop to Derby by Class 57 Nos. 57305+57306. Next reported was No. 720536+720537 from Derby to Ilford on October 3. No. 720538 was top-and-tailed from Worksop to Derby by Class 57 Nos. 57303+57306.

Class 720 No. 720101 worked the Harwich branch for the first time on September 19, having been noted at Dovercourt with the 10.59 service from Manningtree to Harwich Town.

Greater Anglia set No. 720502, undergoing testing on the WCML on September 13, was noted at Atherstone.

ScotRail

The usually quiet backwater of Dingwall station, which usually only sees Class 158 DMUs working back and forth on the Kyle and Far North lines, was a

veritable hive of loco-hauled activity on Sunday, September 29. Beginning at 10.00, Class 66 No. 66743 was held in the station while working the nine-coach 1H82 Kyle of Lochalsh to Boat of Garten 'Royal Scotsman', to allow Class 158 No. 158704 on the 2H95 Inverness to Tain to pass in the station.

Twenty minutes later at 10.40, Class 57 Nos. 57313 and 57314 headed north with the 11-coach 1Z22 'Northern Belle' working from Dyce to Dunrobin Castle.

Then at 12 noon Class 43 Nos. 43257 and 43277 worked north as the 1Q78 Track Inspection train from Inverness to Wick and Thurso.

Like all things that go north through Dingwall they must eventually return south. Nos. 57314 and 57313 returned the 'Northern Belle' at 18.02 as the 1Z24 Dunrobin Castle to Aberdeen, and Nos. 43277 and 43257 headed back to Inverness at 20.30.

Observed at Carrbridge on Friday, September 27, was newly formed five-car ScotRail HST set HA12, with the addition of No. 42077, top-and-tailed by Nos. 43128+43035 on the 1B30 Inverness to Edinburgh.

Caledonian

An unusual sight in the north west on Wednesday, October 2 was of a Class 92 and the Caledonian Sleeper Mk.5s during the daylight with 3Z11/10.11. The previous evening, the 1S26 'The Lowlander' had technical issues

at London Euston and was used as a hotel for the night, meaning that the 1M11 stock for the following night was at the opposite end of the line, so Class 92 No. 92043 was given the task of taking the stock north ready for the following evening.

Northern Rail

A nine-day closure, from Saturday, August 31 to Sunday, September 8, related to the Wigan-Bolton electrification allowed engineering work to take place at various locations in the Bolton/Wigan area. Buses replaced trains between Wigan Wallgate and Bolton/Salford Crescent.

During the closure, various trains, including those from Manchester Oxford Road and Southport were diverted via the little-used curve between Parkside Junction and Golborne Junction. Services from Headbolt Lane, which would normally run through to Manchester Victoria instead terminated at Wigan Wallgate. On Monday, September 2, a journey was made on the 2G23/16.46 from Headbolt Lane to Wigan Wallgate formed of Class 156 No. 156424 terminating in the little-used bay platform 3.

The curve between Golborne Junction and Parkside Junction does see a thin, but regular, service on weekdays. On Monday, September 2, a correspondent took the 2V06/17.36 formed of Class 331 No. 331025 from

Wigan North Western nonstop to Manchester Victoria which uses the curve.

To try the diverted Southport service, a return trip was made to Wigan Wallgate the following day, starting at Deansgate on the 2W22/16.27 from Manchester Oxford Road to Southport formed of Nos. 150105+156405. The service left the West Coast Main Line at Wigan station Junction to run into Wallgate station. The return journey from Wigan Wallgate was made on the 2O71/16.59 from Southport to Manchester Oxford Road formed of Nos. 156404+150103.

Brodie Engineering, Kilmarnock is taking on the C6 overhaul, interior refresh and exterior paint and relivery of eight Class 158 units. The first, No. 158752, had already been stripped of all interior fittings in early September.

Tyne & Wear Metro

Two further new Class 555 units Nos. 555006+555007 were moved from Dollands Moor to Wembley by Class 66 No. 66131 on September 11, prior to being taken north to Jesmond.

TransPennine Express

TPE's experimental battery hybrid Class 802 No. 802207 ran empty from Heaton Depot on Tyneside (3Q81/08.22) via Shap on Tuesday, October 1, on a 186-mile journey to Brewery Junction in Manchester. Later that day it ran to Stalybridge, Manchester Piccadilly and Crewe before

terminating in Warrington.

Merseyrail

For much of the afternoon of Monday, September 2, a correspondent was riding on the Merseyrail electrics. However, none of the Class 507 units were seen in use during the afternoon, although No. 507007 was seen stabled in a siding by New Brighton station.

Transport for Wales

New Class 197 No. 197119 entered passenger service on September 17. However, the following week, on September 26, it was in trouble while working 11.42 Llandudno to Manchester Airport. All was fine as far as Rhyl, where a passenger was unable to exit the toilet. By the time the guard had been able to open the door, the train was about 20 minutes late.

At the next stop, Prestatyn, the carriage doors refused to open so nobody could leave or join. Leavers had to alight at Flint and await a train back to Prestatyn. The 11.42 maintained its lateness as far as Manchester Piccadilly, where it was terminated short so as to take up its return path on time.

On Thursday, September 5, the 1W55/08.49 from Cardiff Central was seen arriving at Manchester Piccadilly behind Class 67 No. 67025, with DVT No. 82216 at the rear. A journey was then made as far as Shrewsbury on the 1V42/12.30 from Manchester Piccadilly to Cardiff Central, which was formed of the same stock, now with No.



The east end bay platform at Rochdale was formerly used by terminating services on the Oldham Loop, before that line was closed in October 2009 for conversion to tram use, and today the bay is rarely used. However, No. 150128 terminated there on September 17, after a two-hour journey with the 10.15 from Manchester Victoria via Blackburn and Todmorden – the much shorter direct route between Rochdale and Manchester being closed for bridge repairs. PHIL WALLIS

67025 at the rear. The whole train, including the locomotive, was in red and white livery.

The service left Manchester Piccadilly one minute late, but progressively lost time and arrival at Shrewsbury was 10 minutes behind time. The Shrewsbury station stop is booked for three minutes, but actually took five, losing more time. According to Realtime Trains, arrival at Cardiff Central was 17 minutes late.

After spending some time in Shrewsbury, a journey was made as far as Crewe on the 1W19/12.49 from Cardiff Central to Manchester Piccadilly headed by Class 67 No. 67008, with DVT No. 82200 at the rear. The service left Shrewsbury 15 minutes late but managed to make up a couple of minutes by Crewe.

A correspondent spent time in south Wales on Tuesday, September 24, and reported the following observations which included an attempt to ride over two unusual pieces of track. His journey started on the 2N04/08.05 from Ebbw Vale Town to Cardiff Central, formed of Class 197 No. 197050. At Cardiff Central it coupled to No. 197042 and the two units formed the 2B57/09.11 to Swansea. However, for ticketing reasons, instead of taking 2B57, he used the 1B05/07.48 from London Paddington, formed of Class 800 No. 800310 to Swansea.

No. 197050 was joined again at Swansea, where it was now forming the 1E96/10.58 to Fishguard Harbour. This is one of only two trains a day that use the chord from Carmarthen Junction to Carmarthen Bridge Junction, avoiding the reversal at Carmarthen station. Both of these trains operate in the down direction, the chord not seeing any passenger trains in the up direction.

The 1B97/12.50 from Fishguard Harbour to Cardiff Central, was the next duty for No. 197050. Having reversed at Carmarthen, this train is booked to avoid Swansea station by taking the Swansea District line, which diverges from the route taken by Central Wales trains towards Llandrindod at Morlais Junction, then runs via Jersey Marine Junction North, rejoining the South Wales mainline at Briton Ferry West Junction.

However, on this occasion 1B97 continued from Llanelli, through Gowerton, towards Swansea, but diverged at Swansea Loop West Junction to take the line round the back of Landore TMD, a convenient signal stop providing a view of the stabled stock, before

rejoining the South Wales mainline at Landore Junction.

The line behind Landore depot sees a limited number of passenger trains at weekends but has no passenger service during the week. However, the route is used on occasion, as was the case on this day as an alternative to the Swansea District line, to suit operating convenience.

West Midlands Railway

Viewed from a passing train, on Sunday, September 1, Class 730 Nos. 730205 and 730220 were noted at Camden Carriage Servicing Depot. Later in the day No. 730218 was noted stabled in the sidings at Arriva Traincare, Crewe.

Passing Arriva Traincare, Crewe again on Thursday, September 5, No. 730218 was still present, and No. 730203 was also noted. Viewed from a train passing Wembley sidings on Tuesday, September 18, No. 730215 was noted in the yard.

Movements of the new Class 730 units between various storage locations continue apace. Those reported include on September 11, Nos. 730025+730034 being moved from Old Dalby to Willesden by Class 37 No. 37608. The Class 37 then took Nos. 730228+730229 from Wembley to Gascoigne Wood on September 16. On September 18, Class 37 No. 37800 took new No. 730230 from Derby to Oxley followed by No. 730216 from Oxley to Gascoigne Wood. No. 37608 was in use again on September 23, to move No. 730215 from Wembley to Gascoigne Wood.

No. 730211 was returned from Long Marston to Willesden on September 27, by No. 37884. The same Class 37 conveyed No. 730218 from Crewe to Gascoigne Wood on September 30, followed next day by Nos. 730003+730011 also from Crewe to Gascoigne Wood.

London Overground

Whilst Class 710 are not unknown on Richmond services they are unusual. On Thursday, September 5, a journey was made from Willesden Junction on the 2N10/18.16 from Stratford (London) to Richmond formed of No. 710375.

Govia Thameslink Railway

Europhoenix Class 37 No. 37901 *Mirrlees Pioneer* was noted at Three Bridges with eight barrier wagons on September 16, ready to haul No. 700106 to Eastleigh Works for damage and electrical repairs. The consist was seen passing platform 3 at Barnes station.

Having dropped off No.



Colas 'Grid' No. 56094 approaches Rishton station on September 19, with 6E43, the 10.05 Ribble Rail to Haverton bitumen empties. STEVE SIENKIEWICZ



A temporary footbridge has been installed at Lostwithiel (Cornwall) to allow passengers to cross between the platforms without using the level crossing at the eastern end of the station, which is now closed more often following an increase in the train service frequency. The basic structure, which includes scaffolding and alloy panels, will be replaced in the long-term with a permanent structure. No. 800311 passes beneath the footbridge on October 3 with the 10.03 Paddington to Penzance. JOHN VAUGHAN

700106 at Eastleigh, the Class 37 took the barrier wagons to Dollands Moor for their trip across to France to pick up the next batch of Tyne & Wear metro units, whilst No. 37901 returned to Wembley Yard light engine.

Southern Railways

Class 377 No. 377307 was removed from traffic with a Wheel Slide Protection fault on September 10, being replaced by No. 377108 for the rest of the day on the Redhill-Tonbridge-Redhill services. On the same day No. 387205 was diverted into Littlehampton while working the 11.20 Southampton to Brighton service due to emergency track repairs. The 13.13 Brighton to Southampton return started from Littlehampton.

Due to the lack of serviceable Class 387s on September 11, No. 377104 worked the 07.39 Brighton to Southampton and remained on that diagram all day. Earlier, No. 377310 was removed from service at Littlehampton prior to working the 05.24 service to Chichester

with a unit fault causing part of that diagram being cancelled until No. 377452 became available, beginning with the 09.57 Portsmouth to Brighton starting at Barnham. No. 377310 ran ECS to Brighton depot.

A cable fire at Brockley on September 17 caused disruption to Southern and Thameslink services between East Croydon and London Bridge and the lines were closed all afternoon until the end of service. The up and down fast lines were reopened around 21.00. Services in the meantime were delayed or diverted, especially Thameslink. The Littlehampton-Victoria-Littlehampton services were calling at Three Bridges to cover for late running Thameslink services.

Due to an incident at Norbury involving emergency services on September 19, all services were disrupted. The 18.46 Victoria running 75 late was diverted via the Arun Valley line to make up some time running fast from Gatwick Airport.

Services from Littlehampton

were terminated at Haywards Heath, Gatwick Airport or East Croydon. More problems for Southern and Thameslink services occurred the following day with emergency services dealing with an incident at Emsworth, with services terminating at Chichester, Bognor Regis and Littlehampton.

A security alert at East Croydon meant no trains were stopping as the station was evacuated until a controlled explosion took place, and that wasn't all. More chaos, this time at Chichester, when a swan trespassed onto the track, causing more misery for passengers.

Arun Valley services were disrupted on September 28, due to signalling issues between Horsham and Amberley, with some services not attaching or detaching at Horsham.

The 07.09 Brighton to Victoria formed of Nos. 387217+387211 terminated at Gatwick Airport on September 28, due to a fault on the units that needed to be returned to Brighton depot causing the cancellation to

the 08.09 Victoria to Brighton and 09.39 return to London.

October 2 saw a shortage of train crew causing some cancellations, and services not reaching their destinations. The 11.12 Littlehampton to London Victoria terminated at Haywards Heath, while the 13.16 London Victoria to Littlehampton started from Haywards Heath with unit Nos. 377405+377455. The 12.16 London Victoria to Littlehampton was diverted into Brighton, while the 14.12 Littlehampton to London Victoria started from Brighton with Nos. 377149+377434. Numerous other services were

likewise affected throughout the day.

On October 3, faulty unit No. 377404 on the East Coastway route left No. 377207 to work the 12.23 Eastbourne to Ore and 13.21 Ore to Victoria.

South Western Railway

Problems on Friday, September 13, struck South Western Railway in the form of a points failure between Feltham and Hounslow, which caused much disruption. A journey was made from Richmond to Barnes using the 2S24/09.33 from Weybridge to London Waterloo, which should have

run round the Hounslow loop but instead was routed via, and stopped at, Richmond. The train was formed of Class 458 Nos. 458408+458420, and ran nonstop between Richmond and Barnes, where it arrived 22 minutes late.

On Tuesday, September 18, Class 47 No. 47727, in BR blue livery, was seen hauling SWR Class 701 No. 701011 through Acton Central as empty stock train 5Q51 from Bicester MoD to Wimbledon Park Depot Sidings. The Class 47 was laying down a clag trail as it passed through the station. A little later the formation was seen

again approaching Wimbledon station on the up fast.

The very end of September saw the first increase in use of the Class 701 'Arterio' units, with the introduction of a diagram of morning and evening services on the line to Shepperton. On the first day of the new diagram, Monday, September 30, No. 701039 was reported to have worked the 2H89/06.45 from London Waterloo to Shepperton.

Charter Trains

Network Rail Class 97 Nos. 97302 and 97304 worked the Shrewsbury to Pwllheli section of the 1Z67 Swindon-Pwllheli and 1Z68 16.23 Pwllheli-Swindon 'Cambrian Coast Express' charter on September 12, the train being seen at Welshpool, and again slowly making their way across Barmouth Bridge. A Class 67 was booked for the Swindon to Shrewsbury and return legs.

The 'Eastriggs Elopers' ran on Saturday, September 14, when GBRf Class 57 No. 57310 pulled a rake of blue & grey Mk.2 coaches from Watford Junction (1Z10/06.21) along the WCML to Eastriggs MoD, north of Carlisle. The service later returned south (1Z13/15.35) to arrive back in Watford at 22.53.

LSL worked a Thirsk to Aviemore Pullman on Friday, September 27. On arrival at Aviemore, the train ran ECS 5Z18 from Aviemore to Carrbridge, after depositing its passengers at Aviemore to allow the following ScotRail service, the



Colas Rail's Nos. 70811 and 56094 reached Brighton on October 12, with an engineering ballast train for work on the line to Lewes that weekend. Both types of loco are very rare in the South Coast city. JOHN VAUGHAN



Who would ever have thought we would see HST power cars working with Mk.1 rolling stock – but this is exactly what happened on September 20, when RailAdventure power cars Nos. 43423+43467 hauled three coaches from Bo'ness to Grosmont (NYMR) after the booked Type 3 No. 37403 was unavailable. The working is seen at Eaglescliffe. ALEX AYRE



1H13 Edinburgh to Inverness with 170433+158722 in charge, to pass it. The Pullman then ran back to Aviemore to collect its passengers before returning south to Thirsk.

DB Cargo

Whilst at Toton Bank on September 11, viewing the array of DB Cargo Class 60s, 66s and 67s on show on a very drizzly morning, the newly regeared No. 66654 was noted passing through on the freight line working 6E94/10.01 Corby to Tees North Yard empty steel carriers.

Scrap metal trains reported included the regular Cardiff Tidal-Sunderland-Cardiff Tidal on September 12, worked by Class 66 No. 66654, followed by No. 66088 on the diagram on September 19, and No. 66127 on September 26. A further change on October 3 had No. 66010 working the diagram and again on October 8, but only back as far as Tees Yard where No. 66136 was employed to take the loaded service back to Cardiff.

Class 66 No. 66653 *Barry Needham* was seen passing



platform 1 at Barnes station at the head of the 6O62 from Churchyard Sidings to Angerstein Wharf on Monday, September 16.

On September 24, Class 66 No. 66207, looking smart in DB red, was seen passing Cardiff Station on the 6B86 from Margam Terminal Complex to Cardiff Docks Ryans Fletchers Wharf.

Class 66 No. 66097, in DB red, was seen passing Newport station on September 26, at the head of 6V92 from Corby B.S.C. to Margam Terminal Complex.

Somewhat earlier than the expected end of Royal Mail services, the 1M27 Shieldmuir Mail Terminal, running on September 20, was reported to have been the last loaded mail train to Willesden Princess Royal Distribution Centre, formed of Nos. 325001+325002.

Freightliner

Class 59 No. 59104 *Village of Great Elm* powered the 09.11 Westbury to Crawley New Yard and return aggregates on September 9 and 10, but on September 13, No. 59102 *Village of Chantry* was noted

passing West Worthing some 90 minutes late after recessing at Eastleigh due to an incident at Durrington with Southern services terminating at Littlehampton and Worthing for at least three hours. No. 59104 powered the service on September 16, and No. 59201 the next day.

Class 66 No. 66418, working the Southall to Newhaven aggregates, failed at Lewes on September 10, caused disruption to down services from London which were diverted via Brighton for approximately three hours. No. 66558 came to the rescue and took the whole train to Newhaven.

Two container trains were observed passing Bushey station during the afternoon of September 17 – firstly 4L67 from Trafford Park Freightliner Terminal to Felixstowe North Freightliner Terminal double-headed by Class 90 Nos. 90044 and 90003, both in orange livery. A few minutes later they were followed by Class 66 No. 66508 on 4L46 from Lawley Street Freightliner Terminal to London Gateway.

Under leaden skies, DB Cargo's No. 66152 departs Goonbarrow (Cornwall) on October 2, and heads towards Par with 6G09, a china clay working for Carne Point (Fowey). The manual signalbox and signals here are being retained as part of the ongoing upgrade of the Newquay line, which will see a second platform come back into use at Newquay from May 2025, allowing more trains to run to the seaside town. JON HIRD

Observed passing Newport station on Friday, September 27 was container train 4L33 from Wentloog to London Gateway behind Class 66 No. 66518.

DRS

On Thursday, September 12, DRS Class 66 No. 66433 *Carlisle Power Signal Box* pulled a short set of empty container flats from Doncaster Wagon Shops (4Z72/15.17) via Derby (16.56) and Crewe (18.53) to Motherwell.

Blue liveried DRS Class 57 No. 57308 *Jamie Ferguson* ran light on Monday, September 16, from Carlisle (0Z57/10.59) to Crewe.

Class 66s Nos. 66423+66429 were coupled in front of Class 88 No. 88010, with pantograph down, to run as a light engine trio on Wednesday, September 18, from Crewe (0Z23/12.47) to Carlisle Kingmoor depot.

On Tuesday, September 17, Class 88 No. 88003 *Genesis* was seen passing Bushey station at the head of Tesco train 4L48

from Daventry (Tesco) to Tilbury 2 Container Terminal.

Faded blue Class 68 No. 68029 was seen on Longsight Depot awaiting departure of 0B42 Longsight to Crewe Gresty Bridge light move on September 24.

GBRF

The Harwich Refinery to North Walsham condensate tank movements during September had a start-stop approach with No. 66756 *Royal Corps of Signals* going to the Norfolk base on Wednesday, September 4 to pick up the loaded set after they had been there over the previous weekend.

No. 66705 *Golden Jubilee* worked down to North Walsham on September 11, but then had an extended stay there until released back to Peterborough MPD. It was not until September 17 that No. 66790 *Louise* collected the loaded tanks via 0P32 and Ipswich Reception and then

delivered the empty set back on September 18 and again had an abortive wait before exiting back to Peterborough.

On September 24 No. 66784 *Keighley & Worth Valley Railway 50th Anniversary 1968-2018* worked down from Ipswich to North Walsham for the loaded movement, back with the empties on September 25 and this time completed a loaded consignment back the following day. The following week it was back to the normal schedule with No. 66772 *Maria* working 6P41 empties on October 2 and back on October 3 before using 0E06 at 19.30 to Peterborough MPD.

Weekend stopovers into Harwich PQ yard of the 4L43 were in the hands of Class 66 No. 66769 *LMA League Managers Association/Paul Taylor Our Inspiration* on September 7, 14 and 21 and No. 66722 *Sir Edward Watkin* on September 28, whilst the movement round ►

from Felixstowe in the evening for 4A28 was No. 66716 *Valour* on September 7, No. 66765 *Julie Garn* on September 14, No. 66754 *Northampton Saints* on September 21 and No. 66308 *Signalman Willie Taylor* on September 28 – the first time this particular locomotive has ventured to the freight yard.

A new scrap run has developed between Cardiff Docks and Burton-upon-Trent empty, returning to the docks loaded. On September 9 it was hauled by Class 66 No. 66792, with the same loco in charge on September 11, and 12, A change on September 16 found No. 66718 at the helm and again on September 18, 19, 23, 25, and 26, while No. 66728 was employed on October 3, 8 and 9.

Other scrap runs reported included No. 66730 on a Small Heath yard to Attercliffe and then through to Doncaster on September 9, before being returned to Liverpool by No. 66751. Two days later, No. 66751 worked a Liverpool-Saltley-Liverpool diagram

followed on September 13 with No. 66790 on a regular Liverpool-Swindon-Liverpool turn.

Reported on September 16 was No. 66310 on a Doncaster-Attercliffe-Liverpool diagram, and two days later on the Liverpool-Saltley-Liverpool diagram. The same loco was in use again on September 23, on the Small Heath-Attercliffe-Liverpool diagrams. A change on September 25 found No. 66708 on a Liverpool-Saltley-Liverpool diagram. A further change on September 27 had No. 66753 on the Liverpool-Swindon-Liverpool diagram, followed by No. 66757 on the Liverpool-Saltley-Liverpool diagram on October 1.

A trip to Derby on September 11, by a correspondent, revealed a feast of Class 69s with No. 69013, officially released into traffic the previous day in its green undercoat, parked up in Peterborough MPD, while on arrival at Leicester, Nos. 69009 *Western Consort* and 69010 were noted parked outside

UKRL L.I.P. depot.

On arrival at Derby at 09.30, No. 69008 *Richard Howe* was propelling Greater Anglia Aventura No. 720515 into Platform 3, working 5Q30/08.54 Derby Litchurch Lane to Ilford EMUD, running 40 minutes late. Later in the day, while back at Leicester Class 66 No. 66742 *ABP Port of Immingham Centenary 1912-2012* worked light engine on 0M86/13.19 Peterborough MPD – Wellingborough Up Yard.

That afternoon No. 66722 was also noted on 4M29/10.38 Felixstowe North GBRf to Birch Coppice, No. 66775 on 4M33/10.46 Felixstowe North GBRf to Hams Hall GBRf, No. 66794 on 6M33/13.07 Doncaster Up Decoy to Leicester Humberstone Rd and finally No. 66785 on 4L04/12.58 East Midlands Gateway to Felixstowe South GBRf running some 90 minutes late.

Whilst at Tonbridge on September 11, newly-named Class 69 No. 69004 *RIDC Melton*

was outside the new depot shed (with possibly a new lower vinyl added – GBRf NR Research Dept. Rail Innovation & Development Centre Old Dalby). Behind Class 73 No. 73962 *Dick Mabbutt* and solitary in the West Yard was Class 66 No. 66796 *The Green Progressor* shimmering in the occasional burst of sunlight, and which proceeded to leave in the early afternoon as 0Y75 Tonbridge W.Y. to Grain Oil Terminal, an hour earlier than scheduled, with a speedy burst through the station. Earlier, at 12.45, No. 66795 *Bescot LDC* had passed through light engine on 0Y07/10.56 Grain Oil Terminal to Tonbridge W.Y. while at 14.05 No. 66710 *Phil Packer BRIT* was in charge of 6O86/10.56 Acton Yard to Tonbridge W.Y. loaded sand hopper train.

On September 18, Class 66 No. 66701 was seen passing West Ealing station at the head of the 6M54 from Colnbrook Lafarge to Bardon Hill.

Class 69 No. 69006 *Pathfinder*

Railtours was seen on Friday, September 13, between Barnes and Putney at the head of 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard. It was seen again, on Monday, September 16, passing platform 3 at Barnes station, at the head of 6Y42 from Hoo Junction Up Yard to Eastleigh East Yard.

On September 18, Class 66 No. 66741 was seen passing Bushey station at the head of container train 4M47 from London Gateway to Hams Hall.

Class 69 No. 69009 *Western Consort* was seen running light engine past Harrow & Wealdstone station on Tuesday, September 12, on a 0Z30 Derby Litchurch Lane to Wembley InterCity Depot.

Occasionally, loaded cement trains from Clitheroe to Carlisle and Mossend run via Shap rather than via Settle and such was the case on Wednesday, October 2, when Class 66 No. 66787 pulled 10 Castle Cement VTG bulk carriers (6C00/17.40) on the WCML from Clitheroe to Carlisle New



Yard where it recessed.

Colas Rail

Class 43 HST Nos. 43303+43301 top-and-tailed the 1Q61/13.20 Leicester LIP to Leicester LIP via Bedford test train on September 12, which was testing the new overhead wires between Kettering and Wigston. Included in the consist was Europhoenix Class 91 No. 91117 *Project Electra*.

Colas Rail Class 56 No. 56090 ran light on Friday, September 13, from Carlisle New Yard (0Z56/08.50) to Crewe.

At Tonbridge on October 3, Class 56 No. 56049 *Robin of Templecombe 1938-2013* worked through the station in charge of 6Y86/13.30 Halling NR Colas to Hoo Junction Up Yard with six FEA-W yellow Wascosa/Network Rail-branded low-loader wagons carrying concrete sleepers.

DCR

At Leicester on September 11, DCR Class 60 No. 60046 *William Wilberforce* was noted at 09.00



Colas Rail power cars Nos. 43301/43301 worked ERS Mk.3s Nos. 42097, 44012, 42376, 45003 from Leicester-Great Yarmouth on September 25 – running via the East Coast Main Line, the North London Line, Liverpool Street and the Great Eastern Main Line. Reaching Liverpool Street required a reversal at Stratford, after which the train is pictured leaving platform 12. IAN SINCLAIR

working an unscheduled movement into platform 4 to work round its train of empty yellow box wagons stabled in sidings at Humberstone Road.

Viewed from a train passing in Wembley sidings on Tuesday, September 18, was Class 60 No. 60029 *Ben Nevis* at the head of a southbound train reportedly 6Z22 from Wembley Receptions 1-7 to Grovesend Quarry, which left more than two hours after its booked departure of 12.00.

No. 60029 was working again the following day when it was seen at Greenford with 6Z33 from Aylesbury North Loop to Tytherington.

Hanson & Hall

On Thursday, September 26, Class 50 No. 50008 *Thunderer* was observed working down through Dawlish en route to the Bodmin & Wenford Railway for the weekend.

West Coast Railway Co.

Arriving at Carnforth on Tuesday, September 17, from Southall on 5Z43/10.25 was WCR 'Black Five' 4-6-0 No. 44871, plus a Mk.2 maroon support coach.

An ECS working on Friday, October 4, from Carnforth to Euston, was hauled by Class 33 Nos. 33207+33029 in preparation for an upcoming charter the following day.

Locomotive Services

LSL's retro green Class 20 Nos. D8096 (20096) + D8107 (20107) ran light, coupled nose-to-nose, on September 9, from Crewe (0Z44/09.42) to Carlisle Upperby.

A stock move from Eastleigh

LEFT: DRS's Nos. 68024 and 68025 top-and-tail a flask and two support coaches at Searchlight Lane (Norton Bridge, Staffordshire) on October 18, working 6Z31 from Kineton MoD to Carlisle Kingmoor. BRAD JOYCE



Another scene that could be from the 1980s, this time at Edinburgh Waverley on October 5, as LSL's No. 47712 and a Mk.3+DBSO set recall the days of push-pull working between Edinburgh, Glasgow and Aberdeen. The train had just arrived from Lanark on day one of the two-day 'Central Scotland & Fife' tour from Crewe. The loco is masquerading as scrapped classmates No. 47709 *The Lord Provost* on one side and 47711 *Greyfriars Bobby* on the other. MICHAEL WARRENDER

Works to Crewe on September 23, consisted of Class 37 No. 37401 *Mary Queen of Scots* + Class 57 No. 57003 *ICRS 50th Anniversary* + Mk.3 No. 41183 + Class 43 No. 43058 *Loch Eil*. In the event, the consist failed at Nuneaton, later being rescued by Class 86 No. 86101.

Class 121 Bubble Car No. 121022 (55022) *Flora* was seen in Manchester Airport making a rather unusual sight with 2Z01 Manchester Airport-Crewe H.S LSL staff route learner on September 23. Sadly, the afternoon 2Z02 journey was cancelled from Crewe H.S to Manchester Airport due to an unknown problem.

Unimetals (formerly Sims), Newport

Movement of stock to Newport included Class 507 No. 507016 brought south from Birkenhead by Class 37 No. 37800 on September 16. The following day Class 442 vehicle No. 77400 arrived by road from Wolverton. This had previously been

reported arriving on June 18, now known to be erroneous.

The next arrival was on October 3 when Class 321 No. 321305 was moved from Ilford by Class 37 No. 37800.

Loram

A visit to Liverpool Street station on Wednesday, September 11, found a Network Rail inspection train alongside platform 10 forming the 1Q18 from Ferme Park Reception to Clacton-on-Sea top-and-tailed by Class 37 Nos. 37421+37175.

On a visit to Euston station on September 11, the New Measurement Train was seen alongside platform 5. The NMT was running as 1Q27 from Crewe up and down Pottery Loop to Derby R.T.C. On departure from Euston the train was formed of Class 43 Nos. 43277+43357 top-and-tailing Nos. 977995+975984+977993+975814+977984.

The New Measurement Train was seen again on Tuesday, September 24, this time passing

alongside platform 3 at Cardiff Central station whilst running as 1Q15 from Derby R.T.C. to Swansea. The formation was Class 43 Nos. 43257+43251 top-and-tailing Nos. 977984, 975814, 977993, 975984, 977995.

On September 29, a 1Q78 far north test train ran from Inverness via Thurso to Wick and returned back to Inverness with HST power cars Nos. 43257+43277. The following day it was observed arriving at Aviemore before working 5B26 to Perth. It was later seen working from Inverness to Mossend.

Our thanks

THE Railway Magazine's thanks for information go to: Paul Atkinson, Gene Collins, Mike Cooper, Brian Crudge, Kevin Driscoll, Peter Fletcher, Zac Hinchcliffe, Gordon Kirkby, Barry Knock, Sean Morris, Richard Moxon, Martin Raper, Mark Reynolds, Ron Richardson, Steve Sienkiewicz, Stephen South, Craig Wellum, and Chris West. ■



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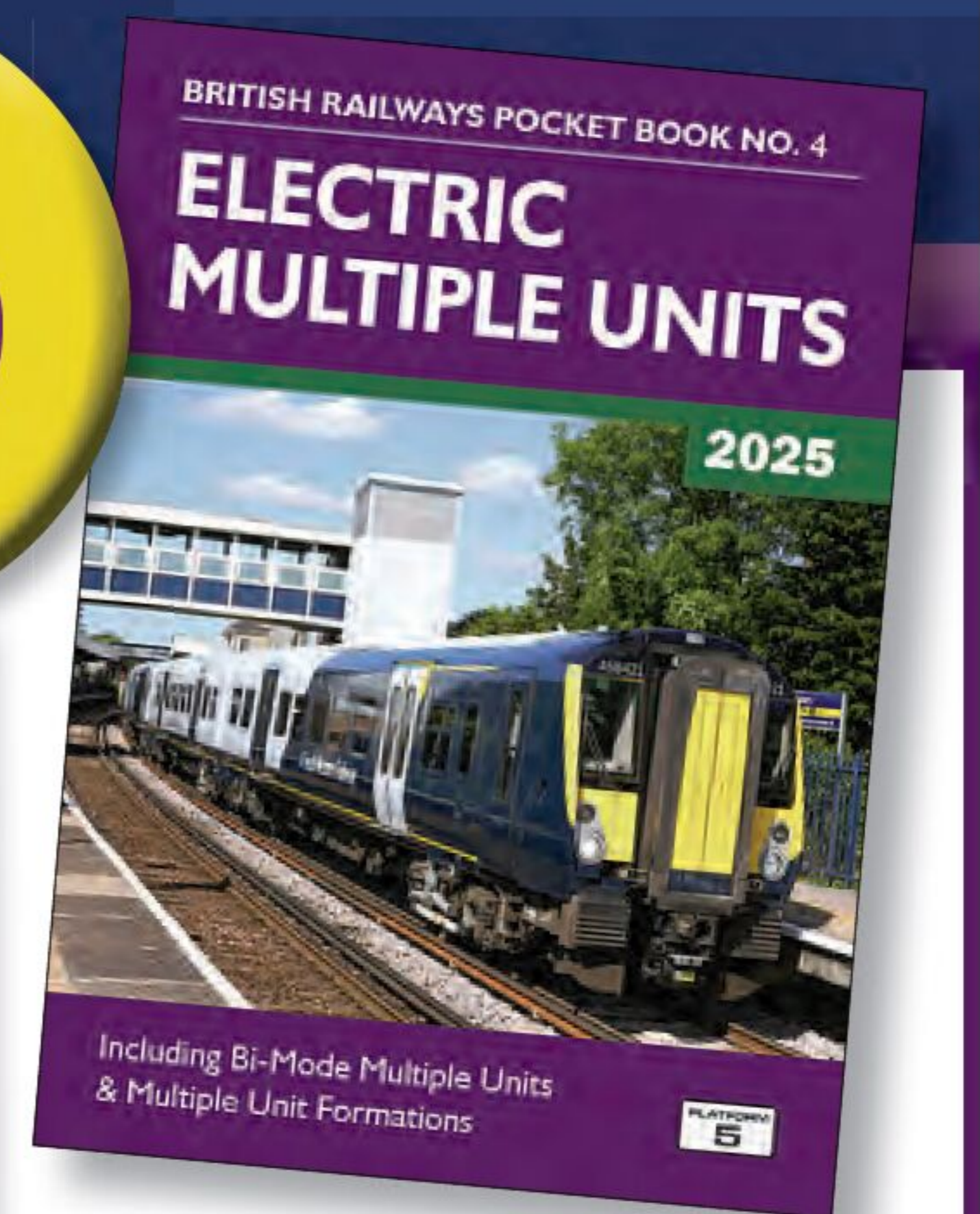
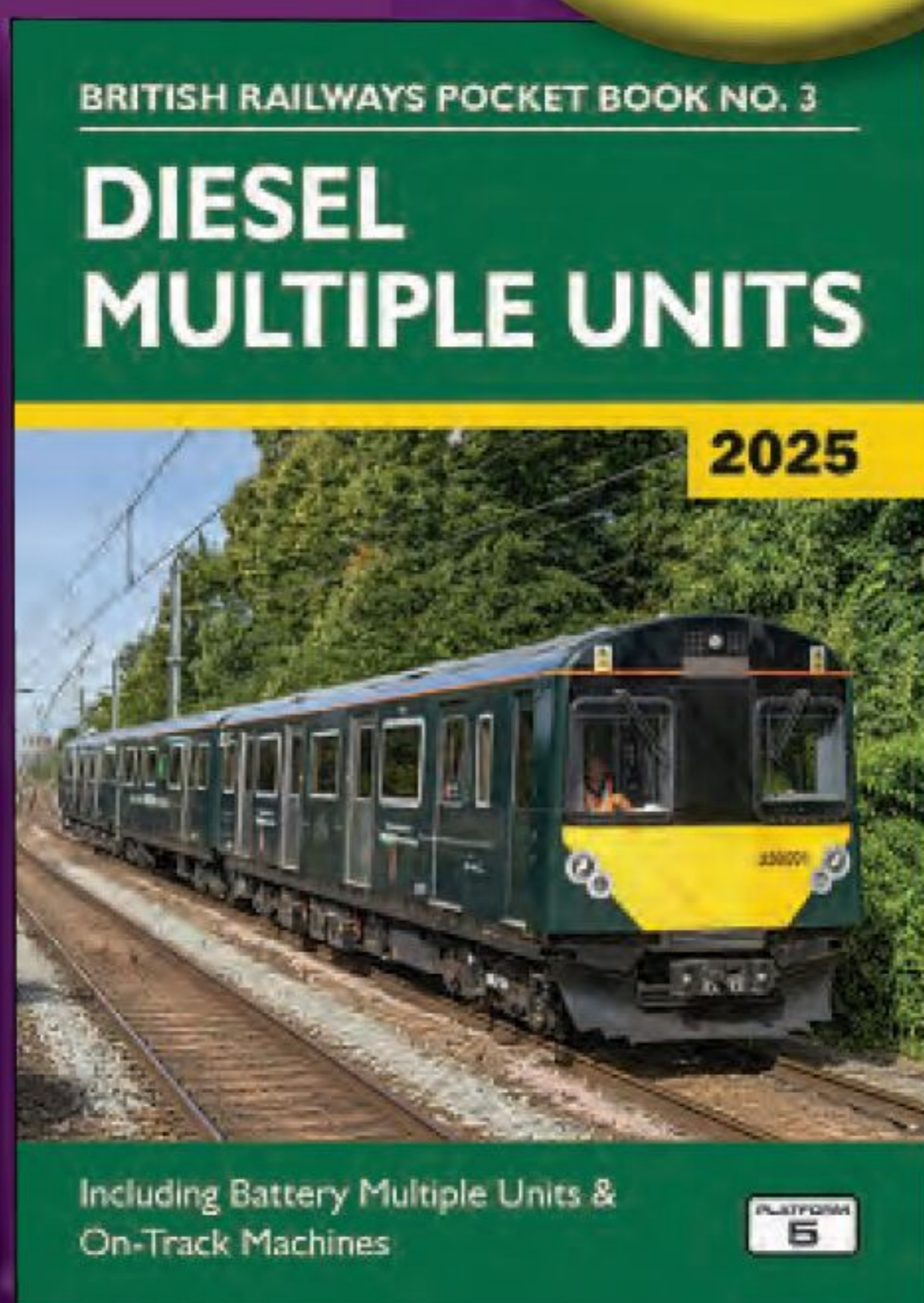
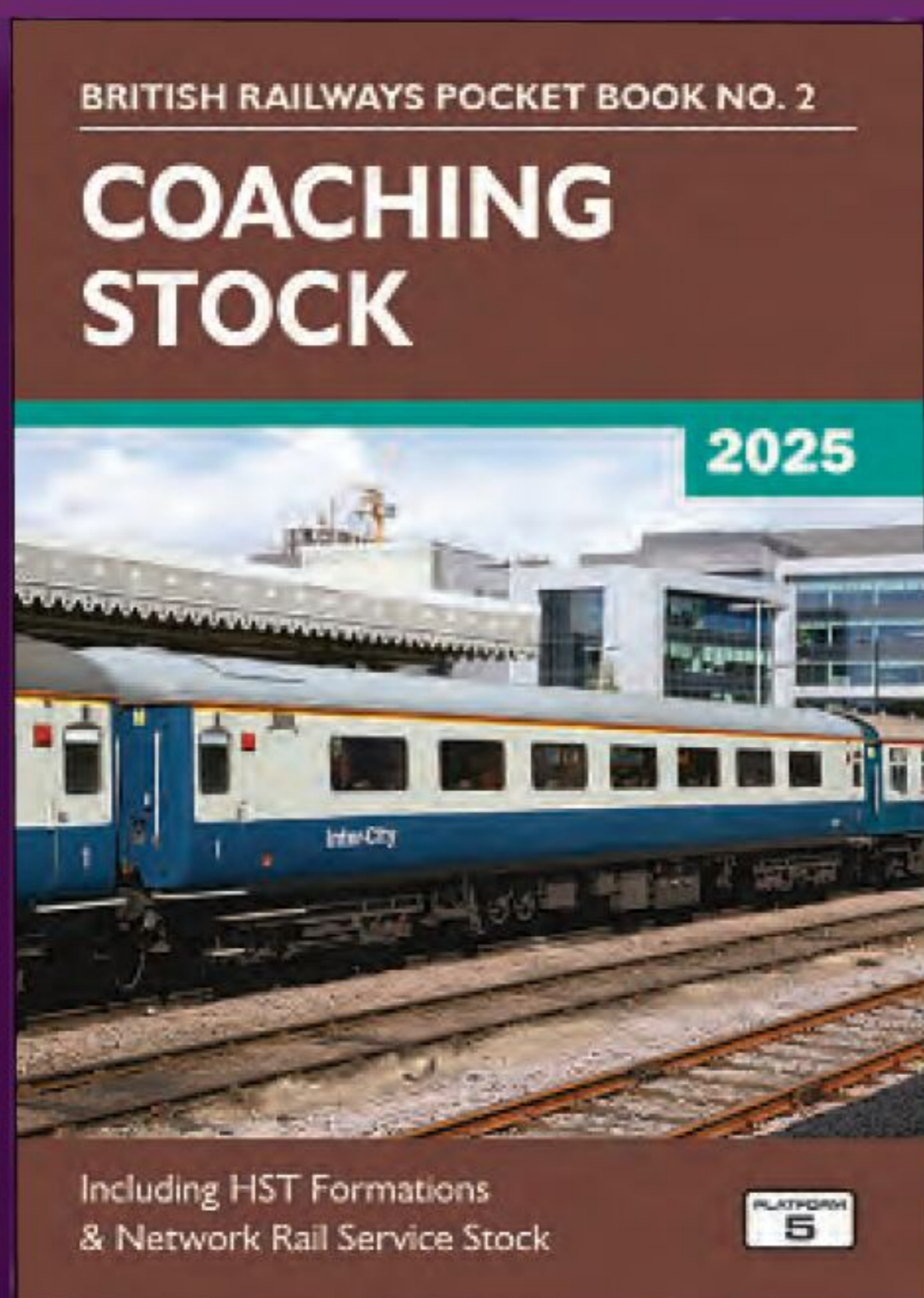
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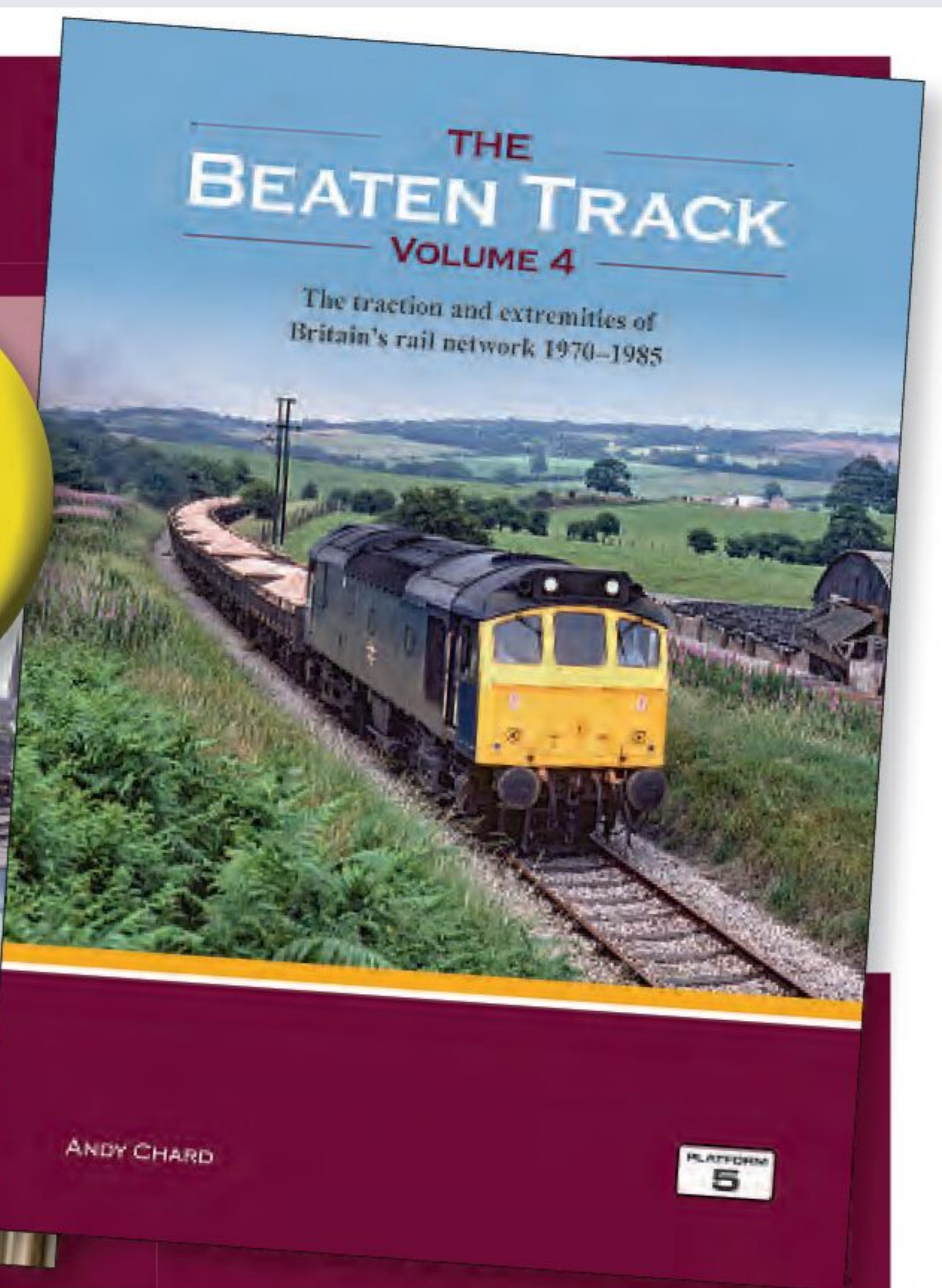


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Foynes infrastructure remains firmly on track

Reopening project sees all structures completed and half the track laid.

IARNRÓD Éireann's Foynes reinstatement program marked a key milestone on September 24, when the centre span of the Maigue viaduct was lifted back into place at Adare, using Ireland's largest crane.

The viaduct, a three-span structure, was removed in September 2023 for refurbishment and strengthening. Initially, the project included plans to raise the viaduct and the approaching track by one meter for flood mitigation, but a planning appeal to An Bord Pleanála (Ireland's national independent planning body) led to the decision to restore it to its original height to avoid further delays to the program.

With the viaduct reinstated, tracklaying contractor Steconfer can proceed with tracklaying toward Limerick. So far, tracklaying has been completed from Foynes Yard to Adare, which includes the installation of the Adare passing loop with 24km of track laid.

Contractors are ballasting the line using a road railer, with IÉ's mobile flash butt welder used by Steconfer to weld the track into continuous welded rail.

On October 17, IÉ tamper 742 and a regulator was delivered to the compound at Glenbane East, near Foynes, to allow the tamping of the line over the coming months.

Phase 2 of the project commenced on September 30, focusing on installing signalling systems and automatic level crossings. Knockdromin level crossing, located between Adare and Ballingrane, was the first to see the four automatic level crossing barriers installed.

According to IÉ's project manager, Phase 2 is expected to take about nine months to complete.

Contractors are also installing modern standard farmers' crossings and work has also begun to construct the three bridges over the line, two near Adare at Ardshanbally and Clonshire, and one near Askeaton for the Adare bypass and new Foynes port access road.

At a seminar held in Foynes on October 7, IÉ's chief executive Jim Meade said that he expected the rail link to be operational for rail freight by early 2026 and emphasised that the delivery of the €152 million project is a critical step in achieving a 14-fold increase in goods transported by rail by the end of the next decade.

Mr Meade stressed the importance of meeting European environmental targets by shifting to low-carbon transport modes. The Foynes rail link, once connected, will significantly boost bulk and intermodal traffic at the



Ireland's largest crane was assembled on site at Adare to lift the refurbished centre span back into place on September 24. This was the last structure needed to be completed before track laying can continue to Limerick. IARNRÓD ÉIREANN



Iarnród Éireann tamper No. 742 and ballast regulator No. 704 were delivered from Limerick Junction by road to the compound at Glenbane East, near Foynes on October 17. This will allow the line track to be aligned and tamped in readiness for the lines reopening in early 2026. The Tamper and Regulator operated by Rhomberg Sersa is expected to be on site for at least six months. TREV BEACOM

port. It will also support new opportunities in mining and offshore power generation in the region.

Mr Meade highlighted the

environmental benefits, noting that increasing rail freight will reduce the transport sector's environmental impact and improve air quality in Ireland.

Operations set to resume at Downpatrick

THE Downpatrick & County Down Railway (DCDR) has been given the green light to resume operations, following approval from NI Department for Infrastructures Rail Safety Authority on October 3.

The line has not operated since November 2023's floods which caused considerable damage to the railway, resulting in millions of pounds worth of damage.

DCDR chairman Robert Gardiner said he was delighted to receive formal approval from the Rail Safety Authority to officially reopen after almost a year out of action.

"It's hard to believe it's almost a year since the floods that devastated our town and other parts of Northern Ireland," he said.

The railway was due to reopen to the public over the Halloween weekend of October 26/27 – and at weekends in the lead up to Christmas for the line's popular Lapland Express Santa trains from November 30. Initial operations will use former NIR Class 450 DEMU No. 458 *Antrim Castle*.

The DCDR received a generous £2650 donation from Down Cathedral following a successful fundraising gala concert held in June. The cross-community concert drew strong support from the locality, in aid of the railway's ongoing Flood Relief Appeal, and as a symbol for the whole Downpatrick area affected by last year's floods.



CHARTER VISITS MAYO LINES: The Railway Preservation Society of Ireland (RPSI) autumn diesel railtour visited both Westport and Ballina on October 12, leaving Dublin Heuston station at 07.05 behind No. 073, which was swapped at Westport for No. 084. The train is seen with the RPSI Cravens set parked in Ballina freight yard shortly after arrival from Claremorris. NOEL ENRIGHT

Complaints force third redraft of Dublin Connolly timetable

IARNRÓD Éireann has been forced to revert to its pre-August 26 timetable, after receiving over 1000 complaints about service disruptions.

The revamped timetable had led to overcrowded trains, delays and confusion, particularly during mornings on routes through Connolly station, such as Connolly to Maynooth and Dublin to Belfast.

From October 14, morning services returned to previous patterns, including trains resuming operations to and from Pearse, Grand Canal Dock, and Bray.

Adjustments to the Belfast services were implemented,

with minor changes to DART and commuter services. IÉ acknowledged the "enormous disruption" caused by the August changes and emphasised that the new timetable aims to rebalance schedules and improve punctuality.

The decision to revert was prompted by passenger complaints, with many expressing frustrations over missed trains, longer travel times, and confusion at stations.

Despite the public backlash, some increased services introduced in August on routes like Galway, Waterford and Belfast remain.

New locos revealed at InnoTrans

Manufacturers showcase latest products at Berlin trade event.

MULTIPLE new locomotive designs were unveiled at the InnoTrans trade fair in Berlin, which was visited by nearly 180,000 people between September 24 and 27.

In addition to the first of Stadler's Class 99 locos for the UK, which had a central position in the display, the Spanish train manufacturer Talgo displayed one of the 'Travca' electric locos it is building for German rail operator Deutsche Bahn (DB).

The new multi-voltage (15kV/25kV AC and 1.5kV DC) 230kph DB Class 105 locos are designed to work with brand-new 17-car Talgo push-pull train sets. Designated Intercity Express Low Level (ICE-L) by DB, they will replace older Intercity trains in Germany, and be used on services to neighbouring Austria and the Netherlands.

Operation on the Berlin to Amsterdam route was originally due to begin in late 2023 but production and testing delays mean this has not been achieved, although the passenger coaches may enter service from June 2025 temporarily hauled by alternative locos. DB has ordered 79 of the trains, each with one class 105 loco and has options for 21 more entire trains.

Siemens was exhibiting one of its Vectron Dual Mode electro-diesel demonstrator locos in the guise of DB No. 248500. DB does have 21 of these locos on order to work with the ICE-L trains Talgo is building when on non-electrified lines (e.g. to



Talgo-built electric loco No. 105019, for Germany's DB, on display. KEITH FENDER

Westerland (Sylt) or Oberstdorf) and the production locos are expected to be numbered from 248501 upwards. Siemens also had the lighter weight Class 249 version of the Vectron Dual Mode for DB Cargo and the latest 230kph version of the Vectron MS electric loco on display.

Czech locomotive builder CZ Loko exhibited its new DualShunter 2000 electro diesel shunting and trip loco which it is delivering to several freight operators in Italy. The 3kV DC electric (2200kW) loco also has a 895 kW CAT C32 diesel engine.

The first two locos have been ordered by national rail company FS via its Mercitalia Shunting and Terminal business. Polish manufacturer Newag had one of the first of its new tri-voltage (3kV DC, 15 and 25kV AC) 200kph 'Griffin' locos designated E4MSUa by Newag on display. Fifteen of these are currently being delivered to Polish operator PKP Intercity

as Class EU200, and the first entered service the same week as the InnoTrans trade fair; another 63 are on order.

Hydrogen and batteries

German-based Vossloh Locomotives, which has been a wholly owned subsidiary of Chinese firm CRRC since 2020, launched more of its 'Modula' loco family. The new 'Modula' four-axle trip locomotive is available in four versions combining diesel, battery and hydrogen energy sources in different configurations.

The two on display were very different; one with a conventional pantograph (2400kW multi-voltage electric loco) plus two smaller battery packs, whilst the other for German industrial port operator Duisport Rail – the BFC model (Battery and Fuel Cell) – has hydrogen fuel cells and batteries. Each has a single, very spacious off-centre driving cab on the roughly 18 metre



Siemens Vectron Dual Mode Demonstrator No. 248500 presented in DB Fernverkehr livery; 21 of these locos are on order for DB to use working the new ICE-L trains, in addition to the Class 105 electrics. KEITH FENDER

long loco. Other versions not on display include an electro-diesel and a diesel plus battery version.

A small three-axle battery only shunter, built by Italian manufacturer IPE Railway Vehicles working with German rail freight company Havelländische Eisenbahn AG and leasing company Nexrail Lease, was on display. The new

750kW loco, designated as the 'e6' is 11 metres long, weighs 67 tonnes and has three traction motors. Its batteries can store up to 1 MWh of power. It is equipped with a pantograph but this can only be used when stationary to allow the loco to be recharged when stationary (similar systems are used by some electric buses).



Above: The new 'e6' battery-powered switcher built by Italian manufacturer IPE Railway Vehicles, which uses batteries from Indian firm Medha. KEITH FENDER

Left: Czech builder CZ Loko exhibited its new DualShunter 2000 electro diesel shunting and trip loco for Italian operators. The one on show numbered 744502 is for the Mercitalia Shunting and Terminal business of Italian state rail operator FS, who will use it in the port at La Spezia. KEITH FENDER

Last Indian tram system set to close

THE only tram system remaining in India, in Kolkata (formerly Calcutta), is threatened with closure, with the last three remaining routes being closed, as, according to State Transport Minister Mr Snehasish Chakraborty, "Trams contribute to traffic congestion".

His proposals to remove the last tram routes (except a section between Esplanade and Maidan to operate as a tourist attraction), has provoked substantial opposition, and legal action is underway to try and prevent it happening.

Opponents of the planned closure say it is driven by a desire to reuse land occupied by tram depots and create jobs for more of India's ubiquitous tuk-tuk drivers.

The State government had previously planned to invest in the system, as cities in many parts of Asia are doing – although not in India where building new metro systems has taken priority. Kolkata has a metro system that has expanded significantly since



Articulated SLC Type Kolkata tram, manufactured in the city by the tram company at its Nonapukur Works, seen in the central BBD Bagh area of the city on January 31, 2011. Trams no longer run on this section of the network. MARK TORKINGTON

the first section opened in 1984, now reaching 59km and carrying 7 million passengers annually, with another 74km under construction or planned.

Calcutta, as it then was, had horse trams from 1880 (after a brief metre gauge line opened and closed in 1873) with steam tram locos

replacing horses from 1883 as the system expanded, and was the first city in Asia to have electric powered trams in 1902. The tram network expanded between the 1920s and 1940s but decline set in in the 1970s when parts of the network were closed.

Despite some extensions

opening in the 1980s, largescale closures began in the 1990s, and as the Metro has expanded, tramline closures have continued, although as recently as 2011 the network was 150km long. In 2024 only 12 trams remain in service; around 200 are reportedly stored at depots.

Mumbai Metro expands

THE first 12.7km of the planned 33.5km 'Aqua' metro line in Mumbai was opened by Indian Prime Minister Narendra Modi on October 5.

The new line, which should be open in full by December 2025 is the first built underground in the city and is completely automatic, using the latest driverless operation systems supplied by Alstom, who also built the 31 eight-car 'Metropolis' EMUs used on the line. The trains were built in India at Alstom's factory in Sri City, Andra Pradesh.

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Six-axle locos take over Chicago commuter trains

CHICAGO region commuter rail operator METRA has received all of the first batch of 15 six-axle SD70MACH locos it ordered from Progress Rail, and several of the next batch of nine locos.

Plans exist to buy two more batches, each of nine locos, although funding for these is not yet finalised. The locos are not brand-new but are rebuilt EMD SD70MAC locomotives previously used by freight railroad Kansas City Southern. The rebuilding programme enables 80mph push-pull operation, improves the locos' emission standards and adds electric train supply to operate with air conditioned passenger coaches.

METRA is largely using its new SD70MACH fleet on the Milwaukee North (Chicago Union – Fox Lake) and Milwaukee West (Chicago Union – Elgin/Big Timber) lines, but they also appear on some 'North Central' services between Chicago Union and Antioch, which only run on weekdays.



Metra SD70MACH No. 503 approaching River Grove on August 20, with a Milwaukee West Line, Chicago Union – Big Timber service. KEITH FENDER



Veteran electric loco on 'rare track' tour in Sweden

SWEDISH charter train operator Sörmlands Veteranjärnväg ran an all-day excursion in June, on lines previously operated by independent railway company TGOJ, and which are normally freight only.

The train was hauled by, ex-TGOJ Class Ma loco No. Ma408 which has been preserved

Left: Ex-TGOJ loco No. Ma408 at Oxelösund prior to the departure of the special train on June 29. ANDY DAVIES

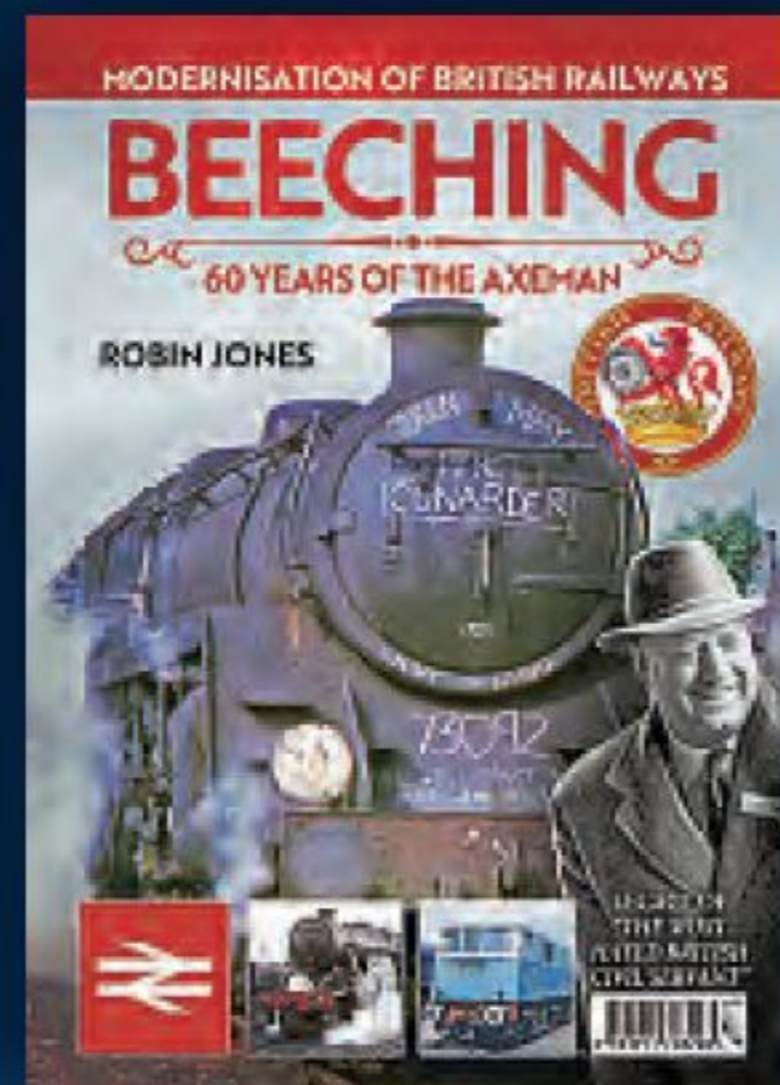
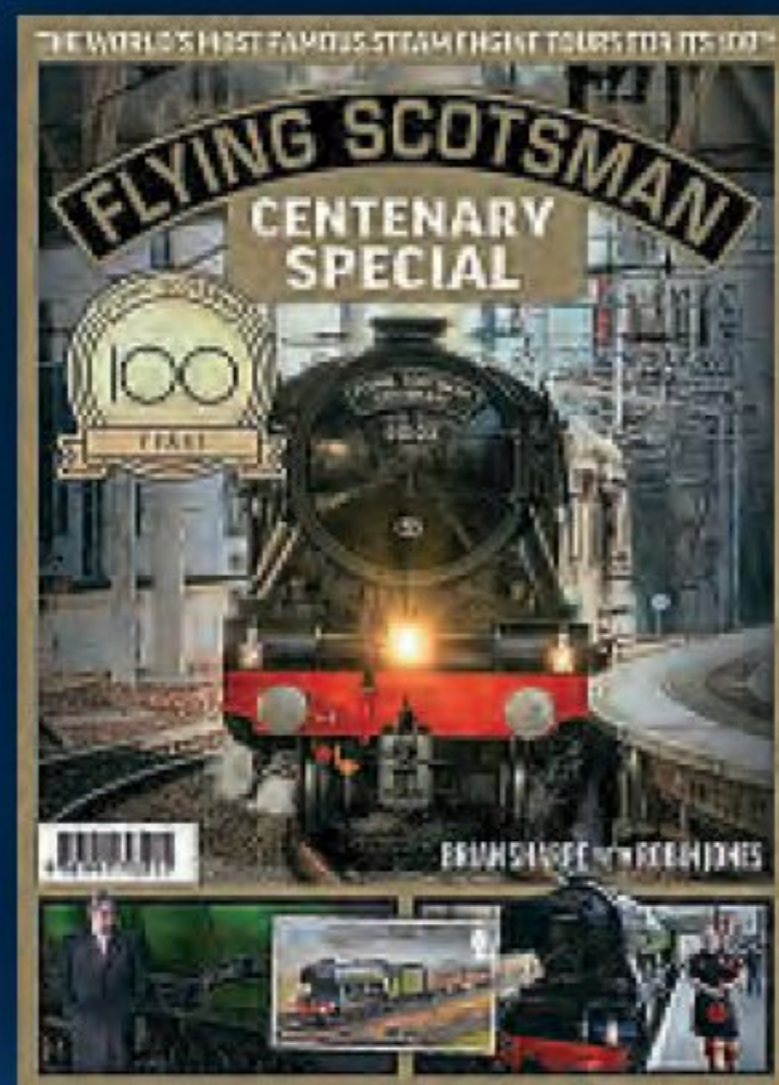
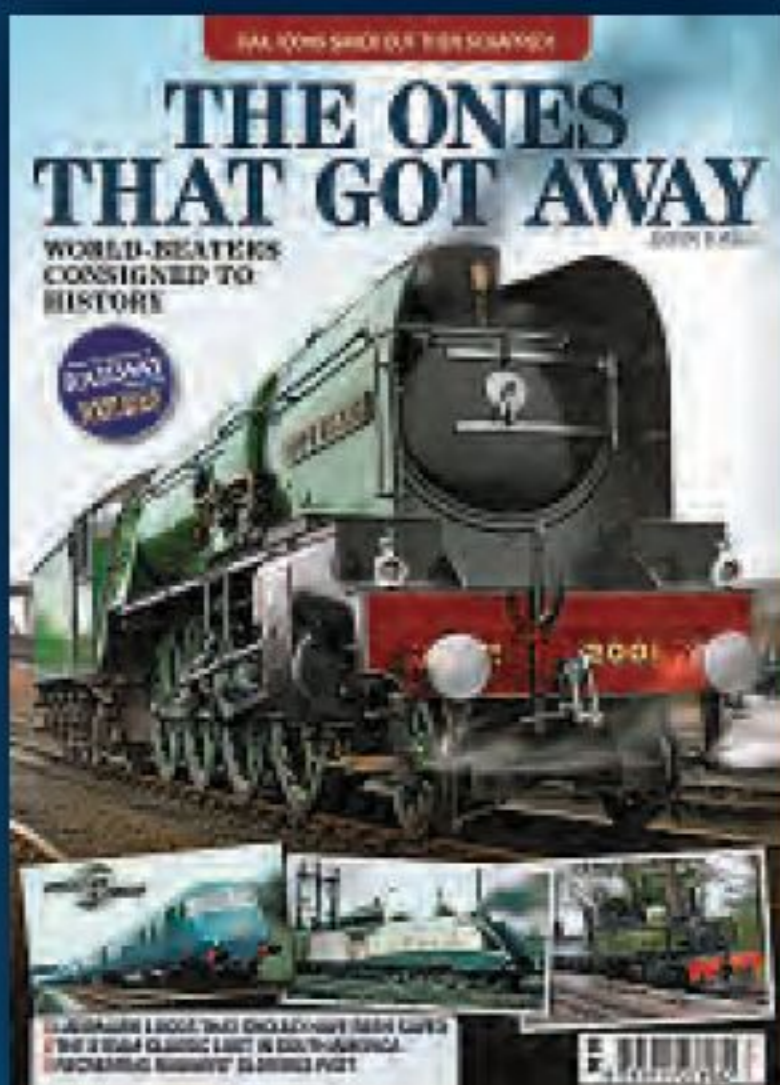
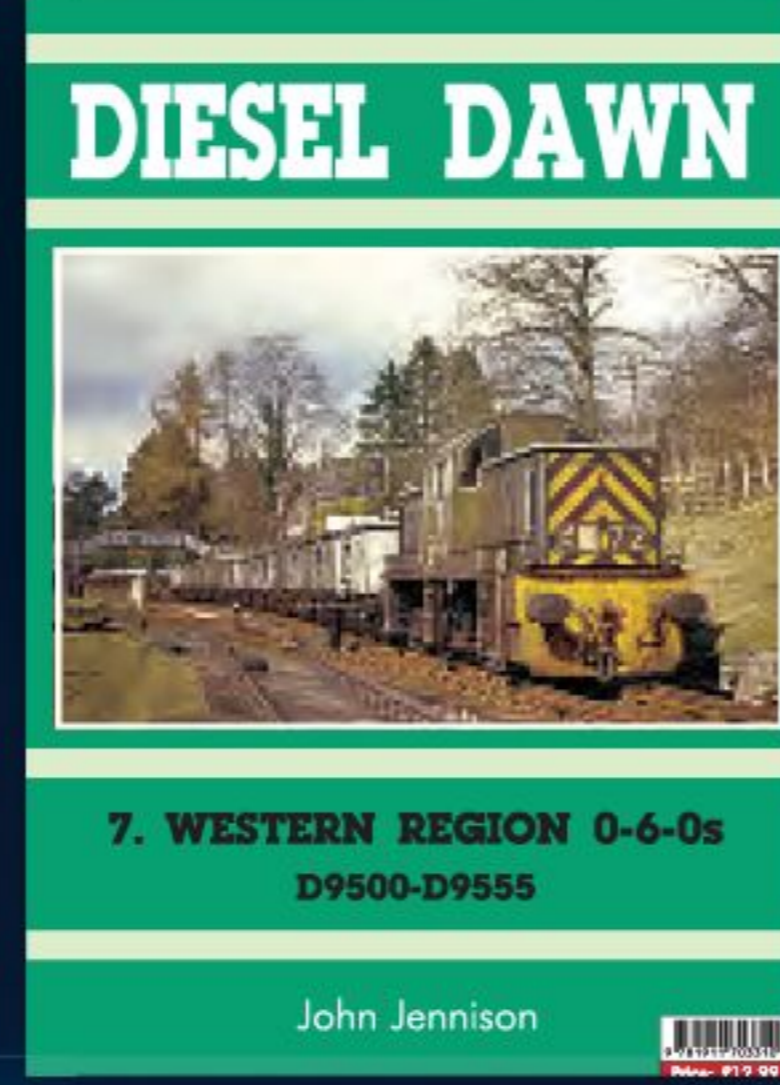
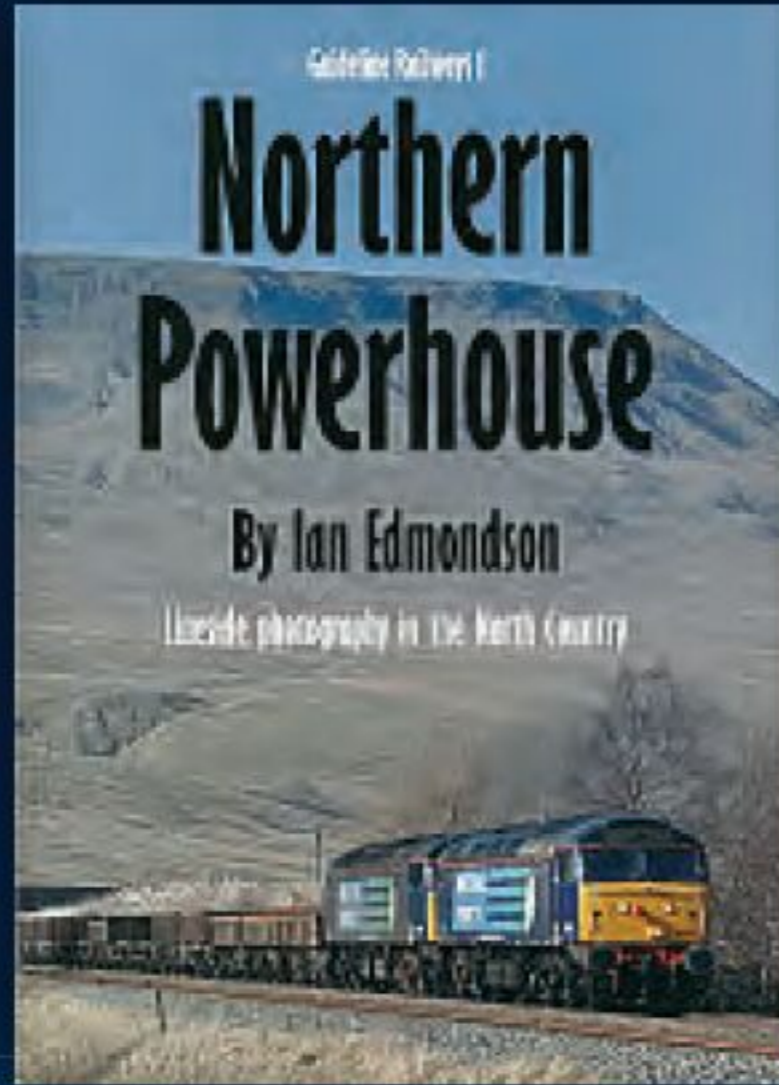
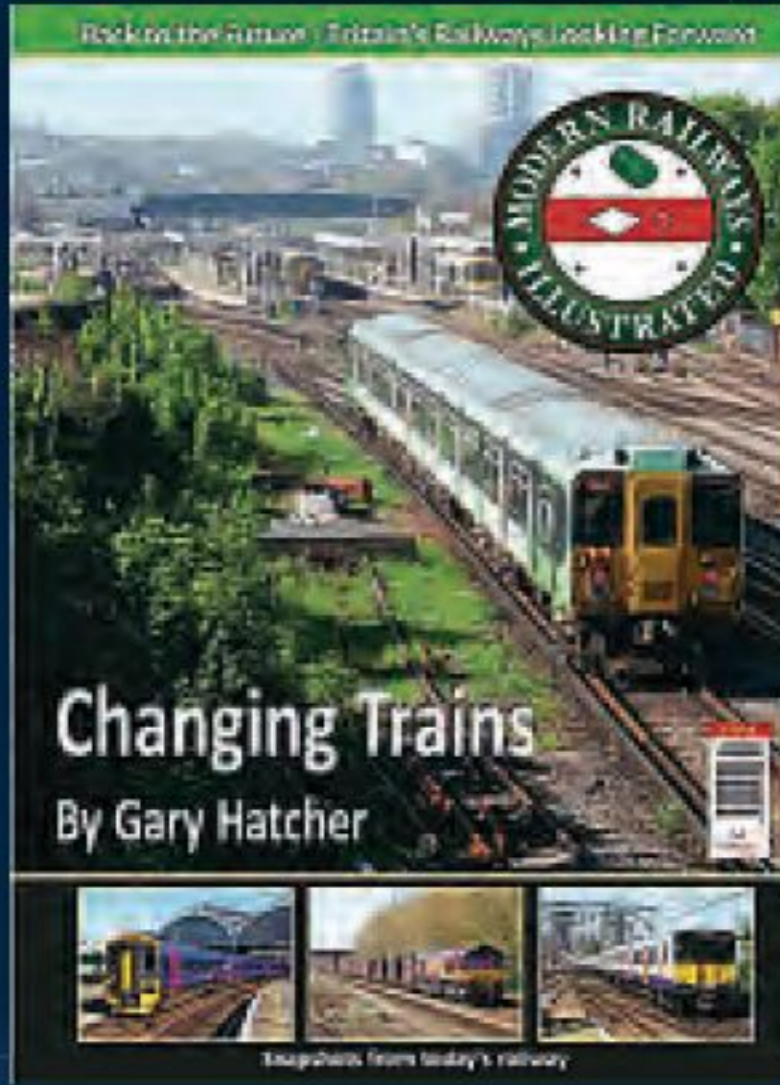
since 2013 by the Oxelösunds Järnvägmuseum museum in Oxelösund.

A total of 41 Class Ma locos were built between 1953 and 1960 by ASEA in Sweden; 32 for State Railway SJ and nine for private operator TGOJ which used them for iron ore traffic between Oxelösund and Grängesberg.

For more information about the museum or future trips (in Swedish but browsers will translate), visit www.fsvj.se.

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A Ticket to Teesdale

By John P McCrickard and John G Teasdale

THIS book was inspired by a North Eastern Railway Association exhibition of the same title, and, in addition to the work of the principal authors, draws upon input from a number of contributors to produce a fascinating insight into the origins of the railway from Darlington to Barnard Castle, and the line subsequently built to link the latter town with Middleton-in-Teesdale.

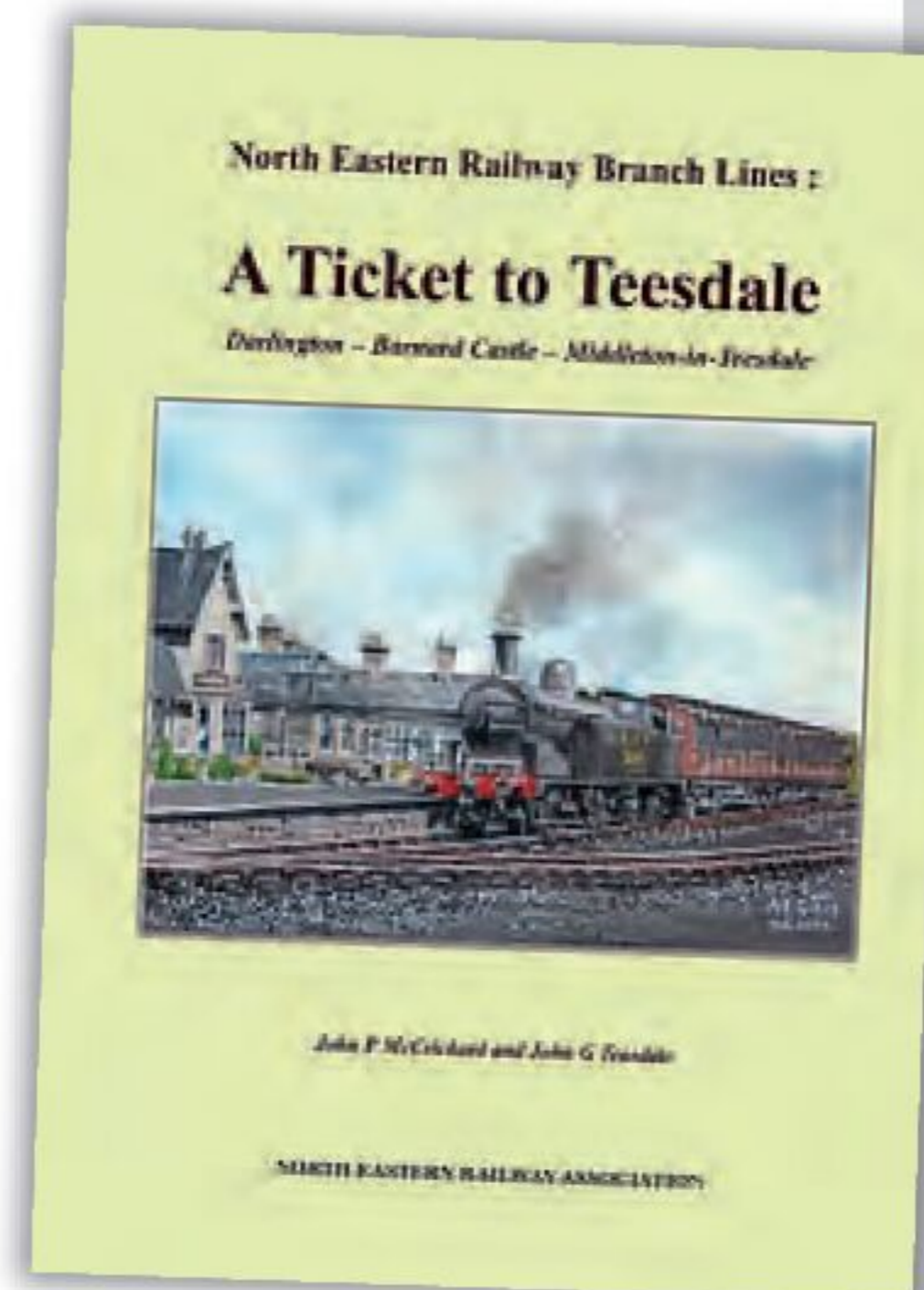
It takes up the story from the very beginning, when a combination of canals and waggonways were initially proposed for moving coal

from the south western corner of County Durham to the lower reaches of the River Tees. The reader is introduced to the various figures involved in the promotion (and opposition) of railway plans that followed, how Middleton-in-Teesdale residents later lobbied to be connected, along with the growth and demise of the railway, followed by the closure of its remaining stub 26 years later.

The book is illustrated with a good selection of black and white and colour photographs and timetable extracts, as well as drawings of station buildings and track layouts. A historical

summary is followed by detailed chapters on the route, passenger and goods traffic, and reflections regarding its closure. There are appendices detailing stationmasters and accidents, and featuring signalling diagrams.

It is not only the meticulous approach to, and depth of, the content which makes this an outstanding read. Despite NERA being a small organisation, the overall quality of the finished book is comparable with that from any of the big publishers, and reasonably priced. If you enjoy immersing yourself in comprehensive railway



histories, you are unlikely to be disappointed. **GP**
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The Robertsbridge Turntable

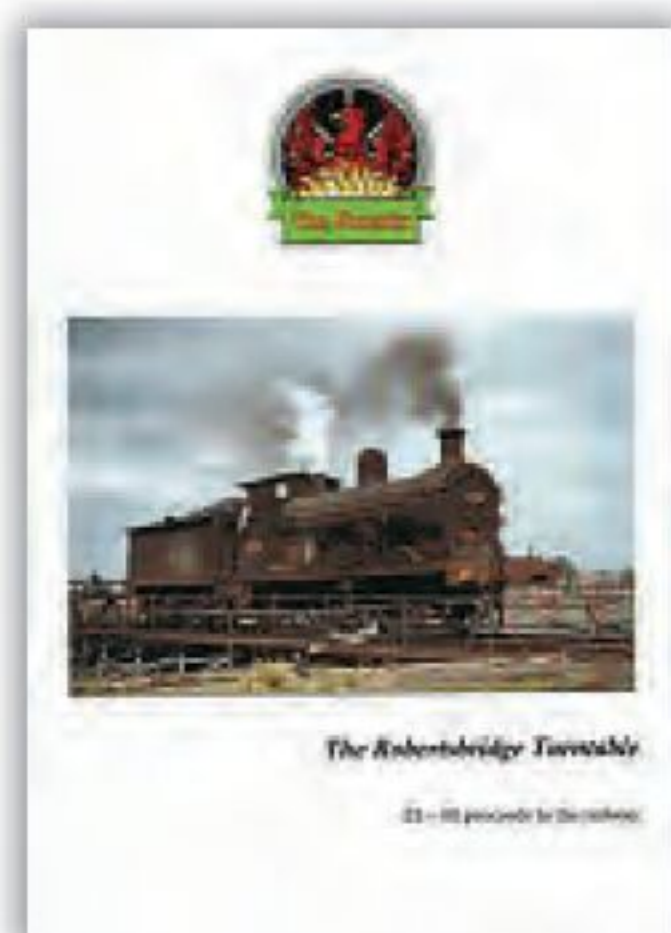
Compiled by Paul Baker

THIS superb booklet tells the story of the Rother Valley Railway's recently installed turntable – from the a decision to try and find a suitable one through to its opening.

While the turntable chosen had been at Hither Green depot for 90 years, and was in relatively good condition, it still needed a lot of work. Each part was painstakingly cleaned, repaired and refurbished, before any thought of installation could be considered.

The booklet covers all of this hard work in detail, supported by some superb photographs and diagrams, and it highlights the amount of planning involved. It also shows that with foresight, careful planning, and a strong and dogged determination to overcome

problems – plus the dedication of the volunteers of both the RVR and Kent & East Sussex Railway – the turntable has no doubt become a valuable part of the railway, especially when



the two railways are finally joined up, hopefully by 2027.

The book also contains some additional information on turntables and their history, and should be a welcome addition to any enthusiast's collection.

Published by the Rother Valley Supporters' Association
Email: reception@rvr.org.uk
28 pages, softback. £5

Diesel & Electric Loco Register

Compiled by Andy Chard

THIS is the updated sixth edition of this popular reference book, which lists all diesel and electric locomotives built for the British railway network.

It is divided into classification order, providing details of all identities carried by each locomotive, when they entered service, and their current status – whether in main line service, industrial service, private ownership preserved, withdrawn or scrapped. Those locomotives that have been scrapped are shaded grey, with those still existing left unshaded.

The book also contains various appendices, including a locomotive summary and classification index, a list of those locomotives that carried multiple TOPS numbers, another containing those

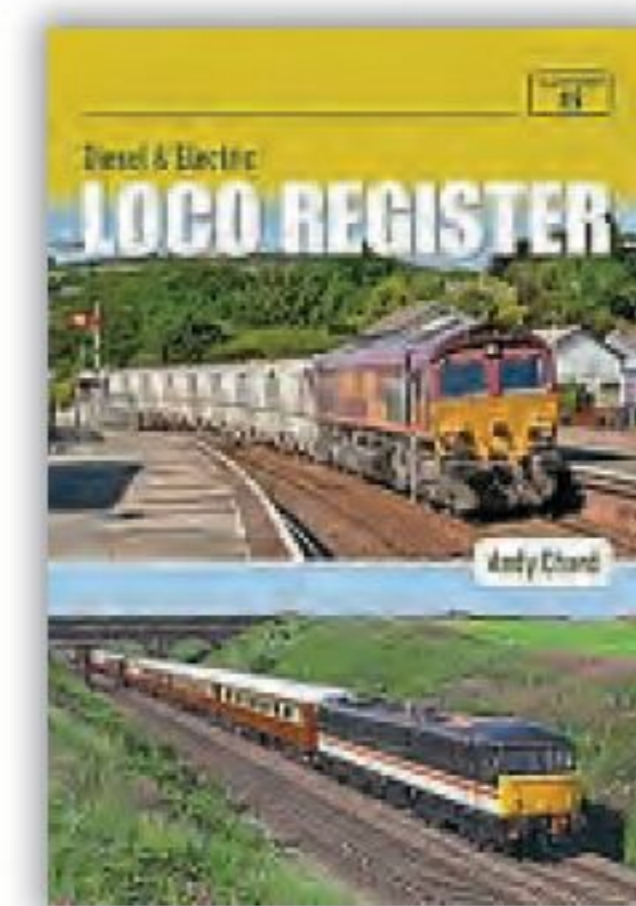
which carried pre-TOPS identification, Departmental numbering, locomotive names, with the final appendix covering those locomotives with unconfirmed scrapping details.

Overall, this book features the details of more than 7000 locomotives and has been meticulously researched to be as accurate as it can be. It is illustrated with a number of excellent quality colour and monochrome images, with the presentation and clear layout to the high standards that are now expected of Platform 5 publications.

The Diesel & Electric Loco Register is an essential and comprehensive reference tool and should be useful to those interested in the current railway scene, as well as modern traction locomotive historians.

Published by Platform 5
www.platform5.com
256 pages, softback. £25.95

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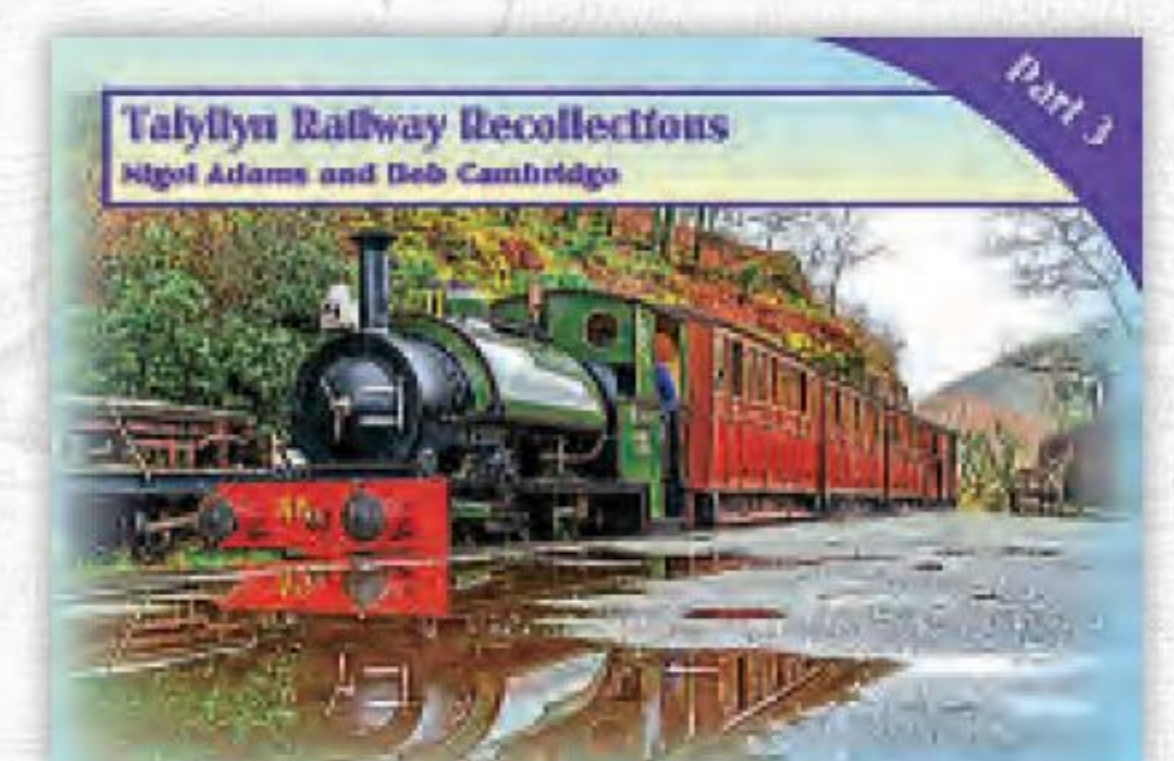


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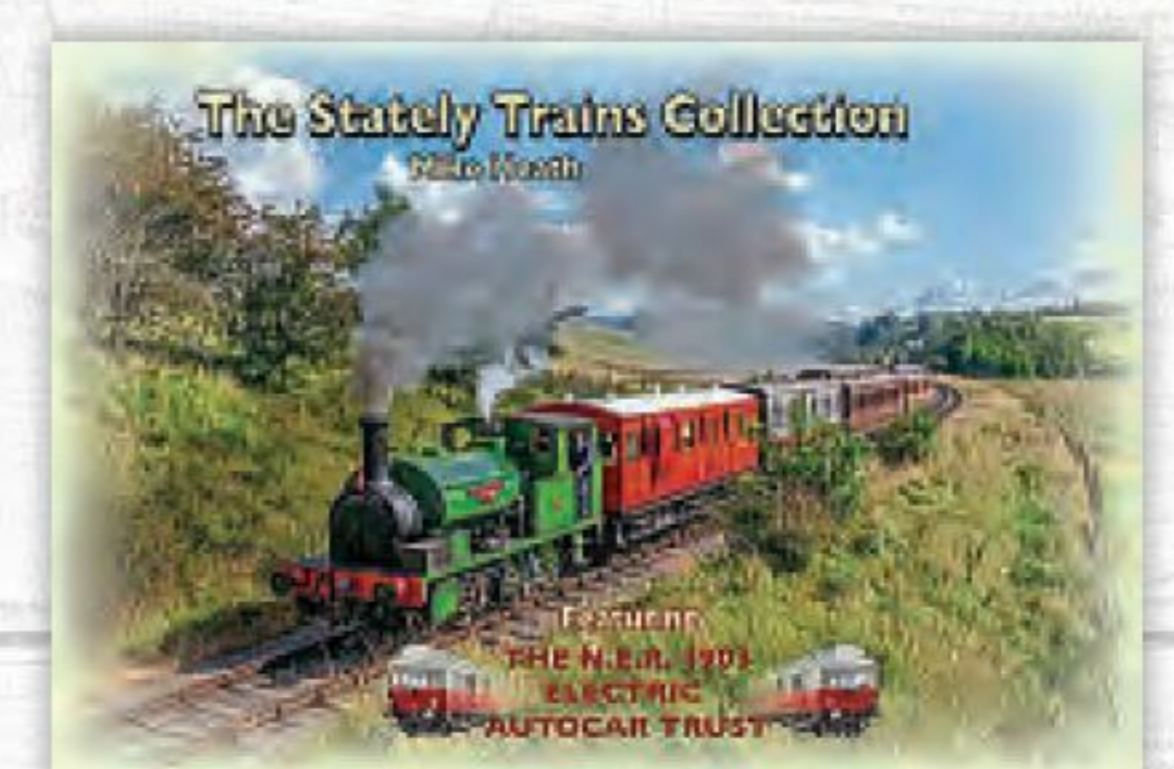
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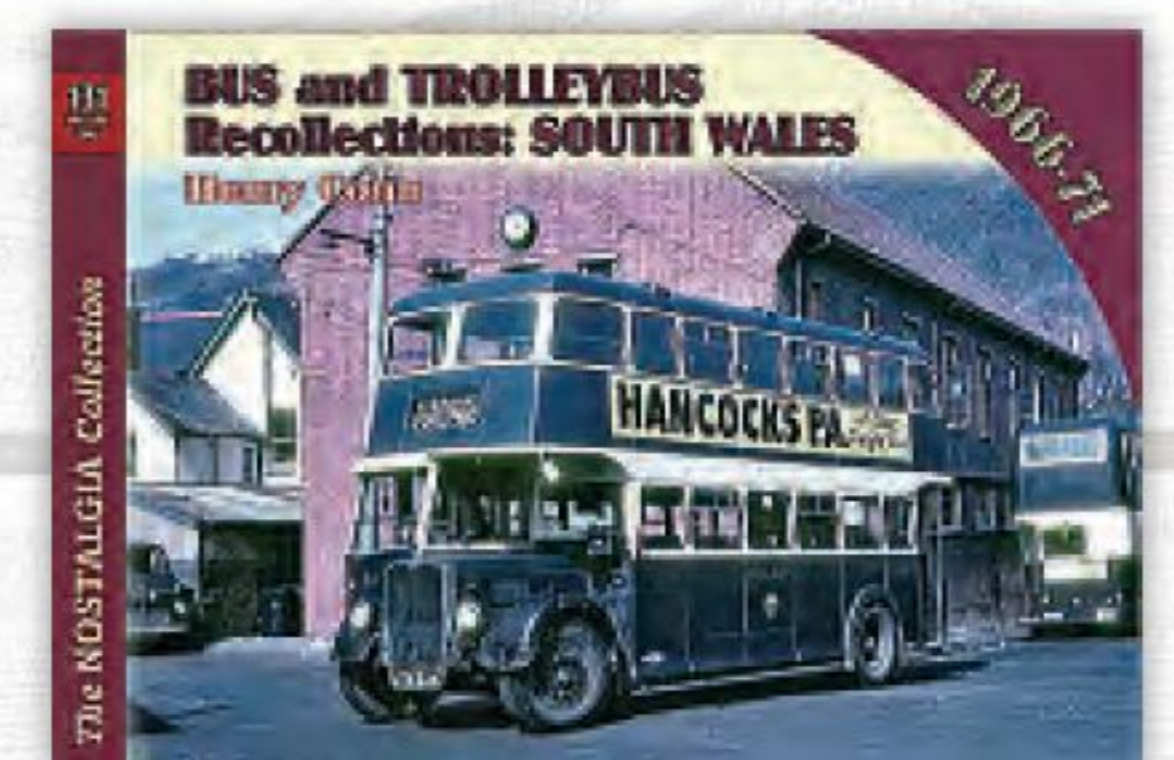
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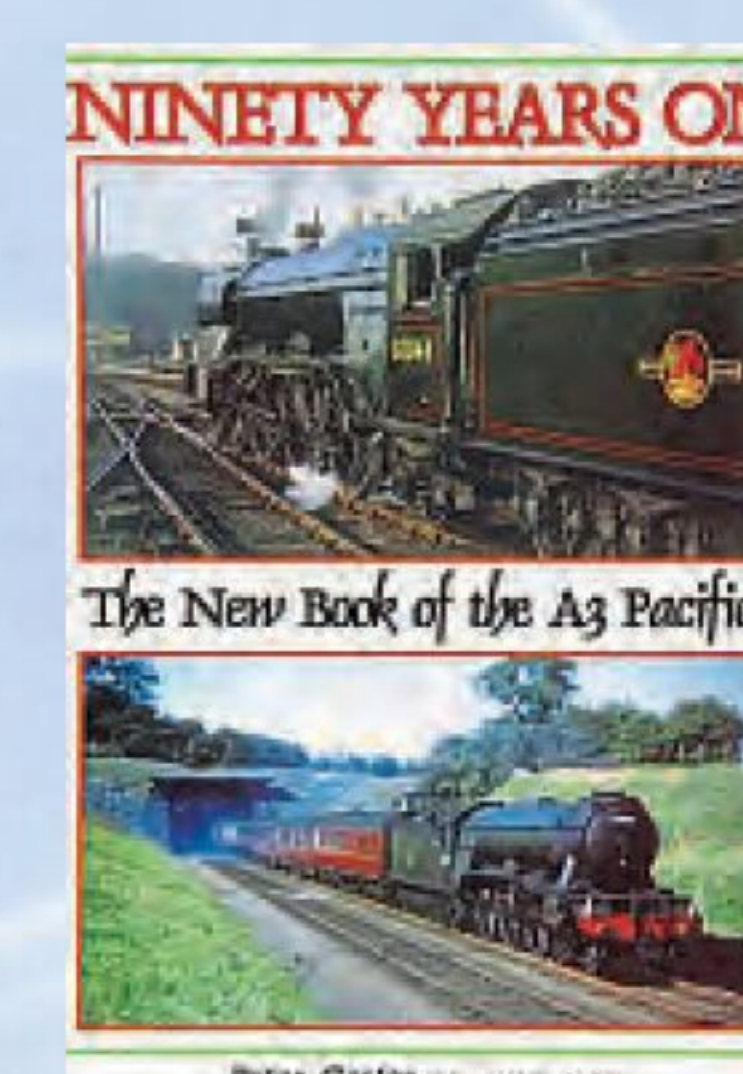
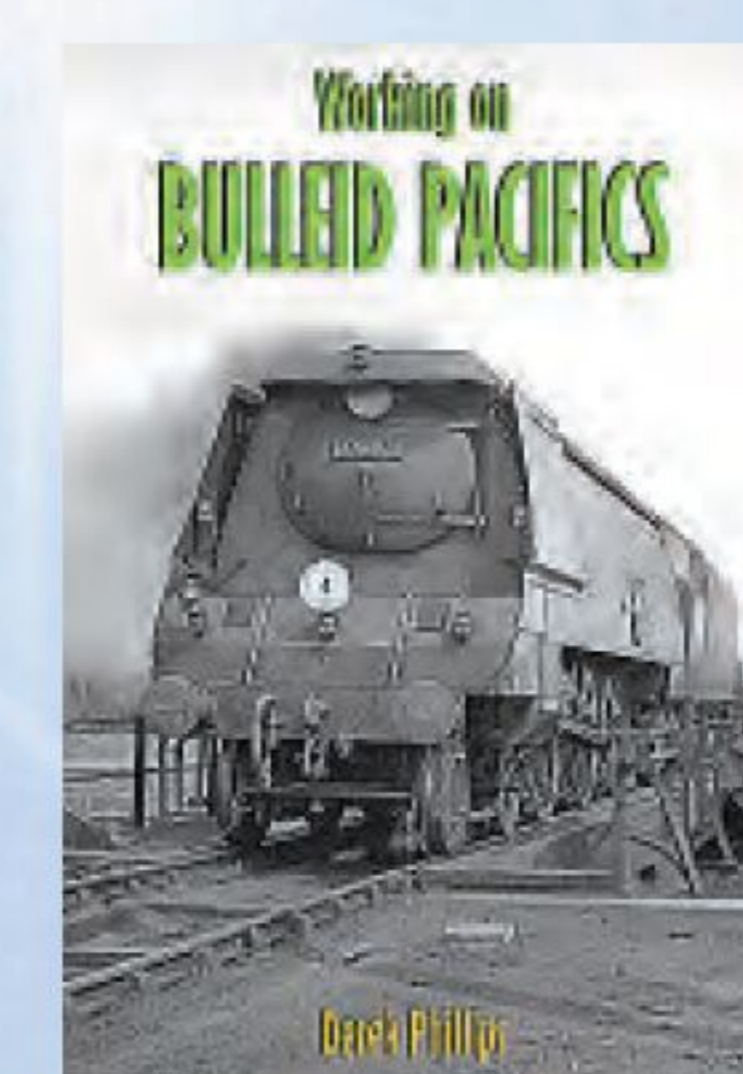
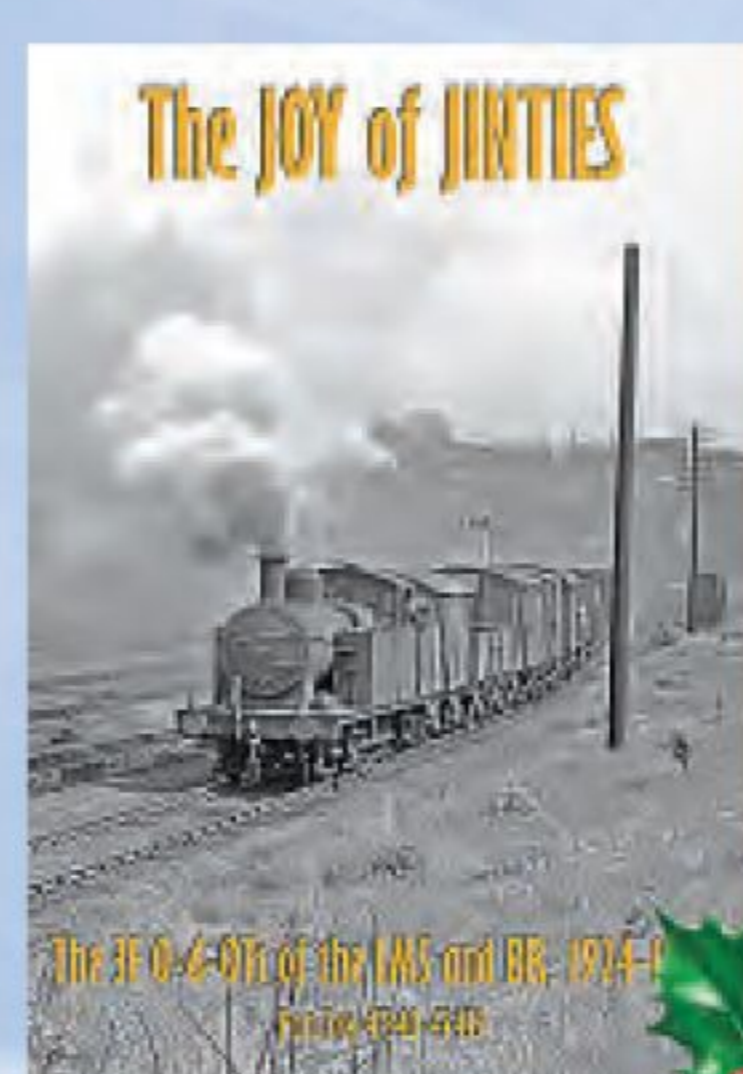
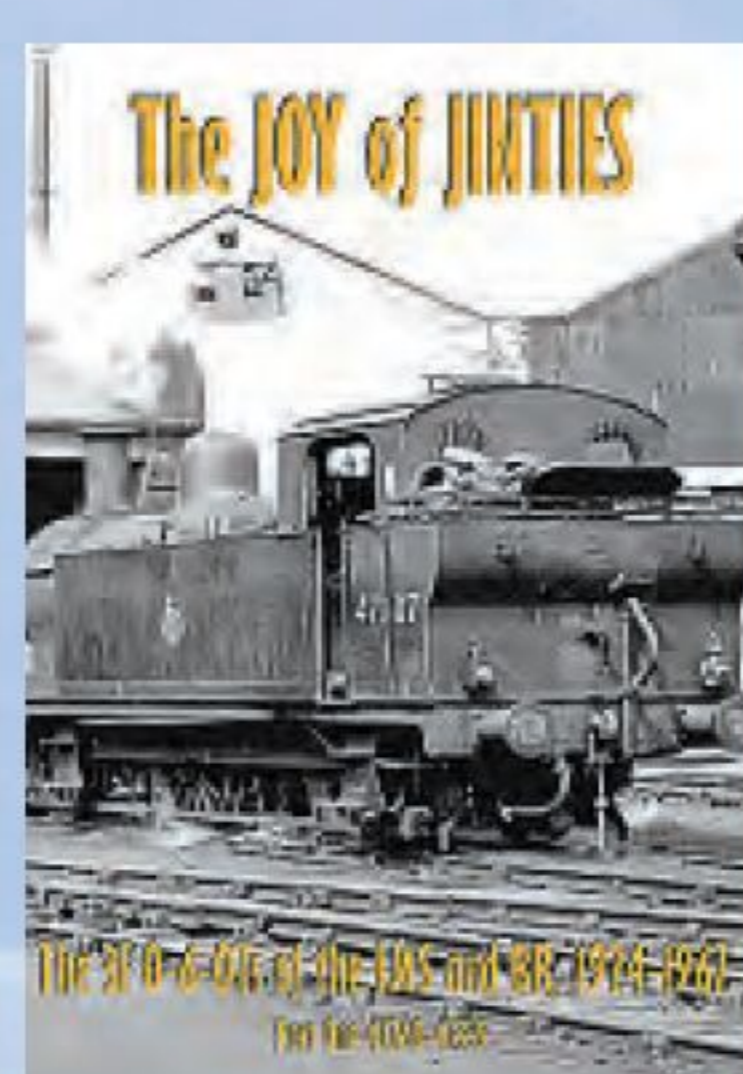
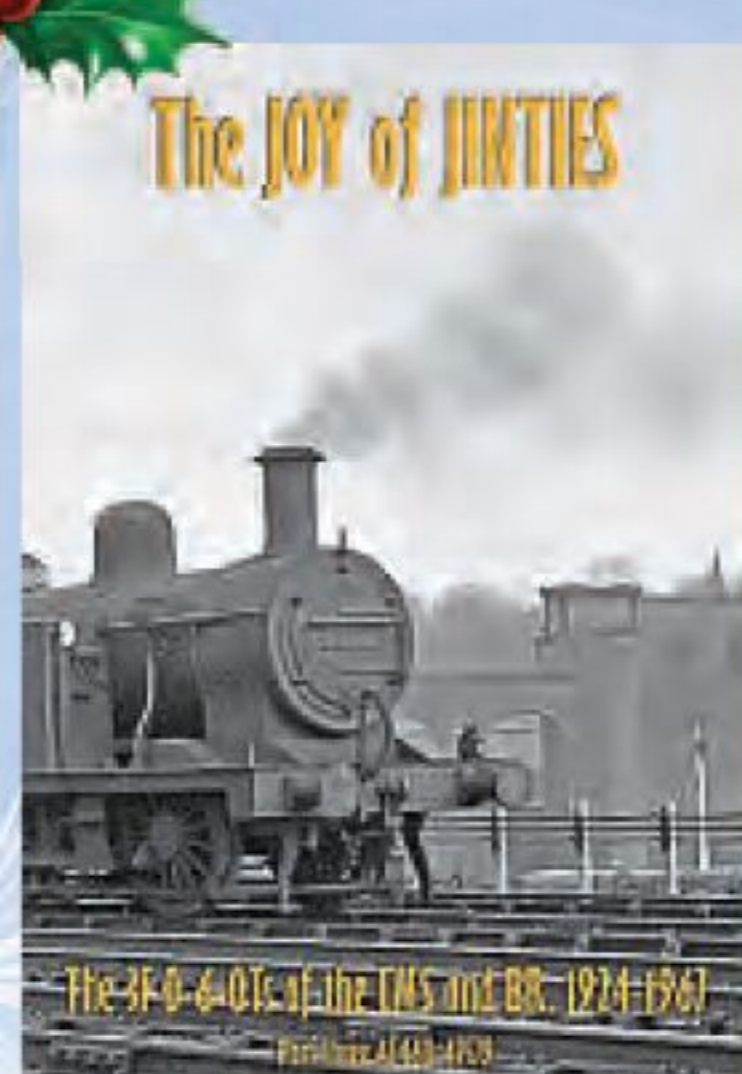
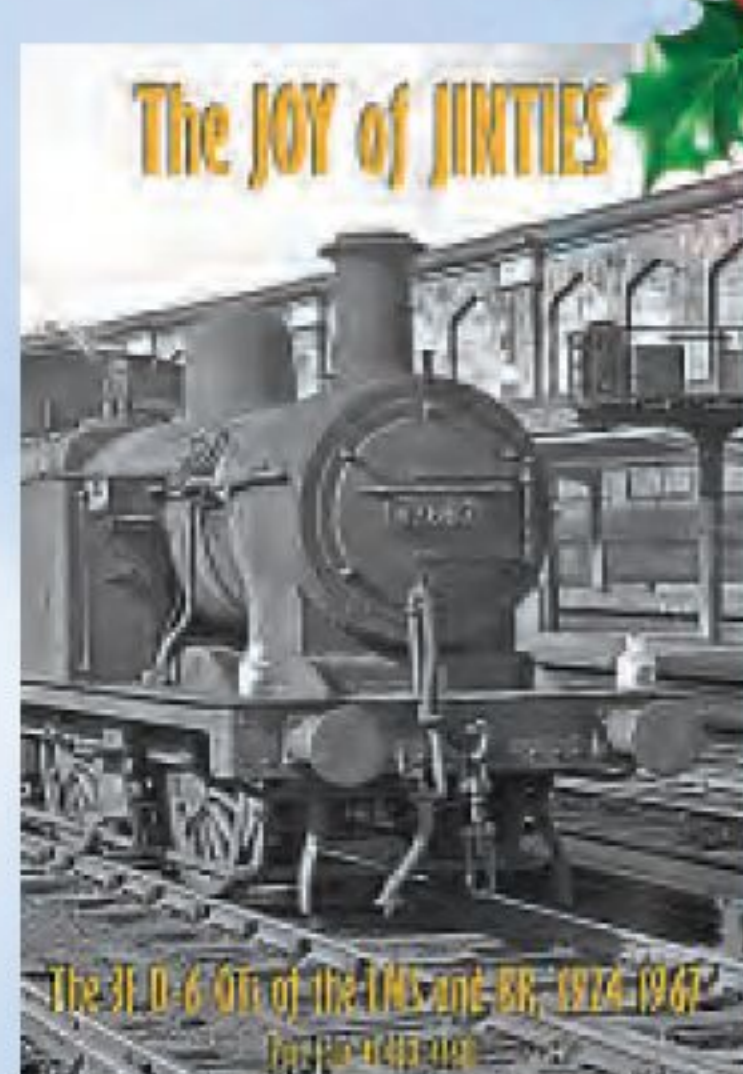
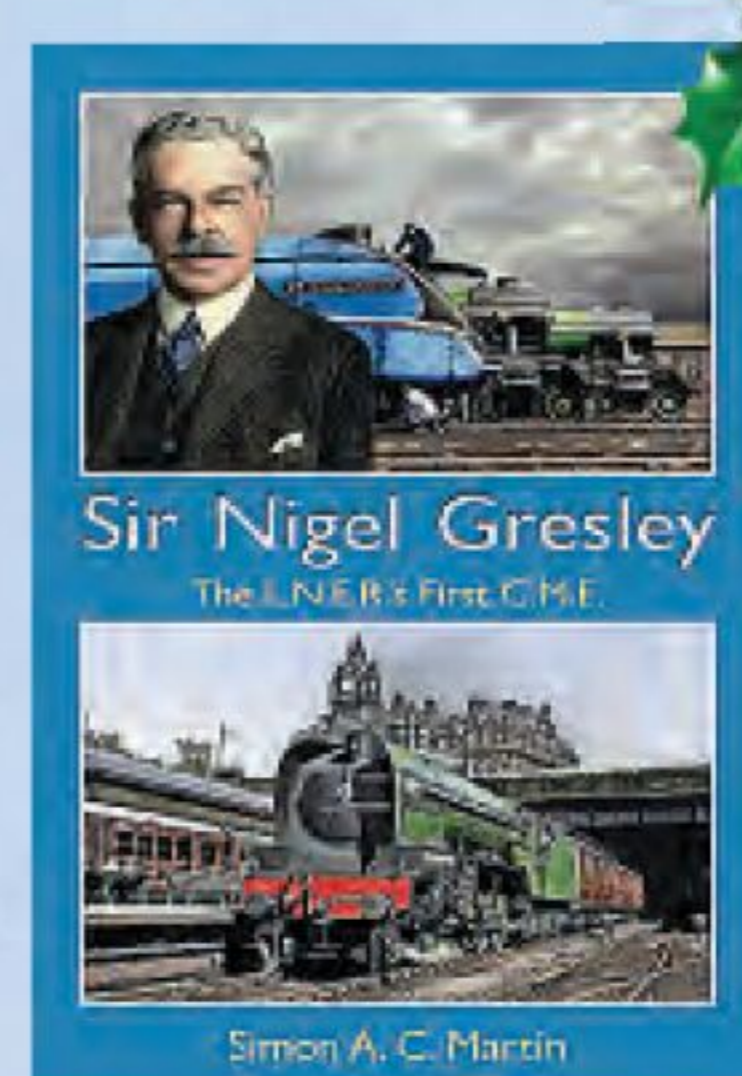
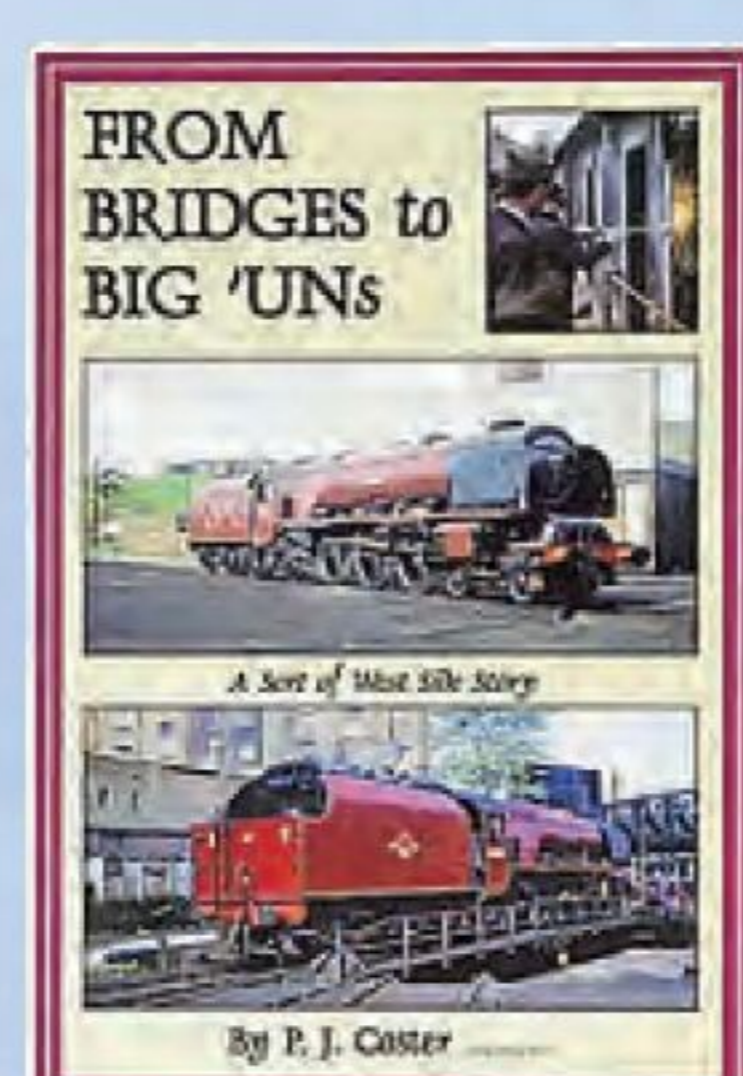
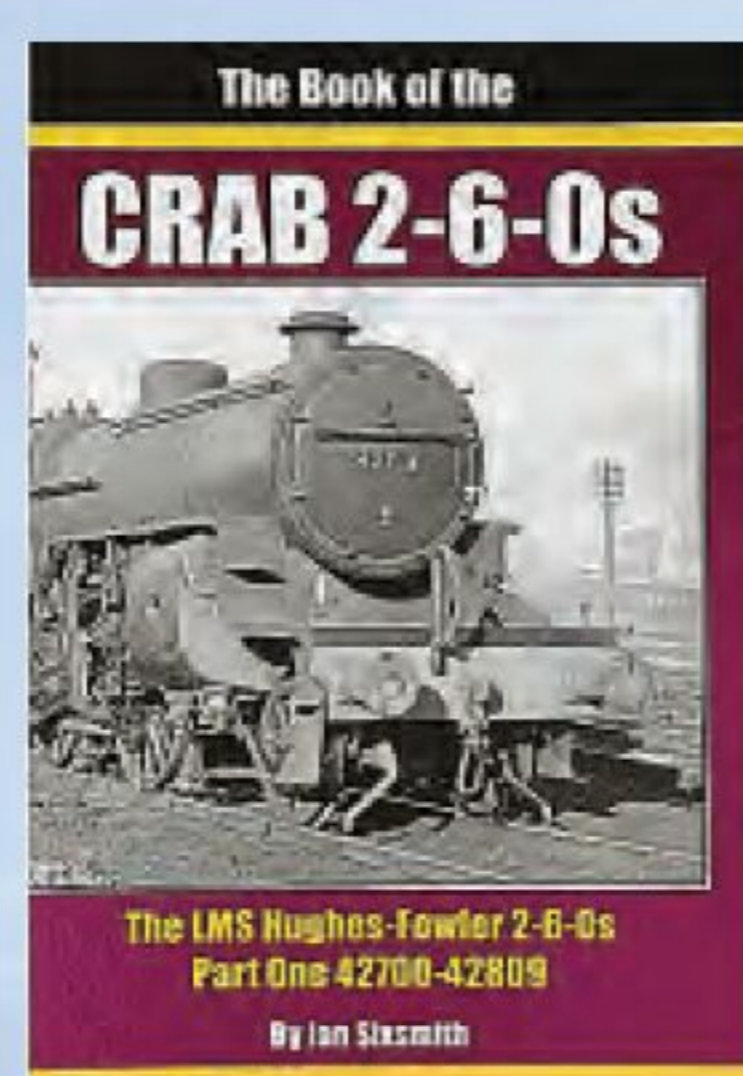
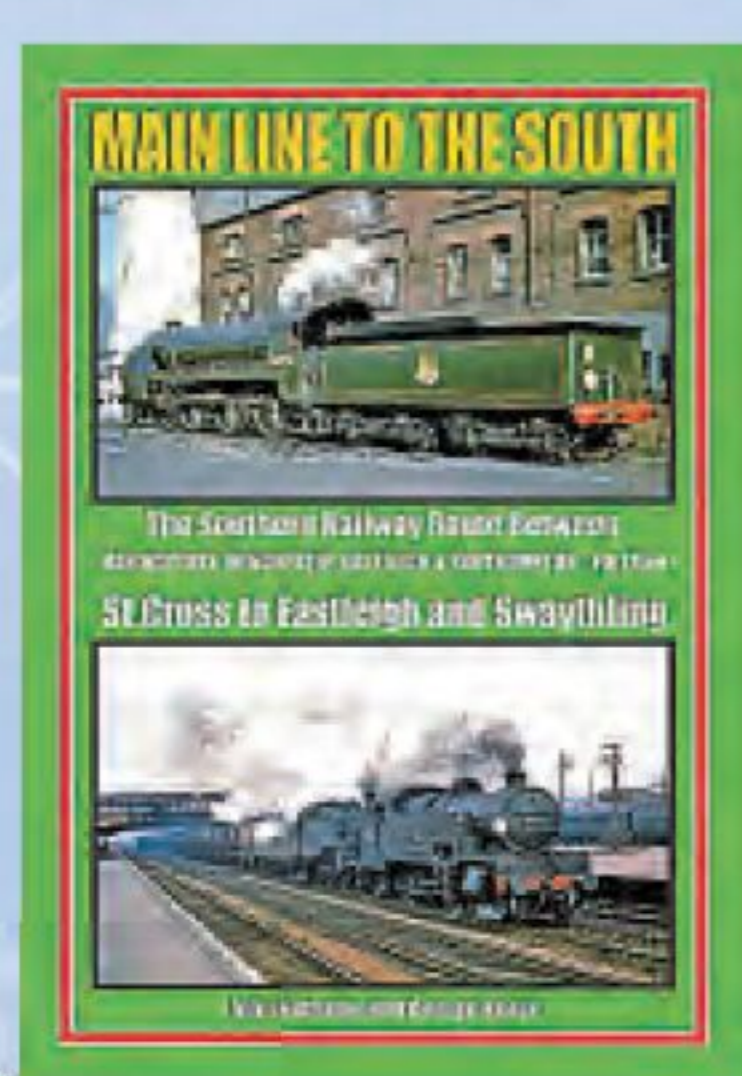
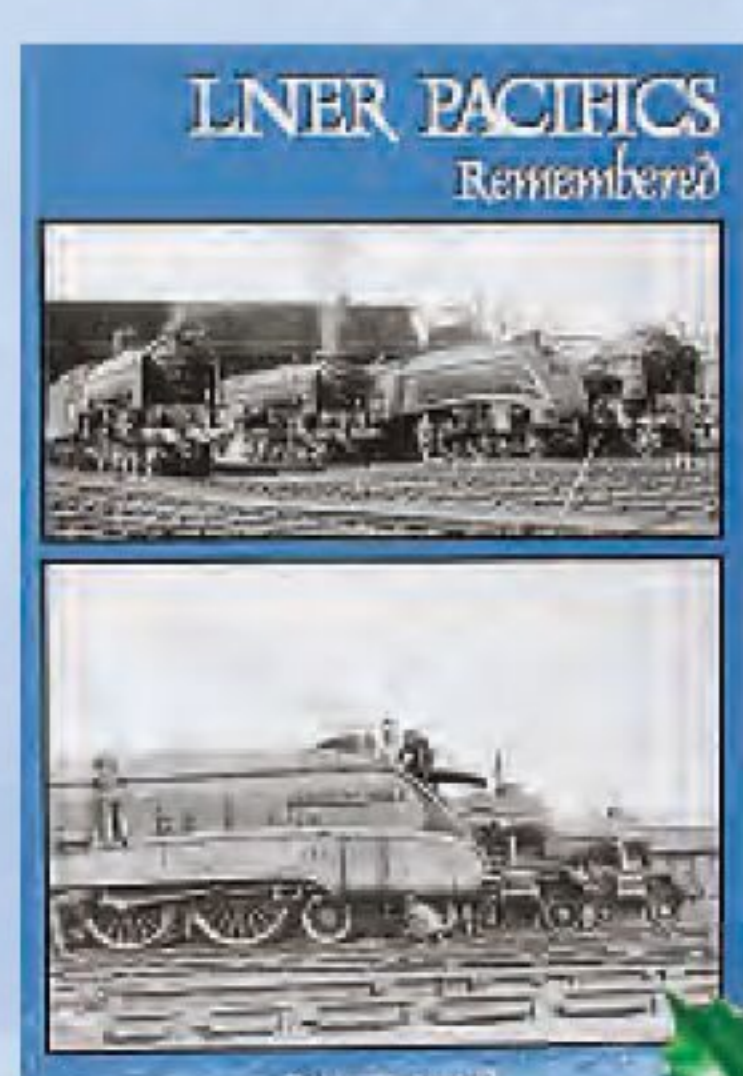
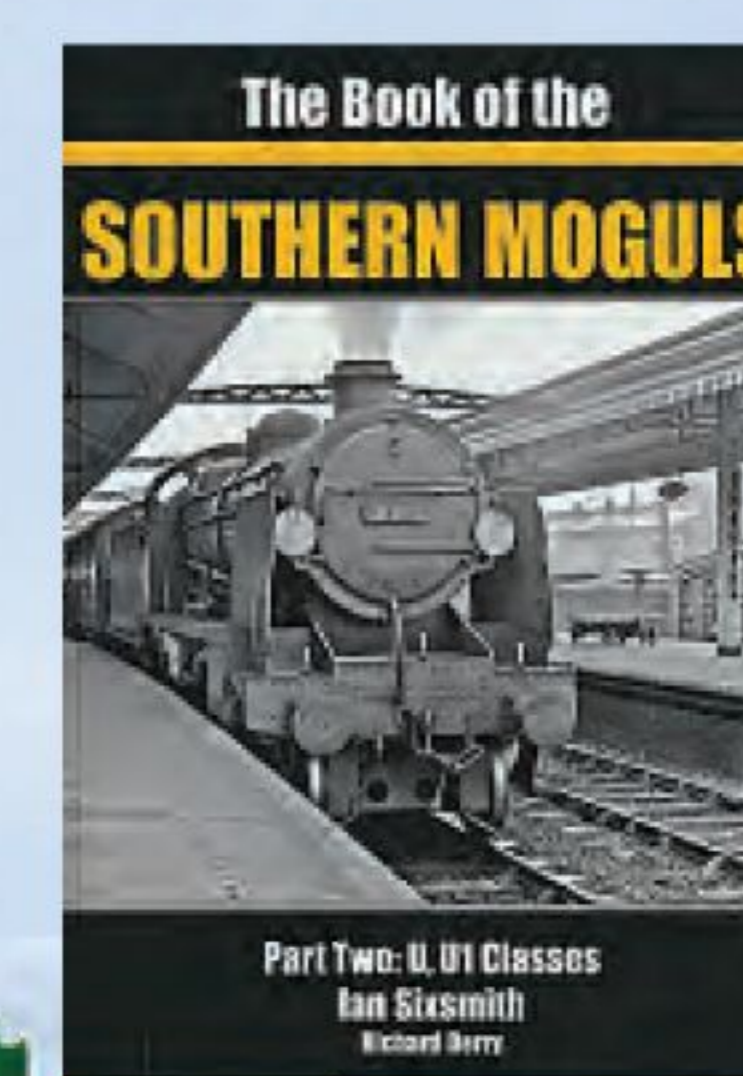
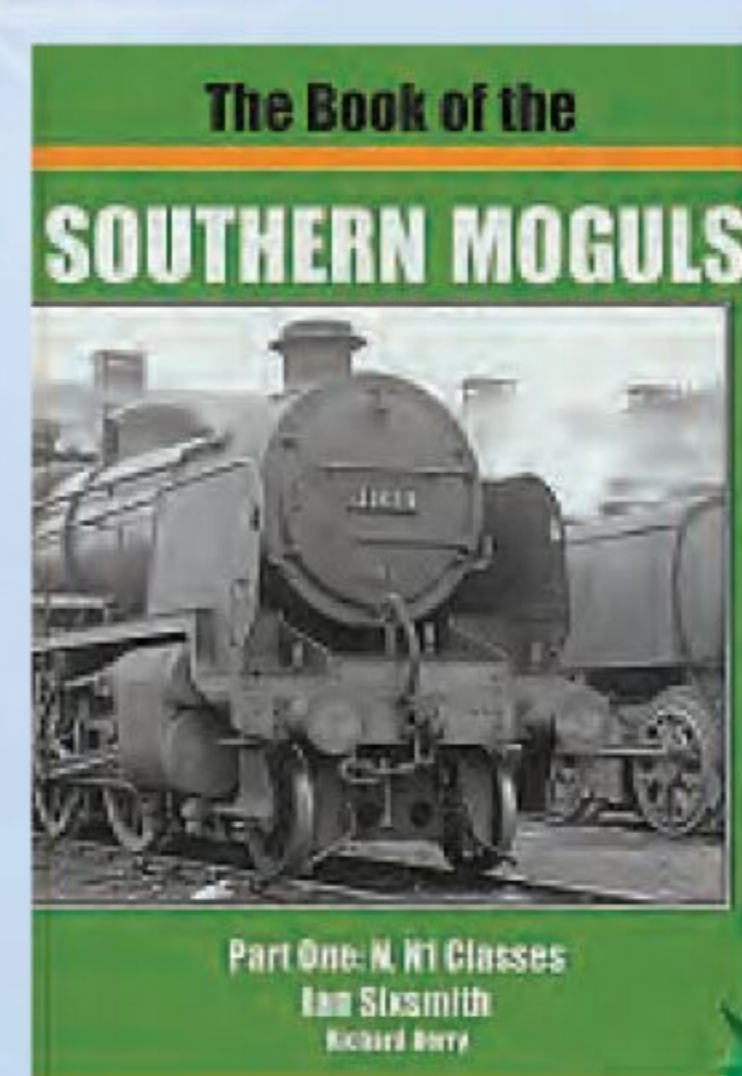
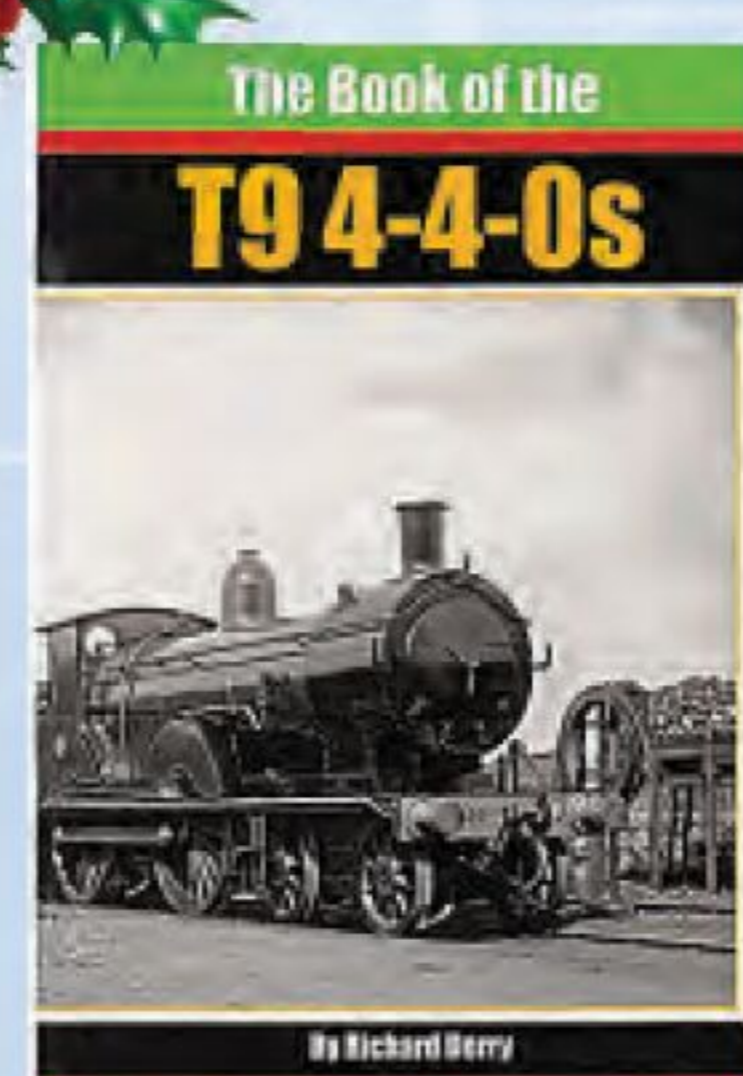
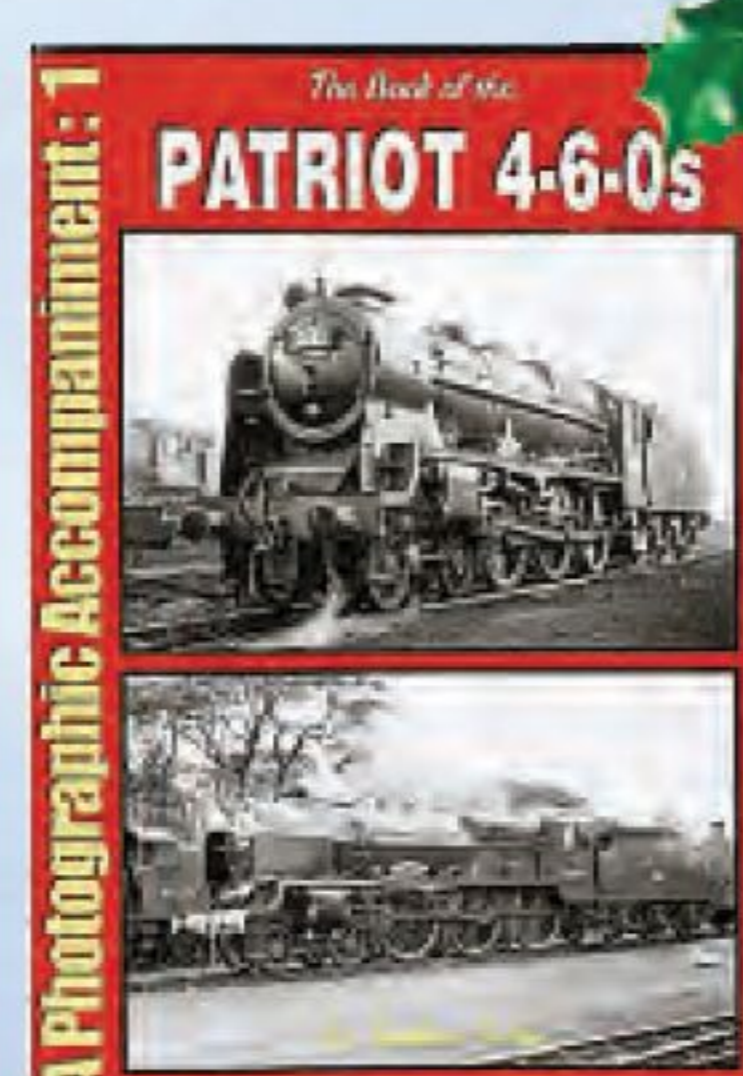
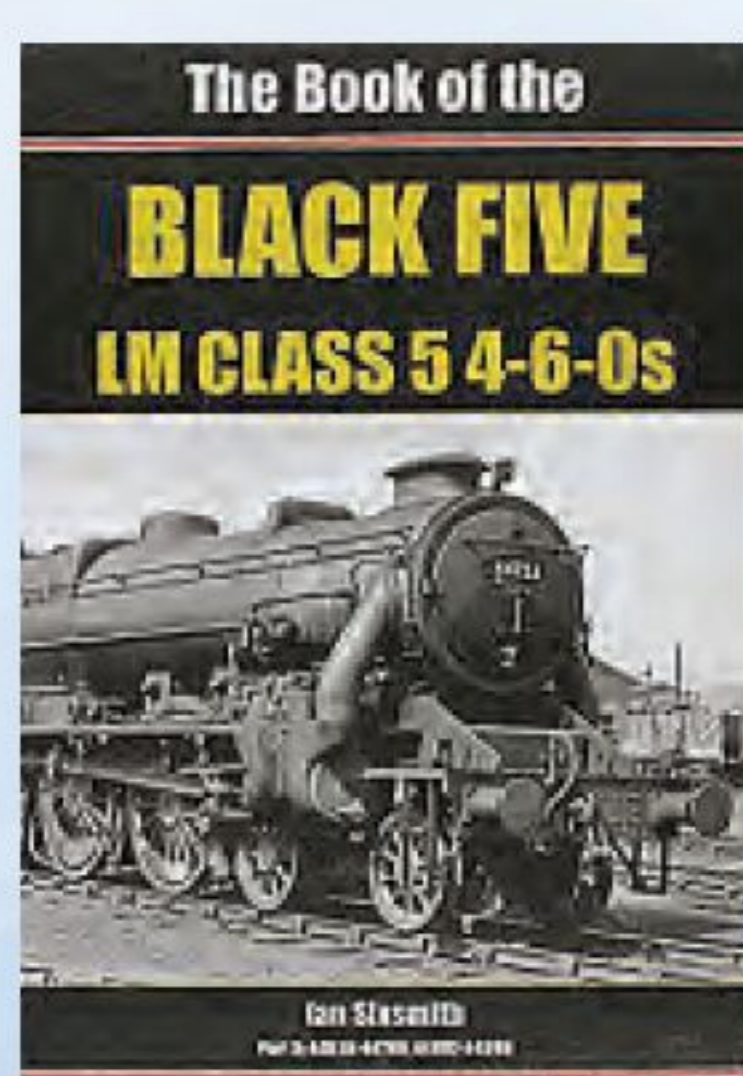
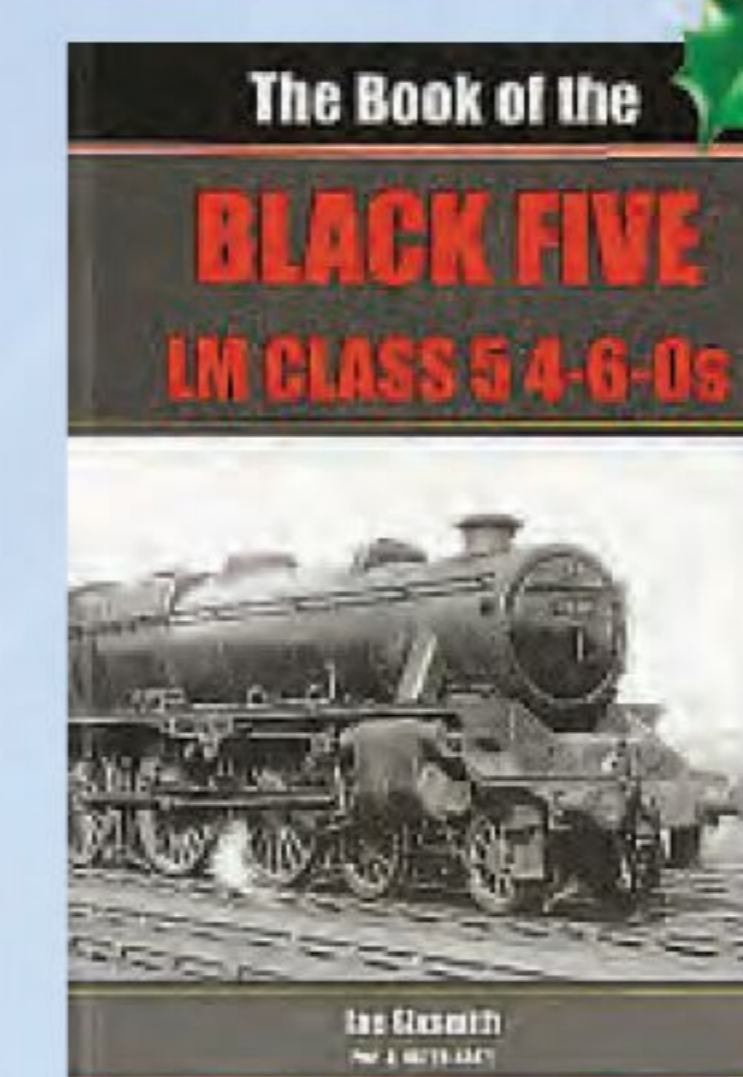
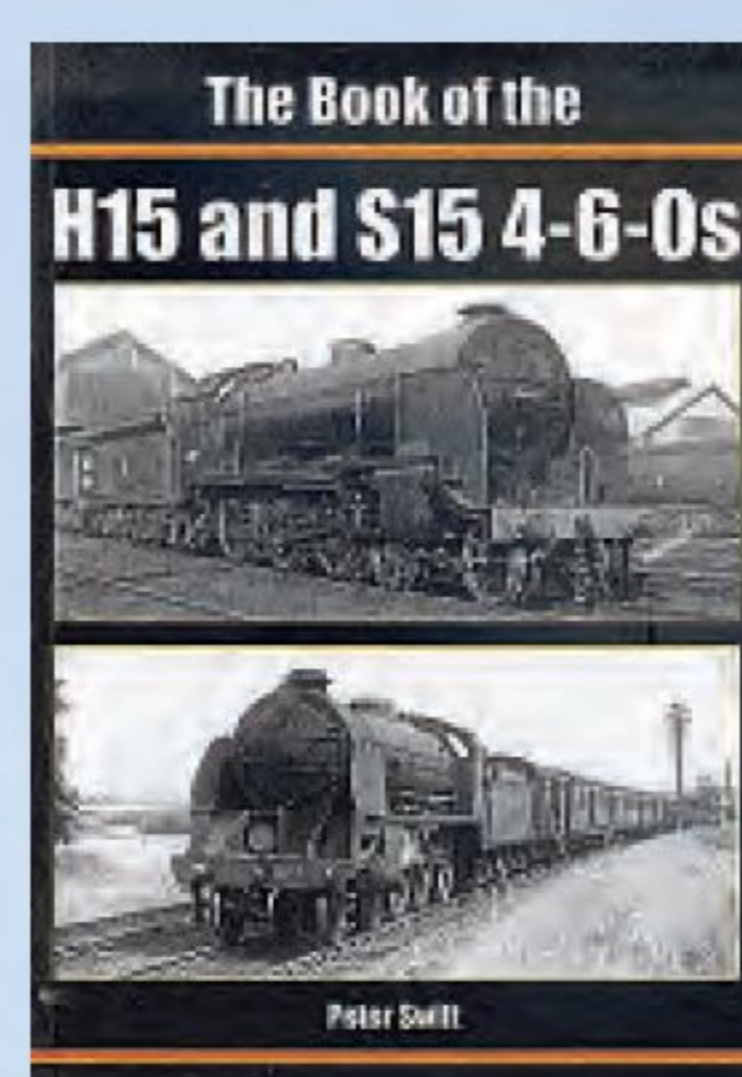
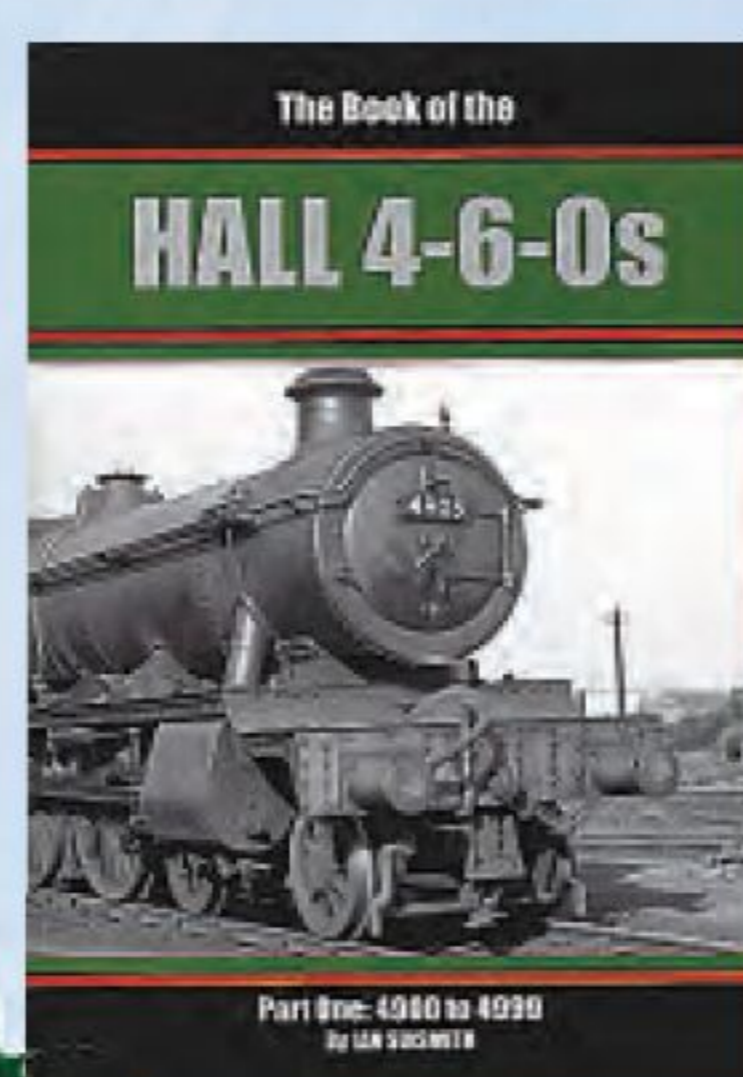
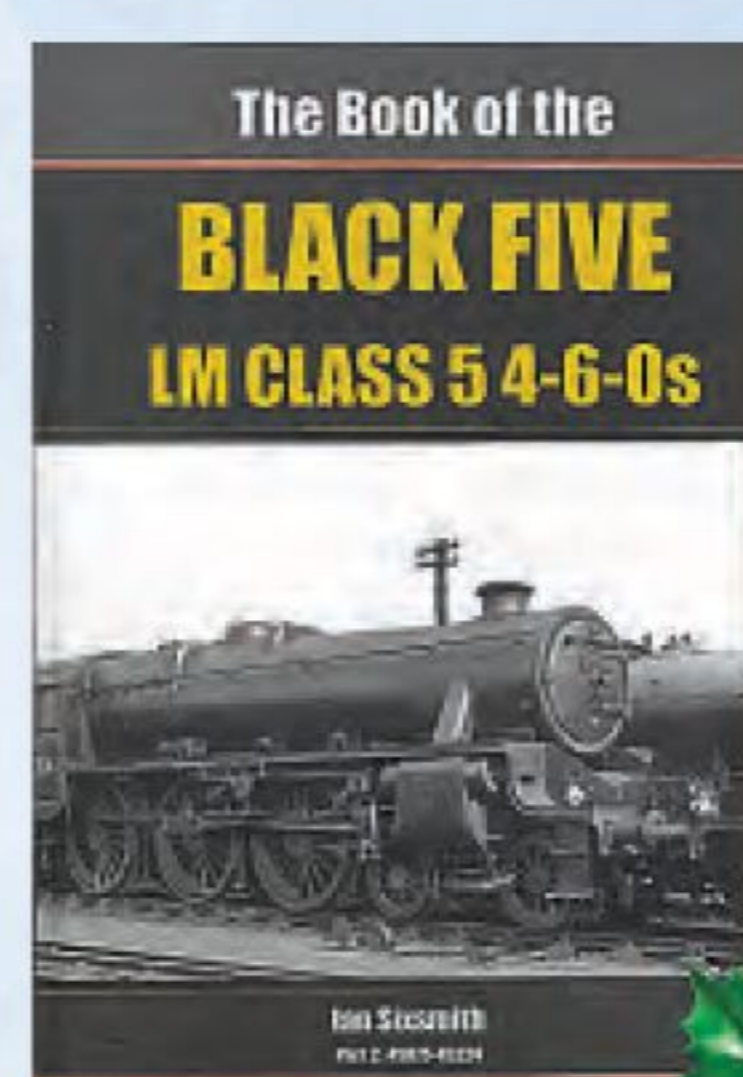
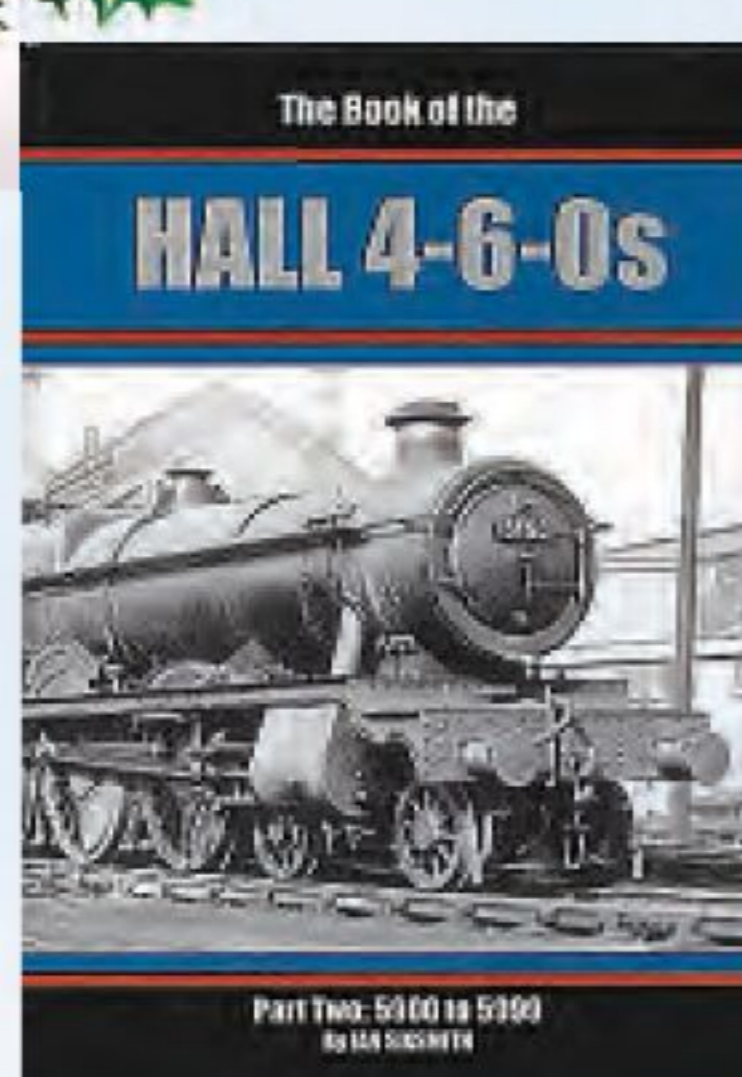
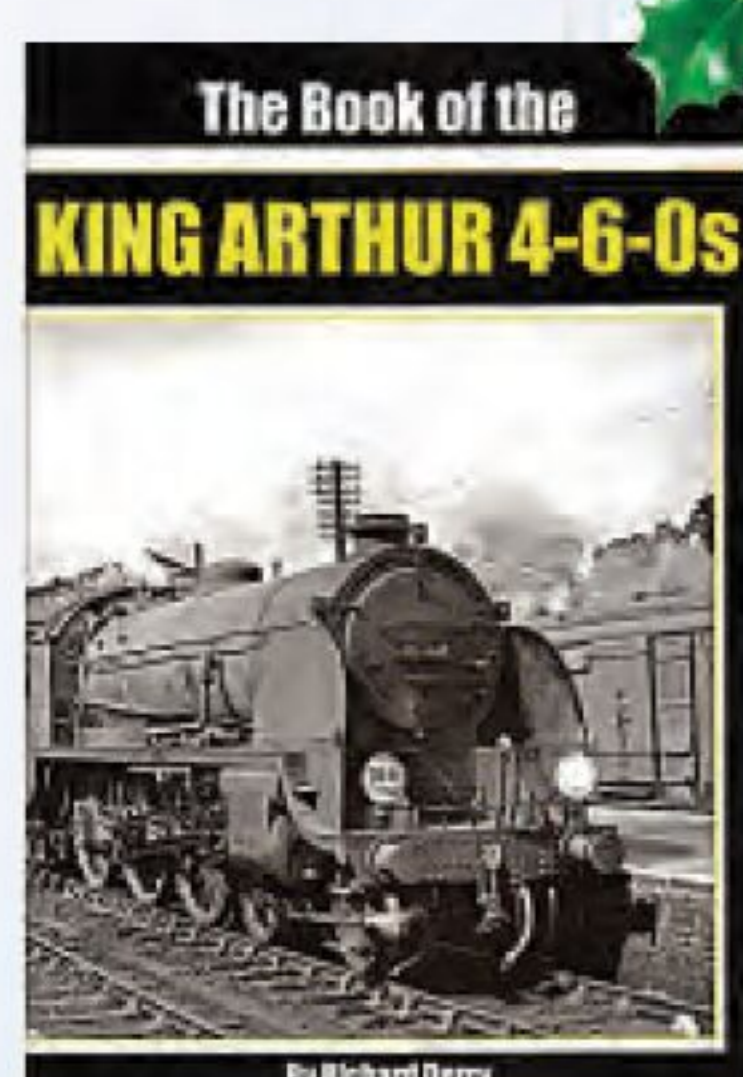
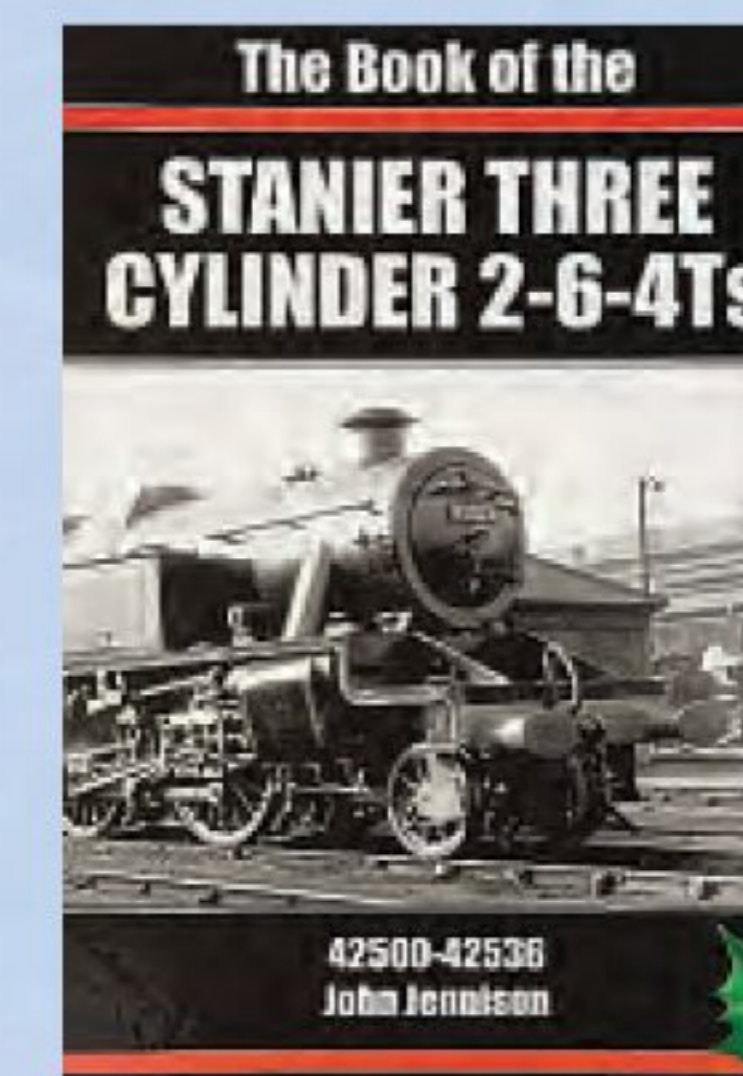
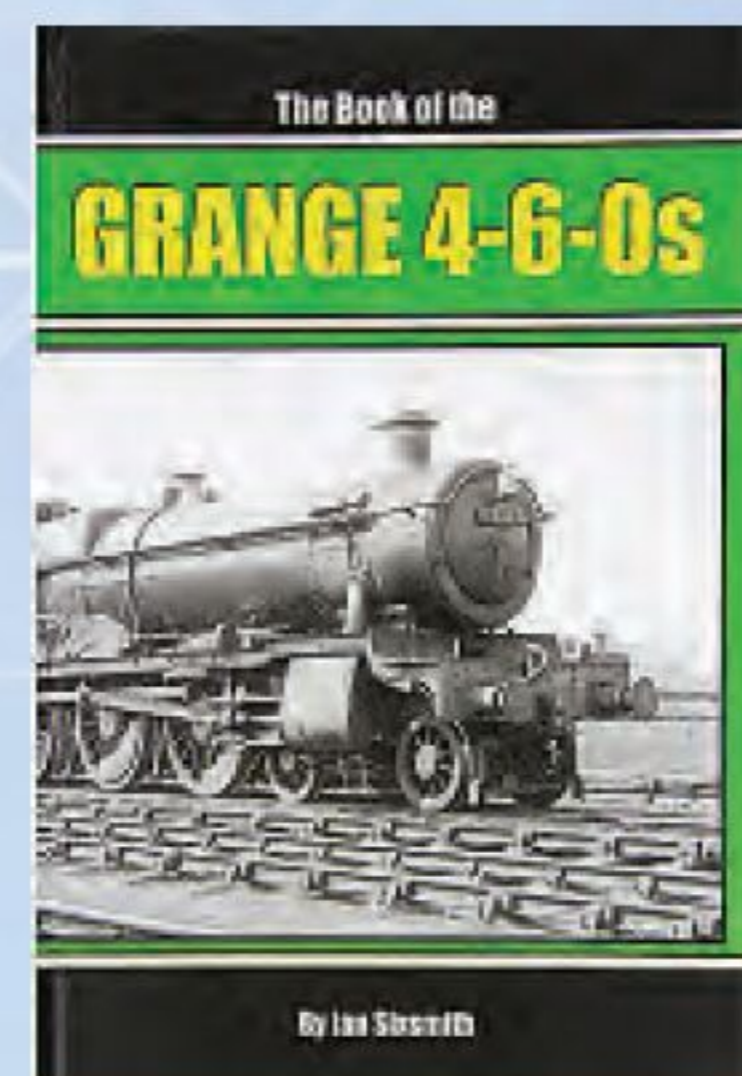
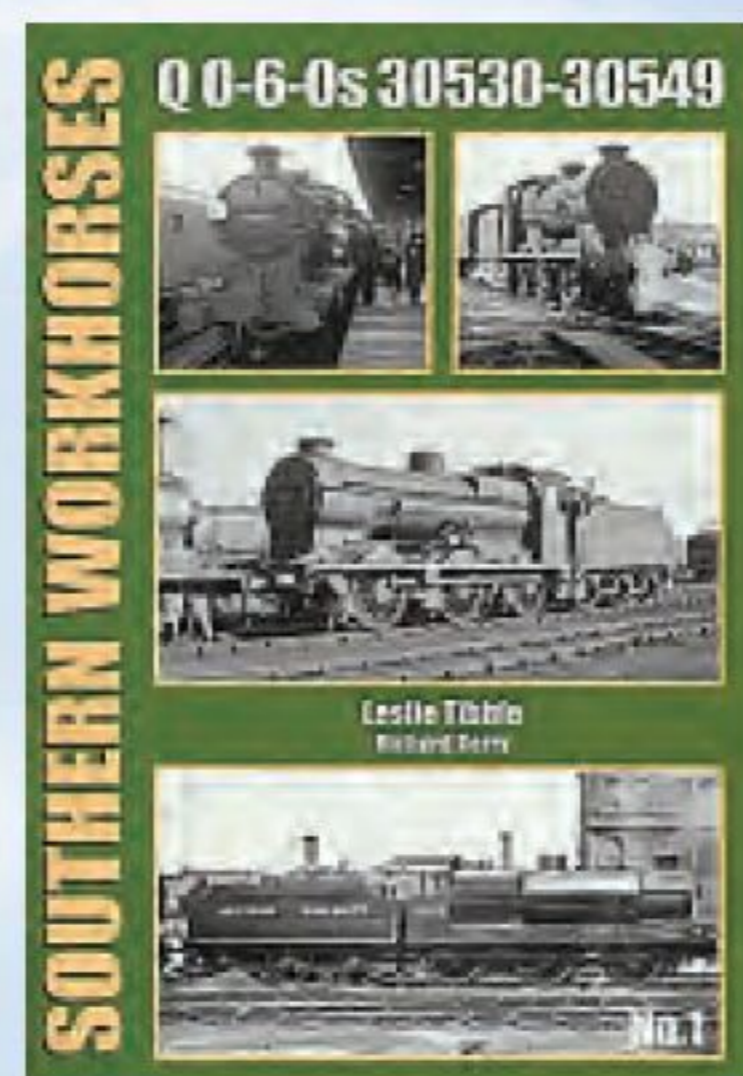
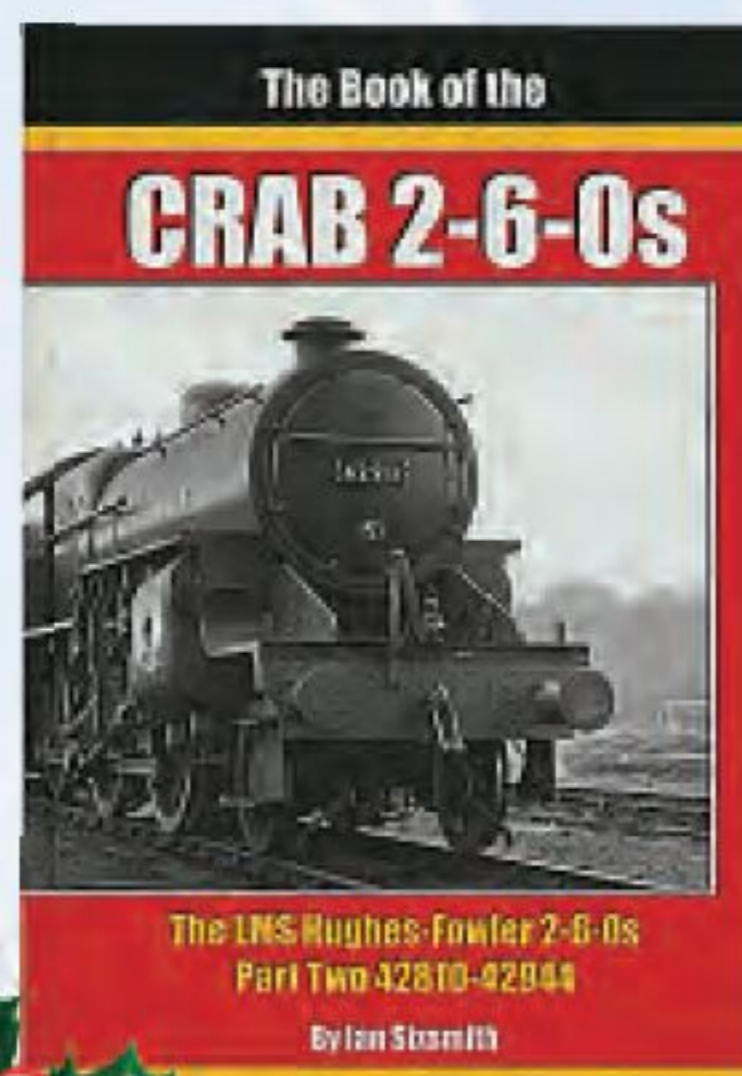
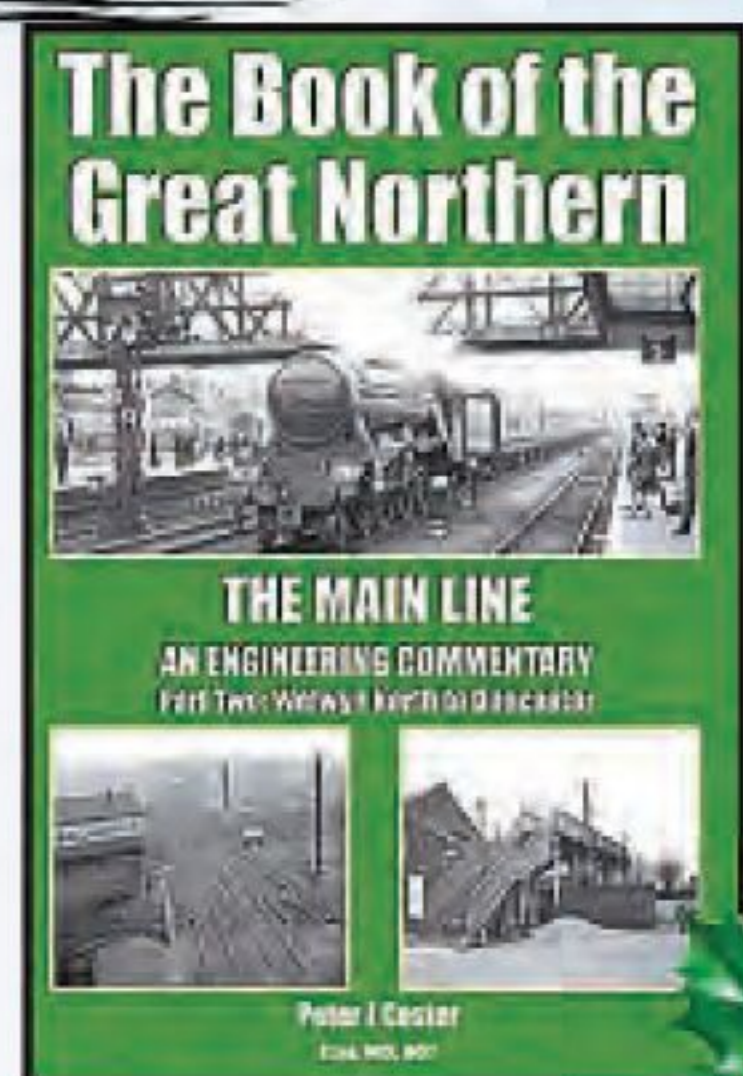
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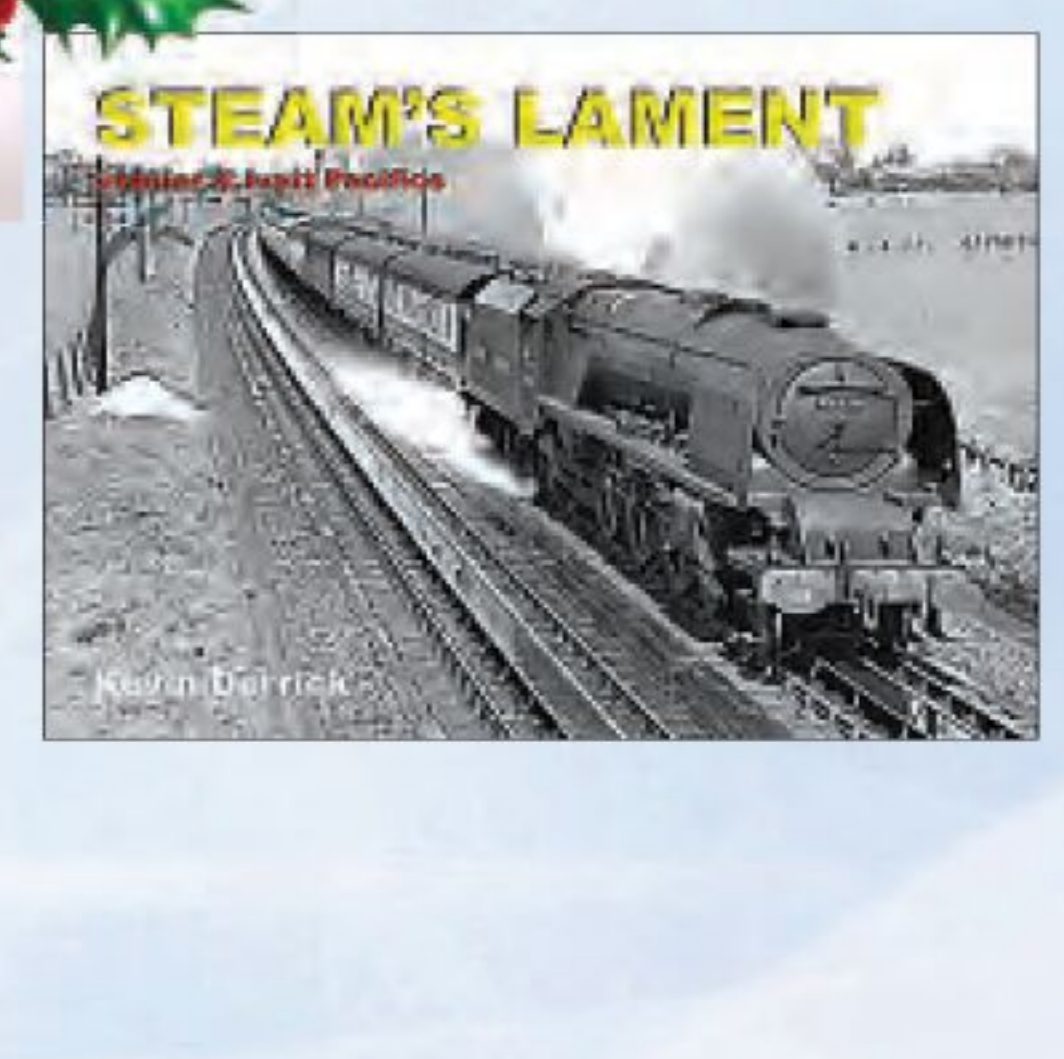
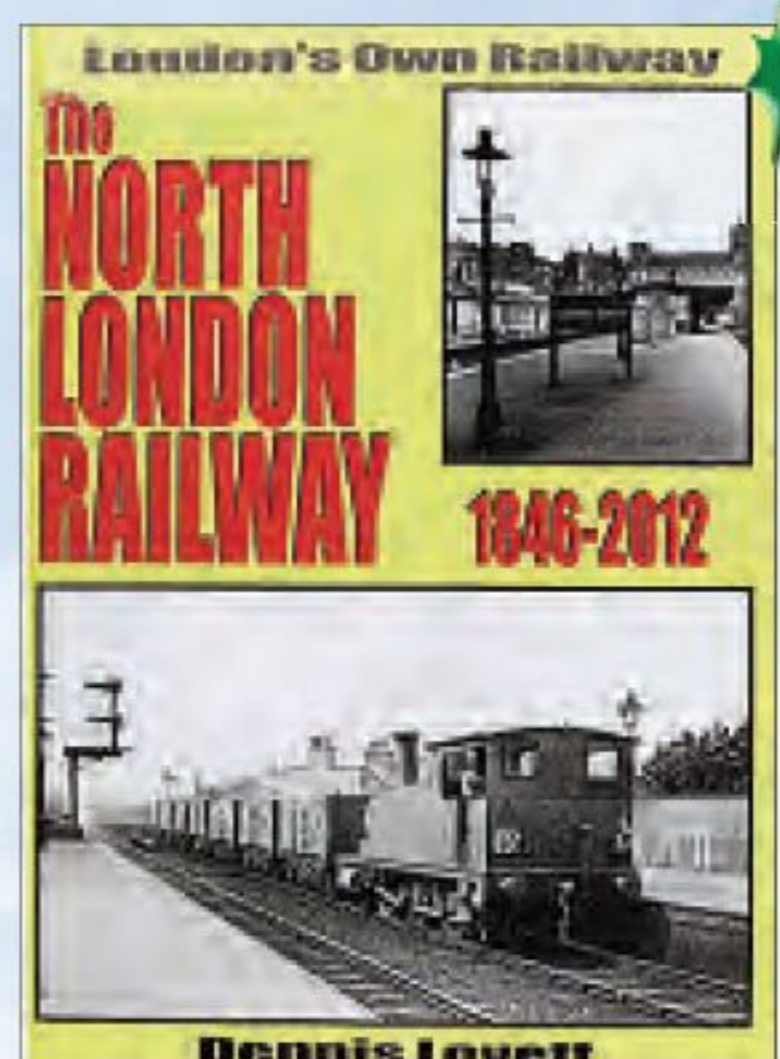
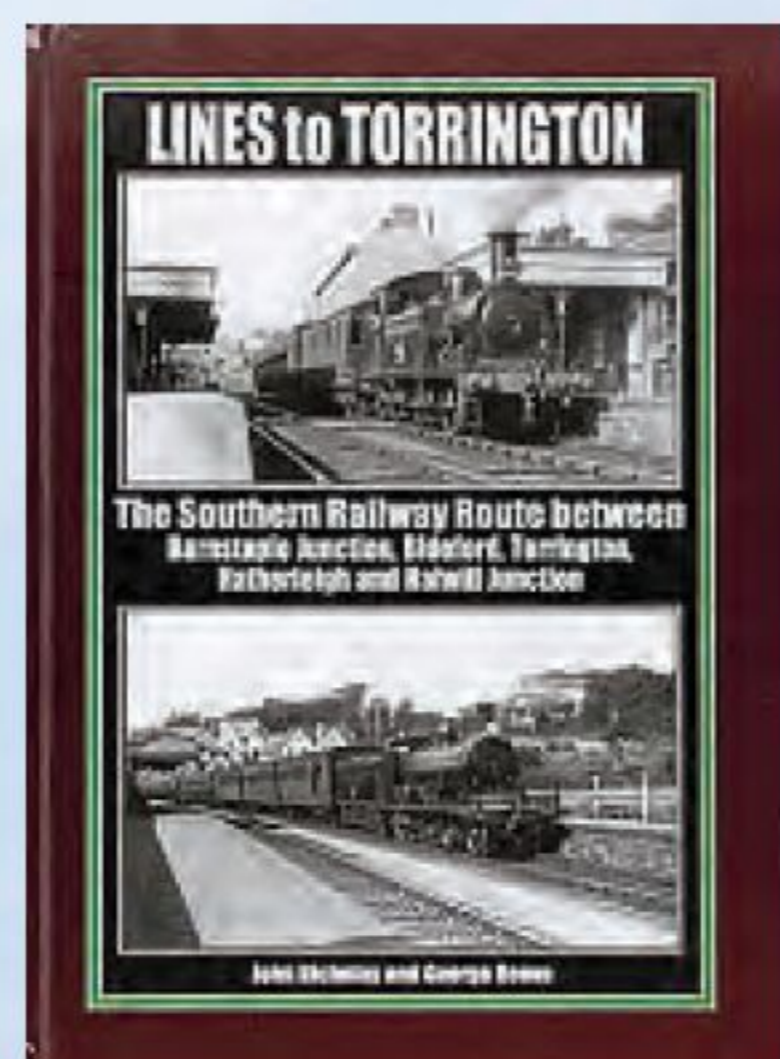
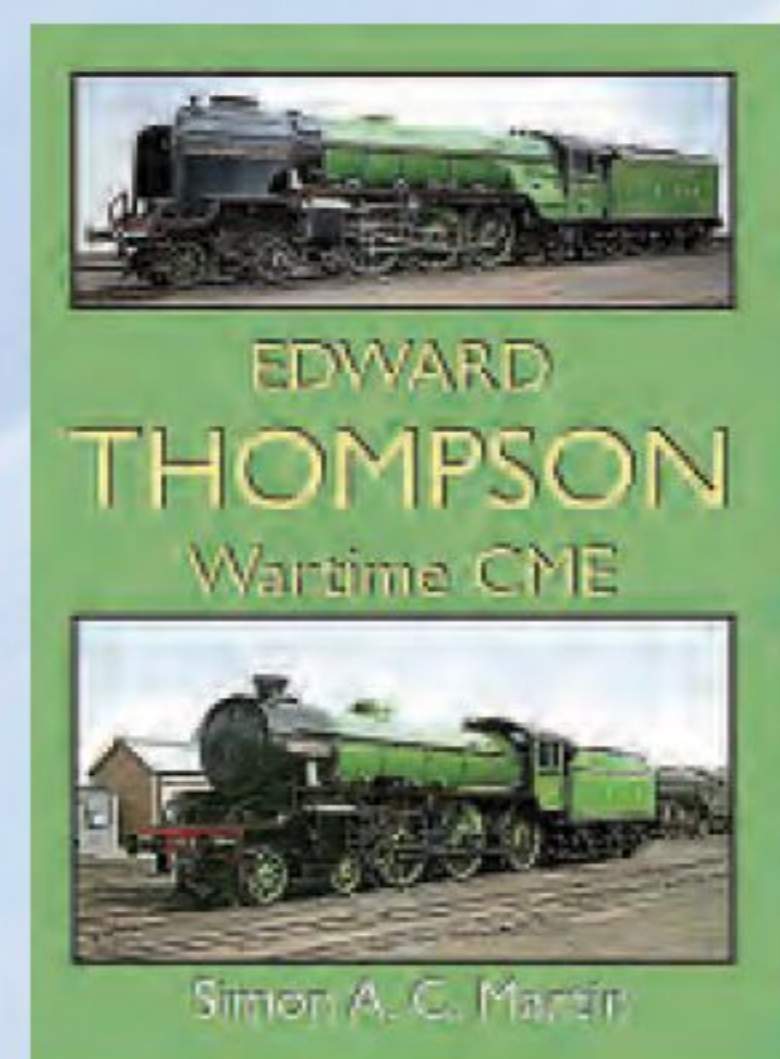
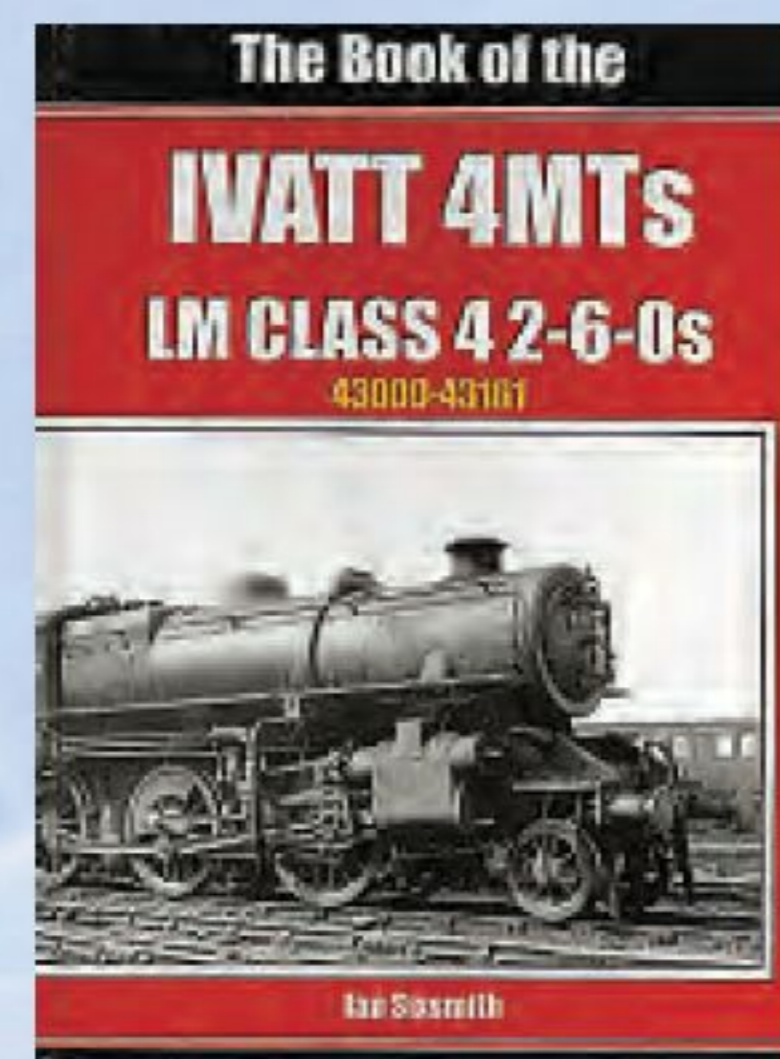
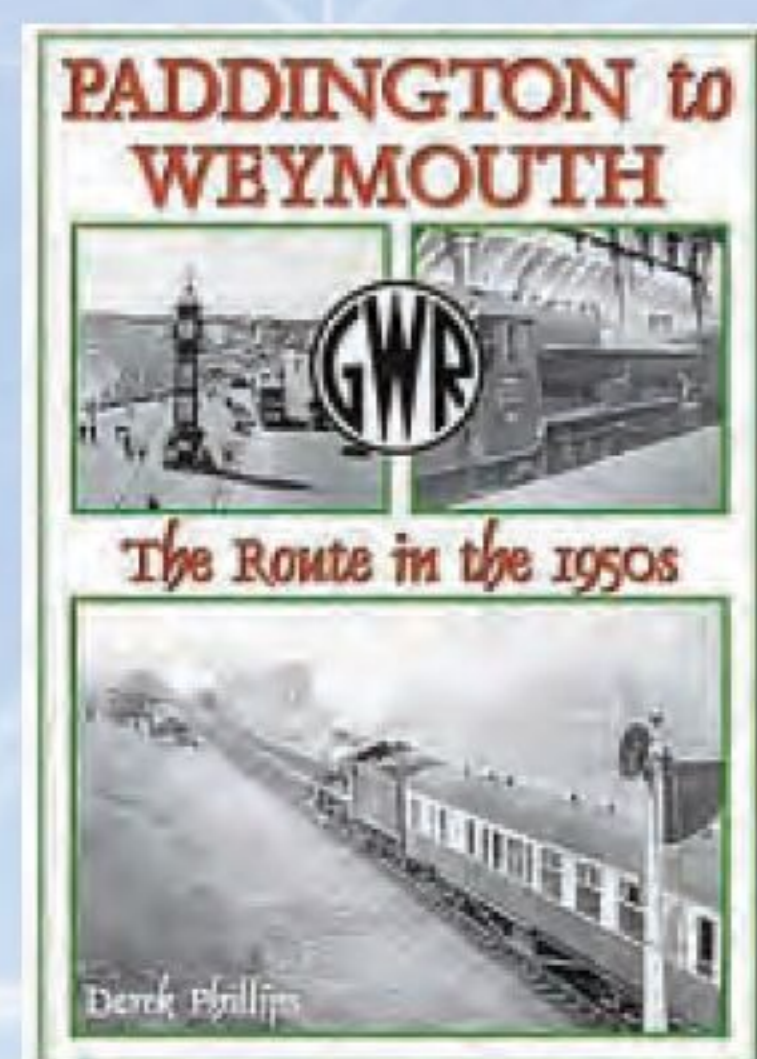
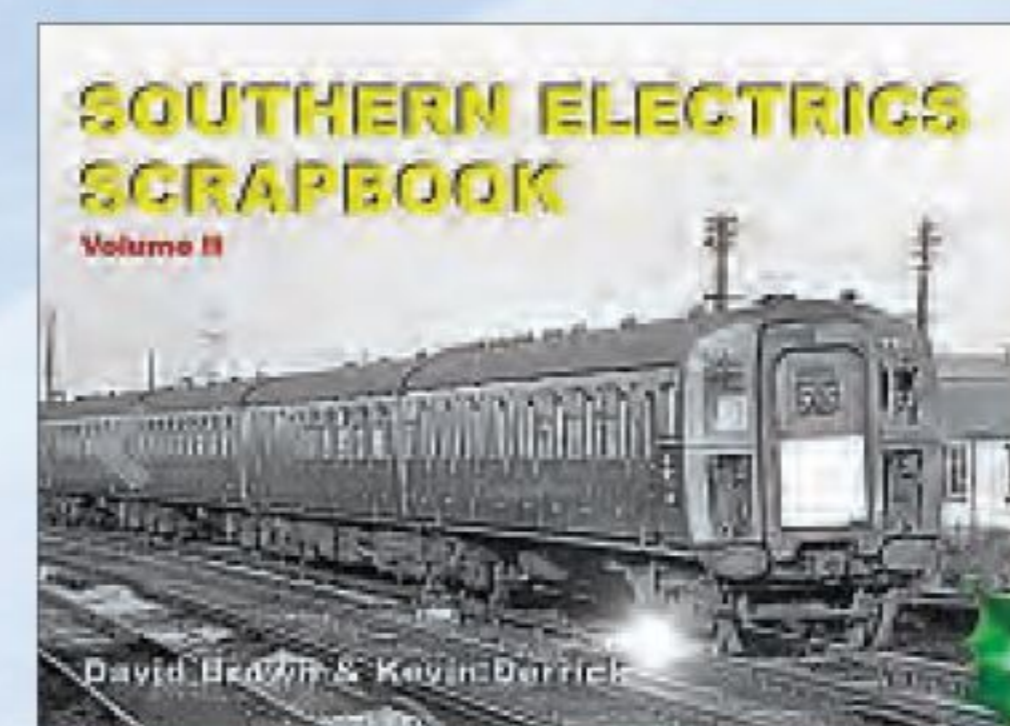
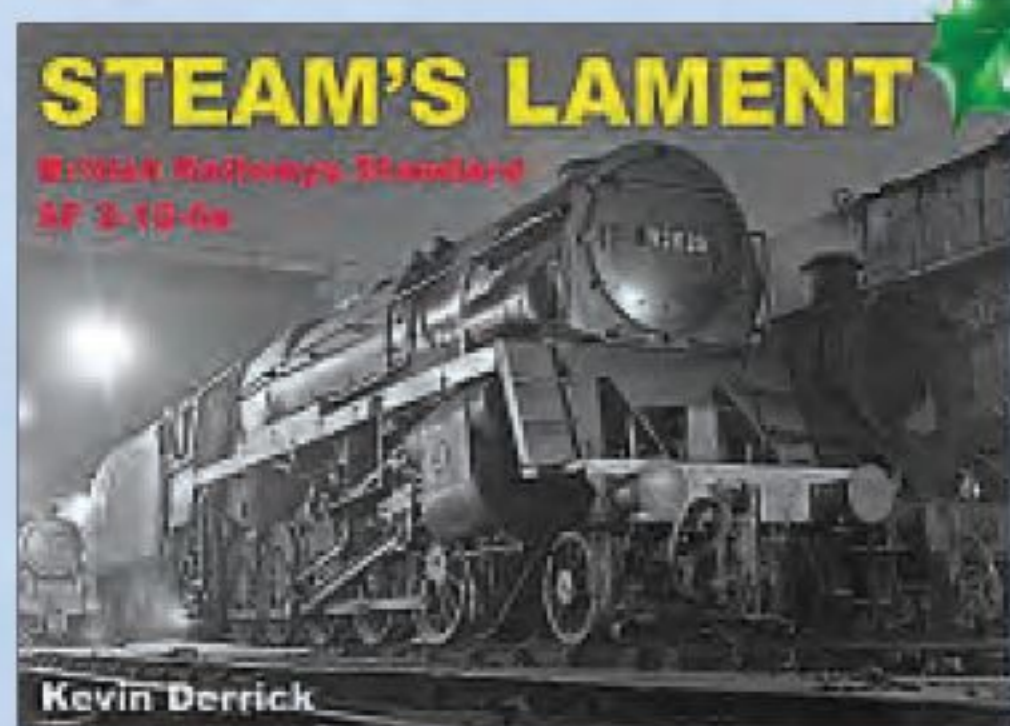
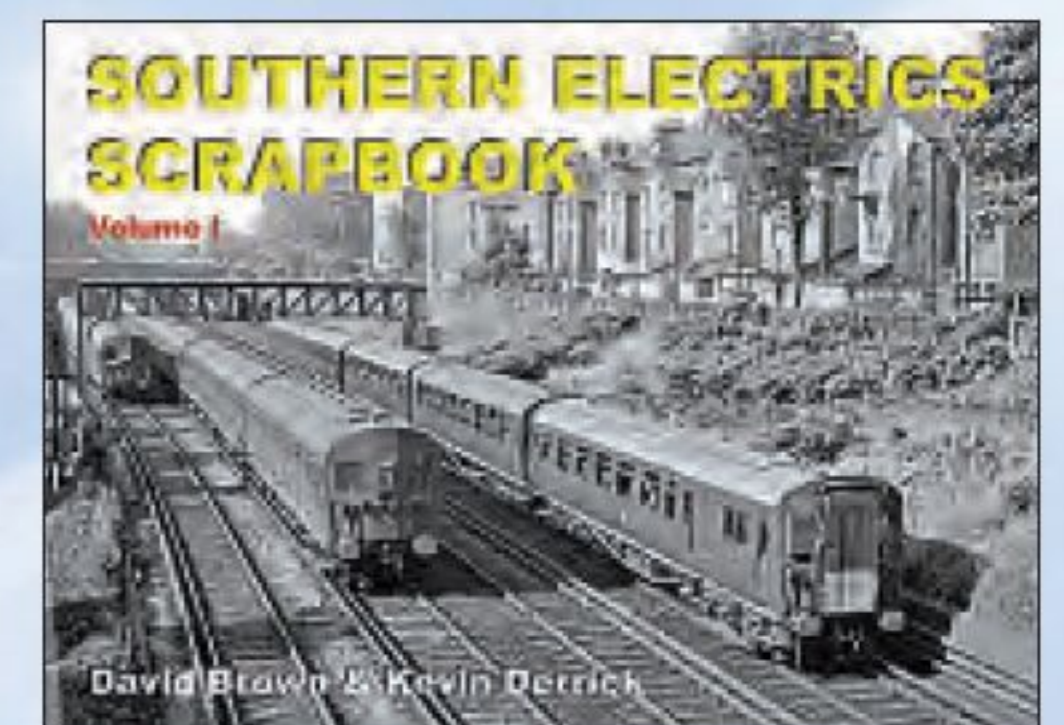
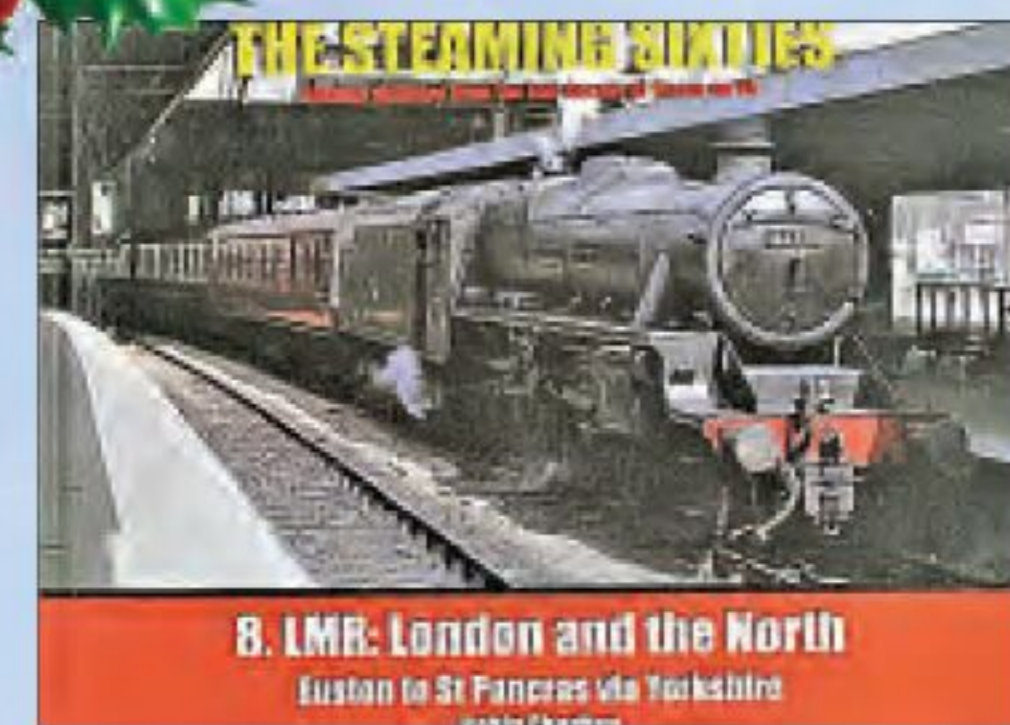
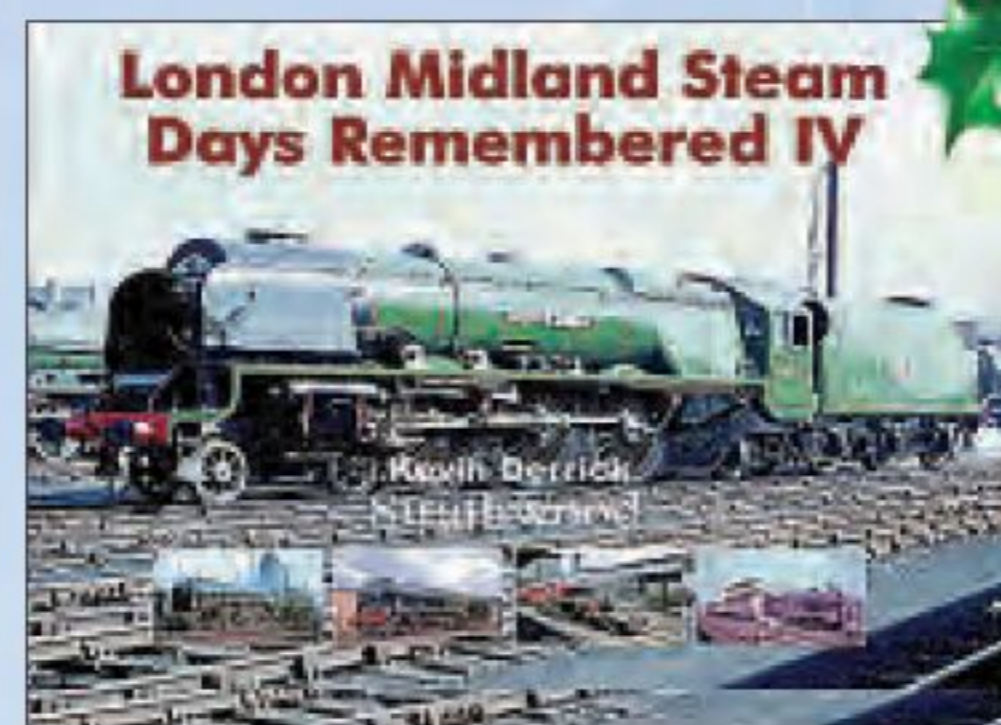
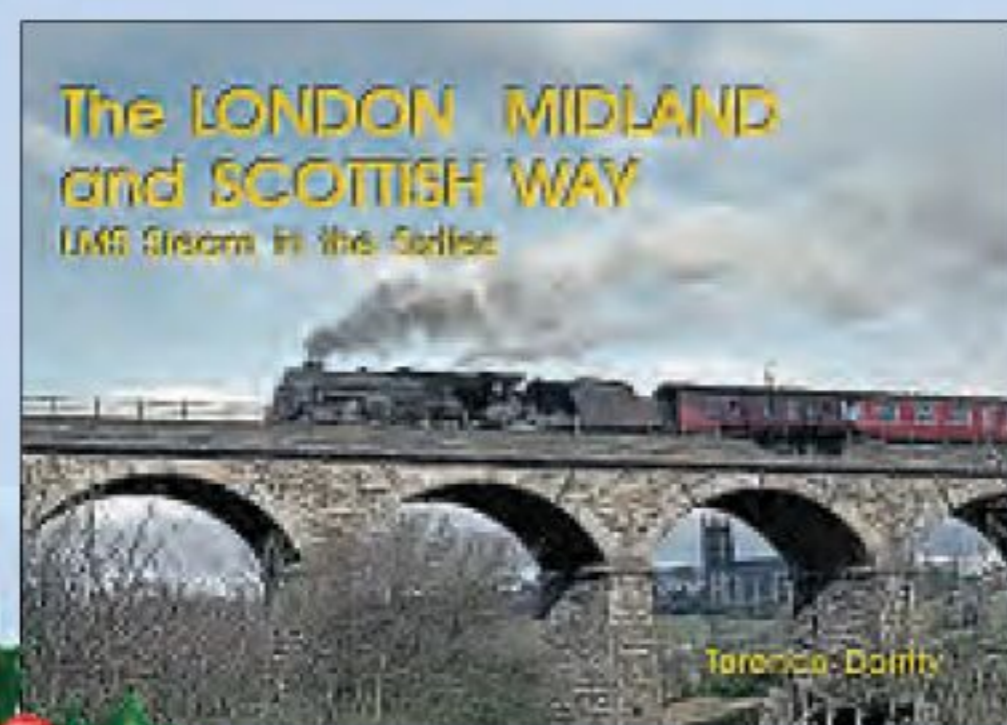
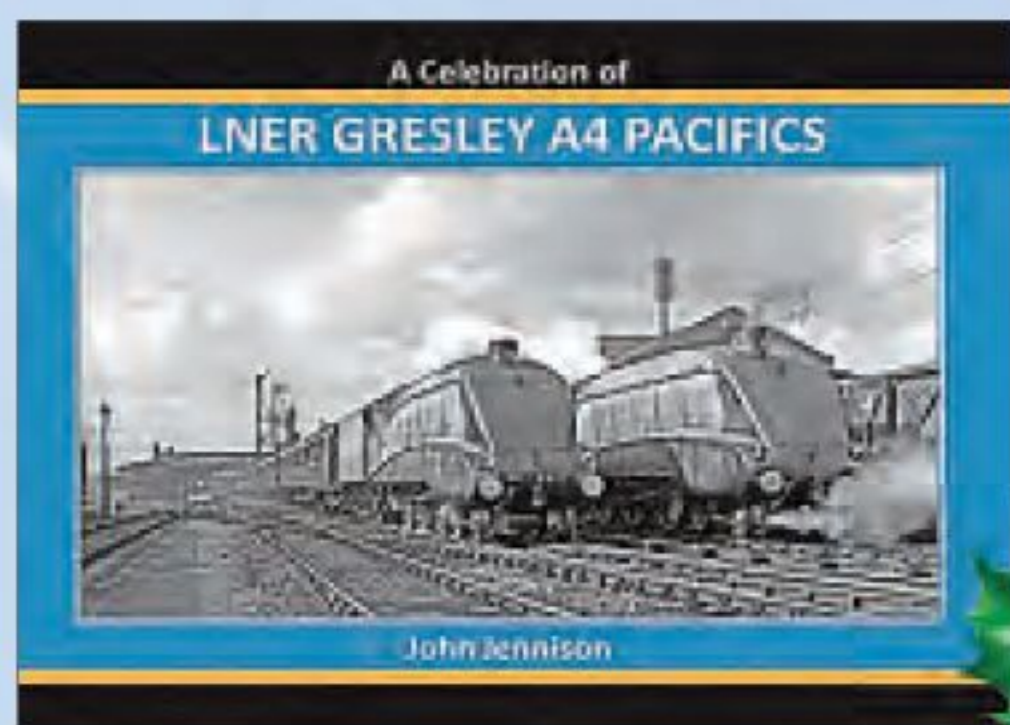
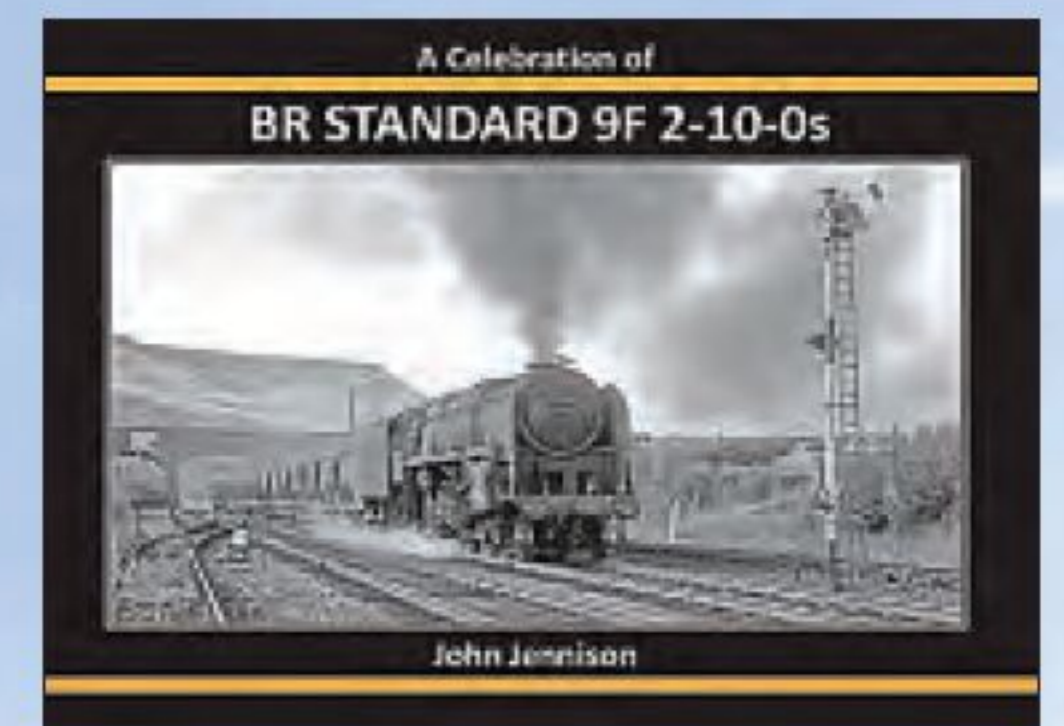
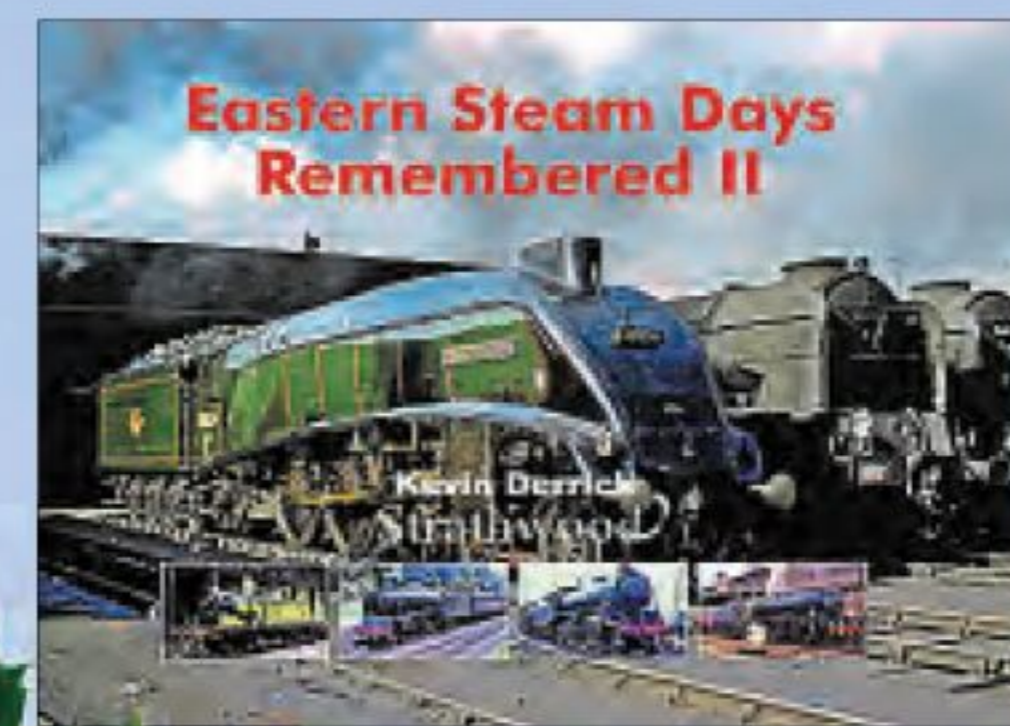
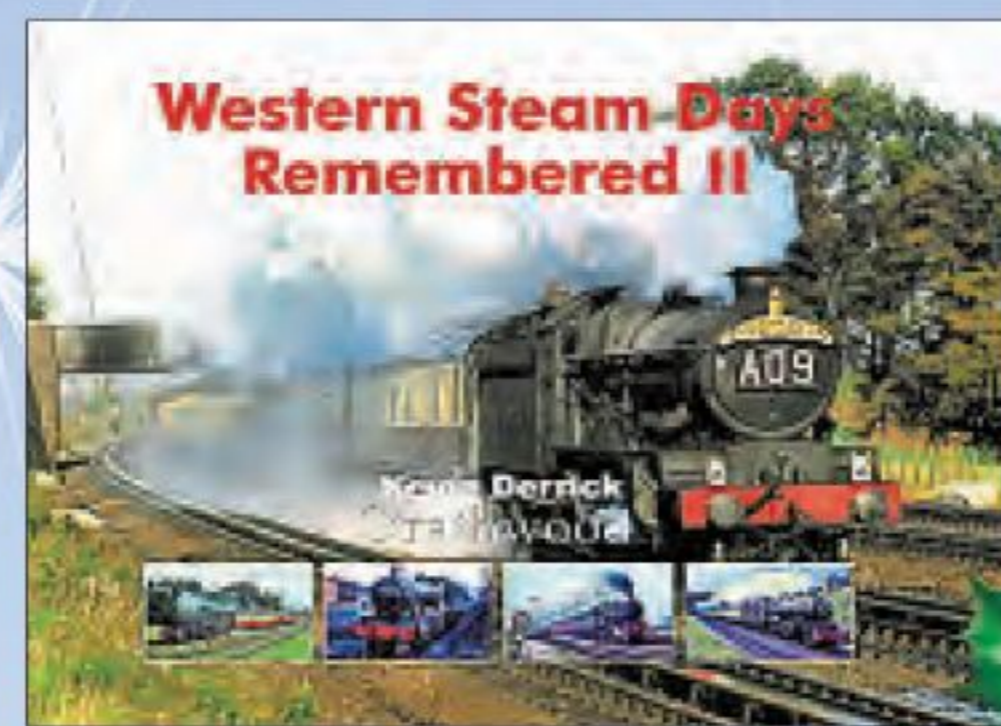
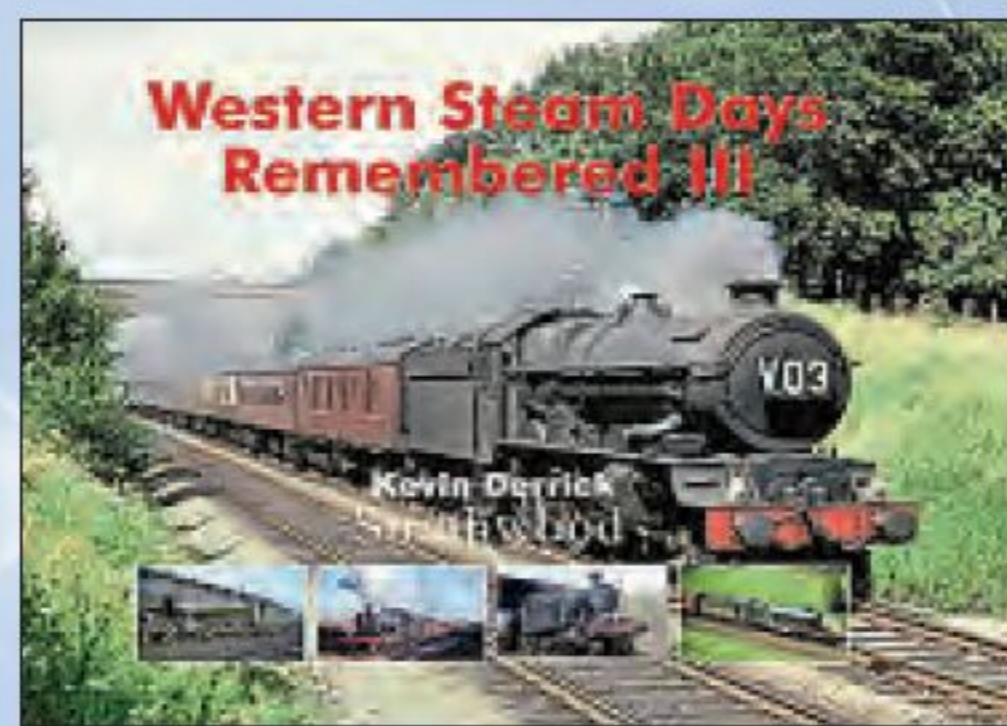
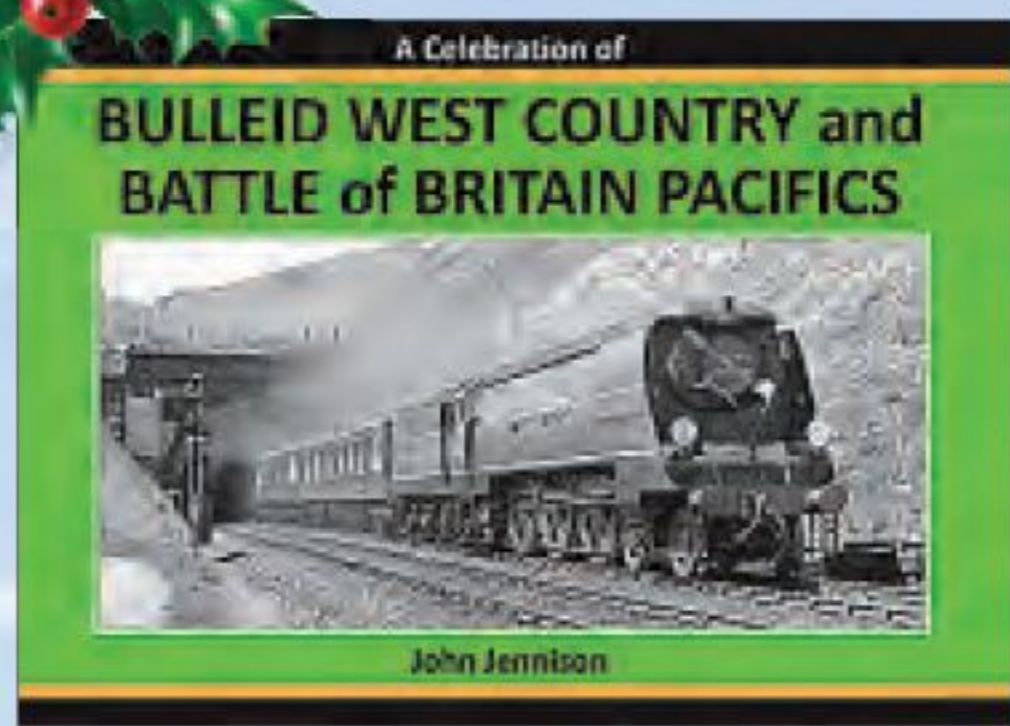
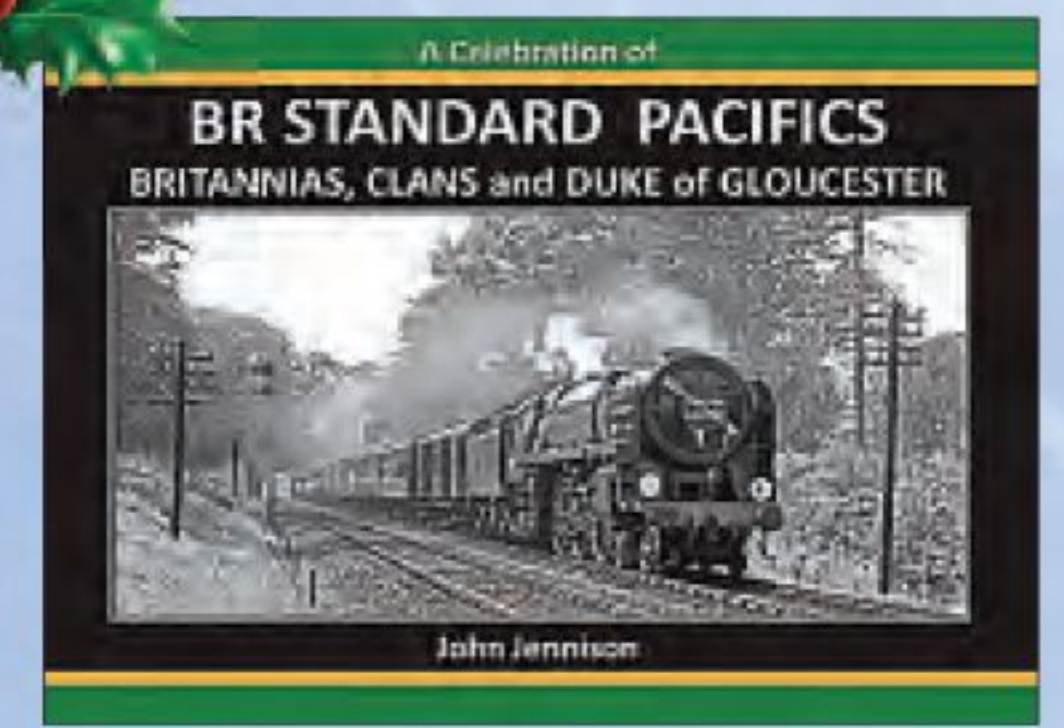
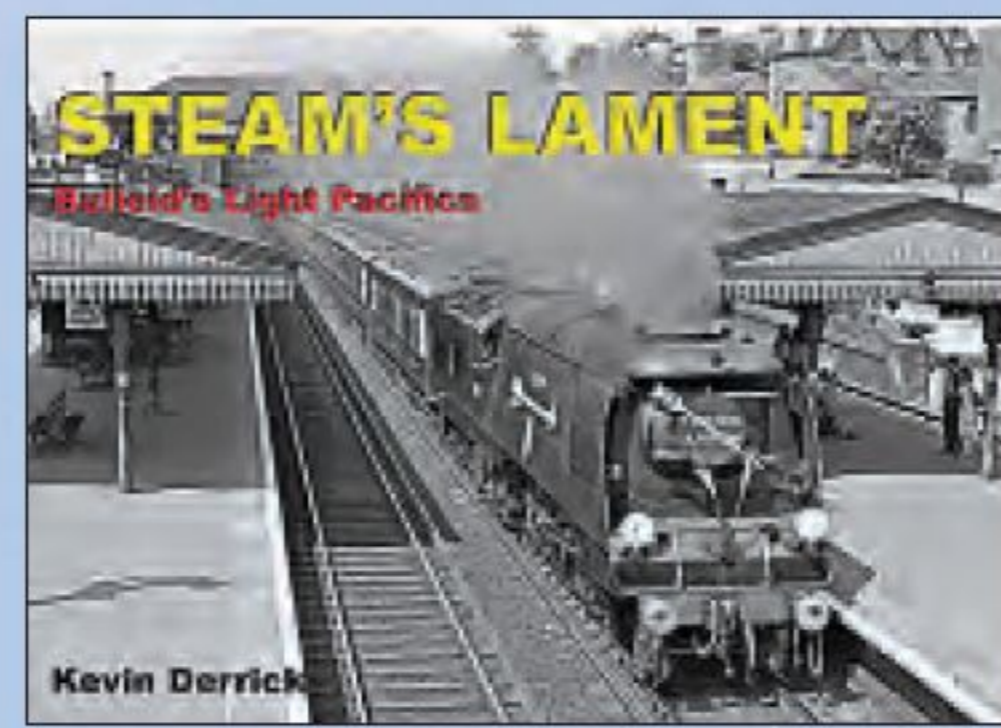
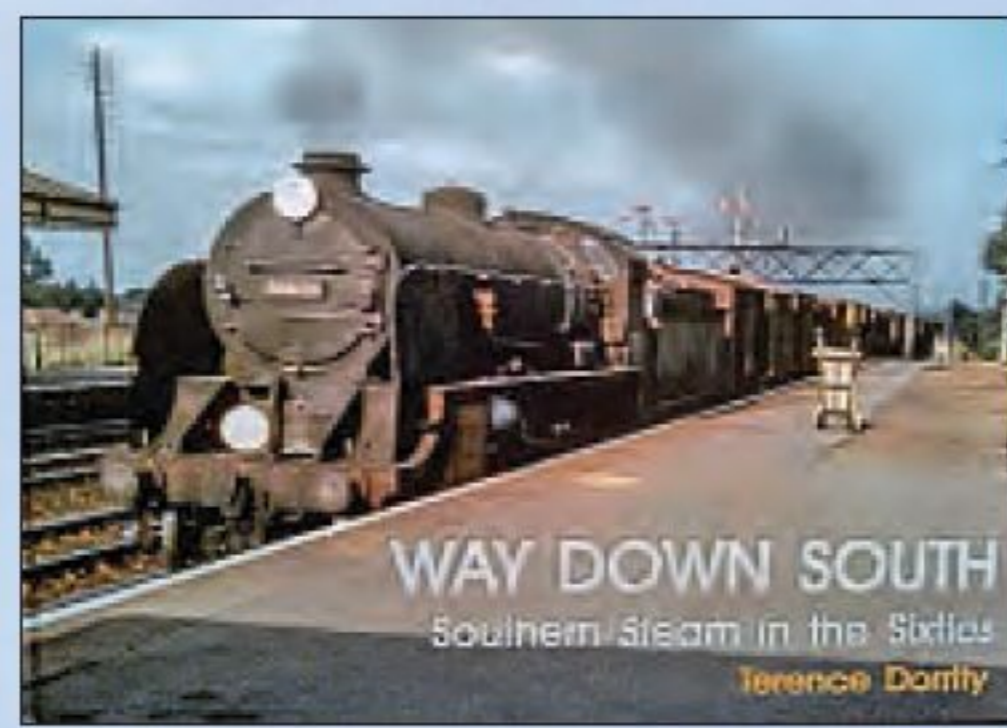
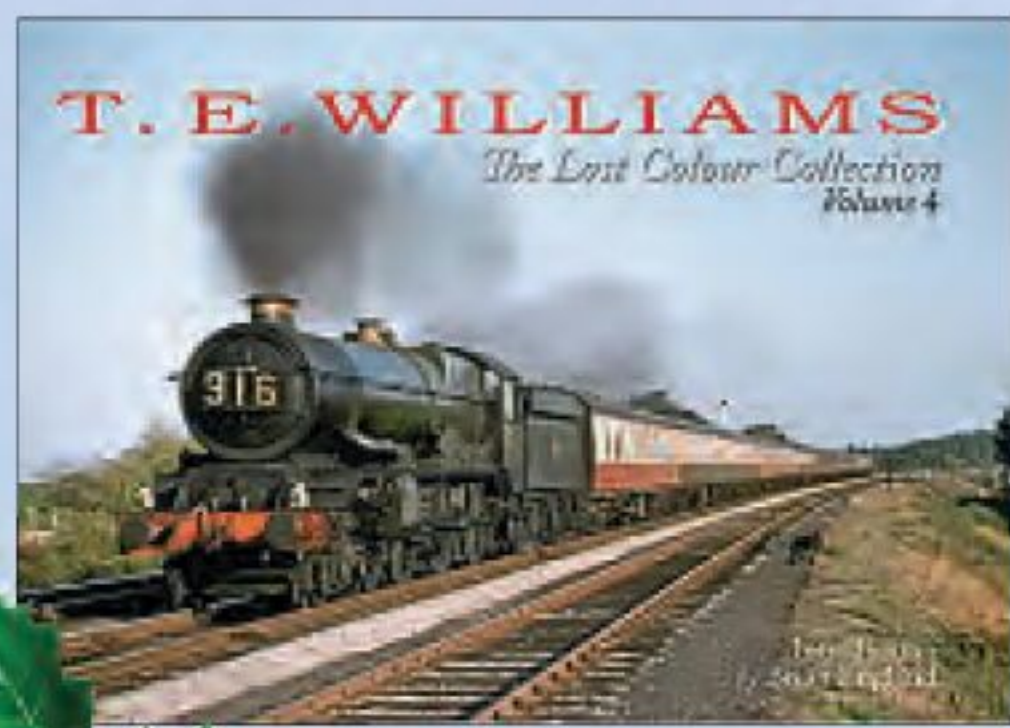
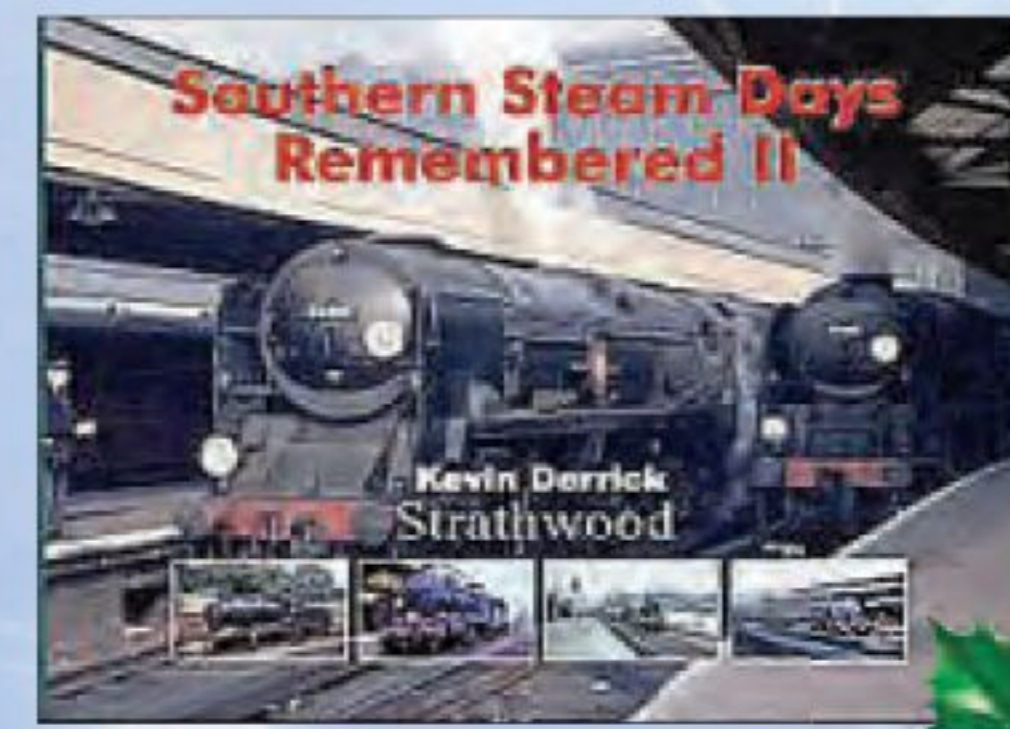
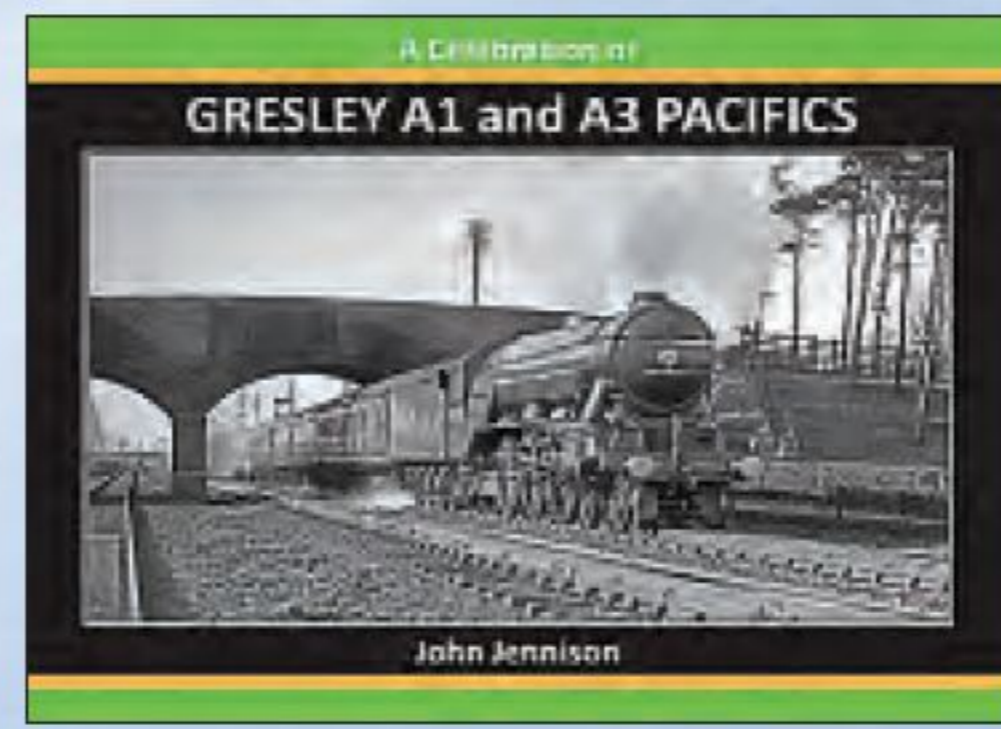
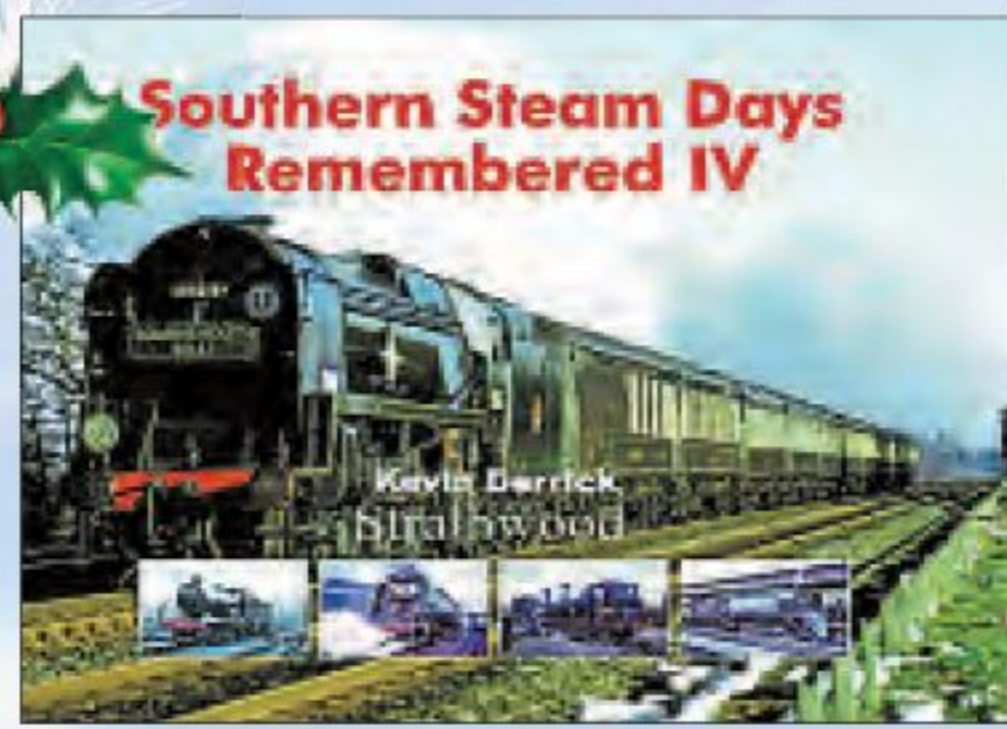
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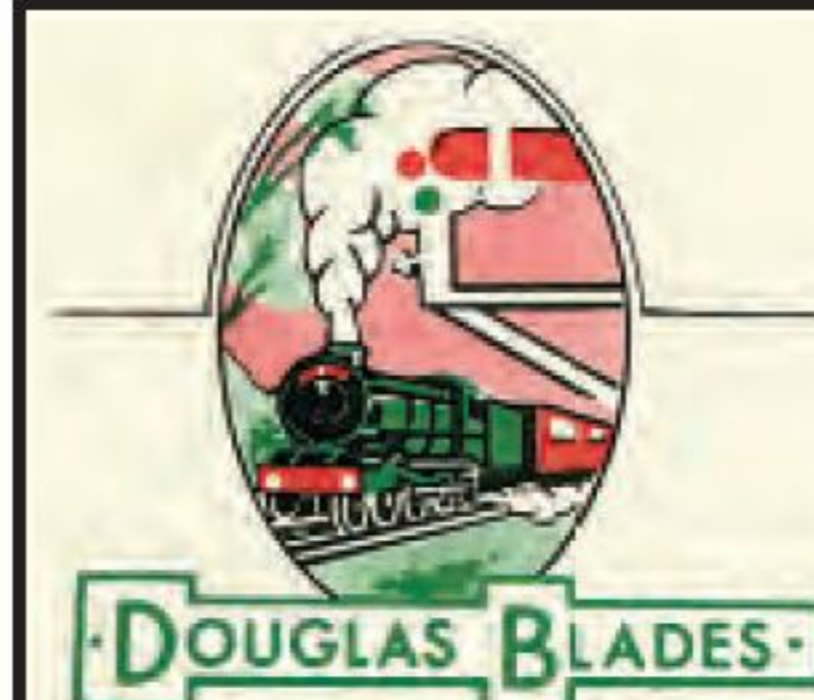
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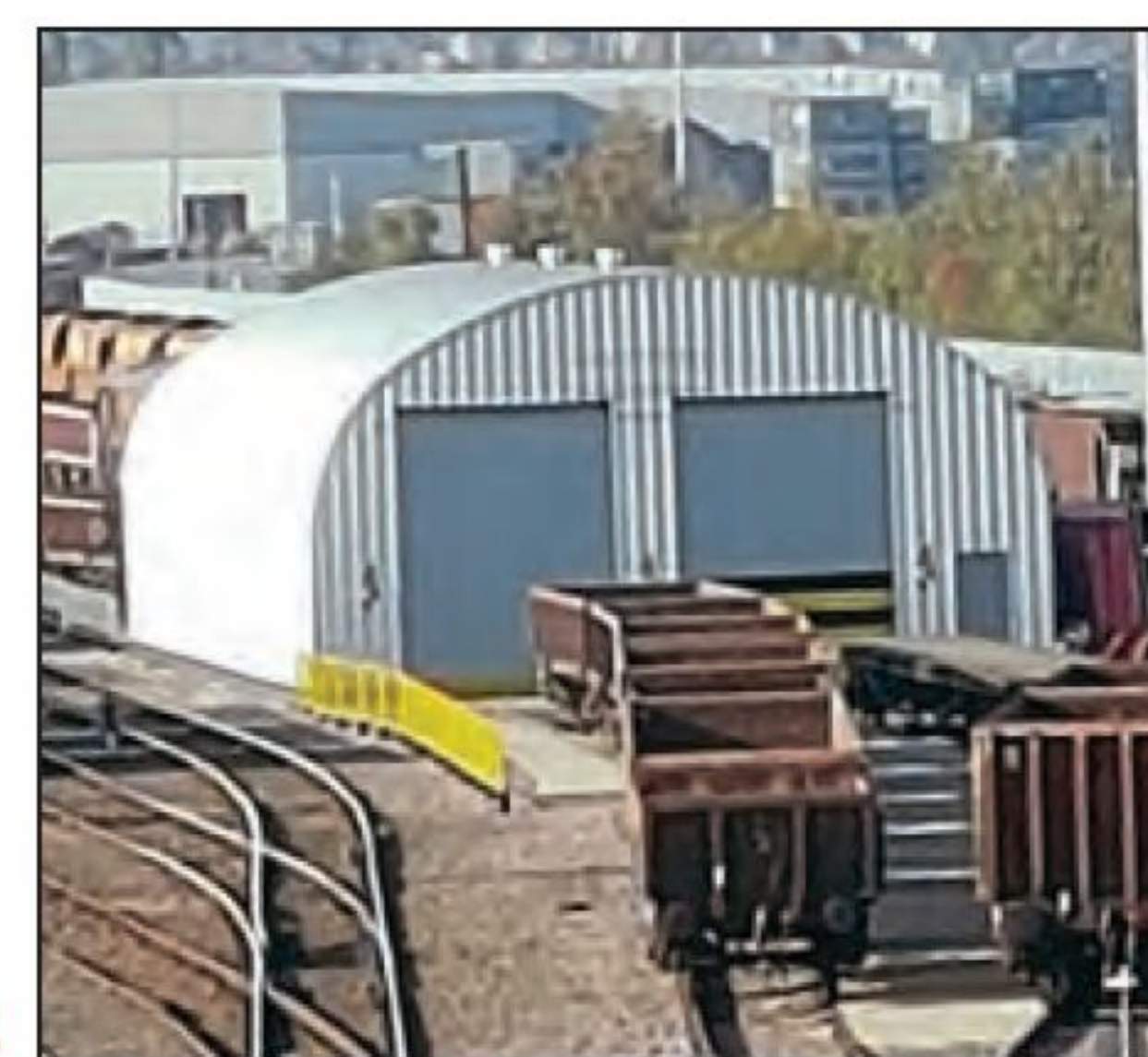
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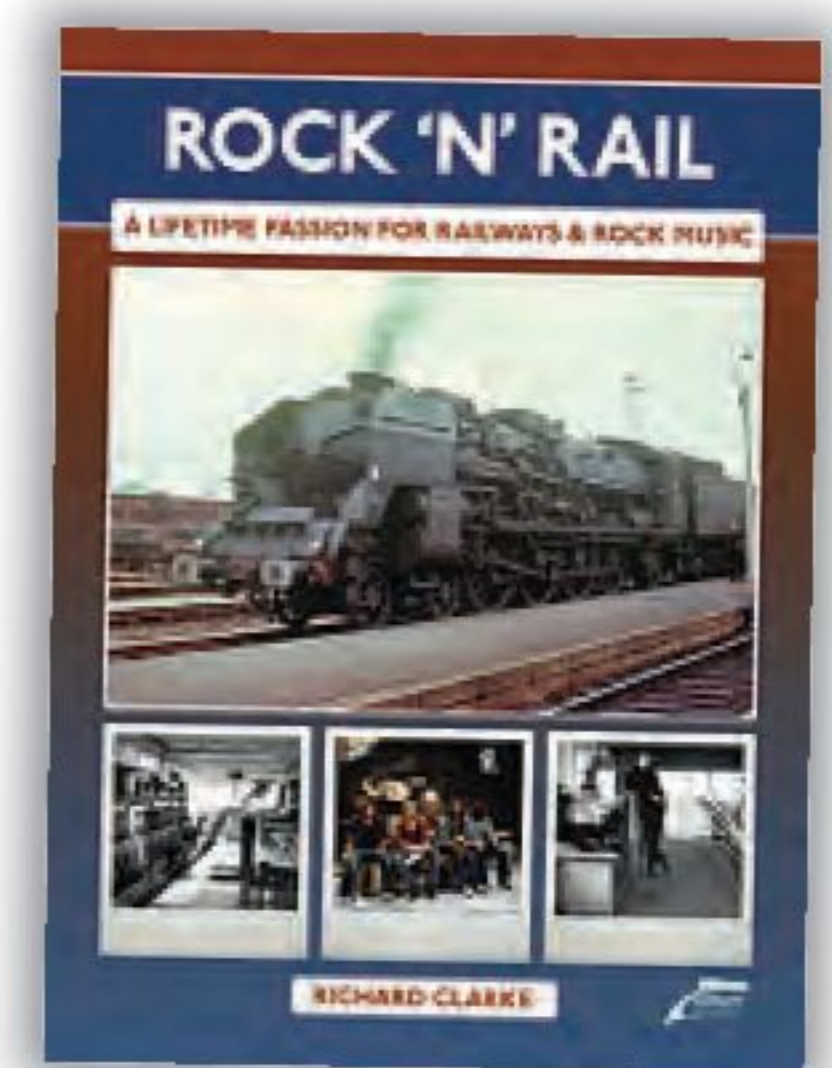
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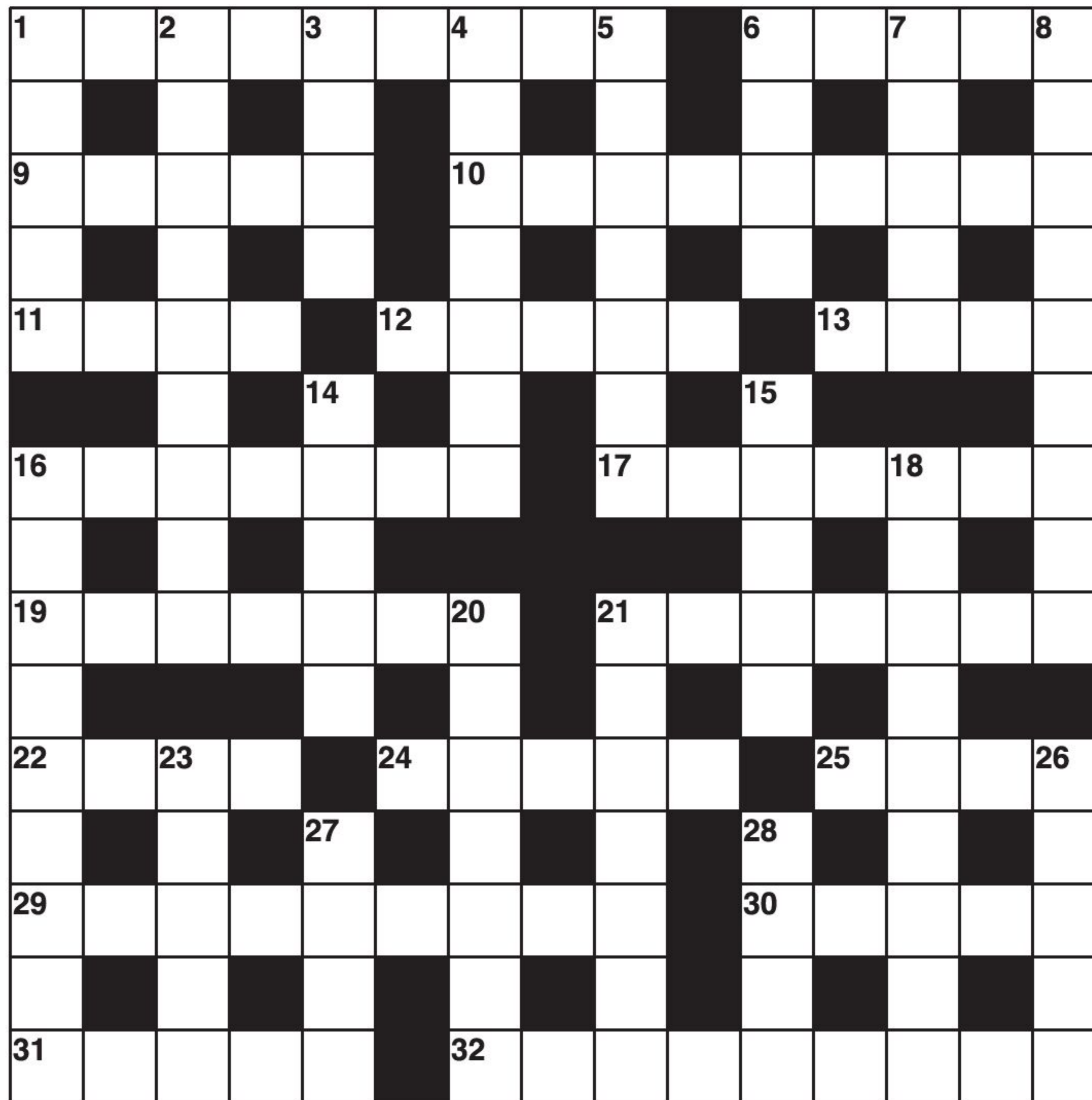


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- 1 Bar securing a rail joint (9)
- 6 and 10 across Chiltern Railways station on the Aylesbury line (5,9)
- 9 Town with North Western and Wallgate stations (5)
- 10 See 6 across
- 11 ___ Road, former southbound Widened Lines platform at King's Cross (4)
- 12 See 3 down
- 13 ___ Castle, GWR No. 7034 (4)
- 16 Preserved Class 33 No. 33057 (7)
- 17 Lightweight diesel unit such as preserved No. W79978 (7)
- 19 Terminus of a former branch line from Prestatyn (7)
- 21 Western end of the Wensleydale Railway (7)
- 22 Word following Aldgate, Dagenham and Hounslow in London Underground station names (4)
- 24 'The ___', nickname for Doncaster Works (5)
- 25 ___ Moss, peat bog crossed by the Liverpool & Manchester Railway (4)
- 29 'A3' No. 60074 (9)
- 30 Preserved NBR 0-6-0 No. 673 (5)
- 31 Former Oldham station, now a tram stop (5)
- 32 Birmingham's principal station (3,6)



Down

- 1 Terminus of a Cornish china clay branch line (5)
- 2 Cornish station and viaduct west of Saltash (2,7)
- 3 and 12 across Single-axle bogie in front of or behind a steam loco's driving wheels (4,5)
- 4 Hinton ___ station east of Bournemouth (7)
- 5 ___ Heritage Railway, near Barnsley (7)
- 6 6 across ___, Scottish-sounding MR station between Leicester and Nuneaton (5)
- 7 Earl of ___, GWR No. 5055 (5)
- 8 ___ Valley Railroad Museum, Chattanooga, USA (9)
- 14 ___ & Woodhouse, GCR station (5)
- 15 Ffestiniog Railway 2-4-OST (5)
- 16 Station on the Hundred of Manhood & Selsey Tramway (9)
- 18 Station between Wakefield and Sowerby Bridge (9)
- 20 ___ Railway, the UK's most southerly heritage line (7)
- 21 Scottish town that had Fulbar Street and Porterfield stations (7)
- 23 ___ Castle, GWR No. 5097 (5)
- 26 ___ Valley line, Rugby to Stafford (5)
- 27 River crossed by a railway suspension bridge on the Stockton & Darlington Railway (4)
- 28 Small flake of soot, perhaps (4)

November crossword entry form

Name _____

Address _____

Postcode _____

Tel _____ Email _____

Send completed form (photocopies are accepted) to: November 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 January 2025 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 September issue.

Across: 1 Cannon 4 Street 9 Kerr 10 Trout 11 Glyn 12 Pinhoe 13 Thornaby 14 St Philips 16 Hele 17 Town 18 Composite 22 Kolhapur 23 Ripple 25 Star 26 Loade 27 Nook 28 Easton 29 Edward

Down: 1 Cheviot 2 North 3 Outwell 5 Totton 6 Engineers 7 Toynbee 8 Pontypool Road 15 Hawthorns 17 Trostre 19 Parkend 20 Telford 21 Apollo 24 Pinza

September winner: Craig Astell, Swindon

Runners-up: Andy Mountjoy, Yoxall, Burton-on-Trent; David Carson, Bangor (Co. Down)

The closing date for this month's crossword is Friday, December 6, 2024.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Coming up next month...

FOLLOWING on from the official opening of the Siemens factory and rail village in Goole this month (see page 33), we take a detailed look inside

the large, multi-building facility, which is currently constructing a new fleet of trains for London Underground's Piccadilly Line, but in future will be

bidding for all main line, metro and light rail fleet contracts issued by British operators. The issue is out on December 4.



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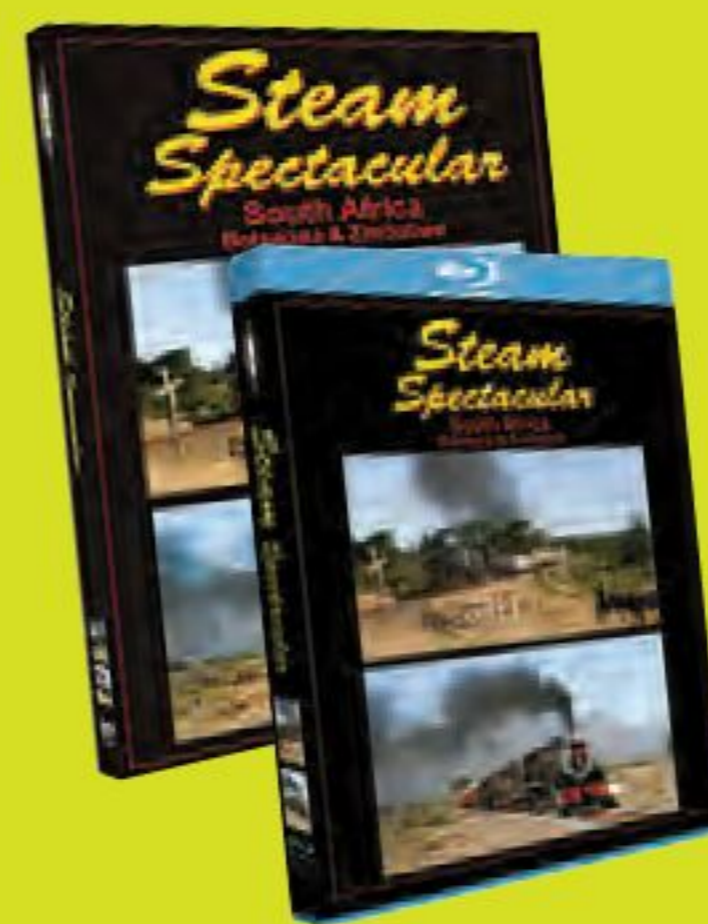
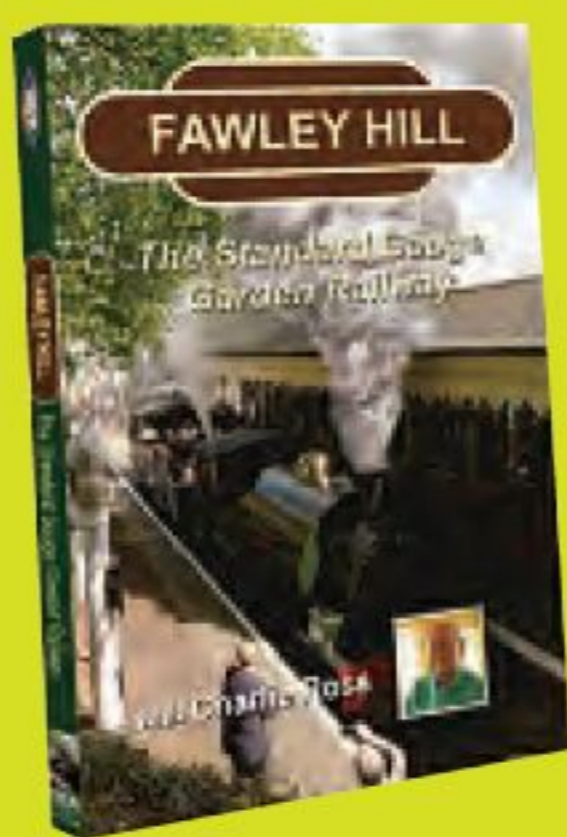
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Great gift ideas from just £10

Fawley Hill

'Bargain Hunt's' Charlie Ross takes a fascinating in-depth look at Sir William McAlpine's standard gauge railway and comprehensive collection. **DVD £15**



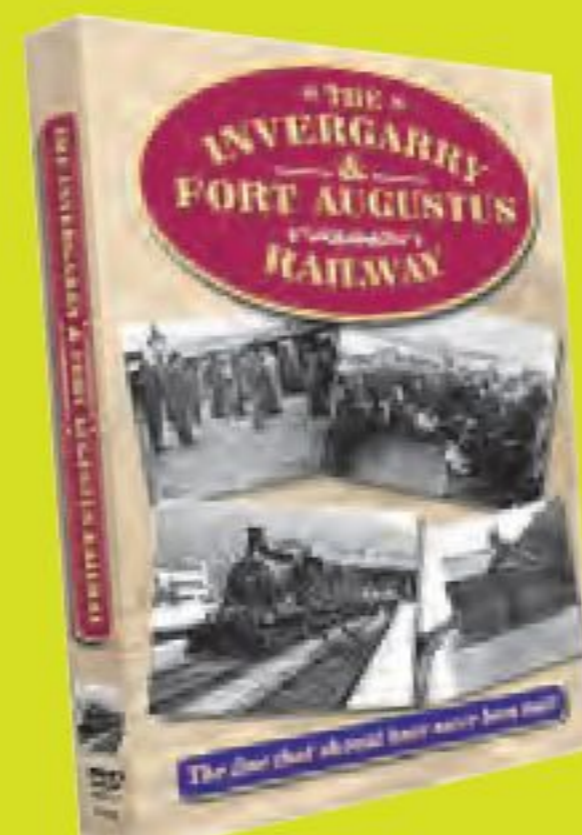
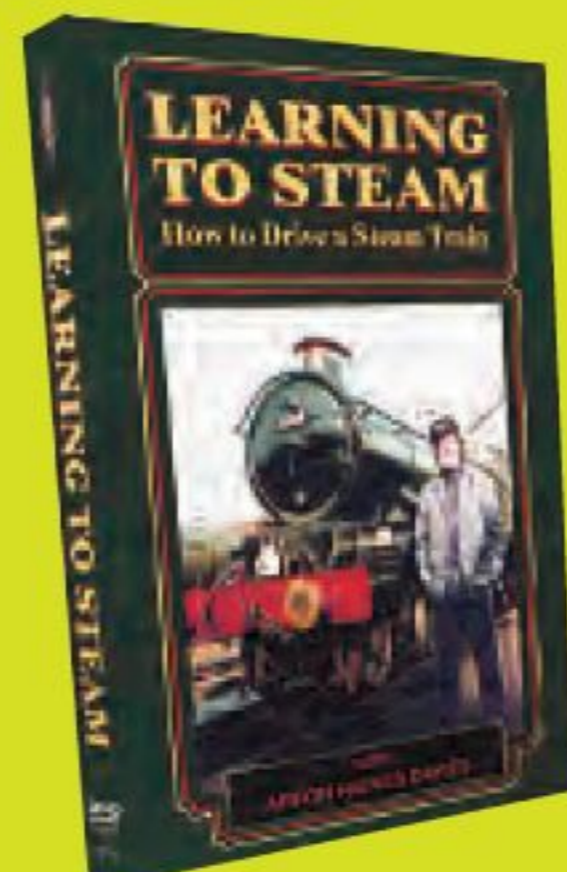
Steam Spectacular

Preserved and non-preserved 21st century working steam trains in Southern Africa, filmed amidst spectacular scenery. **DVD £20 Blu Ray £20**

Learning to Steam

How to drive a steam train with Arfon Haines Davies, learning from trainee to driver on the iconic GWR locomotive *Clun Castle*.

DVD £10



Fort Augustus

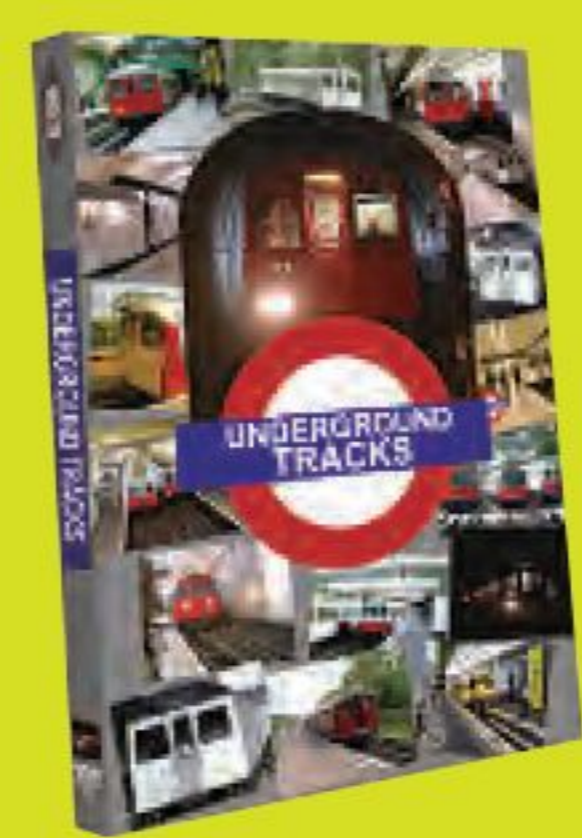
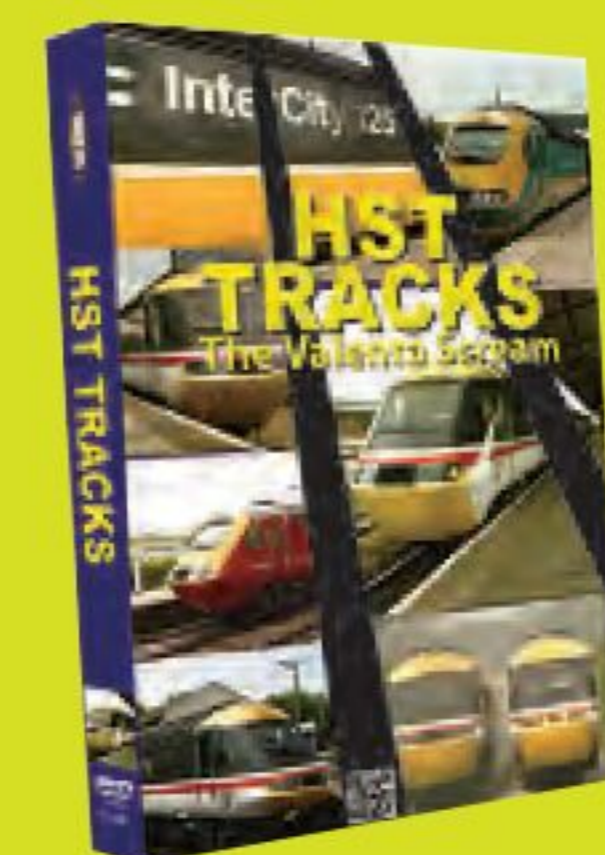
The line that should have never been built. The foolhardy story of a Scottish railway aimed at Inverness which closed after just 30 years.

DVD £10

HST Tracks

The Valenta Scream. The original engine HSTs recorded in both stereo sound and vision from dozens of locations over 20 years.

DVD £10



Underground Tracks

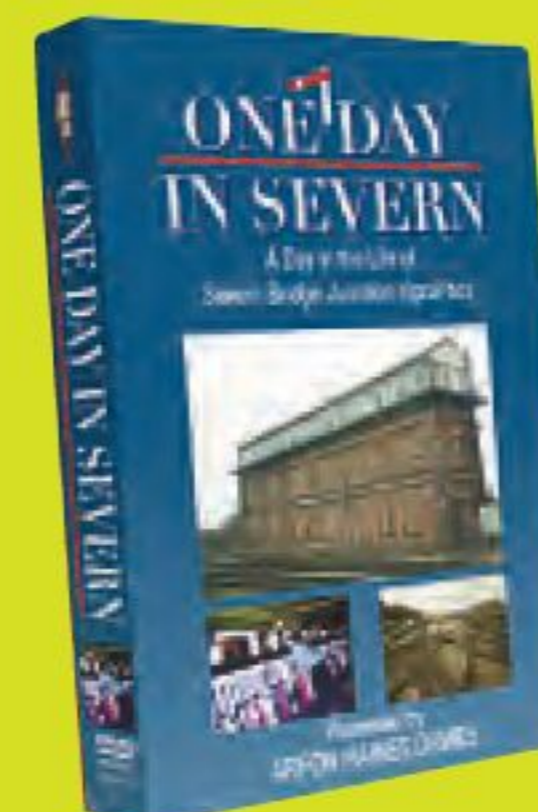
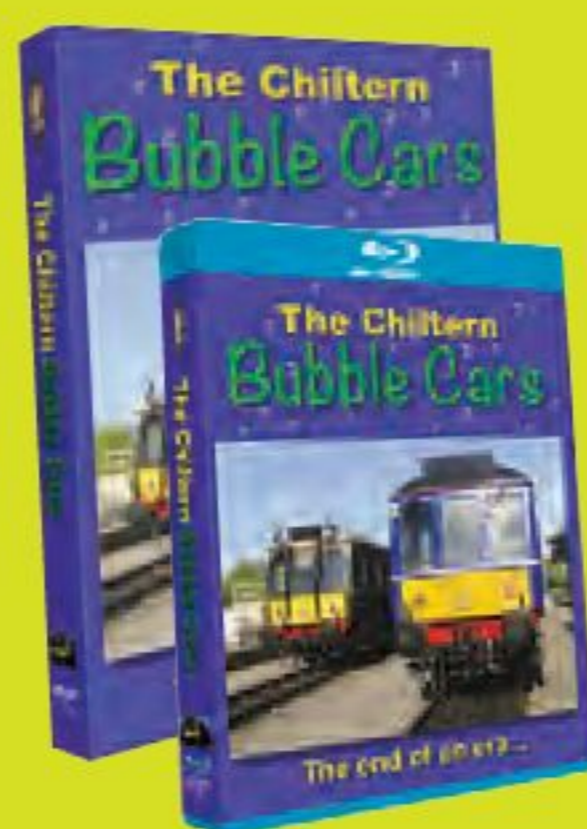
Similarly filmed over 20 years depicting tube and surface stock trains all around the London Underground from the 1980s onwards.

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The Chiltern Bubble Cars

The last first generation DMUs to run on Network Rail in passenger service, including the depot, driver's view and their very last day.

DVD £12 Blu Ray £12



One Day in Severn

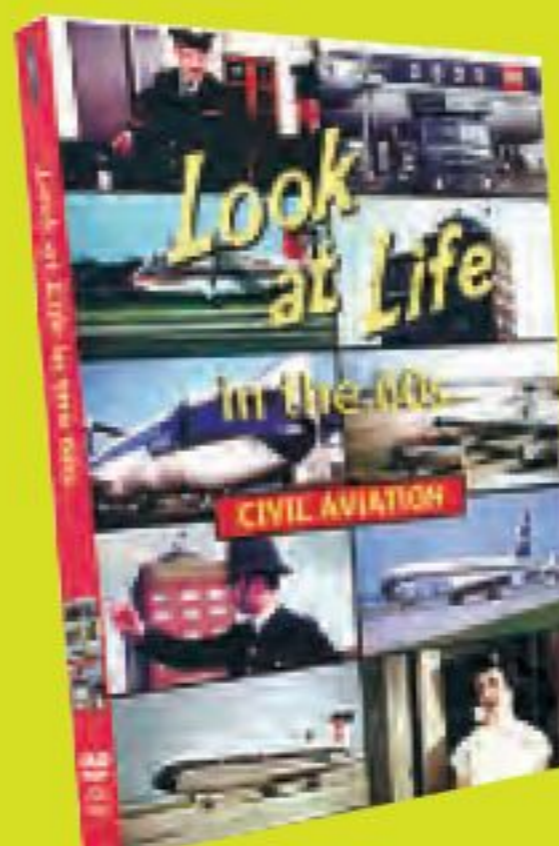
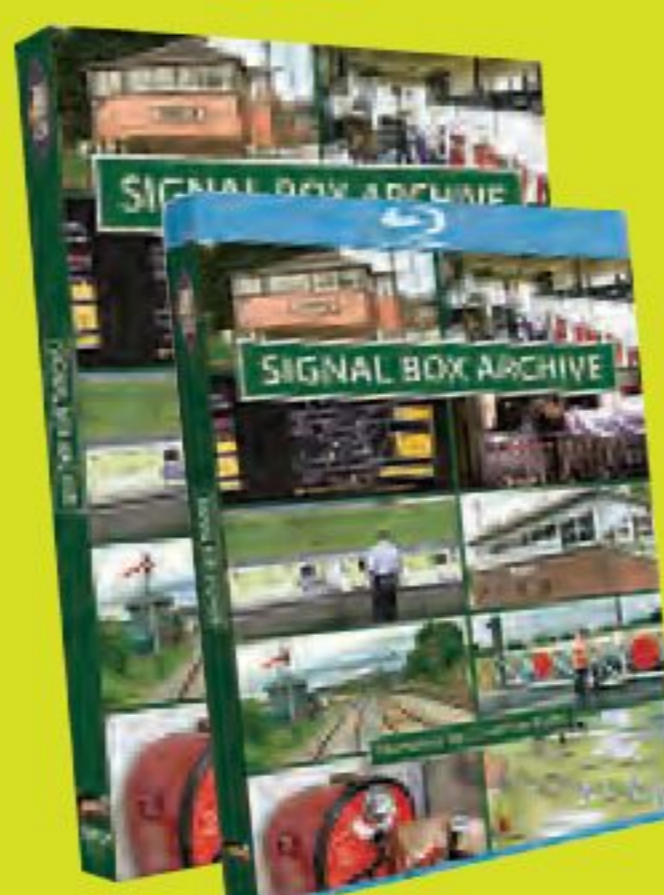
The workings of Shrewsbury's massive Severn Bridge Junction mechanical signal box filmed 'live' on 30th June 1990.

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Signal Box Archive

A privileged look inside over 70 signal boxes from mechanical to power (PSB) to computer IECCs and ROCs.

DVD £25 Blu Ray £25



Look at Life Civil Aviation

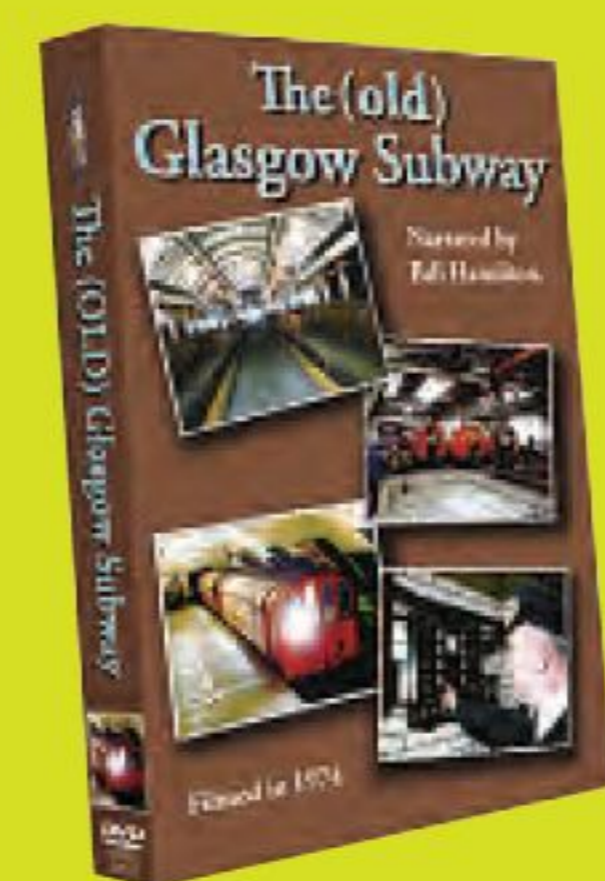
Rob Curling presents a number of colourful Look at Life films exploring UK passenger flying and airports (*London Airport*) in the 1960s.

DVD £10

The Old Glasgow Subway

A fascinating look at this quaint system still running the original Victorian tube trains in the 1970s. Documentary filmed in full colour.

DVD £12



Steam on 35mm 1 & 2

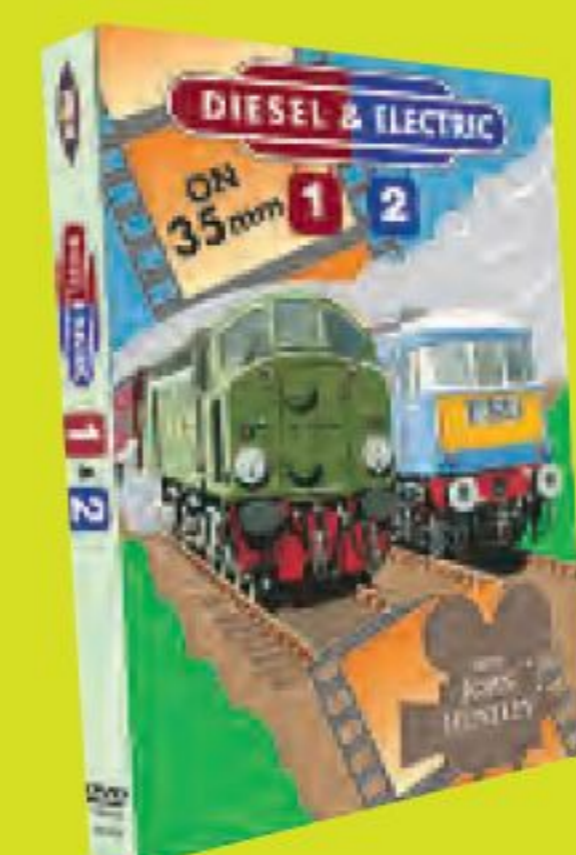
From the 1930s to the 1960s, outtakes from major film studios shot in the cinema standard format. Two episodes on one

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Steam on 35mm 3&4

The final two episodes of quality professional movie film with genuine sound tracks 120 minutes from all 4 UK regions.

DVD £25



Diesel & Electric on 35mm

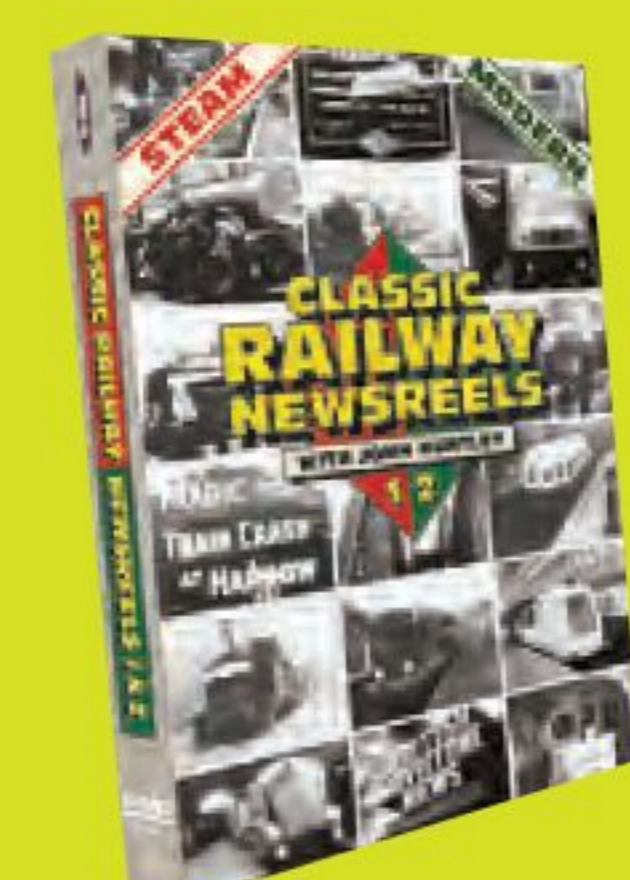
Starting in the 1930s with early electric trains going right up to class 50 diesels in the 1970s, 2 hours in total on one DVD

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