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# CROSSRAIL CHAOS

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■ **MPs criticise timetable fiasco**



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This issue was published on January 2, 2019.  
The next will be on sale on February 6, 2019.



# Genuine rail freight terminal or warehouses with seldom-used sidings?

**H**AS anyone else noticed the large number of rail freight terminals in the Midlands which are under construction or in planning stages?

At junction 15 on the M1, developers are aiming to construct five million sq ft of warehousing in what is called the Northampton Gateway Rail Freight Interchange on a wedge of land between the West Coast Main Line and the motorway.

Separately, and some may say contentiously, on the west side of the line, another developer wants to erect a similar amount of rail-connected warehousing. That's 10 million sq feet of warehouse space built either side of the same section of rail line.

If these two plans weren't enough in respect of their size and affect on the local community, there are plans on the table for another rail freight complex at Elmesthorpe, on the Leicester to Birmingham line. Here, a developer wants to build the Hinckley National Rail Freight Interchange, comprising nine million feet of warehousing – like the Northampton scheme, it's on green field land.

Furthermore, there's another new rail freight distribution park with 6,000,000sq ft of warehousing currently being built next to East Midlands Airport, called East Midlands Gateway, and connected to the Stenson Jct to Sheet Stores Jct freight-only line.

So, here are FOUR schemes totalling 24 million sq ft, but include the in-progress extension at Daventry rail freight terminal and you have 32 million sq feet of new warehousing within 50 miles of each other.

How can such vast complexes be justified, particularly as they are all so close to each other?

Before being accused of being anti-rail freight, let me add another key fact.

The developers have been smart, and by presenting each project as a “strategic rail freight interchange” and a “nationally significant infrastructure project”, they are circumventing traditional local council planning controls.

Decisions on such strategic schemes come under the remit of a department of the Government's planning inspectorate, with the final decision being made by the Secretary of State for Housing, Communities & Local Government.

I suspect I am not alone in finding it rather unsavoury that four almost identical schemes, located in close proximity, are proposed by different

developers, and all designed to fall outside the remit of a local authority?

Objections to the plans by concerned local residents won't count for much and are likely to be over-ridden by the ‘strategic’ nature of the schemes which will be viewed to be in the ‘national interest’.

Within the Midlands are a number of unsuccessful rail terminal schemes – Telford, which is lucky to see one train a week; Prologis Park, Coventry has only seen one, maybe two trains; and at Castle Donington, Marks & Spencer has a rail-linked distribution centre which – according to Network Rail – has *never* seen a revenue-earning incoming freight train.

Leaving aside the matter of whether there are sufficient freight paths on the WCML to serve the sites, as all are next to motorway junctions there has to be genuine concern whether rail will actually benefit because there are no guarantees nor incentives to do so.

While the developers proclaim thousands of jobs, landscaping works, ecological mitigation, footpath and cycleway links which will be nice for the people working there, exactly what constitutes a ‘strategic’ element? And four ‘strategic’ sites within 50 miles?

I have a nagging feeling the ‘rail freight’ aspect attached to these projects is no more than a sop to ensure the developments get through the planning process. It's a view endorsed by a fellow railway journalist, who opined: “The railway is being abused as an Aunt Sally to garner planning acceptance and funding for developers not least because rail is environmentally sustainable. It's fundamentally wrong and indeed dishonest.”

It's likely within a few years these terminals will end up being road-served because it's cheaper, convenient and more flexible, completely ignoring the green credentials rail can offer.

It really would be nice to be proved wrong.



## TRAIN OF THOUGHT Editor's Comment

## Crossrail woes worsen

THINGS just get worse for Crossrail.

The capital's major infrastructure project now needs up to £2billion of extra money to complete the mostly-in-tunnel section from Abbey Wood to Royal Oak (Paddington). Plus, there is no firm guarantee of the line opening this year.

Crossrail's chairman has been forced to resign after the deliberate and disgraceful press leaks he was about to be sacked.

The fact the National Audit Office has launched an investigation into overspending and delays to Crossrail which should separate the ‘wheat from the chaff’ and

get to the bottom of where it's all gone wrong.

The delay will badly hit Transport for London financially with no fare income from Crossrail, possibly until 2020, but overall rail income for TfL has been declining. Fares have remained frozen for three years and passenger numbers have been dropping

While the arguments simmer over who said what to whom and when as the blame game is played out, Crossrail gets added to a long list of major rail projects seriously delayed or vastly over budget for one reason or another. For a flagship project, it is so disappointing.

CHRIS MILNER, Editor



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January 2019. No. 1,414. Vol 165. A journal of record since 1897.

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Greater Anglia bi-mode 'FLIRT' No. 755405 made the type's first solo main line trip in the UK on December 15, working several test runs from Norwich Crown Point depot to Diss.

Crossrail opening delayed indefinitely, MPs savage rail industry and DfT over May timetable fiasco, Springburn Works to close, first electric trains for Manchester-Bolton-Preston, NER Autocar wins heritage awards, Crewe Diesel Depot open day planned for June.

## On the cover

**MAIN IMAGE:** The low morning sun glints on the air-smoothed boiler casing of Bulleid Pacific No. 34092 *City of Wells* near Ramsbottom with an East Lancs Railway 'Santa' train on December 16. ANTHONY ROBERTS

**INSET 1:** Class 166s pass in Sonning Cutting.

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GCR-based 'Modified Hall' No. 6990 *Witherslack Hall* made a successful return to the Severn Valley Railway in December to help with the festive season traffic. The Hawksworth 4-6-0 crosses Bewdley South Viaduct with a 'Santa Special' on December 9. JOHN TITLOW

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The morning sun highlights the stonework of the Royal Border Bridge and a York-Edinburgh charter hauled by 'A4' No. 60009 *Union of South Africa* as it crosses the Tweed on December 8. DAVE COLLIER

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## MPs savage “system-wide failures” for last year’s timetable change fiasco

By Ben Jones

A CROSS-PARTY committee of MPs has severely criticised train operators, Network Rail, the DfT, Transport Secretary Chris Grayling and the complex structure of the rail industry in a scathing report on last May’s timetable chaos, which affected around 20% of UK rail users.

“The statistics cannot do justice to the severe effects on people’s lives,” said the cross-party committee of MPs, chaired by Labour MP Lilian Greenwood.

“Businesses and local economies suffered. Children were late for school. Anxiety about getting to and from work put a considerable strain on people’s mental health. At points it was not clear that significant portions of the railway were operating to any timetable at all.”

In perhaps its most damning passage, the report says: “Far from marking the intended substantial improvement for rail passengers across the north and in London and the south of England, the May timetable change and the weeks that followed will live long in the memories of a large proportion of rail users as a prolonged period of intensely inconvenient, costly and, on occasions, potentially dangerous disruption.”

### Unacceptable

“We endorse the ORR’s finding that ‘nobody took charge’ (*The RM Dec*). This is extraordinary and totally unacceptable. Effective communication broke down. The situation was chaotic.”

The chaos led to dangerously overcrowded platforms caused by last-minute cancellations and platform changes subjecting passengers to “uncontrolled risks”. Disabled passengers were particularly hard hit, witnesses telling MPs “using parts of the

railway became simply impossible”.

The committee said “there was extraordinary complacency about protecting the interests of passengers”.

Despite attempting to distance himself from the issue at the time, the Transport Select Committee (TSC) concludes Mr Grayling is responsible for the structure of the system that controls and runs our railways and it was therefore unreasonable for him to absolve himself of all responsibility.

The report said: “We

but at no point was he given all the information he needed to make that decision.”

According to the TSC, Network Rail’s infrastructure project (IP) teams and train operators were guilty of “an indefensible optimism bias” in believing the new timetables would work well.

The Office of Rail and Road (ORR), which produced its own report into the chaos late last year, does not escape without criticism. Witnesses reported to TSC hearings that ORR “never held a substantive discussion on Thameslink and the largest timetable change in many years”.

Evidence received by the ORR and the TSC inquiry “clearly demonstrates” the May 2018 timetable change was a “collective, system-wide failure”.

### Complexity

The timetable change was unprecedented in its complexity, introducing hundreds of additional trains per day as major infrastructure projects, such as the Thameslink Upgrade, were due to come to fruition.

However, the much trumpeted ‘big bang’ approach to bringing in new schedules in the South East and across northern England, affecting 46% of UK rail passengers, immediately descended into chaos, with severe delays and widespread cancellations from May 20 onwards.

Thameslink Southern Great Northern (TSGN) passengers were worst affected, with one in eight of its 3,880 daily trains cancelled initially, and several iterations of emergency timetable hastily introduced over subsequent weeks in an attempt to stabilise services.

The ORR said in the second quarter of 2018, 4.6% of trains were cancelled or significantly



Lilian Greenwood, chairman of the Transport Select Committee.

acknowledge that the Secretary of State was not fully informed of serious problems, but he should have been more proactive.”

The TSC also criticises the current structure of the rail industry, saying the root cause of the issues was “the astonishing complexity of a disaggregated railway in which inter-related private train companies, operating on publicly owned and managed infrastructure, have competing commercial interests.”

“In a fragmented, over-complicated system, with competing contractual interests, only the Secretary of State had the ultimate authority to judge the inevitable trade-offs and halt the implementation in good time,



Overcrowded platforms at Manchester Piccadilly. PHIL MARSH

late (CaSL), the highest in 17 years.

Arriva Rail North was also badly affected, particularly in the north-west of England, cancelling up to one-in-nine trains, and also resorting to an emergency timetable as staff and rolling stock shortages, and delays to electrification projects threw its plans into disarray.

On some routes, the planned improvements to train services have still not been delivered and the rollout of the full Thameslink timetable has been pushed back to December 2019.

### Punitive

Numerous recommendations are made by the TSC to minimise the effects of future disruption, but it says the immediate priority is to establish effective governance and decision-making structures to oversee the implementation of two major timetable changes due in 2019. The committee has also demanded punitive fines on train operators that fail to provide the necessary care for disabled travellers during disruption and for season-ticket holders who were worst affected to be excused

the annual fares rise. Ticket prices increased by an average of 3.1% from January 2.

‘Delay Repay’ refunds should also be made much easier to obtain via ‘one-click’ automated compensation schemes.

The TSC inquiry concludes that a significant proportion of rail users do not feel the industry listens to their concerns or takes proper account of their needs. It believes the industry must improve its engagement with passengers if it is to restore trust in rail travel. It calls the current approach to passenger consultation “patchy at best and perfunctory at worst”.

■ The DfT has decided not to strip Go-Ahead group of the Govia Thameslink franchise “as to do so would cause further and undue disruption for passengers”. Instead Govia will have to provide £15million for service improvements. The DfT said: “GTR will make no profit from its franchise in this financial year, and looking ahead we have also capped the amount of profit the operator is able to make for the remainder of its franchise, which is due to expire in September 2021.”

## First Class 397 arrives for TransPennine

TRANSPENNINE Express took delivery of its first ‘Civity’ Class 397 five-car EMU on December 4.

They are being built in Beasain, Spain, by CAF, with 12 sets having been ordered. They will

replace the Class 350/4 EMUs currently used on Manchester to Glasgow/Edinburgh services.

They are being branded ‘Nova 2’ by TPE.

Set No. 397003 – seen here at Stafford – was unloaded at

Portbury docks and moved by Rail Operations Group to Manchester.

It was expected to have a main line test run before the end of 2018 as we closed for press. SIMON POOLE



## Alloa gets electric service

A FULL electric service every hour from Alloa to Glasgow Queen Street started on December 9 as part of a roll out of electrification to Stirling and Dunblane. In addition, ScotRail has been running its Glasgow Queen St-Falkirk High-Edinburgh

service, using Hitachi Class 385s, as well as a new half-hourly Edinburgh to Glasgow service (via Cumbernauld and Falkirk Grahamston), using Class 385s. Unit No. 385109 is seen at Alloa on December 9 with the 11.14 to Queen Street. IAN LOTHIAN

# CROSSRAIL CHAOS

- £1.4bn bailout required
- Autumn opening in doubt
- Chairman resigns

THE PLANNED opening for the Crossrail line under Central London is likely to slip into 2020.

This follows news there is still considerable work to be completed, linked to a shortfall in funding of about £1.4billion – a figure which could rise to £2bn.

That's not the only problem facing the complex project, with chairman Sir Terry Morgan resigning following leaked press reports he was to be sacked.

Having said at the end of August the opening date of December 2018 would be pushed back to autumn 2019 to allow for more testing, Crossrail has now confirmed the opening would be deferred until a robust and deliverable schedule for completion of the remaining work and testing had been agreed.

In July, the 73-mile long project was given an extra £590million of funding followed by a £350m interim loan in October, lifting the cost from £14.8bn to £15.4bn.

## Package

The Government, Mayor of London and Transport for London (TfL) have agreed a financing package in the form of a £1.3bn loan to Greater London Authority (GLA) for use by TfL to deliver the final stages of the project on what will be known as the Elizabeth Line.

The GLA intends to repay this loan via London's Business Rate Supplement and from the Mayoral Community Infrastructure Levy.

The GLA will also provide an extra £100m, taking its total contribution to £1.4bn. The DfT will make a further loan of up to £750m available should more

finance be needed, taking the funding envelope to £17.6bn.

An independent review by KPMG of Crossrail's on-going funding requirements and governance arrangements has indicated the expected additional capital cost could be between £1.6bn and £2bn because of the delayed opening of the central section.

Estimates predict TfL will lose around £600m in revenue and advertising because of the latest delay, with a further £400m likely to be lost in 2020/21.

TfL's finances are already frail, with ridership down on Tubes

and buses, no fare rises for three years, and there is growing concern a barrage of cuts to staff and services is not far away.

TfL is facing unprecedented financial pressures and is running a deficit of £1bn for 2018/19.

Some of the projected losses could be mitigated by operation of Class 345s on Elizabeth Line services from Reading to Paddington or Paddington to Heathrow Airport, but there are no dates for this, should it happen.

Crossrail chairman Sir Terry Morgan, who is also chairman of HS2, resigned from both roles on December 5 after press leaks. Just days beforehand, he told the BBC he expected to be sacked because of delays and cost rises.

It was Sir Terry who is reported to have briefed London Mayor Sadiq Khan on July 26 that the planned opening of Crossrail was 'at high risk'.

However, Mr Khan claims he wasn't given the information the December 2018 opening was under threat until the end of August.



**Above:** Engineers install overhead catenary in the Connaught Tunnel.

**Right:** Class 345 Elizabeth Line EMU No. 345029 inside Crossrail's Old Oak Common depot in March 2018. **BOTH: CROSSRAIL**



In February 2018, concerned at delays to the trains, the mayor contacted the president of Bombardier.

Then, in August, he was told screens in the driving cab of the Class 345 units were 'blacking out' during testing.

## Blame

A report by John Boss Consulting, commissioned by the Mayor, confirms a large amount of unfinished work and technical problems.

The report states "there are significant uncertainties surrounding the signalling and train software". There are also unknowns in relation to testing of the 345s under London, which could happen this month (January).

The finger of blame over Crossrail is being pointed at several parties, leading to the London Assembly

Transport Committee issuing a summons to the mayor, who is also chairman of TfL, to appear before the committee on December 21 to answer questions on the delays.

This unprecedented move is the first time the committee has used its powers to summon the mayor. Sir Terry Morgan has also been invited to the extraordinary meeting.

The committee is concerned none of Crossrail's board minutes have been published and have issues over a general lack of transparency from the mayor.

Chairman of the Transport Committee, Caroline Pidgeon, said: "This on-going situation is rapidly causing a loss in trust in the mayor."

"If the Assembly was misled that is a very serious breach of trust. The longer the delay in delivering them (the minutes)

the stronger the feeling of a cover up. The Mayor, as chairman of TfL, and Crossrail both promised more transparency going forward. Yet we have seen anything but transparency."

## Review

The DfT has appointed Mark Wild as Crossrail CEO, who has begun an extensive review of the remainder of the project and will report in the new year, hopefully with opening dates.

Replacing Sir Terry as chairman is Tony Meggs, who was previously chief executive of the Infrastructure and Projects Authority.

To strengthen the Crossrail board, the DfT has accepted TfL's nomination of former MP Nick Raynsford as deputy chairman.

At HS2, Sir Terry will be replaced by Allan Cook, a chartered engineer and former Government adviser.

## Last run for Parliamentary service

A DAILY parliamentary service from London Paddington to South Ruislip ceased operation on December 7, a casualty of developing parts of West London for the HS2 line.

More than 190 people travelled on the last train compared to the usual handful of passengers.

Operation of the Chiltern Railways service was used to maintain route knowledge for drivers to allow services to divert to Paddington if Marylebone was closed.

Trains will run from South Ruislip to West Ealing from the December timetable change, allowing the development of tunnels for HS2 west from Old Oak Common.

Here, Class 165 No. 165038 passes North Acton with the 11.35 from London Paddington. KEN BRUNT



## 'Flex' Class 769s could be used for light freight

USE of Class 769 'Flex' tri-mode multiple units for mail order and express parcels traffic is being pursued by the Rail Operations Group.

The Derby-based company has been discussing the acquisition of two units from Porterbrook, which will be modified for the new traffic.

Seats would be removed, some window panels blanked out, and the floor is likely to be strengthened to accommodate roll cages containing parcels and similar. Sliding double doors mean

no modification is expected, but a ramp mechanism to get roll cages or pallets from the platform to the train would be needed.

The idea is being driven by ROG subsidiary Orion, which aims to persuade logistics companies to switch to rail.

Power comes from 25kV, 750V DC and the two underfloor 523hp diesel engines, giving the units a true 'go-anywhere' factor.

It is expected the modified units will emerge towards the end of this year.

## SIDELINES

### Woman killed leaning out of window

BETHAN Roper (28) suffered fatal head injuries returning to Penarth from Bath on December 1.

British Transport Police believe she had her head out of the window, sustaining the injuries between Bath and Keynsham.

RAIB was notified.

### LT livery for Severn Valley pannier

FORMER London Transport pannier No. 5764 is to return to its LT guise as No. L95 at the Severn Valley Railway. The 90-year-old '57XX' 0-6-0PT is currently in the paintshop at Bridgnorth having the famous LT maroon livery restored, after which it will return to display at the Engine House at Highley.

### 'Pendolino' tested on Bolton line

A 'PENDOLINO' has been used to test new infrastructure along the 25-mile route via Salford, Bolton and Chorley.

The run was closely monitored by Network Rail engineers, checking the new overhead power lines.

The test took place on the evening of December 13.

Tests are taking place in two phases, with these first runs being used to check the new electrical infrastructure works correctly, while a second set of tests in early January will check the infrastructure can handle trains running at full line speed.

### More daily London to Amsterdam Eurostars

EUROSTAR has announced it wants to increase London to Amsterdam services to four trains in each direction from December 2019.

However, it says plans are dependent on immigration controls being in place at both Amsterdam CS and Rotterdam stations.

Long term, Eurostar is planning to add a fifth service to the route.

By June this year, there will be three services per day. KF

### Thornbury Castle moves to Somerset

BR(W) 'Castle' 4-6-0 No. 7027 *Thornbury Castle* moved to the West Somerset Railway from Tyseley Locomotive Works (TLW) on December 14.

The transfer to Williton will enable owner and WSR plc chairman Jonathan Jones-Pratt to make a start on the loco's restoration while TLW concentrates on the overhaul of Mr Jones-Pratt's other Western 4-6-0 - 'Hall' No. 4936 *Kinlet Hall* - which is due for completion in the summer.

### RM holiday guide available on line

ADVERTISERS' promotional copy for the bi-annual *Railtourers Guide* now appears on our website.

See: [www.railwaymagazine.co.uk/category/railway-holidays](http://www.railwaymagazine.co.uk/category/railway-holidays).

This follows the change first implemented with our July 2018 issue.

# End of the line for Old Oak Common HST depot

REDUCTION of the use of HST trains by GWR and the need to redevelop parts of Old Oak Common has brought the curtain down on the west London depot's long association with the InterCity 125.

On December 9, the depot serviced its last HST, formed of powercars Nos. 43093 *Old Oak Common HST Depot 1976-2018* and No. 43185 *Great Western*, the set leaving e.c.s. for Paddington.

### 'The Factory'

The workshops and loco depot, affectionately known as 'The Factory', was demolished several years ago as parts of the site were redeveloped and used for a Crossrail tunnel segment manufacturing plant. More recently, it has been used as the Crossrail EMU maintenance depot, with 33 sidings, which has been built partly on the site of the former steam locomotive depot and Coronation Sidings.

Redevelopment is the next stage in readiness for the new interchange station, which will open in 2026, and link HS2 with Great Western Main Line services.

Maintenance of the remaining HSTs used by GWR will be carried out at Laira depot.

**Top right: Power car No. 43185 about to leave the Old Oak maintenance shed for the last time.**

**Right: Time for the staff to pose for a farewell photo.**

PICTURES: JACK BOSKETT



## Worcestershire Parkway station shaping up



CONSTRUCTION of Worcestershire Parkway station is at an advanced stage.

The station, situated east of Norton Junction and close to the M5 junction 7, will have two platforms on the Birmingham to Bristol line, and a single platform on the Cotswold Line from Worcester Shrub Hill.

The station will have three 265 metre platforms and a 500-space car park, with scope to add more spaces in the future by adding a mezzanine level.

The three platforms and final fit out of the car park are due for completion in the first part of 2019 ahead of the station then being commissioned.

Further details regarding the plan for completion will be announced in 2019. It will be served by both GWR and CrossCountry services, the latter of which does not currently serve any stations in Worcestershire.

Photo: WORCESTERSHIRE COUNTY COUNCIL

## Big passenger rise means more DMUs for Translink

NORTHERN Ireland rail operator Translink has ordered an additional 21 diesel multiple unit vehicles from CAF to cope with a 130% increase in passenger numbers on the network since 2006.

It will allow the 20 three-car 4000 series DMUs ordered in 2011 to be lengthened to four cars.

The intermediate vehicles are costing £50million, funded by the Department of Infrastructure, and exercise the contract option that was part of the original order.

Delivery is expected during 2021, and all will be in service by the autumn of 2022.

Passenger numbers on Northern Ireland Railways are at their highest since the organisation was founded in 1967.

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# Waterloo is still busiest station – British Steel Redcar least used

LONDON Waterloo station remains the country's busiest station for the 15th consecutive year, even though the total number of passenger entries and exits fell by five million to 94.4 million.

The figures for 2017/8 have been revealed by the Office of Rail

and Road. Some of the reduction in use has been attributed to the three-week partial closure in August 2017 when platforms were lengthened, although the long-running strikes will also have had an impact.

Of the top 10 busiest stations, nine are in London – Victoria,

Liverpool Street, London Bridge, Euston, Stratford, Paddington, St Pancras and King's Cross – but in sixth place is Birmingham New Street, with 43.7m entries and exits. Clapham Junction remained the busiest interchange with 29.2m changes.

The wooden spoon for the least



**British Steel Redcar – Britain's least used station, with access to the steelworks only. WIKIPEDIA**

## MOST USED STATIONS

1. Waterloo	94,355,000
2. Victoria	74,955,332
3. Liverpool Street	66,966,512
4. London Bridge	48,453,496
5. Euston	44,745,816
6. Birmingham NS	43,741,712
7. Stratford	40,077,086
8. Paddington	36,578,292
9. St Pancras	34,622,178
10. King's Cross	33,904,758

## LEAST USED STATIONS

1. British Steel Redcar	40
2. Barry Links	52
3. Denton	70
4. Teesside Airport	74
5. Stanlow & Thornton	92
6. Breich	102
7. Reddish South	104
8. Elston & Orton	138
9. Thorpe Culvert	148
10. Coombe Jct Halt	156

used station goes to British Steel Redcar, with only 40 entries – less than one per week.

Last year's least-used station – Barry Links in Scotland – has more than doubled its entrances and exits to 52, making it only the second quietest station in the UK.

BSC Redcar was opened in June 1978 to serve Teesside steelworks, there being no public access, but even in 2004/5 its passenger

count was 486, although this had risen to 1,570 by 2014/5 – the year the steelworks closed, leading to drop in use. Four trains stop at the station daily between Monday and Saturday.

The three new stations opened in 2017/18 – Cambridge North, Ilkeston and Low Moor – attracting more than 488,000, 252,000 and 133,000 entries and exits, respectively.

# Former Eurostar platforms in full-time reopening for Waterloo suburban services

THREE former Eurostar platforms at London Waterloo reopened permanently on December 10 as part of the £800million project to increase capacity on the South Western Railway network.

Apart from a brief period where they were used during engineering work in 2017/18, the platforms have been disused since

international services switched to St Pancras in November 2007.

Platforms 20-22 are now used by SWR trains serving Reading, Windsor and south-west London.

A new concourse occupying part of the former Eurostar terminal has also opened to the public, providing additional circulating space and a link to the

station. The expansion follows work to extend platforms at Waterloo and nine other stations along the route over the last year, ready for the introduction of longer 10-car trains.

Platforms 23 and 24 are due to come into use in May 2019 as part of the next timetable change.

By December 2020, South

Western Railway aims to deliver 52,000 extra peak-time seats into and out of Waterloo, taking advantage of the new facilities.

A new retail, leisure and cultural space underneath platforms 20-24 will open in 2021, offering a mix of independent, high street and national stores and food and drink outlets.



**The new platforms and associated concourse at London Waterloo in use on December 13.**



**SWR Class 458 Nos. 458522 and 458523 on the 11.20 London Waterloo-Reading sit in platform 21, while Nos. 707006 and 707005, with the 11.28 Waterloo-Windsor & Eton Riverside, wait in platform 22 on December 12. BOTH: JAMIE SQUIBBS**

## Charity event planned for Crewe Diesel

SOME 30 steam, diesel and electric exhibits are being lined up for a charity open day on June 8 at the former Crewe diesel depot, now the operational base of Locomotive Services Limited.

The event is being organised by Virgin Trains staff based at Crewe station with the aim of raising money and awareness for the NET Patient Foundation which helps sufferers of neuroendocrine tumours. The Rethink charity, which provides help and support for people affected by mental illness will also be supported. *The Railway Magazine* is partnering the event.

Under the banner of 'All Change' – representing changes at the depot as well as to the railway network – the event will open at 09.30 until 16.00. Admittance will be by advance ticket only, with a limit of 5,000 tickets.

Loco classes requested include 37, 57, 60, 66, 67, 68, 70, 86, 88, 90 and 92, and LNER has promised InterCity liveried No. 91119. LSL will provide a Class 47, while the Class 50 Alliance will bring a Class 50 and possibly other preserved locos from the Severn Valley.

Steam exhibits are likely to include BR Standard No. 70000 *Britannia*, 'Royal Scot' No. 46100 *Royal Scot*, 'Black Five' No. 45212 and 'West Country' No. 34046 *Braunton*.

UK Railtours hopes to run a tour with a Class 40, which will include a visit to the event.

A night photo shoot is planned for the evening before the main event, and there will be a nameplate auction and number of trade stands in one of the maintenance sheds.

Tickets for the open day will be on sale from February 6, and details and prices will appear on *The RM* website towards the end of January and in the February issue of the magazine.

## Hoppecke to supply batteries for Vivarail Class 230s

VIVARAIL and Hoppecke have confirmed they will be working together to design and integrate batteries for Vivarail's Class 230 trains.

The deal cements the relationship between the two companies for a long-term future in developing battery trains for the UK rail industry.

Vivarail launched the UK's first passenger battery train in the last 50 years at the Bo'ness & Kinneil Railway last October, where it collected new data that indicated a three-car Class 230 can run for 65 miles between charges.

This means they can operate numerous routes throughout the UK, and active conversations are taking place with interested operators.

Currently, Vivarail is building a fleet of diesel/battery hybrids to operate the Wrexham to Bidston line for Transport for Wales, where the diesel gensets will be used to charge the batteries not to power the train.

Additionally, a new hydrogen variant is being developed which, similar to the diesel hybrid, will exceed the pure battery train's range of 65 miles.

## NR awards first CP6 contracts

NETWORK Rail has awarded the first multi-million-pound renewals and enhancements framework contracts for Control Period 6 (2019-2024), worth a total of £645million.

Story Contracting will undertake work in Scotland, valued at around £135m, while AmcoGiffen has secured a contract to deliver work on the London North Eastern route, valued at around £190m.

A further contract, valued at £320m, was due to be announced in late-December.

Work will include the renewal and refurbishment of bridges, coastal defences, retaining walls, footbridges, tunnels and culverts, new and refurbished stations, new

bridges, and the construction, refurbishment or modification of depots.

Scotland North East and Southern regions are expected to see the most activity during CP6, with more than £5billion of renewals planned in each region as well as substantial network-wide upgrades. Southern's first contracts will be announced in January.

Network Rail's Infrastructure Projects (IP) business is organised into four regional areas – Scotland North East, Central, Southern and Western and Wales – and has national programmes for signalling, track and the pan-regional Northern Programme.

## Former President Bush taken to final resting place in Texas by Union Pacific

A SPECIAL train was used to take former US president George H W Bush to his final resting place in Texas.

Mr Bush died on November 30, and following a state funeral service in Washington, his coffin was flown back to Houston, Texas, from where it was moved the 70 miles to the George H W Bush Presidential Library, in College Station, on December 6.

The train was hauled by Union Pacific SD70ACe No. 4141, together with 9096, and is pictured passing through Navasota, Texas.

The new loco No. 4141 was

unveiled by the late-President in 2005, marking his tenure as 41st president of the United States, and carries a special livery designed to resemble Air Force One.

At the time it was unveiled, No. 4141 was only the sixth UP loco not to have carried the familiar 'Armour' yellow paint scheme.

The last funeral train to run for a deceased president was in 1969 when Dwight D Eisenhower's casket was carried from Washington DC to Abilene, Kansas in 1969.

PICTURE: UNION PACIFIC



## Plaques remember 'Jellicoe Express'

A SERIES of plaques are being erected between London Euston and Thurso to commemorate the journey made in both the First and Second World Wars by nearly 500,000 sailors and soldiers aboard the Jellicoe Express.

The trains were named after the head of the Royal Navy, Sir John Jellicoe, and ran daily to transport service personnel to and from the Scapa Flow naval base across the Pentland Firth in Orkney.

The latest plaque to be unveiled is at Hawick, at the Leisure Centre built on the site of the former railway station, where Captain Chris Smith RN, Flag Officer Scotland and Northern Ireland performed the task on November 30 in front of a sizeable audience.

Hawick was one of the stations where the train stopped to be re-fuelled on the 717 mile journey.

In addition, troops were offered food and drink by local residents at the various stations en route during their gruelling 22-hour journey in overcrowded carriages.

Words and picture: IONA BUTLIN



## OBITUARY

### R J Buckley – 1917-2018

RON Buckley, Britain's oldest railway photographer, died on December 2. He was 101.

Born in Birmingham in June 1917, Ron's interest in railways developed after his parents bought a house near Spring Road station where, as a child, he would watch GWR locos.

He took his first railway photograph in 1932, and two years later found a job with the LMSR as a wages clerk at Lawley St goods depot, working through the ranks, and later joining the timetable office at Derby.

Military service during the Second World War saw Ron being away from England for more than five years.

On rejoining the railway service after returning home, he later transferred to the divisional manager's office in Derby, where he had access to the Works, often with his camera. His first picture was published in the April 1952 *Railway Magazine*.

Ron retired in 1977 and gave up photography in 2014, but more recently worked with railway author Brian Dickson to produce six albums of black & white images, which were published last year to much acclaim.

His life story featured in the April and May 2018 issues of *The RM*.

His funeral was held on December 28 in Lichfield.



## Railways in Parliament

by Jon Longman

### Fighting freight fumes

LORD Bradshaw asked what plans the Government has to reduce roadside emissions from heavy goods vehicles by making greater use of electric rail haulage in the next 15 years.

Transport Minister Baroness Sugg replied: "The Government's Rail Freight Strategy recognises the environmental benefits of shifting freight from road to rail, and the strategy sets out a vision for how rail can increase its share of the freight market."

"The Government supports modal shift through funding improvements to the rail network for freight, investing £235million in Control Period 5 (2014-2019). The Statement of Funds Available for Control Period 6 (2019-2024) includes funding for continued infrastructure investment for both passenger and freight operators."

"The Government has set out an ambition to decarbonise the railway by

phasing out all diesel-only trains by 2040, and the rail industry is due to respond to this challenge shortly.

"In support of the Government's ambition, the Rail Safety and Standards Board (RSSB) announced in October 2018 that it is making funding available to facilitate research and innovation."

### Rail revival plans

LORD Berkeley asked Her Majesty's Government how many market-led proposals have been received for possible rail line reopening.

Baroness Sugg replied: "The department has received 30 responses to its call for ideas for market-led proposals to enhance the railway, which it launched in March this year."

"These submissions covered a wide range of railway enhancements. The department cannot make an announcement about individual schemes at this time as these proposals

were submitted in confidence and such disclosure may prejudice the commercial interests of the proposers.

"Individual promoters will be contacted later this year where the appropriate next steps will be discussed."

### Smarter tickets

LUTON South MP Gavin Shaker asked what steps the DfT has taken to expand the Oyster card system beyond London.

Transport Minister Andrew Jones replied: "We have invested £80million so that passengers have a smart option for almost all journeys across the network by the end of the year."

"This is in addition to our £150million commitment to smart ticketing in the North."

"Our goal is to ensure that across regional and urban commuter areas smart ticketing is able to deliver the kind of pay-as-you-go structure used in London."

### Making connections

LORD Hunt of Kings Heath asked Her Majesty's Government what steps they are taking to ensure timetabling takes account of the need for good connections between services run by different companies.

Baroness Sugg said: "The department requires franchised operators to cooperate with each other to ensure that overall, the needs of passengers are met."

"This includes a requirement to offer a reasonable pattern of service such that connections between services can be made."

"Where specific connections are identified as being particularly important, the department may specify their inclusion in franchise bids."

"Where a connection is required, a balance needs to be struck between allowing sufficient time to change trains, including during delays, and maintaining an acceptable end to end journey time."

# 'Superb' 1903 NER autocar wins two HRA awards

RESTORATION of the unique North Eastern Railway 1903 autocar No. 3170 has won two major Heritage Railway Association awards.

The painstaking work by the NER 1903 Electric Autocar Trust, led by Stephen Middleton, to restore what was once a holiday home to a fully serviceable rail vehicle led a panel of HRA judges to award the autocar the Manisty Award for Excellence.

This prestigious award is only given on an occasional basis to an exceptional and outstanding contribution to railway preservation. In the view of the judging panel, it was viewed as an impossible

engineering project. However, the combination of the wooden bodywork restoration together with up-cycled components from HSTs, 08s, an ex-Southern Region EMU and other locomotives has kept the design true to the original concept while embracing technology unavailable – such as a diesel power unit – when built 116 years ago.

The autocar also won the *Rail Express* award for modern traction, citing "a superb restoration for the first rail vehicle to combine internal combustion with a generator and traction motors, and the grandfather of all modern locos and units".

The winner of *The Railway*

*Magazine* award for outstanding service to railway preservation was awarded to John Bate, of the Tallylyn Railway, who has been a volunteer at the Welsh narrow gauge line since it was preserved in 1951. He was featured in the September 2018 issue.

Our sister magazine *Heritage Railway* has awarded the Statfold Barn Railway its interpretation award for the grain store narrow gauge museum and its collection of artefacts and documents relating to the Hunslet Engine Company.

The short list of nominations for awards to be presented on the night are listed below:



North Eastern electric autocar No. 3170 at Emsay on October 19, 2018. PAUL BICKERDYKE

## HERITAGE RAILWAY ASSOCIATION: NOMINATIONS SHORT LIST

### The Morgan Award for Outstanding Achievement

- The International Rail Heritage Consultancy Ltd, for the Channel 4 programme Great Rail Restorations, with Peter Snow
- North Yorkshire Moors Railway, Channel 5 programme documenting the day-to-day life of the NYMR
- The Isle of Wight Steam Railway, Composite No. 10 - The Oldbury Carriage
- Seaton Tramway, New Seaton tram station

### The Coiley Locomotive Engineering Award

- Greensand Railway Museum Trust, restoration of the 40hp petrol 'Armoured' Simplex WDLR LR2182 (MR 461/1917)
- Ravenglass & Eskdale Railway Preservation Society, Train from Spain project: 'Whillan Beck'
- Lincolnshire Coast Light Railway Historic Vehicle Trust, Jurassic In the Park
- The War Office Hunslet – Unique survivor of Great War, at the Apedale Railway

### HRA Award for a Young Volunteer

- Ashley Helleur, Bodmin & Wenford Railway
- Matt Riley and Conner Thornton, Lincolnshire Wolds Railway
- Matthew Jackson and Matthew Sutton, West Somerset Railway
- Lee Robbins, West Somerset Railway
- Matthew Wilson, Railway Preservation Society of Ireland

### HRA Annual Award for Small Groups

- Leek Brook station, Churnet Valley Railway
- The reinstatement of Truthall Halt, Helston Railway
- First World War Armistice Commemoration, Steeple Grange Light Railway

### HRA Annual Award for Large Groups

- Gloucestershire-Warwickshire Steam Railway, Broadway Station
- The Lynton and Lynmouth Cliff Railway, Business Continuity in the Face of Adversity!

- Friends of Black Prince, North Norfolk Railway
- Bodmin and Wenford Railway, Partnership Work with the Wider Rail Industry

### HRA Award for an Outstanding Visitor Attraction (Small Groups)

- Hop-tu-Naa event, Great Laxey Mine Railway
- South Tynedale Railway
- The Horse Trams on the Isle of Man

### HRA Award for an Outstanding Visitor Attraction (Large Groups)

- The Isle of Wight Steam Railway
- Lynton and Lynmouth Cliff Railway, Cliff Railway Day 2018
- Tallylyn Railway

- The HRA's annual dinner and awards ceremony is on February 9 at the McDonald Burlington Hotel, Birmingham. Awards presented by Pete Waterman OBE. More at: [www.hra.uk.com/hra-awards-2019](http://www.hra.uk.com/hra-awards-2019)

## Greater Anglia simulator gears up for new train fleets as 'FLIRT' makes first test run

GREATER Anglia is making extensive use of 'immersive' simulator technology to prepare for the introduction of its new train fleets over the next two years.

Housed at Ipswich station, GA's 'Mission Room' features a simulator with wrap-around screens that are being used to check for issues needing to be resolved before the 169 new trains can start carrying passengers.

Andrew Goodrum, Greater Anglia business readiness director,

said: "There's so much we need to do to make sure that we will be able to make a smooth transition from our existing trains to the new fleet.

"We need to measure the length and height of platforms, check where trains need to stop for wheelchair and bicycle access, and work out where we need to put up signs for drivers or move benches.

"Instead, we're using immersive technology – we can tap in a platform number and station name into our database and then

view a 360 degree video which is accurate enough to enable detailed measurements and surveys.

"We can see the platform from every perspective as the video runs on three screens showing us the platform from all angles."

The videos were produced by attaching eight cameras on a train – two in the cab, two in the back, two on each side, and filming as the train travelled through stations. The film was then processed into a programme which transferred



the film into 360° video, with measuring and reporting tools.

The first of the new Stadler Class 755 'FLIRT' bi-mode multiple units have already arrived in

East Anglia and made a series of test runs between Trowse Jct, Norwich to Diss, where the unit is pictured on December 15. PICTURE: GREATER ANGLIA

## Didcot Prairie No. 4144 for SVR Spring Gala

GREAT Western Society '41XX' 2-6-2T No. 4144 has been announced as the second of four visiting locomotives to star at the Severn Valley Railway's Spring Steam Gala on March 15-17.

The Didcot-based Large Prairie joins Hugh Shipton's Collett '64XX' 0-6-0PT No. 6430 at the top of the event billing, which should see no fewer than eight GWR/Western Region tank engines take over the roster.

The gala takes the SVR back to its roots, rekindling the feel of the Branch Line events of previous years.

A varied timetable will reflect the versatility of the tank engines, including full

line and local services, and a short van train.

No. 6430 will double-head some services with resident '57XX' 0-6-0PT No. 7714, as well as working one of two auto-trains in service with '14XX' 0-4-2T No. 1450.

All of the railway's available Western tanks will be out in force, including Nos. 7714 and 1450, Port Talbot 0-6-0ST No. 813, and the now unique Hawksworth outside-cylindered '15XX' 0-6-0PT No. 1501.

The smaller locos will take centre stage, but the spare engines will also have a Swindon pedigree with 2-8-0 No. 2857 and No. 7802 *Bradley Manor* being the likely candidates.

## Springburn works closure announced

GLASGOW'S Springburn Works, which has built and repaired trains for 160 years, is to close. A consultation period with around 120 employees and 60 contractors has started.

Prospects for future work at Springburn has dwindled because of so many orders for new trains placed by franchises.

The announcement of the fate of the former St Rollox works was made on December 12 by Gemini Rail Services.

Late last summer, Knorr-Bremse Rail Services (KBRS) was acquired by Mutares, a German-based private equity company specialising in turnaround and restructuring

situations, and KBRS was rebranded Gemini Rail Services.

Mutares also bought Kiepe Electric. Accounts show KBRS made a pre-tax loss of £5.3million in 2017, on top of £15.4m lost in 2016.

Springburn has been used for repair, refurbishment and modification of rolling stock for many years, mainly for ScotRail.

The union Unite said the closure would lead to a ludicrous situation where the maintenance of Scotland's rolling stock would be carried out in England.

Gemini blamed the decision on "challenging market conditions".

# Rail Holidays of the World

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## Grand Rail Tours ~

For the train tourist who enjoys the rail journeys as much as the interesting destinations.

### Elbe – Sea to Source ~

**Departs 16 May 2019 - 15 Days from £2,270pp**

A rail and river holiday that follows the mighty Elbe from the North Sea to its source in the mountains of the Czech Republic. A rail journey that takes in many of Germany's narrow gauge steam railways.

### French Alps & Pyrenees ~

**Departs 12 June 2019 - 15 Days from £2,435pp**

This escorted rail holiday begins in Chamonix and travels through southern France, riding famous railways through spectacular mountain scenery en route. Unforgettable train journeys on the Vivarais, Train à Vapeurs des Cévennes and more.



## Connoisseur Rail Tours ~

Indulge your passion for steam engines, heritage railways, trams and trolleybuses in expertly run holidays.

### Harz Explorer ~

**Departs 1 June 2019 - 7 Days from £1,190pp**

Explore over 140km of narrow gauge railway on Germany's famous Harz Mountain Steam Railway on this escorted rail holiday, based in charming medieval Wernigerode. Also time to explore the nearby UNESCO town of Quedlinburg.

### Narrow Gauge in Bohemia & Lower Austria ~

**Departs 6 June 2019 - 14 Days from £1,960pp**

A rail tour that explores six narrow gauge railway lines that run through the Bohemian Czech Republic, Austria and Germany. Routes have been carefully chosen for the wonderful scenery they deliver, plus a paddle steamer cruise down the Elbe.



### The Grand Arctic ~

**Departs 2 July 2019 - 15 Days from £3,359pp**

A summer rail holiday through Norway and Sweden. Cross the Arctic Circle by train, travel through stunning scenery on the Flåm Railway and visit Bergen, Trondheim, Bodø, Narvik and Stockholm.

### The Alps & More ~

**Departs 13 June 2019 - 16 Days from £2,030pp**

Take a scenic train journey through Germany, Switzerland, Italy and Austria. An escorted rail tour through central Europe's mountain ranges, travelling by heritage, steam and several rack railways.



### Appalachian Mountain Trails ~

**Departs 22 June 2019 - 17 Days from £4,395pp**

A rail tour that rides some of the finest heritage railways in eastern USA. This escorted rail holiday journeys on six railways, some steam-hauled, that follow a breathtaking trail across the scenic Appalachian Mountains. Includes a 3-night stay in New York.

### Germany in Full Steam ~

**Departs 11 September 2019 - 16 Days from £2,430pp**

Ride the best narrow gauge lines of former East Germany and visit the preserved rail lines and museums of the West. A great way to explore Germany with stays in Bonn, Freiburg, Nuremberg, Wernigerode, Rostock and Essen.

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# What kind of Rail Journey will you take in 2019?

## **The Golden Triangle & Ranthambore ~ Departs 28 October 2019 - 19 days from £4,795pp**

New rail holiday to India that focuses on its famous Golden Triangle and includes a rail journey on the spectacular Kangra Valley and Kalka Shimla Railways and includes a safari at the Ranthambore National Park as well as visits to famous landmarks in Amritsar, Delhi, Dharamsala, Agra and Jaipur.

## **Small & Traditional Tours ~**

**Visit countries away from the tourist crowds and discover remote places, true nature and culture. Includes some interesting rail journeys.**

### **Romania's Danube Delta ~**

**Departs 15 May 2019 - 12 Days from £2,320pp**

An escorted holiday to Romania that includes rail journeys, a 3-day guided bird-watching boat cruise on the Danube Delta and visits to remote villages to experience a traditional rural way of life that still celebrates such events as an annual Shepherds' Festival.



### **Moldova & Eastern Romania ~**

**Departs 20 September 2019 - 11 Days from £2,295pp**

Explore by rail and road an almost undiscovered part of Europe. Moldova is a small rural country and this escorted holiday visits some of its cultural, historic and scenic landmarks before crossing the border by train to Romania to enjoy some steam and tram journeys and cultural attractions.

### **Rural Romania ~**

**Departs 23 June & 13 Oct 2019 - 12 Days from £2,255pp**

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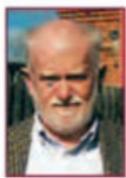
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# Thames-Valley TRANSFORMATION



In the second of a three-part feature looking at train performance in the Thames Valley through the steam, diesel and electric eras, **Keith Farr** turns his attention to both diesel locomotives and multiple units.

**TABLE 1: PADDINGTON – UXBRIDGE**

<b>Train:</b>	1.16pm Paddington-Uxbridge			
	1 x 3 Class 117			
<b>Load:</b>	3/102 tons tare			
<b>Date:</b>	June 16, 1962			
<b>Recorder:</b>	P Smith			
Miles	Timing Point	Sched min	Actual m s	Speed mph
0.00	PADDINGTON (sub.)	0	0 00	- RT -
0.41	Royal Oak		1 26	27/20* DRL
1.07	Westbourne Park		3 20	27/-
0.00	Westbourne Park	4	3 57/0	-/45/0*¶
2.03	Old Oak Common West		7 16	22/41
2.99	Acton (Main Line)		9 04	-
0.00	Acton (Main Line)	6	9 32/0	-/46
1.45	Ealing Broadway		3 00	-
0.00	Ealing Broadway	4	3 24/0	-/37.
0.85	West Ealing		1 59	-
0.00	West Ealing	3	2 26/0	-/38
0.81	Hanwell		2 00	-
0.00	Hanwell	3	2 27/0	-/48
1.73	Southall		3 27	-
0.00	Southall	5	4 08/0	-/46
1.85	Hayes		3 29	-
0.00	Hayes	7	5 36/0	-/51
2.31	West Drayton	5	4 03	-
0.00	West Drayton	6	6 26/0	-/15*/41
1.45	Cowley		3 35	-
0.00	Cowley	4	4 01/0	-/38
1.05	UXBRIDGE (VINE ST)	3	2 38	-½E

¶ Sig. stops 74sec and 20sec. RT = right time.  
\* = speed reduced by brakes. ½E = half-minute early.

**W**e were seeing off an aunt going home from Paddington to Swindon in 1959. “There posh!” she commented, referring not to her spick-and-span train comprising a pristine ‘Castle’ and BR Mk1 stock but to a brand-new DMU gliding in at the adjacent platform.

In later years, few passengers would have echoed those words. The advent of what became known as Class 117s enabled schedules to be marginally improved but Newbury commuters claimed while in them “we can neither read nor write nor sleep”. When Western Region general manager Gerard Fiennes observed to a complaining lady passenger that out of 13 people in their part of a Newbury line train, eight were reading, two were asleep and one, himself, writing, she went “straight through the roof with one athletic bound” (*I Tried to Run a Railway*, Ian Allan, 1967).

Like many breeds of similar DMUs, each three-coach Class 117 was rated at 600 brake horsepower and limited to 70mph; during acceleration, the driver would change gear at about 15, 27 and 40mph. On plain level track, they would reach 40mph in a little under a mile, 60 in about 2½ and 70 after four to five miles.

Table 1 is of interest because it refers to an all-stations trundle from Paddington to West Drayton before diverging onto the Uxbridge (Vine Street) branch just three months before its closure in September 1962. Timed by Railway Performance Society (RPS) member Peter Smith, the train would have left from Paddington (Suburban) to follow the electrified

Hammersmith and City line to Subway Junction, slowing there to 20mph to cross to the Down relief line. As explained in part one of this article, the DMU would have had ‘trip-cock’ apparatus to comply with the London Underground safety system over this first half-mile, over which its automatic train control system (ATC) shoe would have been raised out of use

The BR part of Westbourne Park station, the first stop, was closed in 1992 and subsequently demolished, although the adjacent Hammersmith line has had its service frequency doubled by the addition of ‘Circle’ line trains which have turned their ‘circle’ into an inverted comma.

## Brisk running

Although on time from Westbourne Park, Peter Smith’s Uxbridge train suffered two signal stops making it 3½ minutes ‘down’ from Acton; but subsequent brisk running (for the period) gradually won back the minutes. Particularly smart was 3min 27sec start-to-stop over the 1¾ miles from Hanwell to Southall with a maximum speed of 48mph.

By Hayes, they were back on time and, despite slow running on the 2½ mile branch to Uxbridge (Vine Street), arrival there was half-a-minute early. Including stops, the 15.8 miles from Paddington had taken 44½ minutes against the 45min booked.

As well as stopping and semi-fast workings, suburban DMUs were used on some Oxford ‘fasts’, making only a couple of intermediate stops. Going a stage further, during at least one summer



The race is on: Prototype DMU No. 210001 is about to be outpaced by an accelerating HST on the exit from London Paddington towards Westbourne Park on April 18, 1984. TRACKS NORTH

### TABLE 2: PADDINGTON-READING

Train:		12.15 Padd.-Oxford	17.18 Paddington-Oxford	17.43 Paddington-Didcot
Power:		2 x 117 DMUs	'Hymek' No D7058	Type 4 No D1606
Load:		6/210/225tons¶	10/350/375tons	12/402½/435tons
Recorder:		K S Farr	K S Farr	K S Farr
Date:		Sept. 1, 1969	Sept. 12, 1969	June 10, 1970

Miles	Timing Point	Actual m s	Speed mph	Actual m s	Speed mph	Actual m s	Speed mph
0.00	PADDINGTON	0 00	-	0 00	-	0 00	-
1.10	Westbourne Pk	2 39	-	3 14	-	2 25	-
4.09	Acton	5 54	-	7 13	-	8 10	- * tsr
5.54	Ealing B'y	7 11	-	8 40	-	-	-
8.93	Southall	10 04	-	11 40	69	15 00	73
9.85	MP 10	10 51½	-	12 27	-	15 50½	-
13.85	" 14	14 15	70.8	15 42	73.8	18 45	82.5
14.85	" 15	15 06	70.6	-	-	19 26	87.8
16.85	" 17	17 04	61.0*	17 59	78.8	20 46	90.0
17.85	" 18	18 50½	33.8* tsr	18 43	81.8	21 25	92.3
18.29	SLOUGH	19 25	-	19 03	82	21 42	92
18.85	MP 19	20 03½	49.3	19 27	81.8	22 04	92.3
19.85	" 20	21 05½	58.1	20 11	81.8	22 42½	93.5
21.85	" 22	22 53	67.0	21 39	81.8	24 01	91.7
22.85	" 23	23 44½	69.9	22 23	81.8	24 40	92.3
24.11	Maidenhead	24 49	70	23 19	81	25 30	90
24.85	MP 25	25 27	70.2	23 52	80.9	25 59½	90.6
25.85	" 26	26 19	69.2	24 36½	80.9	26 39½	90.0
26.85	" 27	27 10½	69.9	25 20½	81.8	27 19	90.6
27.85	" 28	28 01½	70.6	26 04½	81.8	27 59	90.0
28.85	" 29	28 52½	70.6	26 48½	81.8	28 39	90.0
30.89	Twyford	30 38	70	28 17	82	30 00	90
35.83	READING	35 28	-	33 03	-	34 22	-

¶ Power included      Italicised speeds are milepost to milepost averages  
tsr = temporary speed restriction

in the 1970s, they occasionally ventured to Fishguard to relieve the regular boat train; would the 261 miles from Paddington be the farthest ever entrusted to a 'heritage' DMU?

Regrettably, I cannot trace a log of such a marathon, although Table 2 shows the progress of a DMU-worked Paddington-Oxford fast train as far as Reading. In those days, I tended to use milepost times, and the three logs in this table are presented in this way. From Ealing Broadway the pair of three-car units maintained 69-71mph on the level, interrupted only by a temporary speed restriction (tsr) near Slough. Nevertheless, the 35min schedule for the 36 miles was virtually kept, while the net time was about 33½min.

Peak-hour trains from Henley-on-Thames and stations between Oxford and Reading remained steam-worked until the early-1960s, when diesel power took over in the form of

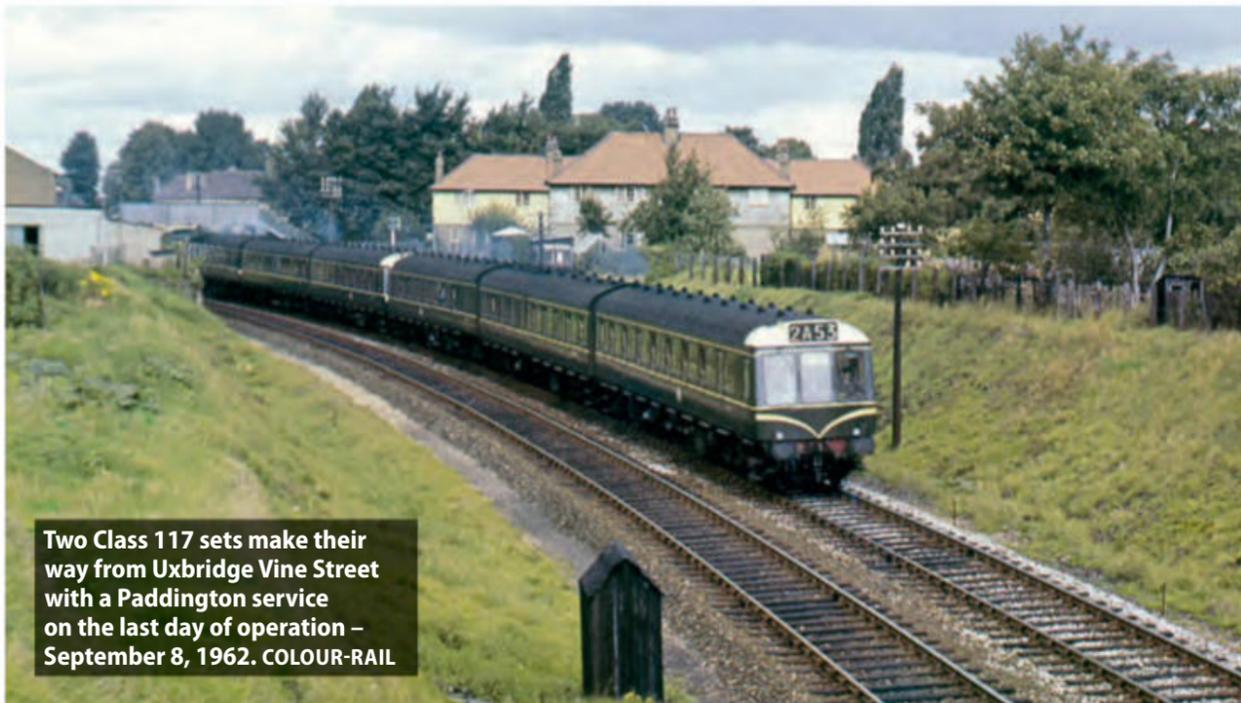
'Hymek' Type 3s and, later, Type 4 diesel locos varying from 'Warships' and 'Westerns' to '47s' and '50s'. Progressing from a mixture of non-corridor and corridor ex-GWR stock to complete sets of up to 13 BR Mk1s, such trains provided ample accommodation for their well-heeled occupants (who still found plenty to complain about!)

### Dreaming spires

Alongside the Paddington to Reading DMU log is one of a typical journey behind a 'Hymek' on the 10-coach 17.18 Paddington-Oxford, first stop Reading, all stations to Didcot, and then Oxford. It was preceded by the 17.15 Paddington-Worcester, non-stop to Oxford – although tourists for the city of dreaming spires often boarded the 17.18 (destination Oxford) wondering by about Cholsey whether they were



A Swindon-built Class 123 DMU waits at Twyford station on September 30, 1967. After some years on the Western Region, the sets were transferred to Hull from where they worked services across the Pennines. COLOUR-RAIL



Two Class 117 sets make their way from Uxbridge Vine Street with a Paddington service on the last day of operation – September 8, 1962. COLOUR-RAIL

### TABLE 3: PADDINGTON-TAPLOW

Train:	18.37 Paddington-Didcot
Loco:	50017 Royal Oak
Load:	9/316/345tons
Recorder:	P M Smith
Date:	April 6, 1984

Miles	Timing Point	Actual m s	Speed mph
0.00	PADDINGTON	0 00	-
1.10	Westbourne Pk	2 48	55 DML
4.09	Acton	5 41	73
5.54	Ealing B'y	6 47	79
8.93	Southall	9 11	88
10.78	Hayes	10 26	90
14.56	Iver	12 51	97
18.29	SLOUGH	15 49	-/20* DRL
22.30	Taplow	21 32	68/-

**“Has any other 70mph DMU vehicle travelled regularly and legitimately at 90mph?”**

**TABLE 4: PADDINGTON-READING**

**Train:** 10.33 (SO) Paddington -Oxford  
**Power:** 2 x 123 DMU (1,840bhp)  
**Load:** 7/275/280tons  
**Recorder:** R Neville-Carlé  
**Date:** July 14, 1973

Miles	Timing Point	Sched min	Actual m s	Speed mph
0.00	PADDINGTON	0	0 00	-
1.10	Westbourne Pk		2 36	-
4.09	Acton		5 40	69½
5.54	Ealing B'y		6 55	68
8.93	Southall	11	9 55	65½
13.09	West Drayton		13 35	68
16.10	Langley		16 14	68½
18.29	SLOUGH	19½	18 12	68
20.78	Burnham		20 24	66½
24.11	Maidenhead	25 (1)	23 19	-
30.89	Twyford	32	29 19	70
35.10	MP 35¼	arr	34 57	0* sig.
		dep	36 56	- stop
35.83	READING	37	37 59	-

(1) = one minute recovery time

**TABLE 5: PADDINGTON-READING**

**Train:** 11.01 Paddington-Reading  
**Power:** 210 001 (1,125hp)  
**Load:** 4/147/155tons  
**Recorder:** T G Griffiths  
**Date:** July 21, 1983

Miles	Timing Point	Sched min	Actual m s	Speed mph
0.00	PADDINGTON	0	0 00	-
1.16	Westbourne Pk		2 41	43
2.70	O. Oak Common		4 18	65/36*
4.16	Acton		6 23	45
5.64	Ealing Broadway	7	8 50	-
0.00	Ealing Broadway	8/0	9 25/0	-
0.78	West Ealing		1 38	47/* sigs
7.49	West Drayton		10 46	32
9.03	Iver		12 43	61
10.53	Langley		14 18	54/62
12.71	SLOUGH	15	16 58	-
0.00	SLOUGH	16/0	18 10/0	-
0.81	MP 19¼		1 41	50
1.81	" 20¼		2 42	66
2.51	Burnham	5	3 39	-
0.00	Burnham	6/0	4 10/0	-
1.05	MP 22		1 54	52
1.50	Taplow	3	2 44	-
0.00	Taplow	4/0	3 10/0	-
1.30	MP 23¾		2 11	56
1.79	Maidenhead	3	3 01	-
0.00	Maidenhead	4/0	3 45/0	-
1.01	MP 25¼		1 57	51
2.16	Waltham		3 06	68
3.80	Shottesbrook		4 24	80
6.78	Twyford	8	7 09	-
0.00	Twyford	9/0	9 20/0	-
0.99	MP 32		1 50	54
1.99	" 33		2 48	67
2.95	Sonning		3 37	74/75
4.96	READING	8	5 54	-



**Above: Class 47 No. 47427 is working hard past West Ealing with the 17.36 Paddington-Swansea train on April 22, 1975. COLOUR-RAIL**



**Right: A Class 117 DMU in the alternative grey & blue livery that was tried by BR on the Up relief line between Didcot and Reading bound for Paddington. TRACKS NORTH COLLECTION**

on the right train. To which the answer could have been ‘No’ or ‘Yes’, depending which way you looked at it.

The ‘Hymek’s’ start from Paddington was slower than a DMU, possibly because of adverse signals but also as the 10-coach train would have taken longer to negotiate the exit from the terminus. At Hayes, 10.8 miles out, D7058 was still behind the three-car unit but had drawn ahead by Slough, courtesy of the tsr suffered there by the col 1 comparator. At this point the 1,700hp 74-ton ‘Hymek’ had its train rolling in the low ‘eighties’, averaging 81.4mph from milepost 23 to post 29 against 70.1mph by the DMU.

With the demise of the diesel-hydraulics, Class 47s were increasingly used on Thames Valley trains, and a typical performance with the heavy 17.43 Paddington-Didcot is summarised in column three. The start was thwarted by a tsr and possibly adverse signals, causing D1606 to take no less than 15 minutes to pass Southall. Speed then rose quickly from 73mph to 92 at Slough, and between mileposts 23 and 29 the 2,580hp diesel’s average with its 12 coaches was 90.4mph. Such energy was insufficient to compensate for the earlier delay, and 3¼min were lost on the 31min booking.

Unfortunately, I have been unable to trace a log of a run by one of the peak-hour Paddington to Henley through trains, the second of which in the 1960s was first stop Taplow – on the Down main line! However, Table 4 summarises a run timed by Peter Smith on the 18.37 Paddington to Didcot when it deigned to serve Taplow, albeit on the relief line.

By this time, Class 50s had been released

from the West Coast Main Line after electrification to Glasgow and were the final class of loco to work Paddington’s residential expresses before the ‘Turbo’ takeover from 1992.

With a power/weight ratio considerably greater than that of a ‘Hymek’ on the 12-coach Henley train, with an unimpeded start, No. 50017 *Royal Oak* and its nine coaches attained 97mph through Iver before slowing to 20mph at Slough West to cross to the Down relief. The 2,700hp Type 4 then hustled the nine bogies up to 68mph before the Taplow stop, reached in 21½min for the 22¼ miles from Paddington despite the Slough slack.

## Graduating

Back in 1963, new Swindon-built InterCity diesel sets with compartments as well as open stock had been allocated to semi-fast cross-country workings in the Bristol area before graduating to the Cardiff to Portsmouth service in 1965. They were then transferred to Reading for Paddington-Oxford/Newbury/Henley duties. Classified 123, they rode well on B4 bogies and were perhaps the most comfortable DMUs of their time; regrettably, their maximum speed, like that of the suburban sets, was only 70mph, making them a hindrance on a main line where 90mph was becoming the norm.

Table 4 summarises a run timed by Richard Neville-Carlé, another RPS member, on a Saturday Paddington to Oxford working showing the sustained speed to be slightly lower than the 70mph or so of my Pressed Steel suburban unit in Table 2. Clearly, there was little in it, despite the Class 123’s power/weight ratio of 6.7hp/ton compared with the 5.9hp/ton



'Hymek' No. D7023 approaches Reading station past some splendid semaphore gantries with a Paddington-bound express on March 14, 1962. COLOUR-RAIL

### DMU POWER TO WEIGHT FIGURES

Class	117	165101-17	165118-37	166201-21
Dates built	1959/60	1992/93	1992/93	1992/93
No. Coaches	3	2	3	3
Total Weight	102tons	76tonnes	113tonnes	117.2tonnes
Engines	BUT (Leyland)	Perkins	Perkins	Perkins
Air-conditioned	No	No¶	No¶	Yes
Brake HP	600	700	1,050	1,050
Power/weight	5.9hp/ton	9.2hp/tonne	9.3hp/tonne	9.0hp/tonne

¶ Some 165s now have air-conditioning.



'Warship' No. D849 Superb, featured in Table 6, sits on Reading depot on April 4, 1968. COLOUR-RAIL

## “The station-to-station performance beyond Slough was nippy, with some of the time lost regained.”

of the 117. Some of the InterCity DMUs even had buffet cars, although these were removed in 1970, one of them, W59831, finding fresh employment as griddle car E69108 in a Class 309 'Clacton' electric unit.

In 1974, I clocked a Class 309 touching 96mph between the Shenfield and Chelmsford stops and, watching the train pull away from Kelvedon, I was astonished to note the former DMU buffet car in the consist. Has any other 70mph DMU vehicle travelled regularly and legitimately at 90mph?

The '123s' were eventually transferred to Hull, chiefly for Hope Valley services through the Pennines, and 1984 saw their general demise. Back on the Western, locomotive haulage of peak-hour Thames Valley workings continued, although the 1970s saw the gradual replacement of the 'Warships', the 'Hymeks', and the 'Westerns' by diesel-electric successors.

The through Henley trains were withdrawn, although good main line connections were provided at Twyford, until the advent of 'Turbos' and the Henley to Paddington 'Regatta Express' in the early-1990s.

Another diesel variant which had a short life on 'Western' territory was the pair of experimental diesel-electric sets built at Derby in 1981 to test their suitability as replacements for ageing DMUs. Both units had spells on WR suburban services, the four-car Paxman-engined set – No. 210001 – proving more reliable than its three-coach sister (210002). Their maximum speed of 90mph rather than the 70mph of contemporary DMUs was an advantage, although No. 210002, employed on Paddington to Slough all-stations jobs, did not have much opportunity to utilise its speed potential.

### Nippy

Table 5 summarises a most detailed log, recorded by Mr T G Griffiths, of No. 210 001 on a Paddington to Reading semi-fast. Presumably it was adverse signals which added two minutes to the scheduled time out to Ealing Broadway, and another two before Slough. The station-to-station performance beyond Slough was nippy, with some of the time lost regained. And the unit's 1,125 bhp, providing a power/weight ratio of 7.7, was evident in

the acceleration from Maidenhead to 80mph at Shottesbrook, 3.8 miles from the start. Mr Griffiths notes the rail horsepower here must have been more than 1,000.

With their Mk3 bodywork, the 210s were possibly over-engineered and, as is sometimes the case with prototypes, their reliability was not up to standard. After a spell in Scotland in late-1983, followed by a period on the LMR, No. 210001 was withdrawn, and vehicles from both units were widely dispersed. Like the Class 123 buffet car, a couple of the trailers were converted and inserted in electric units, this time third-rail DC EMUs of Class 455. The Class 210 front-end 'look' was perpetuated not only in the 455s but in Classes 317 and 150/2, the 'Sprinters' inheriting various other design features from these experimental DEMUs.

On the locomotive front, the early-1970s saw the transfer of some Class 31 Brush Type 2 diesels from the Eastern Region to the Western to replace North British Type 2s on Paddington empty stock working and 'Hymek' Type 3s on outer-suburban and even Cotswold line duties. For their rated 1,470bhp, the '31s' did as well

## TABLE 6: READING-DIDCOT

<b>Train:</b>	17.18 Paddington-Oxford (all)							
<b>Loco:</b>	Type 3 No. D7026 (1,700bhp)		Type 4 No. 849		Type 4 No. 1000			
<b>Load:</b>	10/345/360-350tons (all)							
<b>Recorder:</b>	K S Farr (all)							
<b>Date:</b>	May 5, 1970		April 3, 1970		April 15, 1970			
<b>Miles</b>	<b>Timing Point</b>	<b>Sched min</b>	<b>Actual m s</b>	<b>Speed mph</b>	<b>Actual m s</b>	<b>Speed mph</b>	<b>Actual m s</b>	<b>Speed mph</b>
0.00	READING (4)	0	0 00	-/* sigs	0 00	-/*	0 00	-/* DML
2.67	Tilehurst	6d	6 04	-	6 00	-	5 13	- DRL
2.89	Pangbourne	5d	5 11	52/-	5 09	54/-	4 22	59/-
3.21	Goring	6d	5 29	53/-	5 18	57/-	4 44	60/-
3.69	Cholsey	6d	6 19	56/-	5 51	60/-	5 11	64/-
4.70	DIDCOT	9a	7 14	57/-	7 03	60/-	7 00	62/* sigs

**“The station-to-station performance beyond Slough was nippy, with some of the time lost regained.”**



**Class 50 No. 50017 Royal Oak approaches Taplow on May 17, 1968 with a Down express. Two Triumph cars and a Ford Cortina Mk2 add to the period scene. COLOUR-RAIL**

## TABLE 7: HONEYBOURNE BANK

<b>Train:</b>	18.45 Hereford -Paddington		14.26 Gt Malvern -Paddington		15.22 Gt Malvern -Didcot		
<b>Power:</b>	1 x 117 (3)		166215 (3)		165118 (2)		
<b>Date:</b>	April 20, 1985		March 28, 2012		April 4, 2012		
<b>Recorder:</b>	M N Tasker		K S Farr		K S Farr		
<b>Miles</b>	<b>Timing Point</b>	<b>Actual m s</b>	<b>Speed mph</b>	<b>Actual m s</b>	<b>Speed mph</b>	<b>Actual m s</b>	<b>Speed mph</b>
0.00	Honeybourne	0 00	-	0 00	-	0 00	- pass
0.73	MP 101	1 51	-	-	-	-	-
0.98	" 100¾	2 15	36.8	1 52	48	0 50	-
1.23	" 100½	2 38	39.1	2 10	-	1 02	74.2
1.48	" 100¼	3 00	40.5	2 27	54	1 14	74.8
1.73	" 100	3 23	40.3	-	-	-	-
1.98	" 99¾	3 45	39.5	3 00	56	1 38	74.1
2.23	" 99½	4 08	39.8	3 16	56	1 50	74.1
2.48	" 99¼	4 31	38.8	3 32	56	2 02	74.3
2.73	" 99	4 55	38.7	3 48	57	2 14	74.1
2.98	" 98¾	5 17	40.3	4 04	57	2 27	73.8
4.23	" 98½	5 38	42.0	-	-	-	-
3.48	" 98¼	6 00	41.6	4 35	58	2 51	73.0
3.73	" 97½	7 05	41.	-	-	-	-
4.23	" 97	7 48	41.9	-	-	-	-
4.77	C Campden pass	7 52	-	5 52	63	3 55	-

Speeds in italics are milepost to milepost averages.

as could be expected but, as my P&P article for August 2004 demonstrated, their performance on Thames Valley services did not match that of the 1,700hp ‘Hymeks’ and their stay on the Western did not last.

For diesel performance west of Reading, Table 6 summarises three runs by the 17.18 Paddington-Oxford on the all-stations Reading to Didcot section, with diesel-hydraulic locos of 1,700, 2,200 and 2,700bhp.

After its non-stop run to Reading (Table 2), the 17.18 from Paddington would continue on the Down main line to Reading West Junction, slowing there for the 25mph crossover to the Down relief. From Reading to Tilehurst, therefore, speeds were not high and are not quoted. Onwards to Didcot, station-to-station distances gradually increase, as can be shown by the maximum speeds attained by D7026 (col 1) of 52, 53, 56 and 57mph. On heavy trains serving all stations, the ‘Hymeks’ often seemed to be labouring, giving the impression they were not happy at this kind of work. ‘Warship’ No. D849 *Superb* (col 2) had made a mediocre non-stop run from Paddington, receiving attention at Reading, which seemed to reinvigorate it and enable it to live up to its name.

With start-to-stop ‘snippets’ over short distances, drivers’ methods of starting and stopping can be more important than the maximum speeds attained. Thus my note alongside the ‘Hymek’ run refers to a gentle start from Goring, which obviously explains why the difference between its Goring to Cholsey time and that of the ‘Warship’ is greater than on the other sections.

Column Three shows a ‘Western’ – *Western Enterprise*, no less – demonstrating its greater power, with start-to-stop times shorter than those of its competitors, despite adverse signals intervening on the last leg, to Didcot.

By the mid-1970s the diesel-hydraulics had departed and for some 15 years Classes 47 and 50 monopolised longer-distance commuter workings, with 117s on suburban services backed up by Metro-Cammell and other types of DMU. From 1976, the InterCity scene was transformed by the advent of the 125s, creating three different speed bands – 125ph (HST), 90-100mph (loco-hauled) and 70mph (DMU) – so virtually all the DMU workings and some loco-hauled services had to use the relief lines. From an overall 60mph limit, these were gradually upgraded until 100mph was permitted between Didcot and Reading and, more recently, 90mph much of the way eastwards. The main lines, of course, were passed for 125mph almost in their entirety.

### Life-expired

In 1992 came the arrival of the first ‘Networker Turbos’, classified 165/0, working between Paddington and Oxford, before being transferred to Marylebone line services, by then managed by the Thames & Chiltern train operating unit (TOU) responsible for both routes up to Privatisation. The Marylebone route eventually metamorphosed into Chiltern Trains; and, from October 1996, local and outer suburban workings from Paddington were run by Thames Trains, later absorbed by First Great Western.

Reverting to motive power matters, we find the 75mph 165/0s replaced on the ‘Western’ by 165/1s and, for Oxford, Cotswold line and Reading to Gatwick services, the air-conditioned 166s, both types capable of 90mph. The life-expired 117s faded away, although no fewer than

54 vehicles, including trailer coaches, are now preserved in one form or another.

In terms of performance, the 165s are marginally superior to the heavier air-conditioned 166s (see panel). I recall leaving Slough some years ago in a 165/1 on the Down relief line and gradually overtaking a 166 which had started simultaneously on the Down main until my train had to slow for the Burnham stop. However, the 165s are now being refurbished and fitted with air-conditioning.

For a true test of ability you need gradients, so it is time for a break from the Thames Valley for a visit to Honeybourne bank, on the North Cotswold line, already featured in *The RM* for June 2012 and March 2018.

From Honeybourne in the Up direction 4½ miles of 1-in-100 lift trains from the Vale of Evesham to the Cotswold Edge, an excellent arena for motive power comparisons.

### Ascent

Table 7 depicts three climbs of the bank, column one summarising an ascent by a 117 unit starting from Honeybourne and timed in great detail by the late Mr M N Tasker. Also restarting from Honeybourne was my run in column two with a '166', while the third column depicts the progress of a two-coach '165' from passing Honeybourne at speed.

On the bank the suburban DMU managed to attain 38-41mph, as one would expect. At that speed on level track, the driver could have changed from third to fourth gear but on 1-in-100 the 600hp unit would not have had enough power to make the transition. Had the DMU charged the ascent at 70mph it might have stayed in top gear without speed falling to the 40mph level

A similar phenomenon occurs, at higher speed, with the Class 165/166 'Turbo' family. In column two, we have unit No. 166215 accelerating steadily to 58mph, a significant improvement on the older DMU, but handicapped by the changeover from hydraulic to direct drive at about 60mph. It would have needed more power than was available to 'step up' the speed sufficiently to make the change.

In contrast, the two-coach '165' (col 3), went skipping through Honeybourne in the 'mid-seventies' and, with its horsepower at maximum level because of the speed, maintained 73/74mph up most of the climb.

Reverting to the levels of the Thames Valley, Table 8 summarises three typical Reading to Didcot 'snippets' with three-coach 'Turbos' working Paddington to Oxford 'fasts'. The '165' unit in column one was routed via the new Up relief line platform 14 at Reading before crossing to the Down relief and then, at Tilehurst East Junction, to the Down main line. It did well in the circumstances to accelerate through Tilehurst in less than 3½ minutes. After a maximum of 89mph between Pangbourne and Goring the 'Turbo' suffered a signal check before returning to the Down relief line at Didcot East Junction. That it took the longest of the three runs to reach Didcot (by this time, Didcot Parkway) had nothing to do with it being the only Class 165.

The '166' in column two made the fastest start from Reading's former Down main platform number 4, passing Tilehurst in what would have been a good HST time and attaining 94mph at Cholsey. Then, as the late Cecil J Allen might have written, "Nemesis!": signals at Didcot East Junction before crossing from the Down main line via the busy Up main to the Down



Consecutively numbered Networker 'Turbo' unit Nos. 166211 and 166212 pass in Sonning Cutting on September 7, 2007. DARREN FORD



Class 165 No 165125 climbs Chipping Campden bank at Mickleton with a Great Western service from Worcester Foregate Street to London Paddington on February 26, 2018. FRASER PITHIE

TABLE 8: READING-DIDCOT PARKWAY

		14 52 Padd-Oxford		10 48 Padd.-Oxford		15.48 Padd-Oxford	
		1 x 165 (1,050bhp)		1 x 166 (1,050bhp)		1 x 166 (1,050bhp)	
		3/113/125tonnes		3/117/130tonnes		3/117/130tonnes	
		K S Farr (all)		K S Farr (all)		K S Farr (all)	
		December 29, 2017		January 16, 2004		July 16, 2004	
Miles	Timing Point	Actual	Speed	Actual	Speed	Actual	Speed
		m s	mph	m s	mph	m s	mph
0.00	READING	0 00	- ¶ DRL	0 00	- # DML	0 00	- # DML
2.67	Tilehurst	3 26	68 DML	3 08	77	3 27	70 tsr?
5.56	Pangbourne	5 37	86/89	5 11	92	5 39	86
8.77	Goring	7 48	87/86	7 17	91	7 52	88
12.46	Cholsey	10 19	87/* sigs	9 43	94	10 22	90
16.02	MP 52	14 34½	- DRL	13 27	- * sigs DRL	-	- DRL
17.16	DIDCOT P'Y	16 44	-	15 26	-	14 40	-

¶ from (new) platform 14b # from platform 4 (now 7)

relief, a manoeuvre all fast Paddington to Oxford trains have to make. A grade-separated junction here would be costly but would save much time.

Column three features another '166', slightly delayed leaving Reading but, after a maximum of 90mph, enjoying a clear passage of Didcot East Junction and making the shortest time to Didcot.

At long last the catenary has sprouted and, for Thames Valley passengers, metamorphosis has taken place. On December 28, 2017, I arrived at Didcot from Bristol to connect with the 17.02

'Turbo' to Cholsey, my local station. Yet waiting at platform 4 was not a 'Turbo' but a pair of four-coach Class 387/1 EMUs: almost certainly the first normal service electric train to leave Didcot. On the ensuing 4.7 mile start-to-stop sprint my GPS registered a maximum of 99½mph: transformation indeed!

In my next contribution there will be more on '387' performance and their likely future as well as prospects for further GWR electrification. ■



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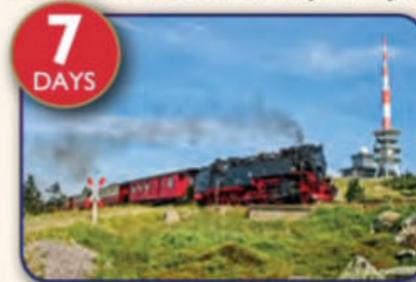
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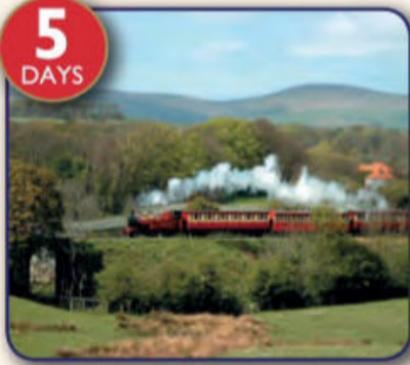
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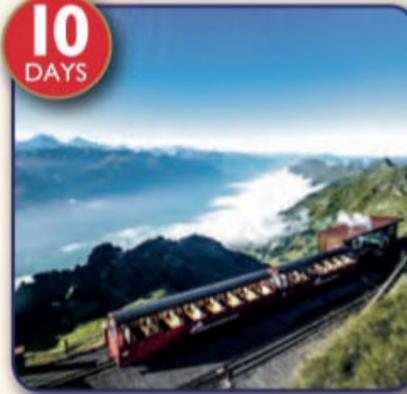
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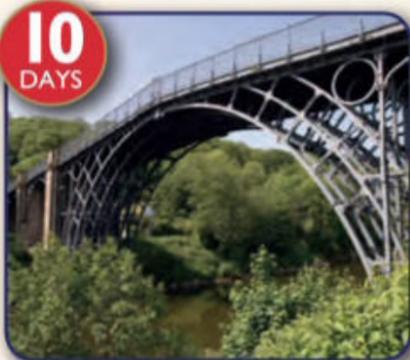
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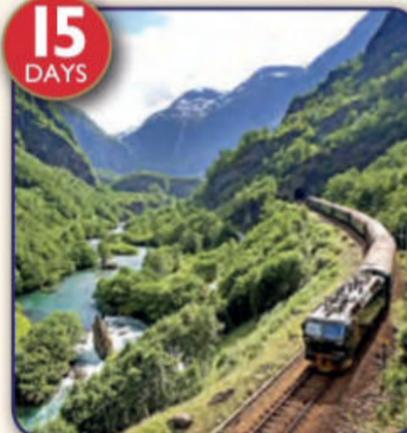
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# The 'Lanky' devotee who saved... **SOUTHERN ENGINES**

Worth Valley founding father Richard Greenwood has followed steam for a lifetime, both at the lineside and in the thick of preservation. He tells his remarkable life story to **Howard Johnston**.

**A**s he strolls quietly through Haworth yard at his beloved Keighley & Worth Valley Railway (KWVR), Richard Greenwood has good reason to be satisfied with his lifetime's achievements, and those around him.

Enthusiast, photographer, lawyer, engine owner, chairman (not necessarily in that order or importance), the former KWVR operating company chairman has witnessed the railway grow from a single 0-4-0ST and a couple of coaches to a thriving business that attracts 100,000 passengers a year. A significant number of working members kept it running so well that paid staff were not needed for nearly 40 years.

Although he is a highly regarded father figure in railway preservation, there is far more to the story of the Lancashire & Yorkshire devotee, because he is just as well known for rescuing Southern engines.

His love of photography has had its challenges, as it denied him a ride on the KWVR's June 29, 1968 opening day special. Instead of being on board the train, he was at the lineside holding his cine camera.

It is now more than 75 years since Richard first heard the distinctive sound of engines shunting coal wagons near his native Rochdale. His name will forever be associated with the rescue of L&YR 'Pug' 0-4-0ST No. 51218, SR 'USA' 0-6-0T No. 30072, Bulleid 'West Country' ▶

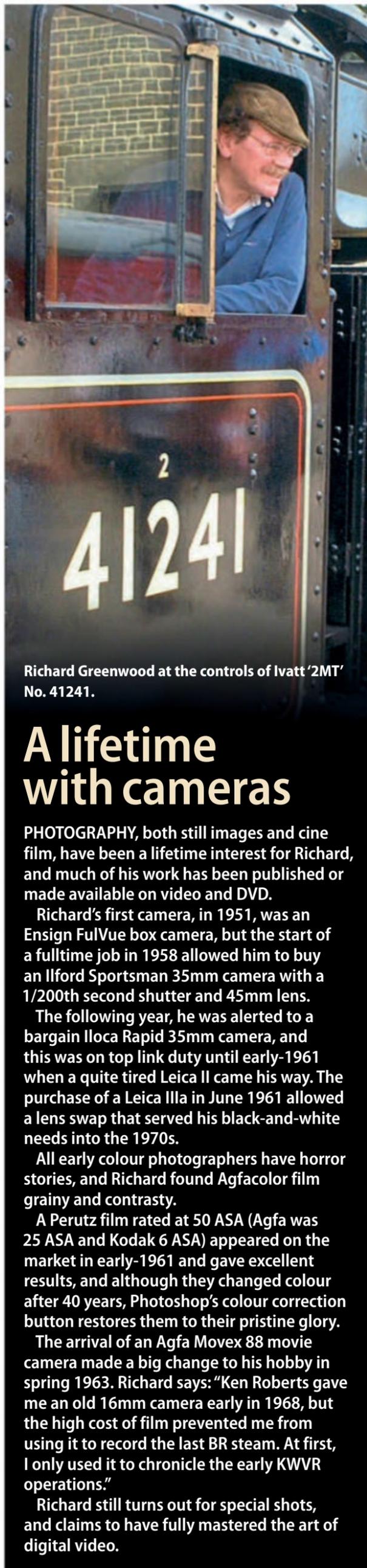
**Right: Richard Greenwood's engine *City of Wells* earned the name 'The Volcano' during its mainline exploits in the early-1980s because of its dramatic exhaust displays. Here, with a more controlled exhaust, No. 34092 passes Swithland Sidings on October 11 during a visit to the Great Central Railway, looking very much at home on a van train. PETER ZABEK**





CITY OF WALES

34092



Richard Greenwood at the controls of Ivatt '2MT' No. 41241.

## A lifetime with cameras

PHOTOGRAPHY, both still images and cine film, have been a lifetime interest for Richard, and much of his work has been published or made available on video and DVD.

Richard's first camera, in 1951, was an Ensign FulVue box camera, but the start of a fulltime job in 1958 allowed him to buy an Ilford Sportsman 35mm camera with a 1/200th second shutter and 45mm lens.

The following year, he was alerted to a bargain Iloca Rapid 35mm camera, and this was on top link duty until early-1961 when a quite tired Leica II came his way. The purchase of a Leica IIIa in June 1961 allowed a lens swap that served his black-and-white needs into the 1970s.

All early colour photographers have horror stories, and Richard found Agfacolor film grainy and contrasty.

A Perutz film rated at 50 ASA (Agfa was 25 ASA and Kodak 6 ASA) appeared on the market in early-1961 and gave excellent results, and although they changed colour after 40 years, Photoshop's colour correction button restores them to their pristine glory.

The arrival of an Agfa Movex 88 movie camera made a big change to his hobby in spring 1963. Richard says: "Ken Roberts gave me an old 16mm camera early in 1968, but the high cost of film prevented me from using it to record the last BR steam. At first, I only used it to chronicle the early KWVR operations."

Richard still turns out for special shots, and claims to have fully mastered the art of digital video.

No. 34092 *City of Wells*, and Manchester Ship Canal Hudswell, Clarke 0-6-0T No. 31 *Hamburg*, but he has also been involved with the rescue of many other engines.

These catches include LMS 'Black Five' 4-6-0 No. 45212, and repatriated Swedish Railways 'WD' 2-8-0 No. 90733 and 'S160' 2-8-0 No. 5820 ('Big Jim') from Poland. However, there is sadness for others that sadly slipped through the net, including the last Horwich 0-6-0T works shunter – No. 11305... and another 'Black Five'.

Diesels? Richard's not really interested.

Richard Stewart Greenwood was born on October 22, 1936, the eldest of three children (he has a brother Stephen and sister Mavis Anne), and spent five years of his life in the village of Wardleworth, an inner suburb of Rochdale, just east of the town centre, with a two-platform station on the L&Y's Bacup line. At this time, it had a thriving freight yard for handling coal, locally manufactured bricks and cotton products from a mill, but all of it was eventually lost to road competition or factory closures.

He recalls: "I could hear steam locos across the town, and across the village as far as Rochdale coal yard if the wind was in the right direction."

### U-boats

Even though it was wartime austerity, he fondly remembers a short Good Friday trip to Hollingworth Lake at Smithy Bridge with his parents. It started to rain, and the station was so crowded they had to travel home in the guard's van.

There was also a visit to the Isle of Man in 1940 by boat from Liverpool, despite fears of dangers from mines from U-boats in the Mersey (the reason was to come back with a case packed with food that was not on ration). There was a long row of stored engines at Douglas, awaiting the return of world peace

that would also bring back holidaymakers.

Not a purist number-taker (Richard claims never to have owned an Ian Allan ABC, except a shedbook to establish what was allocated to his local sheds), he now regrets not having paid closer attention to some of the early BR casualties, such as the giant L&Y Hughes Class 8 'Dreadnought' 4-6-0s. He therefore has no clear memories of the famous final survivor – No. 50455 – or the last LNWR 'Claughton' – No. 6004 – which was seen several times locally on freight.

While Richard chose to enter the legal profession, he thinks some of his 19th and early-20th century relatives worked for the railways. One of his grandfathers was a passenger guard and the other a goods guard in L&Y days.

His father Clifford had a variety of jobs, and was at the Ford Motor Company at Trafford Park, Manchester when it was assembling Merlin engines for Spitfire fighter planes at a rate of 400 a week (a total of 46,000 when the works closed). He had also been a wool sorter, but retired as a bookmaker in 1962; Richard used to help out there in his school holidays, as well as odd-jobbing as a proofreader at the *Rochdale Observer* newspaper.

His early education was at Oakenrod school, and then Bury Grammar, where he developed a liking for the classics – and the 1,200v DC electric multiple units that plied relentlessly over what is now the Metrolink route into Manchester Victoria.

He was accepted by Manchester University to study for a degree in law, and gained his first 'real' job in September 1958, articulated for three years with Molesworths, a firm he stayed with until his 'official' retirement five years ago. Being in the legal business wasn't as dull as it sounds – Salford's court of justice, for example, was conveniently close to the low level goods yard, and Bolton's Quarter Sessions was also within earshot of working

Two engines were captured on camera at Eastleigh in 1962, which became Keighley & Worth Valley Railway Bullied 'West Country' No. 34092 *City of Wells* and BR Standard '4MT' No. 75078. Richard says: "Little did I know that years later I would have the pleasure of driving both these locomotives." RICHARD GREENWOOD



steam. His alert brain is still regularly called upon, because his immense knowledge of land ownership, conveyancing, and licensing issues are of value to the KWVR.

Despite his northern background, Richard will always also be associated with all things Southern. His first experience of Southern steam was in the course of school trips to Switzerland, being taken down to a Channel port from London Victoria. It was there he saw Bulleid 'Light Pacifics' and, on one occasion, the Up 'Night Ferry'.

"We had a school trip to Old Sarum and Stonehenge. Our head of history failed to understand the bus timetable and we had to travel by train from Blandford Forum to Wells, changing at Evercreech Junction.

"This same gentleman doubted that my attack of asthma justified me missing a day of the itinerary, which I happily spent at Salisbury station in the company of streamlined 'Merchant Navies', 'T9s', with their eight-wheel watercart tenders, and some strange locos from the Western Region."

### Line closures

Links with the Southern were reinforced in 1961 when he chose to study at the Gibson & Weldon College of Law at Guildford. He says: "My friend Jim Davenport (who was in the office at Oldham Lees shed, 26E) had told me that Guildford was a very good spot for steam, and he was right.

"From our digs, we passed the station and shed en route to lectures and had every Wednesday afternoon free as well as the weekends. I took well over 500 black and white photographs and some 150 colour slides."

He also soon became familiar with 'E4s', 'M7s' and '700' class 'Black Motors' on the LBSCR line to Horsham, the only significant Surrey-Sussex cross-border route to be closed amid some controversy in June 1965.



L&Y 'Pug' 0-4-0ST No. 51217 was allowed a journey on BR metals with three brakevan trips over the Rochdale to Whitworth section of the branch to Bacup on February 19, 1967. A crowd is watching the ensemble at Shawclough & Healey station, which had closed 20 years earlier. RICHARD GREENWOOD



The smartness of No. 51218 contrasts with the shabby surroundings of Dean Lane, Newton Heath, and the rolling stock in the yard looks little better in February 1967 – a Yorkshire Engine Company Class 02 shunter, Class 104 DMUs, and a 'Black Five' tucked away to the far right. RICHARD GREENWOOD

However, these pre-Grouping designs were rapidly giving way to an influx of modern LMS-design Ivatt 2-6-2Ts, and very briefly the later BR version.

In November 1961, Richard returned north to see the L&Y steam fleet was now seriously depleted by dieselisation and line closures.

The survivors had become celebrities, such as 'A' 0-6-0 No. 52515, which was unexpectedly given a general overhaul at Horwich Works at this time, probably because it was on the North Eastern Region's books, being based at Bradford Low Moor, Mirfield, and finally Sowerby Bridge. It did very little work, but performed well on the Halifax Railfans Club 'South Yorkshireman' raitour from Sowerby Bridge to Doncaster and Darlington on September 29, 1962 partnering Fowler '4F' No. 44408. It was on light duties for another three months before being laid up, and was broken up at Horwich the following spring.

Richard, like so many others of his age group, devoted himself to farewell runs over lines closed by Beeching and both Conservative and Labour governments, and this included the Midland Railway's five-mile Keighley to Oxenhope branch across the county border in Yorkshire.

It was a natural emotion to want to rescue an example of their favourite class, but

this was uncharted waters. Aside from the obvious challenge of finding large sums of money at very short notice to secure an often mechanically exhausted or defective machine, you had to deal with BR's often unsympathetic disposals departments, who imposed restrictive clauses on future use and display. Even if that was overcome, a suitable home had to be found away from the national network.

Following the withdrawal of the final L&Y 0-6-0s in 1962, it was realised the only engine from the company on the official preservation list was 2-4-2T No. 50621 (1008), although one of George Hughes' Horwich-inspired 'Crab' 2-6-0s – No. 42700 – was also promised a secure future in the National Collection.

### Life-changer

Richard joined a dozen others to try and save one of the last L&Y 0-6-0STs, rebuilt by Aspinall in 1891-1900 from earlier Barton Wright tender engines, but it was unsuccessful.

Five had survived as Horwich Works shunters, inexplicably retaining their LMS identities, but another carried its BR number 51429, and was on the books until May 1961. Nothing came of the preservation attempt, but No. 11305's smokebox door survives on Barton Wright 'Ironclad' 0-6-0 No. 957 (52044) at the KWVR.

In addition, one 0-6-0ST has survived and is on the line, No. 11456, which was sold out



# MAN OF STEAM

of service to the National Coal Board. It runs as L&Y No. 752, and is currently at the East Lancashire Railway.

By now wiser and perhaps more realistic, Richard's part in saving an L&Y Aspinall 'Pug' 0-4-0ST in autumn 1964 gives him much satisfaction. Its modest size (20 tons) obviously made it more affordable to the Lancashire & Yorkshire Railway Trust. "It still cost us £450 (£8,700 today), and that was a lot of money at the time".

The search for a place to keep it was to be a life-changer – Richard's association with the KWVR would begin.

## Defective engines

No. 51218's pedigree is well recorded. Built at Horwich in 1901, it had a long association with Preston Docks, but its final few years on BR (it received a new boiler and motion in 1956) made it famous. It went through works again in 1963, ostensibly to replace life-expired GWR Kitson 0-4-0ST No. 1338 at Swansea East Dock, but its work had disappeared by the time it arrived. (En route, it notably ran hot at Bolton, Stockport, Shrewsbury and Severn Tunnel Junction).

The KWVR's Haworth yard was empty when No. 51218 arrived in January 1965, and it took little time for Richard and his friends to restore it to working order to entertain the first visitors. It was soon to be joined by Manning, Wardle industrial



A thousand miles away in northern Sweden, 'WD' 2-8-0 No. 1931, later to become the KWVR's No. 90733, basks in the sun at Mellansjo on September 1, 1971. It looks in remarkably sound condition, almost capable of being put straight into steam. RICHARD GREENWOOD

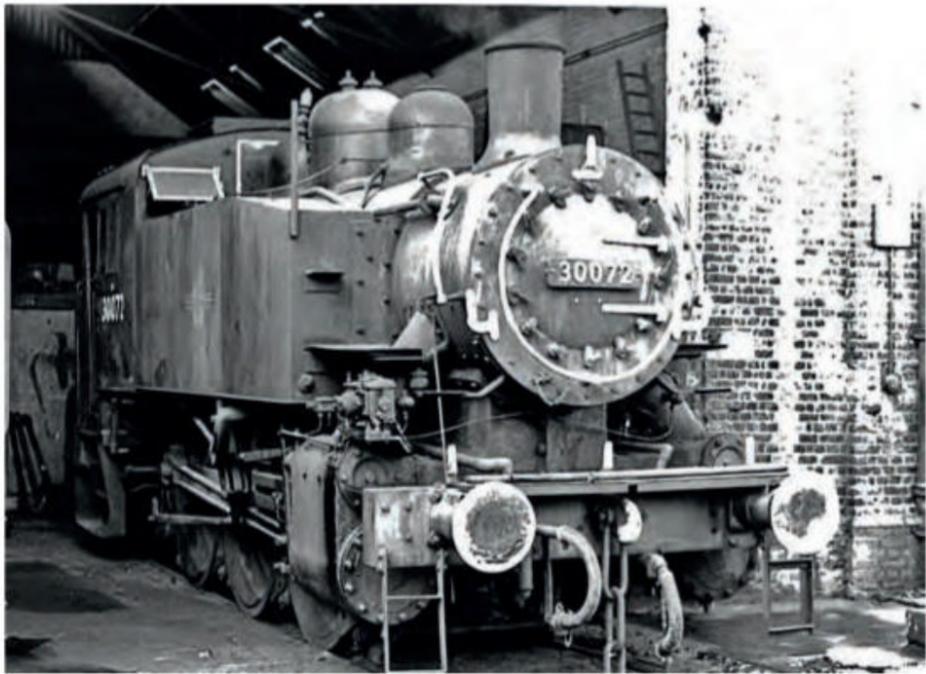
0-6-0ST *Sir Berkeley*, LNER Gresley 'N2'  
0-6-2T No. 69523, GNR Ivatt 'J52' 0-6-0ST  
No. 1247, and L&Y No. 957.

No. 51218's working career wasn't finished yet however, as it was sent away for two and half years. Trafford Park cornflour processor Brown & Polson hired it to deputise for its own defective engines ("BR couldn't help, and directed them to us"), and the opportunity was seized to work three brakevan

trips between Rochdale and Whitworth on February 19, 1967, jointly arranged by the LCGB North West Branch and Roch Valley Railway Society (RVRS). Uninformed enthusiasts visiting Newton Heath shed must have been quite surprised to see a 'Fiver' being prepared there, and the honour of firing it was awarded to local BR stalwart Trevor Owen, who was a KWVR driver for nearly 30 years.

There was slight hiccup. "BR said yes,





'USA' 0-6-0T No. 30072 was the last shed pilot at Guildford depot (70C), seen in July 1966, roughly a year before Richard bought the loco. RM ARCHIVE/BILL JENKINS



A Wynns heavy haulage lorry carrying battered-looking Bulleid No. 34092 *City of Wells* negotiates the streets of Keighley in October 1971 after its rescue from Barry scrapyard. It would be eight years before the Pacific returned to steam. RICHARD GREENWOOD

we could run the trains, and then changed its mind. However, I had the good fortune of being at school with someone who was parliamentary private secretary to then Transport Minister Barbara Castle. Whether this led to a change of mind we'll never know. "It was an incredible event... the first and second trips were made in a cloudburst, but the sun came out for the third trip and made it a fantastic success."

The site of Bolton shed, a regular haunt for Richard Greenwood, has been completely obliterated by redevelopment, but ex-WD Stanier '8F' 2-8-0 No. 48773, distinctive in its final years after the application of a cabside yellow stripe for the fear that the boiler top feed would strike overhead wires, waits in steam for its next duty. The date is late-June 1968.

RICHARD GREENWOOD



No. 51218 is currently resting quietly at Haworth awaiting major firebox work and a full bottom-end overhaul, but Richard says: "We will get it fixed when No. 752 is completed."

Richard wanted an engine of his own, but the choice was quite restricted by the summer of 1967. Why he went for a Southern 'USA' 0-6-0T was quite rational – he had a love of Guildford shed, and No. 30072, its last steam pilot, was available at quite a low price because it had a steel firebox, not copper.

On his way home from a visit to Austria, he noted the former Southampton Docks shunter was in poor external condition, but a conversation with shed staff confirmed it was still in reasonable order. The bad news was Derby's scrap controller wanted £1,100 (£19,000 today) for it, and Richard didn't have anything like that sort of money.

### Affordable

Businessman Ron Ainsworth, a friendly KWVR compatriot owner of 'J72' No. 69023 *Joem* and the Pullman car *Zena*, and also part-owner of Ivatt 2-6-2T No. 41241, used his expert negotiating skills to knock the price down to a more affordable £600 (£10,400), but BR's proviso was it wanted the money by the end of the working week.

Richard successfully persuaded his father to loan him the cash, and the engine was his. No. 30072, built by Wilkes-Barre in Pennsylvania in 1943 for the United States Army's Transportation Corps, and which spent its entire working life in BR black (it was never green), had been towed to the dump at Salisbury, but it was soon on its way to Yorkshire, with a few spares from other engines at Cashmore's Newport scrapyard, where its unlucky classmates went.

The route taken was via Newbury to avoid low bridges, an eventful trip because the lorry burst two tyres in a bus layby on the Oxford bypass. "I remember the exact spot," muses Richard.

No. 30072 must have been in "reasonable nick" as the KWVR had it running by January 1968, and Richard says he has no regrets in painting it in a pseudo-American livery of black, brown and silver. Why? "Because it was on more magazine front covers at the time than any other engine. In any case, it was not too far removed from London, Brighton &

South Coast golden ochre."

No. 30072 needed a new firebox before it could work again, and Richard faced up to financial reality in September 2015 by selling it to Andy Booth, owner of L&Y 'A' Class 0-6-0 No. 1300, for overhaul at the Ribble Steam Railway. Sadly, this was not complete in time for the 'USA' to repeat its double-heading with Ivatt 2-6-2T No. 41241 at the KWVR's 50th anniversary celebrations.

Almost along the way, the dieselisation of the Manchester Ship Canal system in July 1966 resulted in Richard's acquisition of 1903 Hudswell, Clarke No. 31 *Hamburg*, which now rests in the KWVR's Oxenhope museum.

"I bought it because it was available, on six wheels, and above all cheap."

Moving forward to the end of steam in 1968, the purchase of 'Black Five' No. 45212 by a consortium for the KWVR was an idea that worked well, and Richard was at the centre of it.

This time, the money was available, thanks to the offer of several interest-free loans. Again, it was KWVR chairman Ron Ainsworth who brokered the purchase of four engines for £12,000 instead of the £3,500 for individual engines demanded by BR.

"We had originally wanted a BR Class 4 4-6-0, but the Bluebell Railway stepped in for our first choice No. 75027, and the rest of the survivors weren't up to it.

"No. 75048 had thin tyres and needed heavy repairs, and 75019 wasn't good. No. 75009 had moved up from the Western Region and I don't think had been steamed since it arrived at Carnforth. It was too much of an unknown quantity."

Visits to the engines parked at Lostock Hall shed produced exactly what the consortium wanted – an engine "with good credentials", a decent firebox, tyres, and good reputation among crews. "Our choice proved to be a good one because we did virtually nothing to it to return it to steam," adds Richard

What is less known is the KWVR went back to Lostock Hall in October 1968 for another 4-6-0, and sister No. 44874's future would have been secured but for the shocking discovery its piston rods had been torched through. That was the end of the deal, and the engine went for scrap at Draper's, Hull.

Richard says: "Remember, that was

## WITNESSING THE RUNDOWN

RICHARD has travelled all over the world with his camera, including Germany, Austria, Portugal, the United States, South Africa, Kenya, Zimbabwe, Poland, Ukraine, Sweden and China.

Nevertheless, Rochdale is where Richard's heart lies, and he recalls a typical summer's day in the 1950s at the town's station provided up to 200 departures and arrivals.

Richard always kept meticulous records, and although local services on the Calder Valley route were an early victim of dieselisation (in 1962), there was still much steam to be observed, including summer Saturday holiday trains to Scarborough or Llandudno.

The West Riding, Sheffield and the Oldham areas were the originating points for a tremendous number of excursion trains, with as many as 30 or more on a Bank Holiday Monday making for Blackpool, Southport and Manchester's Belle Vue pleasure grounds.

Steam worked on many of these into 1967. Several of the ordinary passenger trains between Rochdale and Liverpool, Wigan and Southport had remained steam worked

until May the previous year.

May 18, 1968 stays in his mind as the date of the final scheduled steam-worked passenger train at Rochdale, the 2.08am York-Manchester Victoria mail and passenger service, worked by Newton Heath 'Black Five' No. 45310. He was there to witness it.

A single daily steam-worked freight from Rose Grove to Moston ran via Bury and the Castleton fork line until the end of July 1968.

There were the end-of-steam specials, of course, and the last local working through Rochdale on August 4, a RCTS railtour with Stanier '8F' 2-8-0 No. 48476 and BR 'Standard Five' 4-6-0 No. 73069.

Richard admits he missed the last, the very last, BR steam working of all. He learned from Newton Heath driver Trevor Owen that withdrawn No. 73050 had been steamed at Newton Heath shed on September 19, and was defying the BR steam ban by running under its own power to its new home at Peterborough via the L&Y Calder Valley Line to Wakefield. To his great dismay, it ran early, and he missed it.

There was speculation 'Black Five' No. 44888, caught on camera at Bolton shed on June 27, 1968, had been privately bought when it appeared at a Derby Works open day on August 31. It stayed there for a couple of months, but was only en route to Cashmore's scrapyards at Great Bridge. RICHARD GREENWOOD



Stanier '8F' No. 48476 and BR '5MT' No. 73069 rattle through Castleton East Junction on railtour duty on August 4. Neither survived into preservation. RICHARD GREENWOOD

fifty years ago... it would have been quite straightforward now to have replaced those rods, but it was a big issue then."

Now it's time to talk about No. 34092 *City of Wells*. What was the background to Richard buying a streamlined 'Pacific' in 1971?

"Haworth was the first preservation home of *Scots Guardsman*, and it was an enormous draw. When it left us, we realised that we needed a big engine to replace it. The only class of engine of this size that would fit our axle loading was an unrebuilt 'West Country', so we went to Barry to look for one."

### Spares hunters

No. 34092 was not the best Bulleid in the scrapyards by a long way. It was an early withdrawal at the end of 1964 with well-worn tyres, and had been denied another heavy overhaul.

The decision to buy it was however obvious to Richard – it was complete with a tender, and its inside connecting rod was rammed through the firebox in such a fashion there was no easy way of it being removed by spares hunters. Sadly, other expensive items such as the injectors, back-end fittings and big-end brasses were nowhere to be seen.

No. 34092 arrived at Haworth in 1971 and took eight years to get into steam again. Now back in use after another overhaul, it has been running since 2015 at the East Lancashire Railway, which is interested in buying it.

A 1972 magazine article on two British-built 'WD' 2-8-0s in store in Sweden caught the eye of Richard and his friends.

Immediate contact was made with Statens Jarnvagar (Swedish Railways), and when Richard learned both were available, he was soon on a plane from Hamburg. He was joined by ex-Sowerby Bridge shedmaster Mike Goodall, who sailed from Immingham and found he was prone to mal de mer (sea sickness).

Following their inspection at Mellansjö, in Sweden's remote northern forests, Vulcan Foundry-built No. 1931 was selected over North British No. 1930 because of its marginally better condition.

It ran in Swedish guise on the KWVR with its shortened tender and modified cab fittings from 1976 when a heavy overhaul and the chance discovery of an authentic eight-wheeled 'WD' tender frame in the Netherlands was good enough excuse to modify it to BR condition as No. 90733.

Richard's verdict? "I'm more than happy with what's been done. It's unique. It takes me back to my youth whenever I see it."

Richard joined the fledgling KWVR in 1964, and relates with some amusement that only waiting for the Light Railway Order paperwork to be printed prevented it from opening earlier.

### Co-operative

HM Railway Chief Inspector Railways Col J R H Robertson had paid his statutory visit, and threw a bag of flour out of a carriage window to check the brakes. In true 'Titfield Thunderbolt' style, he almost casually remarked it was OK to go ahead.

Richard was KWVR operating company chairman for many years, but could be seen anywhere on the line in suit or overalls.

Upon reaching the age of 60, in 1996, he decided to step down to let younger people come through. Two years later, to the pleasure of his devoted wife Elizabeth, Richard was honoured with an MBE from HM The Queen. The monarch quietly admitted to him she had seen the film *The Railway Children*, filmed at the KWVR back in 1970.

Richard succinctly sums up his KWVR



career: “The railway is everything I dreamed it would be.

“For 40 years, the Worth Valley was more than just individuals... a dedicated band of members, many of whom seemed to regard Haworth as a second home.

“The organisation was more akin to a co-operative, because every working member had a say and could attend meetings. There was the society with its own chairman, the operating company responsible to the Railway Inspectorate, and with another separate chairman.

“The everyday running of the railway was the joint responsibility of the society and company, and then there were numerous sub-committees, such as finance, loco, carriage and wagon. All these group’s chairmen and secretaries had come up through the ranks, and were working members.

“Whilst the society owned most of the shares in the operating company, many working members took out £100 worth, which would be valued at more than £3,000 in today’s money.

“This investment was necessary to show the company had sufficient capital to operate a safe railway.”



**A clue to the superior mechanical condition of ‘Black Five’ No. 44871 at Bolton shed on June 27, 1968 is the lack of lining out, indicating a recent works overhaul. It double-headed part of BR’s farewell ‘Fifteen Guinea Special’ on August 11, 1968, and is now a regular on the main line. RICHARD GREENWOOD**

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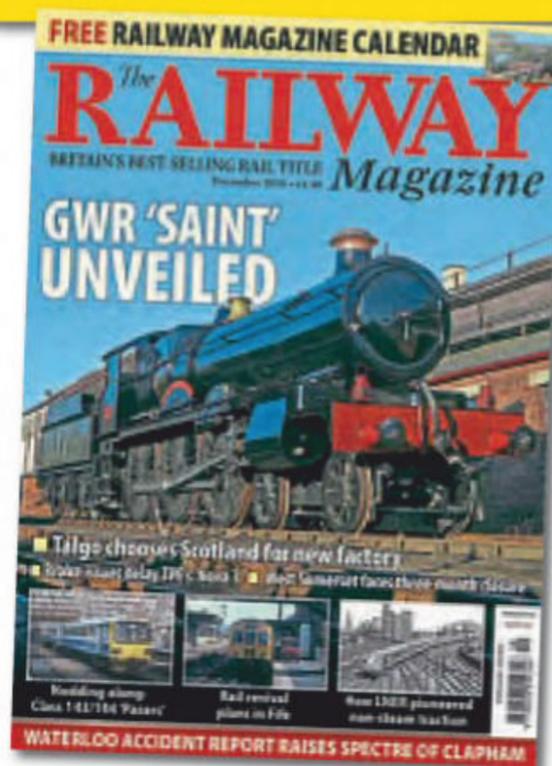
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Gresley Society-owned N2 0-6-2T No. 1744 is perfectly matched with the 'quad art' carriage set as it passes Sheringham golf course on November 21 during a Time Line Events photo charter. DAVID CABLE

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# SHIREBROOK DIESEL DEPOT

**Robin Stewart-Smith** remembers the busy Nottinghamshire motive power depot which, in its heyday, provided locos for many coal trains emanating from local collieries.

SHIREBROOK Diesel Depot officially opened in June 1965 as a new-build 'running shed' resulting from the BR's Modernisation Plans.

It was ideally placed to service the diesel locomotive fleet that worked the huge amount of local colliery traffic generated by the North Nottinghamshire coalfield. Prior to building the depot, new diesels were allocated to nearby Langwith Junction steam shed (41J).

As early as May 14, 1961, four diesel shunter locomotives were based at the steam shed, and by July 1962 a small number of Type 2 locos were also present.

Eastern Region plans to convert the steam shed to service the new diesels by late-1962 were not fulfilled. A temporary solution was for diesels to use the old carriage shed at Langwith Junction and refuel from adjacent oil tanker wagons. However, servicing the new diesels in the filthy conditions prevalent in a steam shed proved unsatisfactory.

It was decided to convert the redundant Midland Railway goods shed and yard at Shirebrook West station, on the line from Mansfield to Worksop, into a temporary servicing and refuelling point. The goods shed was south of the station and on the east

side of the line. A number of diesel shunters and Type 2 locomotives were transferred here from Langwith Junction, but the single-road goods shed was very limited in capacity and only one loco could be accommodated in the shed at a time. Both a servicing pit and high-level staging were needed to facilitate access by fitters. As at the nearby steam shed, refuelling was from tanker wagons in the goods yard. Crews continued to sign on at Langwith Junction shed and Shirebrook West depot used the Langwith Junction shed code 41J.

By the end of 1963, Type 2 locos were supplemented by the much more powerful Type 4 (Class 47) locos. Though they were allocated to Tinsley, they were out-stationed at Shirebrook West to handle the heavier MGR (merry-go-round) coal traffic. It became clear to BR a purpose-built servicing and refuelling facility was urgently needed at Shirebrook.

During 1962/3, the Brush/BR Prototype No. D0280 *Falcon* spent time working coal trains while stationed at Shirebrook West – clocking up more than 30,000 miles on these duties. A surviving photograph of *Falcon* at Shirebrook taken in October 1962 shows how limited the diesel servicing facilities were.

## The New Diesel Depot

A decision was made by Eastern Region to build a new depot at Shirebrook West to replace both the temporary goods shed servicing arrangements and Langwith Junction steam shed. The old MR goods shed was demolished and a new ER-style steel and glass two-road running shed (171ft long) was built on the site of the goods yard. The new shed



A midweek view of the depot in April 1988 with all locos out working merry-go-round coal trains, leaving a solitary Class 08 on shed. ROBIN STEWART-SMITH

Lined up and ready to go in front of Shirebrook depot in September 1990 are seven Class 58 locos, with (from left to right) Nos. 58022/028/016/044 and 58035. COLOUR-RAIL



Above: Inside Shirebrook depot on May 3, 1981, are two Class 08s and two Class 56s, including No. 56087. COLOUR-RAIL

Right: Prototype loco D0280 *Falcon* spent its early years based at Shirebrook and working coal trains. On October 14, 1962, it is in the company of Brush Type 2 No. D5843, itself not six months old. COLOUR-RAIL



could accommodate four large locos and a couple of shunters at the same time. Many more locomotives could be stabled in the yard to the south of the running shed.

In October 1964, Shirebrook West station closed – along with all the other stations along the old Nottingham to Worksop line. Henceforth this route would be used mainly for freight traffic.

The new shed officially opened on June 14, 1965. All the Shirebrook West goods facilities were swept away with the exception of the weighbridge office, which was retained as a depot store. The construction of the new running shed was well advanced by March 1965 and diesel locos began to make use of the new facilities.

### Fresh supplies

The new depot was well equipped with workshops, full-length maintenance pits, fuel and lubricating points. Both loco steam-heating boilers and sandboxes could be refilled. Lubricating oil and 60,000 gallons of diesel fuel were stored in tanks next to the shed, with a siding nearby for bringing in fresh supplies. The south end of the running shed had two full-height roller shutter doors, and the extensive staff and office accommodation block was built at the north end of the shed in an integral two-storey building. All the normal running shed facilities were provided at Shirebrook.

When the nearby Langwith Junction shed closed on February 6, 1966 the staff were transferred to Shirebrook, which became the signing-on point for more than 200 footplate crew.

During its 31-year existence a wide variety of diesel classes used the depot, including 08, 10, 20, 31, 37, 47, 56 and 58.

The only diesels actually allocated to Shirebrook were the diesel shunters. There were 13 shunters at the depot in the late-1960s, but by January 1987 this had been reduced to three. Thereafter this allocation ended and Shirebrook effectively became solely a servicing and stabling point.

Many Class 47 locomotives delivered new to Tinsley Depot between September 1965 and July 1966 were initially out-based at Shirebrook for MGR duties, though a number had migrated to Stratford Depot



by the late-1960s. On February 20, 1966 nine Type 4 locomotives were to be found at Shirebrook Depot.

The unique Hawker Siddeley/Brush prototype HS4000 *Kestrel* arrived at Shirebrook (though based at Tinsley) for heavy-haulage duties on coal trains in May 1968. It saw considerable use on MGR workings to Whitemoor marshalling yard – covering 26,000 miles while based at the depot. The most powerful single-engined diesel loco in the world, it set a BR record on August 7, 1968 for hauling a train of 2,028 tons between Mansfield and Lincoln over

the old LD & ECR – at the time the heaviest train to have been operated on the national network. *Kestrel* left Shirebrook in April 1971 and was later exported to Russia via Cardiff Docks. (RM July and Aug 2017)

In 1973/4 the TOPS system was introduced across the BR network and Shirebrook ceased to be 41J and gained the new code SB. This lasted right through to the depot closure.

### Relieve congestion

The Warsop Colliery branch ran right beside Shirebrook West goods yard and had been lifted during the construction of the depot. It was reinstated in July 1976, helping to relieve congestion in the yard at weekends and provide valuable stabling on the east side of the running shed for locomotives.

BR Class 56 locomotives entered service in early 1977 in the Shirebrook area – initially used in pairs because of reliability concerns. By September that year most Class 56 workings were centred on Shirebrook for the MGR coal trains that served the numerous local collieries and the Trent Valley power stations. The CEGB power stations at West Burton, Cottam and Ratcliffe were regular destinations, together with High Marnham power station, to the east of Tuxford.

Gradually the Class 56 locomotives displaced the Class 47s on colliery traffic.

Shirebrook normally only carried out day-to-day locomotive re-fuelling and servicing and 'A' examinations. The heavier examinations and servicing were usually carried out at Tinsley, and later Toton Traction Maintenance Depots.

During 1983-1987, the 50-strong BREL Doncaster-built Class 58 fleet was introduced – the first few arriving from Toton at Shirebrook ▶

# AROUND THE DEPOTS



A view from the road bridge of locos outside the depot on July 26, 1977, with Nos. 56009, 56016, 47313, 47525 and 56021. COLOUR-RAIL



Looking north Class 58 No. 58016 passes Shirebrook Junction on April 4, 1990 and approaches the depot with empty MGR wagons from Cottam PS-Sherwood Colliery. The line on the left serves the W H Davis wagon factory. ROBIN STEWART-SMITH



Class 20 Nos. 20104 and 20190 work empty diesel fuel wagons from the depot to Shirebrook sidings for collection on October 25, 1990. ROBIN STEWART-SMITH

in September 1985. As early as 1986 the local MGR coal duties were mostly handled by these locos and they were, together with the Class 56 locos, regular performers at the depot. However, Class 37 and Class 20 locos could still be seen on occasions.

Following the miners' strike in 1984, colliery closures accelerated throughout the late-1980s and 1990s and the industry was decimated. Inevitably the local MGR colliery traffic declined rapidly and Shirebrook TMD faced a very bleak future. Often visiting rail enthusiasts would find the depot empty or with just a couple of locos present. Prior to the miners' strike there were usually upwards of 30 locomotives stabled at Shirebrook, but after 1984 numbers decreased steadily.

## 'Glory day'

A solitary 'glory day' came on June 7, 1987 when Shirebrook Diesel Depot shared a joint open day with Worksop Depot. Numerous celebrity locomotives were exhibited at both depots, with Shirebrook hosting LNER 'A4' No. 4498 *Sir Nigel Gresley*, 'Deltic' No. 55016 *Gordon Highlander* and 'Peak' No. 45060 *Sherwood Forester*. There was a DMU shuttle service between Worksop station and temporary platforms erected at the closed Shirebrook West station, next to the depot.

Coinciding with the severe decline in colliery traffic plans were gathering pace to reopen the line from Nottingham via Mansfield and Shirebrook to Worksop (Robin Hood Line) to passenger traffic. Declining coal traffic made this a very realistic prospect.

Increasing coal imports for power stations through Immingham Docks meant a new train crew depot at Worksop was more convenient for changed traffic requirements, too. The new depot, which did not include a running shed, opened on February 11, 1991.

Footplate crews from Shirebrook transferred to Worksop, stabling at Shirebrook ceased and locos only visited the depot for 'A' examinations and refuelling. A visit to Shirebrook on May 3, 1992 found a pair of Class 56s and five Class 58 locos on the depot – however, on the same day, Worksop Depot had 19 locomotives stabled, including no fewer than 14 from Class 58.

The end came in 1996 when EWS announced a reduction in the number of depots the company needed, and given the terminal decline in colliery traffic Shirebrook was redundant, with closure fixed for September 28, 1996.

## Postlude

The closure of Shirebrook Station signalbox, which controlled access to the depot and was located opposite the north end of the depot yard, followed in June 1997 when Railtrack announced plans to significantly reduce numbers of manual signalboxes by 1999.

The reopening of the Robin Hood Line from Nottingham right through to Worksop on May 25, 1998 saw Shirebrook West station reopened as Shirebrook.

Shirebrook's last link with mining was cut, when in July 2015, Thoresby Colliery closed, the last deep mine in north Nottinghamshire, but by then Shirebrook Diesel Depot was no more than a memory.

Today, the depot building survives in



**Above: Shirebrook looking south with Stanier '8F' 2-8-0 No. 48214 passing a new Brush Type 4 outside the goods shed. The new diesel depot was constructed just left of the goods shed. CREDIT: STEPHEN GODMAN/CHRIS BOOTH COLLECTION**

derelict condition, but in non-rail use, and is fenced off with all rail connection lifted and vegetation beginning to take over. The yard is filled with numerous stacked containers.

Ironically, the 1991 Worksop Depot building which replaced Shirebrook is also disused and fenced off. The associated sidings to the north and south of the running lines are filled with rows of stored EWS coal hopper wagons.

■ Thanks are due to John Henley, of Rotherham, who kept such detailed records of locomotives observed at Shirebrook TMD from 1975-1992.

**Right: At rest inside the depot is Class 58 No. 58028 Shirebrook on August 25, 1986. ROBIN STEWART-SMITH**



## DIESEL LOCOMOTIVES NOTED AT SHIREBROOK 1975-1992

### April 5, 1975

08008/022/197/263/285/287/429/523/  
537/869/889  
20007/054/058/065/132/204/212/214  
25024/091/101/108  
37129/133/226  
47173/282/291/294/295/303/304/307/  
316/380  
**Total: 36 locomotives**

### July 25, 1976

08008/128/197/255/285/287/429/459/  
560/782/869  
20059/127  
31250/299/307  
37092  
47181/276/294/380  
**Total: 21 locomotives**

### June 6, 1977

08197/214/263/287/523/560/782/889  
20003/025/032/059  
31302  
37111/123/209  
47174/176/275/285/307/314

56002/004/005/006/015/016

**Total: 28 locomotives**

### February 26, 1978

08075/128/197/285/287/867/869  
20060/092/098/132  
31116/147/235/276  
37112/134/137/209  
47174/176/181/307  
56002/004/005/006/016/017/020/023/  
024/028/029  
**Total: 34 locomotives**

### October 12, 1980

08075/214/263/560/782/867/869  
20029/034/035/059/131/209  
31270/279/300  
37135/226  
47307  
56001/004/006/007/011/012/016/076/  
077/079/080/081/082  
**Total: 31 locomotives**

### February 20, 1981

08075/180/285/560/867/869  
20028/046/060

31214/227/246/279/311  
37064/094/105/136  
56002/013/015/018/046/077/078/079/081  
/083/084/085/086/ 087/ 089 (15)  
**Total: 33 locomotives**

### July 15, 1982

08214/255/260/263/266/429  
20004/008/060/095/098  
31141/147/250  
37132/136/143/245  
56001/003/008/009/011/036/083/084/  
085/086/087/090/096/099/106  
**Total: 34 locomotives**

### March 30, 1985

08266/485  
20069/146  
37106/169/246  
56004/017/027/030/073/074/077/096/  
100/103/104/122/123/125/126/135  
**Total: 23 locomotives**

### August 24, 1986

08285/729  
20030/043/089/112/164/165

56006/012/026/029/075/089/102/104/  
106/107/108/119  
58015/022/028/032/037/039  
**Total: 26 locomotives**

### May 2, 1988

08285  
20142/151/158/210  
56002/007/015/021/078/087/116  
58001/008/010/020/024/026/033/034  
**Total: 20 locomotives**

### May 7, 1989

37139  
56006/014/023/024  
58021/029/031/048  
**Total: 9 locomotives**

### October 21, 1990

56018/023  
58016/026/029/030/038/039/046/047/048  
**Total: 11 locomotives**

### May 3, 1992

56018/023  
58026/028/029/034/041  
**Total: 7 locomotives**



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# Railway Relics



There's plenty of character in the Grade II-listed facade of Hatch End station, completed in 1911 and designed by Gerald Horsley. ALL: STEVE RYSZKA

**Steve Ryszka** presents another selection of railway architecture images showing erstwhile railway company names, crests and signs, which still provide a reminder of the halcyon days of railways.



Left: The Caledonian Railway shield and completion date above a window at Wemyss Bay station, arguably one of Scotland's finest, with the glass and iron canopies above the platforms.



Right: High above the collonaded frontage of Huddersfield station is this Lancashire & Yorkshire Railway crest, now looking a little weathered.



Memories of the Syston & Peterborough Railway live on with this weather vane on a tower at the east end of the stone-built station at Stamford.

Right: All that remains of the former train shed at Buxton station is this 19th century LNWR fan window. An identical fan window was included in the design of the adjacent Midland Railway station, both the work of the same architect.



A remarkable survivor is the BR Eastern Region blue enamel sign at Lowestoft Central.

# SIGNS OF THE TIMES



Highland Railway character is depicted in this symbol above a former window at Brora station. The buildings at the unmanned station are now out of use.



In need of a repaint is Brighton station clock with 'LBSCR' above the dial.



This Southern Railway crest can be found above the concourse at Ramsgate station. The station was completed in 1926.



Many examples of Great Eastern Railway crests can be found on the ironwork around Liverpool Street station, London.



Above the Margate station concourse is this South Eastern Railway clock, flanked by ornate cherubs.



A nice combination of old and new at Handforth station, between Crewe and Manchester.



With its North British Railway heritage, the booking hall area at Edinburgh Waverley station provides a pleasant seated area under a splendid domed glazed centrepiece. On one of the walls is a plaque to commemorate the birth of Sir Nigel Gresley in the city.



Kettering station only received its Grade II-listed status four years ago. The main buildings date from 1898 and is one of many stations and hotels designed by Charles Trubshaw for the Midland Railway.

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Looking to Camden Road station on the proposed 'Highline'. CAMDEN HIGHLINE

Inset: Camden Road station visualisation, showing Oyster ticket gates to Camden Road's eastbound platform. CAMDEN HIGHLINE

# 'Highline' for London?

After the success of New York's 'High Line' project, which converted a disused railway into a hugely popular pedestrian walkway, **Keith Fender** looks at plans to bring a similar project to London.

**N**EW York was by no means the first city to develop a linear urban park based on an old railway line. Paris has that accolade (see panel), but the New York High Line has become a major tourist attraction in a short period of time, and has inspired similar projects all around the world. The 500-metre-long Sydney 'Goods Line' project, which opened in August 2015, also took inspiration from the longer

1.45-mile-long New York High Line.

The New York High Line was built from the 1920s by the New York Central Railroad to replace a street-level route that ran along Manhattan's 10th Avenue on the city's West Side, then home to wharves and warehouses and the city's main meat processing industry, which exported around the world from the nearby docks. The street-level railway was busy, but accidents between trains and people were

so common (more than 540 people had been killed by trains by 1910 alone). So in 1924 the city authorities required the New York Central to put the railway on elevated viaducts above the streets. Other cities, notably Chicago, had taken similar steps earlier in the century and seen accident rates decline.

## West Side

The West Side Elevated Line as it was officially known first opened in 1933, but everyone called it the High Line as it was high above the streets. The new line replaced 105 level crossings, and even went through some buildings, plus had sidings to serve factories. It was soon being used to transport millions of tons of meat, cereal and other food stuffs to processing plants on the West Side. Its decline started in the 1960s as larger trucks and improved road links meant traffic switched to road. Many of the factories and meat packing plants closed, moving to the suburbs.

By the early-1980s the line was no longer used by trains. Some parts were demolished in the 80s and early-90s, and some local people called for the remainder to be demolished. Mayor Rudy Giuliani actually authorised full demolition in 2001 despite (or perhaps because of) what was then a mounting public campaign to retain the old railway and turn it into an urban park. Friends of the High Line charity was founded in the late-1990s. They campaigned to prevent demolition, and ran a competition to suggest ways the new park could



A visualisation of the 'Highline' at Camden Road Bridge. CAMDEN HIGHLINE



**Above:** One of a number of images on display on the New York High Line shows it in its heyday with New York Central Alco 'RS-3' No. 8350 against the skyscraper backdrop of the 1950s. KEITH FENDER



**Right:** New York High Line – disused track beside the new walkway on May 2016. KEITH FENDER

**Left:** The Empire State Building as seen from one section of the High Line walkway. KEITH FENDER



be used. By 2004 the 'Friends' had gained support from new mayor Michael Bloomberg, and planning approval for the conversion was granted. In 2005 railroad CSX Transportation, which owned the line and its structures, gave it to the city of New York, and in April 2006 construction work began, paid for by donations raised from the public.

The High Line opened to the public in 2009 and has since been extended to its current 1.45mile length. It features cafes and formally planted sections of gardens, along with other parts which retain the old track but have been left more to nature. At the northern end the walkway goes around the low-level Hudson Yards stabling sidings used by the Long Island Railroad, just west of Penn Station. This section only opened in 2014, and the view will change a lot in coming years as major development is planned above the rail yards currently open to the air.

The High Line is maintained and operated by the Friends of the High Line charity in partnership with the city's parks department. As well as offering walking routes above the traffic through more than 500 species of plants and trees, the park hosts free art events and cultural festivals, and has quickly become one of the most visited attractions in one of the most popular cities in the world.

The suggestion London should have a 'High Line' was first made around 10 years ago, and many possible options have been discussed online and in London newspapers since. In



**The High Line, close to Penn station, with Hudson stabling yards used for Long Island Rail Road stock. Current plans are to build above the yards, meaning this view will disappear. KEITH FENDER**

2012 a competition was held, backed by then mayor Boris Johnson, to select the best option for London.

## Crowdfunding

Some of the previous proposals suffered from the fact they were proposing use of infrastructure still in use – but the winner, rather bizarrely, was a proposal to turn part of the old Mail Rail tunnel under Oxford Street into a pedestrian route!

The local business improvement district Camden Town Unlimited had identified the

Highline idea around a decade ago, and in 2008 repainted the Camden Road (A503) overbridge, owned by Network Rail, to raise awareness of the Highline concept.

This would utilise the space north of the current North London Line (NLL), formerly used for 1.2km of double track freight lines between Camden Road station and York Way (the site of the former Maiden Lane North London Railway station, which closed a century ago in 1917).

In 2014 a series of 'pop up' art

# NEW USES FOR OLD LINES

installations, looking at how such a project might work, were sponsored, but it wasn't until 2016, when following analysis of 12 potential London High Lines by blogger Oliver O'Brien (who is also a geographer at University College London), the Camden scheme was identified as the best on a range of criteria, and Camden Town Unlimited started to pursue the idea seriously.

Talking to Adam Richards from Camden Town Unlimited earlier this summer it is clear the 'idea' has now developed into a serious proposition with a separate charity established to spearhead the project.

In mid-2017 London Mayor Sadiq Khan contributed £2,500 to the crowdfunding appeal which raised £64,000 to fund an initial feasibility study. A group of supporters known as the Friends of Camden Highline has been established, and events to keep them updated with progress are held regularly.

## Foreign tourists

Richards explains the Camden Market area is one of the most visited parts of London outside Zone 1, visited by thousands of foreign tourists each day. The Tube station is one of the busiest and has exit and entrance controls at busy times. Not far away, but currently hard to reach on foot, is the huge redevelopment area of shops, offices and restaurants around the redeveloped St Pancras and King's Cross railway lands. Many people currently use the Northern Line for this short journey, adding to the overcrowding at Camden Town tube station.

While TfL has plans to rebuild Camden Town tube station sometime in the mid-2020s anything that can help link two of northern London's leading tourist destinations – Camden Market and King's Cross St Pancras – can only help and in the process relieve the Northern Line by encouraging people to walk.

It is clear talking to Adam Richards that Camden Highline has already grabbed the attention of senior politicians from both London and national government, as well as business leaders. The companies behind the King's Cross area redevelopment and Camden Market are very supportive of the scheme. Network Rail has been working with Camden Highline and has just issued a draft lease for the currently disused land and infrastructure.

It seems the London project – though shorter than the New York one – will have a better chance of happening quickly. The initial feasibility study suggested conversion of the disused railway and renovation of the disused bridges plus access facilities, including lifts at both ends, could be done at reasonable cost.

Camden Highline would plan to raise some of this cost from donations and is open to funding from other sources such as TfL or the National Lottery, although Mr Richards stresses this is not assumed. In any case, until the detailed planning work is complete and planning permission granted it's unlikely such funding would be available. More fundraising and crowd-funding is planned to finance a design competition to finalise how the project could be delivered.

Starting from Camden Town Overground

station the route would begin west of the station, with steps and lifts to enable access next to Camden Garden Park, near Kentish Town Road. Access from the north side of Camden Road station is planned as well with an 'Oyster' ticket barrier allowing access directly from the new 'Highline' to the eastbound platform used by Overground services.

Initially, the former railway is up to 20 metres wide and heads east over three large steel bridges which cross local main roads.

## Historic alignment

An entrance for the 'Highline' is planned from Camley Street, near Camden Road East Junction, shortly before the NLL crosses the Midland Main Line. From this point the disused alignment available narrows to around three metres because from here the NLL eastwards reverts to four tracks using almost all the available historic alignment.

At the former Maiden Lane station site, which will be the eastern end of the new 'Highline', there will be more access stairs and lifts. Remnants of the old station building are visible at street level despite being shut for a century.

The now disused northern pair of tracks between Camden Road station and the former Maiden Lane North London Railway station were opened in 1871 as part of a four-track route from Camden Road to Kingsland (now Dalston Kingsland). This had been freight only since the fourth rail 630v DC electrification of the southernmost pair of tracks by the LNWR in 1916, which led to Maiden Lane station



An aerial view of the Highline route at Camden Town, showing the disused railway. CAMDEN HIGHLINE



**Camden Road bridge for a future 'Highline'**  
KEITH FENDER

closing as it only served the then steam-operated northern pair of tracks. The street entrance to the Camden Road platforms on the northern pair of tracks still exists, and will hopefully be incorporated into the planned 'Highline'.

The northern pair of tracks – the formation of which is now proposed to be the Camden Highline – were closed on October 5, 1981, because of repair needed to one of the bridges east of Camden Road. The tracks were removed in 1986 between Camden Road station and the former Maiden Lane station as part of rationalisation by BR when the line was being re-electricified at 25kV AC in the mid-80s.

This closure, by simplifying the layout at the eastern end, also assisted the construction of the new spur from the NLL serving HS1 and St Pancras International, which has been little used since completion in 2007. Islington Borough Council is leading efforts to get a new Maiden Lane station built on the NLL to be served by London Overground trains, although there is no agreed timescale for this to happen.

The initial feasibility study undertaken from summer 2017 and financed by crowdfunding donations, shows the planned conversion "is technically possible", according to Adam Richards, although some minor structural changes will be required, with a wall or something separating the walkway from the nearby mainline railway required.

Some outline design work has been done – to give the scheme 'visuals' they can show the public – rather than, at this stage, detailed plans for what will actually be built. In terms of timescale, Mr Richards says, funding permitting, around 18 months is needed for detailed planning work and then obtaining planning permission, followed by a similar length of time for construction work.

The total costs will be dependent on the final design, but he says early costings point to around £35million to realise the project of similar specification to New York's High Line.



**The former station entrance (closed 1917) and future 'Highline' entrance at Camden Road.** KEITH FENDER

Physical works will include converting the trackbed to a pedestrian walkway plus other areas such as building access stairs and lifts.

### Funding

The initial feasibility study suggested the project could be worth up to £220m in economic benefits, such as increased business for local traders and restaurants. Where the project funding will come from is still to be confirmed.

TfL, Network Rail and local councils may be supportive, although they are not expected to fund it, but may contribute. A bid for Heritage Lottery funding is likely, although this cannot be done until planning permission

is obtained. The New York High Line was largely funded by public donations, and ongoing operating costs are largely funded by members, with volunteering on hand to assist visitors.

Camden is trying to use a similar approach and has set up the Friends of Camden Highline for supporters to both contribute towards the initial capital costs of the project, but also the on-going running costs into the future. Supporters can gain exclusive access to events staged to promote the project.

■ Thanks to the Camden Highline for their help with this feature (see [www.camdenhighline.com](http://www.camdenhighline.com)) and the Branch Line Society for assisting with the history of the line.

# Sustrans and Rails to Trails - the UK and US experience

THE idea of converting disused railways to footpaths or cycle paths is not a new one. In London, the Parkland Walk from Finsbury Park to Alexandra Palace follows the route of the former GNR Alexandra Palace branch, which was completely closed by 1970 and converted to a footpath in 1984.

While the New York High Line is well known, the first major former elevated railway to be converted to a linear park for pedestrians was in Paris, where the 4.7-km-long Promenade Plantée opened in 1993. It is built on the former trackbed of the line serving the old Paris Bastille terminus, which closed in 1969.

The Sustrans initiative that started in Bristol in the late-1970s led to the conversion of many sections of disused railways to cycle paths, starting with part of the old Midland Railway between Bath Green Park and Bristol in 1978, and soon expanded nationwide.

In 1995, Sustrans founded the National Cycle Network, which has grown to 14,000 miles of routes, around a third of which are dedicated routes, some being former railway lines.

### New paths

At least one disused line that had been converted to a Sustrans route has reopened as a railway as Network Rail took over ownership of the path on the former Airdrie to Bathgate route in July 2008, closing the cycle path three months later to rebuild the railway, which reopened to trains on December 12, 2010. Once complete, a new high-quality replacement path was built by Network Rail, mostly alongside the railway between Plains and Bathgate. Similar new paths have been built alongside the reopened Borders Railway to Tweedbank.

At the time of rail Privatisation a new charitable company – Railway Paths Limited – was created to take over a large portfolio of disused railway



The 'walkway' provides views of the rail lines on each side of the Hudson. Looking to the west side, a pair of CSX locos head south on a freight. KEITH FENDER

routes, including more than 700 bridges, tunnels and viaducts, from the BRB. It then develops in partnership with Sustrans, or disposes of the land for redevelopment if no use as cycle/foot paths is possible.

Railway Paths Limited has assisted Sustrans in obtaining land for the National Cycle Network and other projects. Many former railway structures, for example Larpool Viaduct, at Whitby, Conisbrough Viaduct, near Doncaster, and the former Portpatrick Railway Big Water of Fleet Viaduct, in Dumfries & Galloway, have been converted by Sustrans or local authorities into walking and cycling routes, using grants from a variety of sources.

In the USA there is a national programme – Rails to Trails – to support conversion of disused railways into cycle/footpaths run by charity Rails-to-Trails Conservancy, which is funded by its 80,000 members.

Federal rail reform legislation in the 1970s allowed for retention of disused railways for re-use as cycle and walking trails, and potentially for reopening to rail operations.

While the New York High Line in Manhattan is probably the most famous, one of the most impressive former railways converted to a trail is The Walkway over the Hudson. This trail is around 75 miles north of New York City, and uses the former Poughkeepsie-Highland Railroad Bridge in Poughkeepsie, dating from 1889, which closed to

freight traffic after a fire in 1974. It reopened in 2009 following renovation as a pedestrian route across the Hudson, the deck being 65 metres above the river.

The walkway, on what is now the world's oldest steel cantilever bridge, can be very windy, being high above the river. However, it offers great views for rail enthusiasts of the railway lines on both sides of the Hudson, with Amtrak and Metro North passenger trains on the eastern side, and CSX freights on the west bank.

### Trail developers

Like New York, Chicago also required railroads to move above the streets in the early-19th century, and a 4.3km section of line in the north-west of the city opened as the new Bloomingdale Trail in 2015. It is now owned by the city.

There have been a number of instances in the USA where the trail developers have wanted to convert railways that have not actually closed – or those which heritage railways are planning to reopen, and some have been reported in our World Track Record pages.

In recent years at least one heritage line in upstate New York was closed to make way for a trail, while recently, on the Pacific coast of Oregon, a deal has been agreed to accommodate both a bike trail and the heritage railway used by the Oregon Coastal Scenic railroad. ■

Roughly 80 miles north of New York, is the Walkway over the Hudson. This double-track steel cantilever bridge spans the Hudson River between Poughkeepsie on the east bank and Highland on the west bank. It was completed on January 1, 1889, and formed part of the Maybrook Railroad Line of the New Haven Railroad. It was taken out of service in May 1974 after fire damage, and reopened on October 3, 2009 as a pedestrian walkway, part of the new Walkway over the Hudson' historic park. It is the oldest surviving steel cantilever bridge in the world, pre-dating Scotland's Forth Bridge by 14 months. Inset: 13 The bridge plaque. KEITH FENDER



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# Retaining heritage skills for the future

The third feature in our series about Severn Valley Railway apprentices focuses on **Ryan Parsons**, who is building a new boiler for an Isle of Man loco.



**Above:** Ryan Parsons next to BR Riddles '4MT' No. 75069. It was built in 1955 at Swindon works and came to the Severn Valley Railway in 1973 from Barry scrapyard. Once restored it steamed between 1984 and 1994 and is nearing the end of a long restoration.

**Left:** Ryan working on the Isle of Man Railway new-build boiler.

**I**N THE Severn Valley Railway's (SVR) boiler shop at Bridgnorth, improver boilersmith Ryan Parsons is tackling a new-build boiler.

An improver grade is the first level for qualified employees after completing an apprenticeship, and as a new graduate from the railway's Heritage Skills Training Academy, Ryan is very proud to be carrying out this key project, part of a large-scale external contract the SVR is undertaking.

"This is one of five new-build boilers we're providing for the Isle of Man Railway (IoMR). It's an important contract for us, and is bringing in a lot of revenue for the SVR. Right now, I'm marking out fusible plug holes for the pre-tapped bushes and drilling and reaming girder holes for the bolts which fit into the girder itself. With the girder holes and stay holes to mark out and drill, I reckon there'll be about 300 in all.

"During the first part of my apprenticeship, I rotated around the different departments at the railway, including a six-month stint in the boiler shop. So, when I came to specialise in boiler work, I knew quite a bit about what I

was doing. In the early days here, I worked on stripping apart another IoMR boiler for No. 15 *Caledonia*, and a year later was putting it back together again."

Ryan continued: "Back then, I regularly attended Heart of Worcester College, so that I could gain formal engineering qualifications alongside my on-the-job training at the railway. Of course, at college, studying alongside mainstream engineering students, I was working with metric measurements. At the railway, of course, we still use the imperial system, and I quickly learnt to switch my brain between the two without a problem.

"I'm especially proud to have been involved with the ongoing project to restore No. 75069, and I spent the best part of a year working on the boiler of this loco. To be honest, having seen it through from start to finish, I feel very attached to it.

"When we lit the first fire for 24 years in the fire box, that really was something. I'm 24 years old, and hadn't even been born the last time this loco was in steam. That sets the whole thing in context for me. I think that I made a good job of my work on No. 75069's boiler, and that

led to me getting this Isle of Man new-build all to myself. At this stage in my work career, that feels very rewarding."

He added: "There's still plenty to do on No. 75069, including fitting out the cab controls and completing the new pipework. Around this, the guys are fettling up the paintwork. We'll need to do steam tests and running-in trips before it can go back into service, and start earning us some revenue.

"What we do here is totally different to engineering in the mainstream world. Nowadays, things don't take a year to put back together. With what we do, it's got to be very precise, you need to have real patience. There can be one snag after another, and you have to stick with it until it all comes together. It's very old school, which to me, is awesome. It's frustrating, it's hard, but when you see the finished product, all of that disappears.

"Now I'm an improver, I definitely have more of a say in what I'm doing, and I'm adding in my ideas, and getting involved in training others. I'm passing on my skills to our new apprentices and volunteers. It feels good to be able to do that." ■ *As told to Lesley Carr*

The SVR Charitable Trust is the prime funder of the Heritage Skills Training Academy. Mortons Media Group, publisher of *The Railway Magazine* and its sister titles *Rail Express* and *Heritage Railway*, is sponsoring the academy. If you wish to donate and support future heritage engineer training, go to website: [svrtrust.org.uk](http://svrtrust.org.uk)

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## ★ STAR LETTER

# Was a conflict of interest the reason for British Rails's early reluctance to adopt diesel traction?

I REALLY enjoyed Bob Gwynne's article in the December 2018 issue on the reluctance of British Railways in the early years after Nationalisation to continue the development of diesel traction pioneered by the private railway companies.

One key insight Bob omitted, which is an important factor in BR's reluctance to abandon steam, was the conflict of interest that lay at the heart of the nationalised railway because BR (the customer) owned its main steam locomotive suppliers (the railway workshops, such as Crewe and Doncaster).

At a time of rapid technological change in rail traction this slowed the inevitable adoption of diesel.

The state-controlled BR was under political pressure to keep the workshops busy doing what they did best – building steam locomotives.

This deprived the railways of badly needed diesel locomotives and railcars which could have slashed the cost of running services and halt the loss of traffic to roads.

**Following the construction for the LMS of diesel Nos. 10000 and 10001, OVS Bulleid-designed diesel mechanical 0-6-0 No. 11001, which was built at Ashford in 1949, surviving for 10 years. On June 23, 1951, it is near Norwood Junction with a trip working. This was Brian Morrison's first published photograph in RM August 1951.**

The private US railroads did not own their steam locomotive suppliers (Lima, Baldwin and Alco) so they quickly switched locomotive orders to diesel suppliers, particularly GM's Electro Motive Division.

By 1948, volume steam construction in the USA had effectively ceased, and the first Class 1 railroad (Gulf Mobile & Ohio) eliminated steam by October 1949. While this was happening, BR carried on wastefully building obsolete steam locomotives (around 3,000), but at least it kept the workshops busy and politicians happy.

The result was the UK's embryonic diesel locomotive and railcar industry was starved of domestic orders and rail



lines which closed might have been saved had low-cost diesels had been used.

If the railways had remained private after 1948, I am confident the overwhelming pressure to cut costs

would have resulted in the rapid adoption of diesel traction. It is a salutary reminder from history of the dangers of state control of industry.

Robert Hope  
Sunderland

## Nail-biting wait after Clapham crash

YOUR editorial in the December issue of *The RM* reminded me of the events of 30 years ago.

A little after seven o'clock, on our third wedding anniversary, my wife set off on her daily commute from Haslemere to Waterloo. A newscast an hour or so later alerted me to the collision at Clapham.

It didn't take me long to realise her train would have been somewhere near at the time of the crash, travelling on the same track.

I phoned her office a little after nine to be told she had not yet arrived.

A nail-biting wait ensued.

Happily, this ended with her calling me a couple of hours later.

The platforms at Waterloo were occupied by trains unable to depart to the South, and after a long wait on the approach they had finally drawn forward to Vauxhall, where passengers left the train to travel onward by whatever means were available.

I guess her train was one of the last, maybe the very last, trains past signal WF138 before the collision.

The railway did manage to get her home that evening via a circuitous route.

While we counted our blessings, our anniversary celebration was put on hold for another day.

Chris Rees  
Alderney

✉ It must have been a great relief to get that call, Mr Rees. As we know, Clapham happened in an age when mobile communications were in their infancy and messages were not as easy and quick to pass on as they are today – Ed.

## No easy path for proposed Scottish reopenings

THE feature in the December issue is a reasonable *résumé* of the aspirations and hopes of those who advocate restoration of passenger train services between St Andrews and Leuchars and that part of the Fife coast line between what is collectively known as Levenmouth and Thornton.

As stated, closures came about in the 1960s as part of the Beeching cuts and subsequent proposals, but also owe to an extent the opening of the Forth road bridge in 1964 and the Tay road bridge two years later in 1966.

This also concerned the closure of the Kinross route, further hastened by the wish to have a motorway take its place.

There was a mindset at that time within the Scottish BR hierarchy that the railway presence in Fife could be reduced, with the main line remaining between the estuarial rail bridges, retaining what is now the Fife circle operation for local service provision to and from Edinburgh.

Of the current reopening proposals, I wish the campaigners well but view St Andrews to Leuchars with some doubt. The present-day connective bus services are exemplary.

As for Levenmouth it most certainly stands a better chance of restoration with an intermediate station at Cameron Bridge (plus freight services for the distillery), but the current infrastructure approaching Edinburgh Waverley station would be sorely tested even to deal with one more service provision.

The call for restored passenger services between Dunfermline and Alloa extended from and to wherever has much to commend it, but would also be problematic in operation on the overall present day infrastructure.

John Macnab  
Falkirk

## Female driver recruitment

HAVING read Nick Pigott's 'Down Line' on Southeastern's initiative to recruit more female drivers, he did come across as 'Disgusted of Dorking'.

Having looked at their press release, the aim is to 'break the perception of driving trains as a male-dominated occupation' and encourage women to consider applying.

As 95.5% of their drivers are men, potential female applicants might feel like a highly visible minority? Alternatively, on Nick's apparent rationale, if 95% of their drivers are men, then men clearly make the best drivers and thinking otherwise is political correctness.

Aspiring to have a workforce that better reflects society doesn't seem that bad particularly given the male/female split in the driving grade. The phrase Nick seems to particularly object to is

'mandatory unconscious bias training for all managers.'

I was interviewed under the BR Graduate Operations Trainee scheme in 1980 by a man in a Brigade of Guards tie. Among the penetrating questions I was asked were: "Did I admire Mrs Thatcher and did I vote Tory?"; "Did my school have a cadet force?"; "Did I read the Telegraph or the Express?"; with the "If not: Why Not?"

As a Guardian reading, Liberal-voting grammar schoolboy, I answered truthfully and didn't get in. He was looking to recruit in his own image.

Might Southeastern be trying to address a similar issue?

Helena Wojtczak's 'Railwomen' (2005) is worth reading to see how the first female train crew in the late-1970s were treated – it wasn't pretty.

Peter Calvert  
By email



## 'Pacers' – Sri Lankan style

FOLLOWING on from our three-part series on 'Pacers', reader Chris Worby sent in this picture of a Sri Lankan Railway 'Pacer' which, like its English counterpart, uses bus bodies mounted on a four-wheel rail chassis.

Built by Lanka Ashok Leyland, these railcars tend to work along the east coast of Sri Lanka, usually between Batticaloa and Trincomalee. Here, vehicle Nos. 19 and 20 are seen at Galoya Junction in 2013.

## EDITORS 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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# Winter Panorama

One can almost hear the sound Carnforth-based 'Jubilee' No. 45699 *Galatea* is making as it nears Portsmouth on the climb up Copy Pit with the Railway Touring Company's 'Pennine Limited' on March 3 last year. JOHN COOPER-SMITH



The interior of Sunderland Corporation tram No. 16 looks inviting and warm as the Dick, Kerr double-deck car is caught in a blizzard at Beamish Museum on November 30, 2017. DAVID WATCHMAN

'Black Five' No. 45106 is assisted by Type 4 No. D297 on the 10.50pm London-Perth Sleeper at Carlisle Kingmoor on April 2, 1966. The train was 5½ hours late at this point because of snow. DEREK CROSS/ RM ARCHIVE



After an overnight snowfall the Severn Valley Railway's Ivatt '4MT' 2-6-0 No. 43106 works away from Northwood at Orchard Crossing on December 9, 2017. BOB GREEN



A showcase for the best in railway photography

The dying days of the 'Deltic' era on the trans-Pennine route: Type 5 No. 55009 *Alycidon* approaches Diggle Junction with the 13.05 Liverpool Lime Street-York train on December 24, 1981. DAVE RODGERS





# *Winter Panorama*





East Midlands Trans Class 222 No. 222018 passes Clay Cross with a St Pancras International to Sheffield service as the 'Beast from the East' brought snow back to the region on March 18. ROBERT FALCONER

## FROM THE RAILWAY MAGAZINE ARCHIVES

### 100 YEARS AGO JANUARY 1919

ON the occasion of their recent visit to Edinburgh, the King and Queen, accompanied by the Prince of Wales, travelled north from Euston to Barnton, on the Caledonian Railway, where the Royal train was stationed for two days.

On the day their Majesties spent driving through the capital amongst their Scottish subjects, the Royal train (London and North Western stock) arrived at Princes Street station shortly after 10 a.m., drawn by Caledonian engine No. 924, with No. 933 as pilot engine, both of the 4-4-0 type.

After the Royal party left the station the public were permitted to enter the platform enclosure to view the handsome train, which consisted of twelve vehicles, and the privilege was greatly appreciated and taken advantage of by many. The Royal party left Princes Street Station at 4 p.m. and returned to Barnton, proceeding thence south to Euston overnight.

### 50 YEARS AGO JANUARY 1969

SUBJECT to the provision of road licences for additional buses, Southern Region will withdraw passenger services from the line between Uckfield and Lewes, and close stations at Isfield and Barcombe Mills, from January 6. From the same date,



**20 YEARS AGO:** Over in Ireland, delivery is being taken of a fleet of Class 2701 two-car DMUs built by Alstom in Spain. During the period of acceptance trials by Iarnród Éireann, vehicles 2703 and 2704 are seen at IE's Inchicore Works, Dublin.  
**COLIN BOOCOCK**

with closure of the link line between Ashurst Junction and Groombridge Junction, the one train on Mondays to Fridays between Hurst Green and Tunbridge Wells West, and one train each way on Sundays, will be withdrawn.

Also from January 6, revised train services will be introduced affecting London-Oxted-East Grinstead, Hurst Green-Uckfield, and Tonbridge-Tunbridge Wells Central and Eridge services.

AFTER negotiation with British Railways Estates Department, a price of £42,500 has been agreed between the North York Moors Railway Preservation Society and BR for the whole 18 miles of right of way from Grosmont to High Mill, Pickering, giving the society 6¾ miles of track from Grosmont to Eller Beck and 11¼ miles of formation from there to Pickering. The property includes the up platform at Grosmont; six cottages at Grosmont Tunnel; Goathland Station; three cottages at Farwath; Levisham

Station, station house and two cottages, and 50 acres of land in addition to the track bed.

### 20 YEARS AGO JANUARY 1999

A SERIOUS incident was narrowly averted at Gleneagles on December 4 when the Euston-Inverness sleeper was given the right-away by the conductor while a door was open and passengers were still alighting.

A sleeper attendant quickly pulled the passenger communication equipment to stop the train, but not before it had travelled about 100 feet. Fortunately nobody was injured.

Gleneagles is an unstaffed station on a slight curve, thus neither the conductor nor driver could see the rear of the train when starting away.

THICK black smoke from the chimneys of preserved steam locomotives has long been frowned upon by former professional footplatemen – but the opponents have now been joined by the Heritage Railway Association.

The news, which will disappoint photographers and photo charter organisers, was broken to delegates at an HRA seminar in Birmingham on October 31 by operating & safety committee secretary, David Woodhouse.

"Black smoke is out!" he said. "We have to get it over to photographers that requests to drivers to make black smoke are not welcome."

## RCTS Britain's leading Railway Society – still observing after 90 years

### The RCTS: then and now

SOME things happen 'instantly' while others evolve over time, and rail services are no exception.

An example where both have occurred is the line from Birmingham Snow Hill to London, with a sharp decline in the speed and frequency of the service in the 1960s and the gradual rebirth of the route to provide serious competition to the West Coast route. The detailed reporting to be found in the *Railway Observer* charts the fall and rise of the fortunes of the route.

The Great Western had followed the slow evolutionary path through the 1900s to the point that the double-chimneyed 'Kings', which were the principal motive power on the route, were putting in good performances by the end of the 1950s on a timing of two hours from Birmingham to Paddington. With the electrification of the West Coast route underway, service frequencies from Euston decreased and journey times increased.

Passengers were encouraged to travel from Paddington to Birmingham, an express every hour with 'Western' hydraulic diesels being the primary motive power for a brief period before Brush Type 4s joined the roster.

Upon the introduction of fast

electric services from Euston, expresses to the Midlands from Paddington were cut at a stroke. In their place came much slower semi-fasts which meandered via Oxford to Banbury, and the line south via Bicester to High Wycombe became a single-line rural backwater served by occasional DMUs running not from Paddington but out of Marylebone.

The well documented decline in rail usage in the 1970s and 1980s put further emphasis on cost cutting to the extent Marylebone station was suggested for closure with the approach tunnels to be used as a route for express coaches to reach central London.

The turning point came with the establishment of Network South East in 1986, followed by Privatisation. Fortunately, a team with vision took on what was to become Chiltern Railways. Through trains to Birmingham were a starting point but, with much single track between High Wycombe and Banbury, providing a frequent service was an impossibility, so part of the plan was to gradually return the whole route to double track. Like many of the schemes it was a chicken and egg process, with perhaps the biggest egg being the faith in building an entirely new station at Warwick Parkway.



There are a number of Class 68s in Chiltern livery, with back up provided by certain DRS-liveried examples, such as No. 68008, seen here at Marylebone on November 17, having just arrived from Kidderminster five minutes early in 1hr 18min from Warwick Parkway. P CHANCELLOR/COLOUR-RAIL

At first few passengers came, but now the car park has been expanded four times and it is the busiest station on the route to Birmingham. Chiltern also broke the famine of rolling stock orders of more than 1,000 days when they invested in just four Class 168s for the route which today needs 20, but the ultimate step in passenger comfort and satisfaction has been the use of Class 68s and Mk3 stock.

When Warwick Parkway opened

there was less than an hourly service to London and it took around 1hr 45min. For much of the day there are now two trains per hour taking just over 1hr 20min from Warwick Parkway, with a working timetable running time of nearer 1hr 15min, with three stops. The *Railway Observer* has chronicled those changes and many more since 1928.

For information on the Society visit [www.rcts.org.uk](http://www.rcts.org.uk)

# TRACKRECORD

*The Railway Magazine news digest*



A GWR Prairie with a difference!  
Swindon-built 2-6-2T No. 8 blasts  
through the autumn colours at the  
Vale of Rheidol Railway during a 30472  
Charters event on November 9.  
ALISTAIR GRIEVE

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P86 WORLD P88 TRACTION & ROLLING STOCK P93 OPERATIONS

## New Toddington firm takes on Standard Mogul restoration



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Call: 01 507 529589  
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### Awards hat-trick for Bluebell signalling

THE Bluebell Railway is celebrating having scooped the Siemens Signalling Award for the third year running at the National Railway Heritage Awards (NRHA) on December 5.

The work on the signalbox and signalling at Kingscote resulted in the 'Bluebell' walking away with the award in 2016, and again in 2017, for the 'box and associated signalling at Horsted Keynes.

The 2018 award was given in recognition of the quality replacement of the ex-London, Brighton & South Coast Railway signals at Sheffield Park.

Bluebell Railway communications director Roger Garman described the hat-trick of awards as "a great acknowledgment for our hardworking S&T team led by Charles Hudson".

### Delighted

The railway has also been delighted by the response to its fundraising appeal for the fourth stage of its 'Operation Undercover' programme to try and get as many of the line's fleet of locomotives and carriages undercover.

A £250,000 Double Donations Dash appeal was launched in the late-autumn to complete the new carriage shed at Horsted Keynes for those carriages awaiting their turn in the queue for restoration.

Just weeks after the launch the appeal passed this target figure at the end of November, a full month before it closed on December 31.

FORGOTTEN Riddles '4MT' 2-6-0 No. 76077 will have its restoration completed by a brand new company based at the Gloucestershire Warwickshire Railway.

The Horwich-built Mogul has been handed over by former owner Chris Hinton to newly formed Toddington Standard Locomotive Ltd (TSL), which has been set up by Mr Hinton and other Gloucs-Warks volunteers to restore and ultimately operate the locomotive.

Work on No. 76077 finally began early last year after around three decades in store. The frames and cylinders were shot-blasted and painted at Toddington ahead of a move to Locomotive Maintenance Services at Loughborough.

The wheelsets were sent to South Devon Railway Engineering at Buckfastleigh for machining of the axle journals and crankpins.

Restoration of the loco is expected to cost around £500,000, including overhaul of the boiler, which currently remains at Toddington. However, an additional cost will be the provision of a tender, as the loco is lacking one at present.

While the loco is TSL's immediate priority, they will begin fundraising and preparatory work for the tender as restoration of the loco progresses.

The group hopes a suitable tender could be hired to run with the Mogul if the loco is completed before its tender.

Chris Irving, chairman of the new company, said: "This is a really exciting project that has



BR Standard Mogul No. 76077 traverses the diamond crossing of the St Helens and Warrington lines at Widnes, Cheshire, with the Locomotive Club of Great Britain's 'Warrington & Widnes Brakevan Raitour' on August 5, 1967. Restoration of the loco will now take place at Toddington. COLOUR-RAIL

already won the hearts of many on the railway. The dismantled locomotive has spent far too long languishing on wagons in a siding while the railway has developed and grown around it.

"It is one of the few remaining ex-Barry Scrapyard locomotives yet to return to steam, but is fairly complete in terms of components, apart from the tender.

"This is a genuine, once-in-a-lifetime opportunity to help in the quest to return a remarkable engine to steam in the glorious Cotswolds, and with every likelihood investors will quickly be able to enjoy a journey behind 'their' locomotive."

To help fund the restoration the company will shortly be offering shares in No. 76077

at £1 each, with a minimum subscription of £500.

These will be available in a lump sum or by monthly payments.

A range of shareholder benefits will be offered, including opportunities to view progress of the restoration and travel behind the locomotive when it returns to steam.

### 76077 – THE FORGOTTEN 'STANDARD'

NO. 76077 emerged from Horwich Works in December 1956 and was allocated to the Sutton Oak (8D) shed in St Helens.

It spent much of its 11-year BR career working freight services, but a few months before withdrawal it was transferred to Wigan Springs Branch (8F) depot, and was withdrawn in December 1967.

With four of its classmates it

was sold to Woodham Bros at Barry for scrap, and remained in the famous South Wales yard until bought by Chris Hinton in 1987 and taken to Toddington.

It was dismantled for restoration shortly afterwards, but little further work took place for the next 30 years.

The loco is one of four surviving members of the once 115-strong class, and the last of the quartet to be restored.

No. 76017 is based on the Mid-Hants Railway and visited the Gloucs-Warks during the line's Cotswold Festival of Steam gala in 2017. No. 76079 resides on the North Yorkshire Moors Railway and No. 76084 is active on the North Norfolk Railway. Incidentally, No. 76084 currently runs with some components borrowed from No. 76077, but these are to be returned.

## 'Terrier' and 'Schools' for Nene Valley's Southern tribute

LOCOMOTIVES designed by Stroudley, Maunsell and Bulleid will operate at the Nene Valley Railway this spring as the Peterborough line goes Southern for its March 9-10 steam gala.

The Battle of Britain Locomotive Society's resident Bulleid Pacific No. 34081 *92 Squadron* will be joined by Maunsell 'Schools' 4-4-0 No. 926 *Repton* from the North Yorkshire Moors Railway, part of a reciprocal agreement that took the 'Battle of Britain' to Yorkshire for the North Yorkshire Moors Railway's 2018 autumn gala.

Both locos will work a number of trains double-headed, which will be made up of Mk1 stock for the weekend, along with some demonstration freight workings.

Over 16s can ride behind the locomotives in the brakevans from Wansford to Yarwell and return for a £5 supplementary fare if in possession of a Day Rover ticket, or £10 without a Rover ticket.

Also set to appear is



Set for a visit to the Nene Valley Railway: Southern 'Schools' 4-4-0 No. 926 *Repton* works the afternoon freight from Grosmont to Goathland at Beckhole during the North Yorkshire Moors Railway's autumn gala on September 28 last year. The loco was temporarily running without its smoke deflectors. DAVE RODGERS

Bressingham-based, ex-London, Brighton & South Coast Railway Stroudley 'A1X' 0-6-0T No. B662 (*Martello*), making a rare trip away from its Norfolk home.

The 1875-built 'Terrier', which

returned from overhaul in mid-2017, will also be working brakevan rides from Wansford to Yarwell, along with short freight demonstrations around Wansford.

Day Rovers for the event are priced at £12 for adults, £18 seniors and £10 for children. Family tickets are available at £50 each.

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## 'Witherslack' takes 'Santa' strain at SVR



GREAT Central Railway-based Hawksworth 'Modified Hall' No. 6990 *Witherslack Hall* made a successful return to the Severn

Valley Railway during December to help with the festive season traffic (*RM Dec*).

The Locomotive Exchanges veteran crosses Bewdley South Viaduct with a 'Santa Special' on December 9. JOHN TITLOW

## Major order at TATA Steel for County of Montgomery

THE Churchward County Trust (CCT) placed its second major component order with TATA Steel of Wednesfield at the end of November.

The order covers all 22 of the various medium and small plates that will eventually form the frame stretchers for new-build 'County' 4-4-0 No. 3840 *County of Montgomery*, including the front bufferbeam and rear wear plate. The plates were to be cut according to Swindon drawing No. 43495 and follow the cutting of the loco's main frames on November 13.

### Reaping rewards

The cutting of the stretcher plates has been sponsored by CCT supporter and Founders' Club member Stephen Davies, who said: "There are several medium to large six- and eight-coupled GWR locos running on our heritage railways, and a good number of small 0-6-0s too, but there really is a gap in the middle.

"As the only two preserved GWR 4-4-0 locos are currently not capable of being steamed, the 'County' will fill that void nicely.

"It is also interesting to see the standardisation put in place by Churchward reaping rewards with this build. As a retired mechanical engineer, I have always appreciated this facet of GWR loco design and development."

The new plates are expected to join the main frame plates at Tyseley Locomotive Works early in the New Year.

The CCT is hopeful it will be able to place the order for the extension frames before the spring.

## South Devon Railway suffers £5,000 equipment theft

STAFF and volunteers at the South Devon Railway (SDR) have been left sickened by the theft of more than £5,000 of equipment from Staverton station on November 27.

The culprits gained access to the isolated permanent way store area by cutting through the padlock on the yard gate, then broke into a container and took several important power tools, including two chainsaws, a Maxim impact wrench (worth £2,500), a rail disc cutter and spare discs, portable 9in grinder, and other protective equipment and accessories.

A number of hand tools, including hammers, spanners and wrenches, five Jerry cans and

track greasing equipment, were also stolen.

Investigation by SDR staff discovered the thieves also tried to break into other containers on the site by hammering and barring open the latches, but fortunately did not succeed. There was further evidence they tried to remove the hydraulic pipes and wiring from the track tamping machine, while siphoning off about 200 litres of red diesel.

### Coach attack

To make matters worse, the thieves then turned their attention to the stock stored in the loop spur. External doors on BR Mk1 SO No. 4802 were wrenched outwards in an effort to access the

coach, and all the battery boxes were opened, but no batteries removed.

Devon & Cornwall Police were informed about the break-in. The railway was told they could not send an officer owing to "resourcing issues", but did issue a crime reference number – CR-110101-18.

An SDR spokesman said: "The theft will set back our permanent way programme of works until replacement equipment can be sourced and purchased.

"The bill to replace the power tools alone will run into several thousand pounds, perhaps actually more than £5,000, as we need to source them quickly to get on with work.

"Attacks like this are very sad for all of us at the SDR, of course, as it not only costs time and money to carry out these unnecessary repairs and buy replacement tools, but also it distresses our dedicated staff and hard-working volunteers, all of whom find it abhorrent that our charity has been targeted by mindless thieves and vandals."

### Coincidence

The SDR has also queried the coincidence the break-in occurred just four nights after Totnes county councillor Jacqi Hodgson highlighted the fact Staverton station is open and accessible to all during a public highway and traffic orders committee meeting on November 23.

## No trains to Alton during Mid-Hants bridge renewal

A RAIL replacement bus service will link the Mid-Hants Railway's Medstead & Four Marks station with its eastern terminus at Alton during the first half of the year while a new multi-million pound infrastructure project is underway.

The narrow brick-built bridges that carry the MHR over Whitedown Lane and Butts Road on the western side of Alton will be completely replaced by new, wider girder spans in order to improve access to two new 500-property developments.

The new bridges – technically one structure – have been designed to minimise

maintenance while reflecting the Victorian heritage of the arches they will replace.

From January until July MHR services will terminate at Medstead & Four Marks, with a free bus service taking passengers forward to Alton. Connecting bus services to and from Alton station will also be available on weekends, bank holidays and special events.

Stagecoach bus No. 64 will also run from Alton station to Medstead's station approach every half an hour Monday to Saturday, and hourly on Sundays.

Train services from Alresford to Medstead will remain unaffected.

## Bob Meanley joins West Somerset as acting CME

TYSELEY locomotive engineer Bob Meanley is proof 'you can't keep a good man down' following his appointment as acting chief mechanical engineer at the West Somerset Railway (WSR).

Mr Meanley, who recently stepped down as managing director at Tyseley Locomotive Works after 25 years (*RM Nov 2018*), is ideally suited to the temporary role.

His experience as a steam engineer, particularly with Great Western Railway locomotives, will be invaluable in preparing the WSR fleet for the line's resumption of services after the three-month closure in April.

West Somerset Railway plc chairman Jonathan Jones-Pratt said: "Bob's appointment is one

of the first steps in our high-level restructuring plan begun recently on the WSR.

"His wide skill set will offer stability and engineering professionalism that will support the West Somerset Railway on our journey towards best practice during 2019, and which will secure the status of the line as a premier railway, which sets the standards for others to follow."

The aforementioned 'high-level restructuring plan' also sees Danny Scroggins join the WSR as its safety and compliance officer, while the plc's head of finance, finance director and company secretary Richard Maw has resigned from all three posts he held for personal reasons.



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## Lottery Fund gives green light for 'J21' restoration

THE Locomotive Conservation & Learning Trust (LCLT) has received formal permission to begin the restoration of North Eastern Railway 'J21' 0-6-0 No. 65033 by the Heritage Lottery Fund (HLF) after what it described as "months of waiting and sorting out a range of details".

The LCLT were awarded a HLF grant of £954,900 to restore both the loco and 1902-built ex-NER 'H2' stores van No. 5523 in the summer of 2017, but it has been unable to carry out any physical work on the items until getting the official green light.

The trust is working in partnership with the Stainmore Railway at Kirkby Stephen East station where both the 'J21' and the van will be based, and where a dedicated LCLT shed has been erected.

### Contractor

Invitations to tender for the work will be sent to several selected contractors shortly, and the trust will announce the successful contractor once a decision has been made.

Stainmore Railway Company volunteers have already begun stripping back the stores van in order to begin its restoration. When completed it will house a range of exhibits to appeal to a wide cross-section of the public, while identifying the needs of local schools and other bodies.

1889-built No. 65033 is the last survivor of the 201 examples built, and will always be associated with the Stainmore route.

It was withdrawn by BR in 1962 and last steamed in 1983, but has been the subject of several failed attempts at restoration.

In recent years, while under the care of the LCLT, the loco has spent time on display at Kirkby Stephen East, but is currently located at Locomotion in Shildon.

# Wightwick Hall becomes 150th Barry Scrapyard restoration

HISTORY was made at the Buckinghamshire Railway Centre (BRC) on December 11 when GWR Hawksworth 'Modified Hall' No. 6989 *Wightwick Hall* became the 150th ex-Barry Scrapyard locomotive to be restored and returned to steam.

No. 6989 made its first tentative moves in preservation on the centre's demonstration line with BRC commercial director Adrian Aylward on the regulator. The loco was coupled to the borrowed tender belonging to Swindon & Cricklade Railway-based classmate No. 6984 *Owsden Hall*.

The occasion was actually the official steam test of No. 6989, which it successfully passed before making several runs on the short running line.

was restored.

Delighted 6989 group secretary Jeff Jackson said: "We are all very proud that the loco passed its steam test. We now need to run it locally to see what snags or adjustments are needed, and we also now have to fit a spark arrester and brick arch, both of which we have in stock."

"Depending on what needs fixing or tweaking, we have yet to set a launch date."

However, the BRC is hopeful *Wightwick Hall* will be officially welcomed into traffic during a special steaming weekend on March 2-3.

The event will form part of the 50th anniversary celebrations of the formation of the Quainton Railway Society in 1969.



No. 6989 *Wightwick Hall* has become the 150th locomotive rescued from Woodham Bros' scrapyard to return to steam. The loco is seen during its steam test at the Buckinghamshire Railway Centre on December 11. MIKE TAYLER

## NO. 6989 – A HISTORY

*WIGHTWICK Hall* was completed at Swindon on March 25, 1948 as one of 71 'Modified Halls' to the design of Frederick Hawksworth.

It was immediately allocated to Hereford shed (85C), where it spent the next 10 years, transferring then to Worcester (85A) for the next four years. It was during its time at 85A No. 6989 became a regular sight on the 'Cambrian Coast

Express' together with sister No. 6984 *Owsden Hall*.

No. 6989's last two years in BR service were spent allocated to Gloucester Horton Road (85B) until withdrawn on June 1, 1964 after just 16 years' service.

It was sold to Woodham Bros at Barry the following month, and moved to South Wales in the August, where it would spend the next 13 years.

In 1975 the *Wightwick*

Hall Appeal Fund was set up to acquire the loco for preservation, and it was bought along with Collett 4,000-gallon tender No. 2825 in 1977, the loco's own tender (No. 2933) having been sold to the Great Western Society.

'*Wightwick's*' replacement tender moved by road to Buckinghamshire that July, with the loco itself arriving on January 9, 1978.

### Dedicated band

It marked a major milestone in the 6989 *Wightwick Hall* Restoration Group's restoration of the 1948-built 4-6-0, coming almost 41 years after the loco first arrived at Quainton Road in January 1978.

Since then a small but dedicated band of volunteers has worked tirelessly to breathe life back into No. 6898, in the shed where 'King' No. 6024 *King Edward I*

## Llangollen line launches 'infill' appeal

A TARGETED appeal to infill a 150-yard gap in an embankment just east of the new Corwen Central station has been launched by the Llangollen Railway (LR).

The section of embankment was originally bulldozed to provide an alternative access point to the neighbouring sewage farm, but was subsequently widened in 2013 by contractors for the Corwen Flood Relief Scheme.

However, the railway elected to postpone infilling the space

until now as it provided essential access for the road delivery of materials for the Corwen extension project, including the recent delivery of the refurbished Weston Rhyn signalbox.

However, the work on the new station platform and loop line is now nearing a point when the further use of the road vehicles will be impractical and, with a road/rail vehicle now on site, the time has come to rebuild the embankment, which has long been seen as the largest obstruction on the trackbed.

Early in the New Year the project team will be looking for a contractor to deliver and compact the spoil needed to reinstate the embankment. With a length of 150 yards by around 22 yards wide, 9,000 tonnes of spoil are required at an estimated cost of £10,000.

To meet this cost the LR is appealing for donations. Cheques payable to LRT/CCRD should be sent to the Infilling the Gap Appeal, c/o Mr Paul Bailey, Dolwen, Bryn Eglwys, Corwen LL21 9LY.



Corwen extension volunteers line up to illustrate the width of the section of embankment that needs infilling, and the falling slope leading up to rail level. GEORGE JONES/LRT

## Forest line buys Southall pannier 9682

COLLETT '8750' 0-6-0PT No. 9682 is moving permanently to the Dean Forest Railway after the pannier was acquired for the line from the GWR Preservation Group (GWRPG) at Southall.

The sale of the beleaguered pannier to the Dean Forest Locomotive Group comes after the GWRPG conceded it would be unlikely to be able to complete the loco's overhaul, which has been ongoing for the best part of a decade.

Most of the locomotive's fittings are missing, which alone will cost an estimated £35,000 to replace.

No. 9682 will join classmate No. 9681 at Norchard, which is expected to return to service from overhaul later this year.

Also included in the sale is GWR 20T 'Toad' brakevan No. CDW 17488, which will complement the DFR's current stock of non-passenger vehicles.



## 'B12' and Bahamas heading to Keighley for March gala

THE M&GN Joint Railway Society's LNER 'B12' 4-6-0 will be heading to Yorkshire this spring to star at the Keighley & Worth Valley Railway's (KWVR) March 8-10 Spring Steam Gala.

The North Norfolk Railway-based 4-6-0 will share the star billing alongside recently overhauled Stanier 'Jubilee' No. 45596 *Bahamas* in its first post-overhaul gala appearance, and other members of the KWVR fleet including '2MT' 2-6-0 No. 78022.

No. 8572 is seen approaching Bridge 299, near Holt, on the North Norfolk Railway, on September 2, 2017.

KENNY FELSTEAD



## 'Manor' and '8F' lined up for Great Central winter gala

THE sound of a GWR 'Manor' will echo again over the Great Central Railway for the first time in four years when No. 7802 *Bradley Manor* visits for the January 25-27 Winter Steam Gala.

The Erlestoke Manor Fund 4-6-0 has been confirmed as the star guest at the GCR's curtain raiser, making the short journey across the Midlands from its Severn Valley Railway home.

No. 7802 will be the first of its class to visit the line since No. 7820 *Dinmore Manor* starred at the same event in 2015, and only the third 'Manor' to operate on the GCR this century, the other being No. 7821 *Ditcheat Manor* in 2002/2003.

The event will see the 'Manor' reunited with 'Modified Hall' No. 6990 *Witherslack Hall*, which is expected to have returned from its festive hire spell at the Severn Valley line in time for the three-day gala. In fact the GCR is hopeful it will be able to turn out up to 10 locomotives in steam, all of which will be drawn from the home fleet with the exception of *Bradley Manor*.

Ex-LMS '8F' No. 48305 is set to make its post-overhaul debut at

the winter gala. Work on fitting a new main steam pipe was ongoing during mid-December and new cab plating had been inserted prior to the cab being returned to the loco.

Its appearance at the event will give the GCR a brace of '8Fs' with Ashford-built classmate No. 48624 also expected to be in steam.

The two Stanier 2-8-0s will be joined by fellow ex-LMS Ivatt '2MT' Mogul No. 46521 and '3F' 0-6-0T No. 47406, while BR Standards will also be well represented by '5MT' 4-6-0 No. 73156, '2MT' 2-6-0 No. 78018 and '9F' 2-10-0 No. 92214 *Leicester City*.

An intensive timetable of passenger and freight trains will operate throughout the weekend, interspersed with Travelling Post Office demonstrations at Quorn & Woodhouse.

Adult tickets are priced at £23 for the Friday or £28 on the Saturday and Sunday, with combination tickets for two or three days also available.

For more information visit: [www.gcrailway.co.uk](http://www.gcrailway.co.uk)



No. 7802 *Bradley Manor* crosses Oldbury Viaduct at the Severn Valley Railway on April 24 last year, having swapped tenders with under-overhaul classmate *Erlestoke Manor*. The loco will take a starring role at the Great Central Railway's January 25-27 winter gala. PETER ZABEK

## Main line comeback for Thompson 'B1' *Mayflower*

THOMPSON 'B1' No. 61306 *Mayflower* is back! Overhaul of David Buck's 4-6-0 was completed at the West Coast Railways workshop at Carnforth in November, and on the 29th the loco underwent an engine-and-coach main line test run from Carnforth to Barrow-in-Furness and back.

A loaded test run followed over the Carnforth-Hellifield-

Preston circuit on December 6, during which No. 61306 is seen on the steep climb to Wilpshire summit in dismal conditions.

However, plans for the loco to return to main line charter work with Mr Buck's Steam Dreams 'Cathedrals Express' were postponed, and *Mayflower* will not return to railtour duty until early 2019.

PETER AINSWORTH

## SIDELINES

### Work begins on GCR canal bridge rebuild

THE Great Central Railway's £475,000 project to repair Bridge 331 over the Grand Union Canal in Loughborough began on December 12.

Contractors moved in and removed the lattice parapets of the 120-year-old structure, which are to be restored off site.

The appeal to fund the work had passed the £300,000 mark by the end of November.

### £25,000 grant for Broadway footbridge

THE Gloucestershire Warwickshire Railway Trust has awarded a £25,000 grant to the railway's plc in order to complete the footbridge at Broadway station.

The money will allow steps to be fitted to the former Henley-in-Arden structure, and enable passengers to reach platform 2 for the first time.

The work is expected to be completed later this year.

### Gloucs-Warks mourns loss of Alan Bielby

THE Gloucestershire Warwickshire Railway has reported its former chairman Alan Bielby passed away on November 30.

Mr Bielby joined the railway in 2008, taking the role of projects director in 2010, before serving as chairman between 2012 and 2017.

He was instrumental in the design of the new Broadway station and the Tim Mitchell Building and the C&W Paintshop at Winchcombe.

### Twin panniers at Shackerstone

AUTO-FITTED Collett '64XX' 0-6-0PTs No. 6412 and 6430 provided the Battlefield Line with the motive power for its festive season trains last month.

The South Devon Railway's No. 6412 had been on extended hire to the Leicestershire line since October, and was joined by Llangollen-based No. 6430 on December 7.

Both 'classic' and 'deluxe' 'Santa' trains were running, meaning two locomotives were needed, and a Mk1 was also hired from the West Somerset Railway to bolster the deluxe service set.

### 80079 returns to Epping Ongar line

STEWART Robinson's Riddles '4MT' 2-6-4T No. 80078 returned to the Epping Ongar Railway at the end of November to work the line's 'Santa Specials'.

The Brighton-built 'Standard Tank' not only worked the pre-Christmas services, but was also expected to be in action on 'Mince Pie Specials' on December 28-30 and also on New Year's Day.

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# Steam & Heritage Track Record

## SIDELINES

### Hawksworth 'County' re-wheeled at Didcot

THE Great Western Society completed the re-wheeling of its Hawksworth 'County' 4-6-0 re-creation No. 1014 *County of Glamorgan* at Didcot Railway Centre on November 17.

The coupled wheelsets had to be removed following initial wheeling in 2016 after it was discovered rivet heads were fouling the wheels, thereby necessitating remedial attention.

### 'Cromwell' bows out at GCR...

OLIVER *Cromwell* was officially withdrawn from service at the Great Central Railway (GCR) on December 31, having reached the end of its extended boiler certificate. Custodians the 5305 Locomotive Association will now undertake a full examination of the 'Britannia' Pacific to determine what work would be required in order to carry out another overhaul to main line standard.

The findings will then help 5305LA, the GCR and the National Railway Museum work out a plan for its future.

### ...as Boscastle boiler enters works

A PROJECT has started on rebuilding the boiler of Great Central Railway-based 'West Country' Pacific No. 34049 *Boscastle* at the works of South Devon Railway Engineering.

New firebox sideplates, backplate and tubeplate have all been manufactured, new thermic syphons completed, and the old firebox removed.

It is hoped to have the repairs completed by the summer on what is reported to be the biggest repair yet carried out on a GCR loco's boiler.

### Clan Line hauls Royal Train to Cardiff

BULLEID 'Merchant Navy' No. 35028 *Clan Line* was given the honour of hauling the Royal Train conveying HRH The Prince of Wales from Newport to Cardiff Central on December 7.

The special honour provided the Merchant Navy Locomotive Preservation Society with the perfect birthday present for the 70-year-old prince.

### Odney Manor ready for West Somerset return

OVERHAUL of Collett 'Manor' No. 7828 *Odney Manor* has been completed at the West Somerset Railway.

The newly manufactured steam pipes were fitted in mid-December along with the blastpipe, with the finishing touches made to the 4-6-0's gleaming BR lined green livery at the same time.

It was expected No. 7828 would take part in the WSR's Winter Steam Festival on December 29-30.

## No. 75069 testing underway at SVR

THE Severn Valley Railway has started trial running of its newly overhauled BR '4MT' No. 75069, ahead of the loco's return to front line service.

The double-chimney 4-6-0 steamed for the first time in more than 20 years on December 11, and passed its boiler exam two days later.

The Riddles-designed loco then began a programme of testing and running-in, which would last over Christmas and into the New Year, before it enters the paintshop for final painting and lining out in BR black with late crest on the tender.

No. 75069, seen passing through Bewdley during a Bridgnorth to Kidderminster trial on December 14, will form part of the line-up for the railway's Autumn Steam Gala on September 19-22, which is to have a BR 'Standards' theme, with a Southern twist. BOB SWEET



## No. 2874 centenary sees 2-8-0 become GWR memorial

NOVEMBER marked the 100<sup>th</sup> anniversary since the completion of unrestored GWR '28XX' 2-8-0 No. 2874 at Swindon.

To mark the anniversary – and also the centenary of the end of the First World War – the 2874 Trust has dedicated the heavy freight loco to the GWR employees who lost their lives during the two world wars.

Two specially cast oval brass plaques will be carried on the cabsides of the locomotive once its restoration has been completed at the Gloucestershire Warwickshire Railway.

The inscription reads: 1914-1918, Dedicated to the Men & Women of the Great Western Railway who gave their lives in defence of our Country during the two World Wars, 1939-1945.

No. 2874 was built at the end of the First World War, but still played an active role during the second conflict, hauling coal trains while allocated to the likes of Reading and Banbury.

The centenaries of its construction and the Armistice therefore provided the perfect platform to commemorate the GWR's fallen workers.

Restoration of the loco has yet to begin in earnest, but this has been given a significant boost by the loco's previous owner – Dinmore Manor Locomotive Ltd (DMLL) – which has formally agreed to carry out the work on the 2874 Trust's behalf.

Much of the funding will come through the earnings of DMML's 'Manor' No. 7820 *Dinmore Manor* and '2884' 2-8-0 No. 3850, and in return DMML will operate No. 2874 for its first 10 years in traffic.

Work to gather missing components is underway, which the trust estimates could cost up to £250,000. The group recently had four blanks made for the rear halves of the eccentric straps, and is currently focused on raising £30,000 in order to get the coupled wheelsets re-tired.



There is a way to go before Churchward 2-8-0 No. 2874 returns to steam, but when it does it will carry commemorative plaques honouring former GWR employees who died in both world wars. GARY BOYD-HOPE

Some discussion has also taken place between DMML and the Churchward County Trust about the dragbox casting, the suggestion being to have a new one cast for No. 2874 at the same time as that for

'County' 4-4-0 No. 3840 *County of Montgomery*.

For information on how to support the restoration visit: [www.2874trust.org](http://www.2874trust.org) or write to The 2874 Trust, 22 South Park, Minehead, Somerset TA24 8AL.

## Green '2MT' returns to Keighley & Worth service



THE Keighley & Worth Valley Railway welcomed its newly overhauled BR '2MT' No. 78022 back into revenue-earning service on November 24. The Darlington-built Riddles 2-6-0, resplendent in

its new, yet historically incorrect BR lined green livery, easily climbs Oakworth Bank with the 14.45 Keighley-Oxenhope train on its first day in traffic.

ANDREW SOUTHWELL

## Comprehensive engineering survey for 'Patriot' chassis

THE LMS-Patriot project will complete an in-depth survey of the chassis of its new-build Fowler 4-6-0 No. 5551 *The Unknown Warrior* in order to get the project 'back on track' following the end of work on the loco by the Llangollen Railway.

Chairman David Bradshaw, commenting in the the group's house journal *The Warrior*, said progress on the chassis had "somewhat lost its way" and they were "struggling to get a key piece of motion manufactured, with other items having been delayed".

As a result the project has contracted former West Somerset Railway chief mechanical engineer Andy Forster to conduct the survey, which will provide a clear understanding of where the build currently is in terms of

progress, what still remains to be completed, and any concerns arising from the components already in place.

Certain issues have already been identified by No. 5551's own chief engineer Kevin West. New project manager Keith Riches has been taken on to oversee the completion of the bottom end.

Following an AGM at Crewe Heritage Centre and the locomotive's first appearance as a near-complete 'Patriot', Mr Bradshaw said the tender documents for the fitting of the new boiler by Heritage Boiler Steam Services, and bringing it to steerable condition, were close to being issued. This, together with the bottom-end survey, will give an accurate picture of how much money is needed to finish the build.

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## Spring target for Harwarden's boiler completion

THE boiler of Foxfield Railway-based Bagnall 0-4-0ST *Harwarden* (2623/1940) should return to the railway's Caverswall Road headquarters during the spring following a major rebuild by Heritage Boiler Steam Services (HBSS) at Huyton, Liverpool.

Work on the now well-travelled boiler was originally begun by LNWR Heritage at Crewe, but it returned to Foxfield after the company ended third-party contract work in mid-2017.

*Harwarden's* owner Dave Scragg subsequently awarded the contract to HBSS and the boiler was transported to the company's then workshop at Swanwick Junction, Midland Railway-Butterley, before moving again to Huyton in September last year.

### Increased rate

"A great deal has already been done, but the removal of the foundation ring led to the decision to replace additional sections of the outer wrapper sides and throat plate," Mr Scragg told *The RM*.

"New outer and inner backplate sections are ready to fit, and the new crown stays are also complete. A new front tubeplate is to be fitted and the new smokebox is ready for rivets.

"Work is now proceeding at an increased rate," he added.

Back at Caverswall Road work is well advanced on the loco's bottom end.

A new cab floor, which forms part of the dragbox, has been fitted together with angle sections and the rear of the cab.

A new cab roof was expected to be delivered in early December.

"All remaining jobs are scheduled to be finished in time for the return of the boiler, hopefully in the spring," said Mr Scragg.

# Busy winter scheduled for Middleton Railway workshop

VOLUNTEERS at the Middleton Railway (MR) will be kept busy this coming winter as the Leeds line works to complete a number of mechanical and engineering projects during the pre-season 'quiet' spell.

Top of the list is finishing the overhaul of ex-LNER Sentinel 4wVBT No. 8837 (BR No. 68153), which is now in the final stages at Moor Road.

The work still outstanding is primarily final reassembly, the loco having undergone a major rebuild, including renewal of much of the boiler by Israel Newton & Sons at Cromford.

Work is progressing on the overhaul of the Vintage Carriages Trust's Manning, Wardle 'L' class 0-6-0ST *Sir Berkeley* (1210/1891), which has had its boiler removed for repair and the bottom end stripped down.

The aim is to have the former contractors' loco back in service by 2020.

One project the works will

not be undertaking in house is the repair of the ex-WD 'Palvan' No. 47957 that was badly damaged by an arson attack on a neighbouring site back in July (*RM* Aug 2018).

Middleton officials have decided this will be restored by Stanegate Restorations at its Haltwhistle premises.

### Fresh impetus

MR spokesman Ian Smith said: "The Middleton Railway Trust doesn't have the resources to do this work. It will not be cheap, and the insurance claim doesn't fully cover the costs, so we are keeping our appeal open on the website for a little while longer."

More information on the appeal can be found online at: [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk)

The damage caused by the July 15 fire has given fresh impetus to the railway's project to erect a carriage shed at the south end of the Moor Road site.

Ian Smith described this as an



The very distinctive 'Haycock' firebox of Manning, Wardle 0-6-0ST *Sir Berkeley* is evident as the loco's boiler sits awaiting repair at Moor Road. IAN SMITH

"essential project" to both protect the railway's rolling stock from the elements, but also to prevent further arson damage in the future – the damage caused to

the EM2 Locomotive Society's unique Railbus No. DB998901 *OLIVE* in a direct arson attack in February 2016 still being very fresh in the memory.

## Tyneside Bagnall back in one piece

THE North Tyneside Steam Railway's ex-Longbridge Bagnall 0-6-0ST No. 401 *Thomas Burt MP* (2994/1951) stands virtually complete in the Stephenson Railway Museum workshops at Middle Engine Lane on November 20 (*RM* Dec).

Northern Steam Engineering in Stockton was completing the assembly of the loco's new smokebox door (at the time of this photograph being taken), after which the initial steam test could take place and the new brick arch formed.

No. 401 will enter service during 2019, taking the burden of NTSR services from stalwart Peckett 'OX1' 0-6-0ST *Ashington* No. 5 (1970/1939). ROBIN GIBSON



## Eustace Forth returns to North Yorkshire



ROBERT Stephenson & Hawthorns 0-4-0ST No. 15 *Eustace Forth* (7063/1942) made a sort of homecoming to the North Yorkshire Moors Railway (NYMR) in late-November after being hired in for steam heating duties.

The former CEBG loco was resident on the line for a short time from 1972.

It arrived direct from hire at Locomotion in Shildon, and was employed throughout December on heating the 'Santa Special' stock at Pickering prior to departure. The loco could remain on the NYMR well into the New Year. ANDREW JEFFERY

## SIDELINES

### Horden's boiler moves to Derbyshire

THE boiler of Tanfield Railway's Andrew Barclay 0-6-0ST *Horden* (1015/1904) left Marley Hill on November 29 bound for the workshops of Israel Newton & Son at Cromford, Derbyshire, where it will undergo refurbishment.

During its absence the restoration team will concentrate on the loco's tank and upper structure.

### Warwickshire ready for wheeling

OVERHAUL of the Warwickshire Industrial Locomotive Trust's last-built Manning, Wardle 0-6-0ST *Warwickshire* (2047/1926) has reached the stage where the chassis is almost ready to re-wheel. During late-November the overhauled wheelsets were trial fitted with the axleboxes, while the new cylinder block has been fitted and slidebars installed.

### 'Steady' progress for Ribble's Niddrie

FORMER Niddrie Colliery Andrew Barclay 0-6-0ST No. 6 *Niddrie* (1833/1924) is making slow but steady progress towards a return to steam at the Ribble Steam Railway. Two new boiler barrel sections have now riveted together and weld repairs to the copper firebox have been completed and signed off. A new throatplate arrived in Preston ready for fitting at the end of October.

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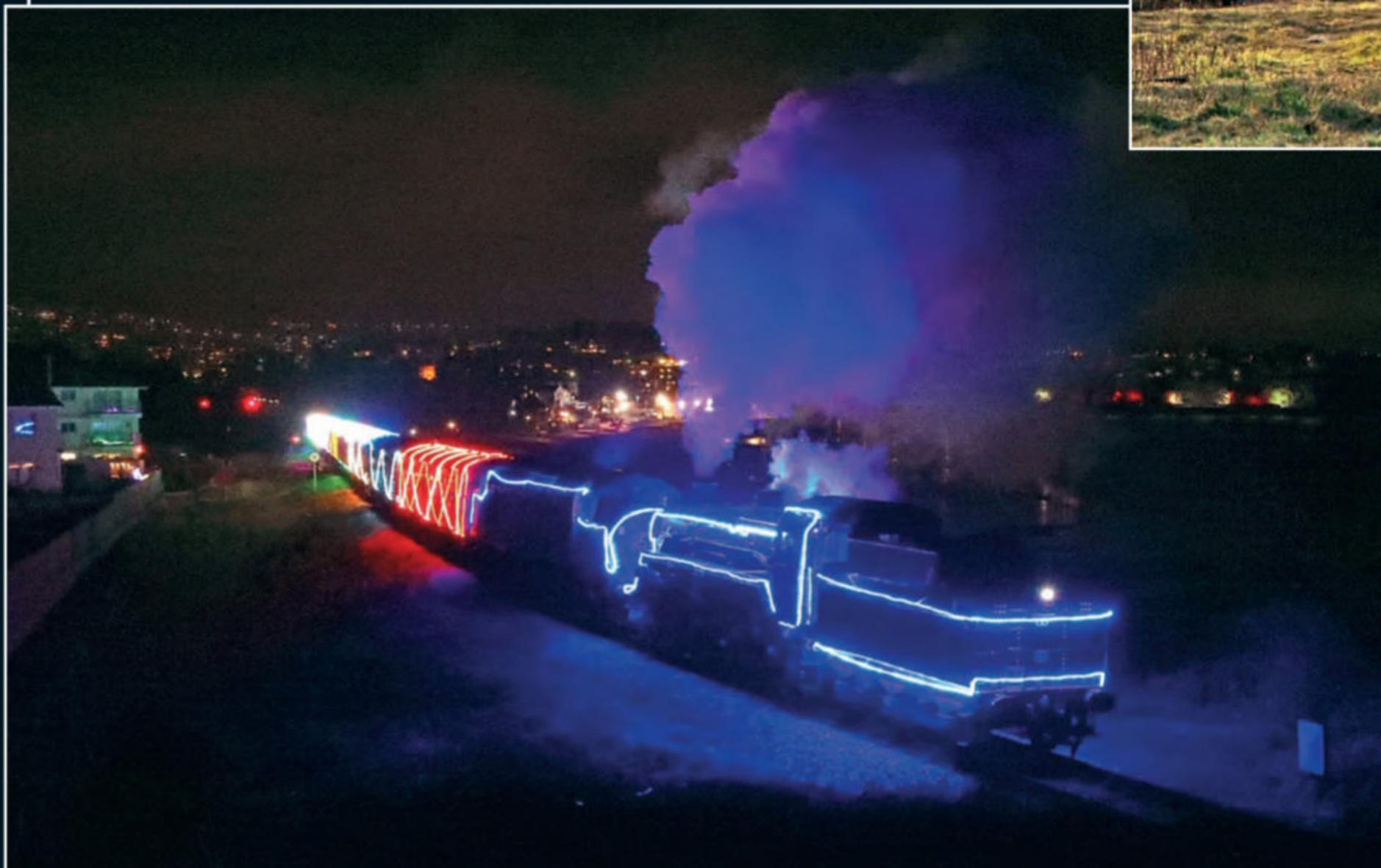
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# Steam Portfolio Track Record



'Manor' 4-6-0 No. 7820 *Dinmore Manor* approaches Gotherington with a well-loaded Gloucestershire Warwickshire Railway 'Santa Special' on December 2, 2018. ROGER WASLEY

The Dartmouth Steam Railway's 2018 festive offering was the fully illuminated 'Train of Light' specials. BR '4MT' 4-6-0 No. 75014 *Braveheart* and Type 3 No. 37275 climb past Goodrington Sands hauling the 19.00 Paignton-Kingswear service on December 1. ROBERT SHERWOOD





'Battle of Britain'  
No. 34092 *City of Wells* was  
on 'Santa Special' duties  
at the East Lancashire  
Railway on December 9,  
pictured here departing  
from Ramsbottom.  
ROBERT FALCONER

Ex-NCB Backworth Colliery  
'Austerity' 0-6-0ST No. 49  
catches the afternoon sun  
as it passes Causey with a  
Tanfield Railway 'North Pole  
Express' on December 16.  
HENRY ELLIOT



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## SIDELINES

### New early service from Newry to Belfast

NORTHERN Ireland Railways has introduced a new early morning Saturday service from Newry to Belfast.

The 07.05 departure was added to the timetable from December 15, calling at all stops between Newry and Lisburn, and arriving in Great Victoria Street around 08.04.

It replaces the 07.50 from Newry, giving passengers an earlier arrival in the city.

### Train 'surfing' incidents on the rise

IARNRÓD Éireann-Irish Rail and the Dublin tram operator Luas have recorded in excess of 110 incidents of potentially deadly train or tram 'surfing' in the last four years.

The activity involves a person holding on to the outside of a train or tram as it departs from a station.

Of the 87 incidents reported by Irish Rail since 2016, 75 occurred on DART services.

### Government boost for rail security

SOME €115,000 of Department of Transport, Tourism & Sport funding was spent on additional security for Iarnród Éireann-Irish Rail over the Christmas period.

Of this, €100,000 was allocated to extra security patrols on evening DART and Dublin commuter services, with the remaining €15,000 spent on boosting security at maintenance depots to counter the threat of vandalism.

### Successful start for RPSI's Dublin 'Santas'

MORE than 2,000 people enjoyed the festive atmosphere of the RPSI's Dublin 'Santa Specials' over the first weekend of December.

Three trains ran on Saturday (December 1) and two on Sunday (December 2), with LMS-NCC 2-6-4T No. 4 in charge on four of them.

A total of 2,092 passengers were carried over the two days, with on-board sales and raffles raising €3,400 towards the overhaul of diesel No. 143.

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# Downpatrick completes Bulleid 'Park Royal' restoration



Park Royal-built Brake Standard Open No. 1944 shows off its newly completed CIE livery in the yard at Downpatrick following removal from the workshop on November 24.

PASSENGERS are once again able to experience travelling in one of Córas Iompair Éireann's (CIÉ) Park Royal carriages after the Downpatrick & County Down Railway (DCDR) completed the restoration of 1955-built Brake Standard Open No. 1944.

The vehicle emerged from the DCDR's workshops on November 24 for its first gauging runs over the line behind GM Class 141 No. 143 and later with O&K 0-4-0ST No. 3.

At 10ft 2in wide the Park Royals made full use of the more generous Irish loading gauge, and although No. 1944 has worked over the railway before, much track work has taken place in the 20 years since it last ran.

### Renumbered

No. 1944 was one of 50 constructed at Inchicore to a design by OVS Bulleid using parts supplied by the Park Royal Works in London. It was originally built as Suburban Open No. 1381, and later rebuilt as a Brake Standard Open and renumbered accordingly.

As No. 1944 it became one of the final three 'Park Royals' in

service with Iarnród Éireann until withdrawn in May 1994. It reached Downpatrick the following year and was immediately pressed into service, peeling paint and all-pervading damp odour included.

### Re-skin

By the end of the 1998 the steel bodywork on the coach had deteriorated to such an extent the DCDR obtained a grant from the Northern Ireland Museums Council (NIMC) to re-skin No. 1944 in aluminium. This was completed in the early 2000s, but soon afterwards the overhaul ground to a halt as other more pressing work took priority.

The project was picked up again by DCDR chairman Robert Gardiner in 2013, when the old interior was stripped out and the vehicle effectively gutted. A dedicated volunteer team set about renewing the sagging ceiling with plywood where required, and replacing the wood-effect hardboard panels, again with plywood. Similarly, the old floor covering was stripped out and all-new linoleum laid.

The quality of the restoration



No. 1944 was not the only DCDR vehicle on test on November 24. The line's freshly overhauled O&K 0-4-0T No. 3 was also undergoing trials, as seen at Inch Abbey station. No. 1944 is next to the loco. BOTH: MORGAN YOUNG

is superb. All luggage racks, door handles/locks and ventilators have been painstakingly cleaned, and more than four-decades-worth of dirt and paint removed.

The lights have also been individually stripped and rebuilt, and the seat frames shot-blasted and powder coated (thanks to another NIMC grant).

The seat cushions were replaced using donor material from scrapped Cravens coaches, suitably modified to suit the 3+2

seating of the wider Park Royal, and covered with second-hand moquette acquired from Translink.

Final painting and lining into CIÉ green was completed in mid-November after work on repairing the roof had been carried out.

No. 1944 entered traffic on the DCDR's 'Lapland Express' Christmas specials, providing a useful people mover, thanks to its 76-seat capacity.

## Preservation society's No. 134 re-wheeled at Inchicore Works

THE overhaul of the Railway Preservation Society of Ireland's General Motors Class 121 No. 134 by Iarnród Éireann-Irish Rail at Inchicore reached another milestone in late-November when the loco was reunited with its bogies.

Both bogies have received a complete strip down and rebuild, the frames undergoing vigorous testing and brand new wheelsets fitted.

The brake linkage has also been fully refurbished, along with all bearings and the brake cylinders.

With the bogies back underneath the loco, new electrical cables have been fitted to connect the traction motors to the generator, and all pipework for the brakes.

Having the loco mobile again allowed it to be moved to the bogie shop for final fitting and clearance checking.

No. 134 has subsequently been moved to the Ramps facility where the body and structural overhaul will take place.

Both bodywork and supporting structure will require considerable work, including the replacement of the engine doors on both sides along with the catwalks. A new cab structure is also being fabricated and a replacement cab floor installed.

When complete No. 134 will emerge in as-built condition, aesthetically at least, in the original grey & yellow livery and to full main line standard.

## NIR increases Portadown and Belfast seat capacity

AN EXTRA 2,000 seats every week have been made available by Northern Ireland Railways on services linking Portadown with Belfast.

The service enhancements came into force on December 10 and include an extra train from Portadown at 06.20 every weekday, calling at Lurgan, Moira, Lisburn and all stops to the capital, before continuing out along the Antrim coast to Carrickfergus.

The 07.20 departure from Portadown to Great Victoria Street (GVT) has also been strengthened to increase seating capacity from 200 to 400. Departures now leave Portadown at 06.00, 06.20 and 06.40, and every 20 minutes until 09.00.

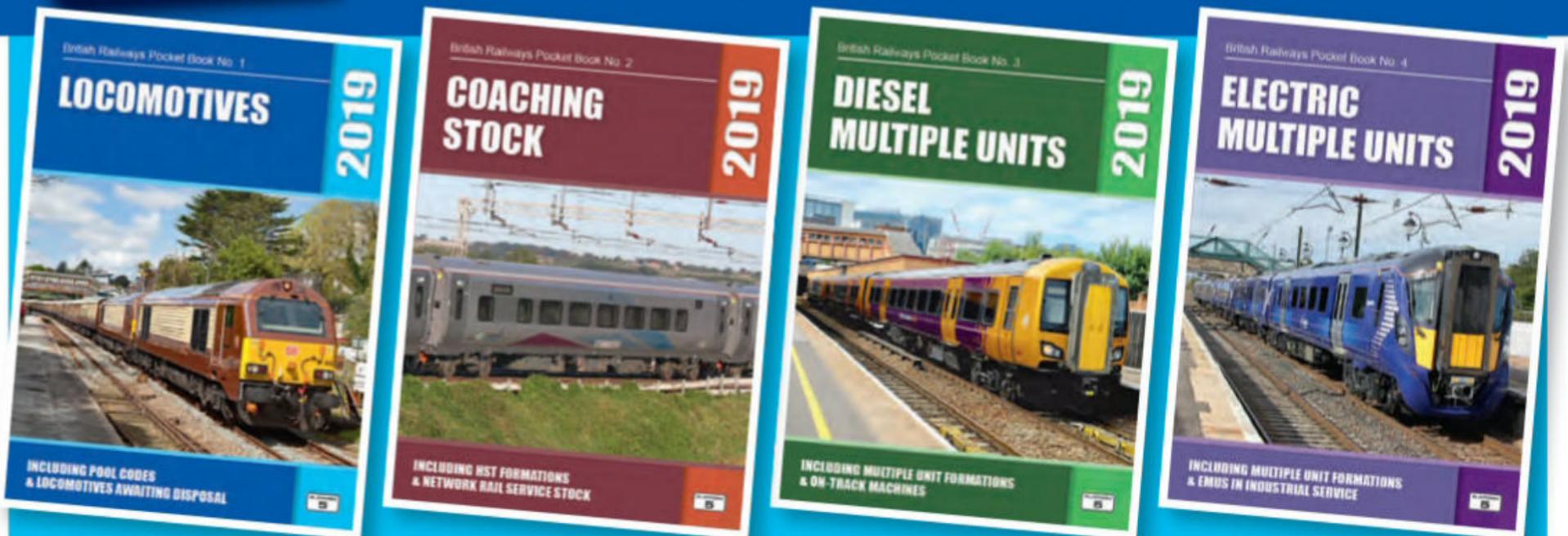
Additionally, a 23.35 train connects GVT with Portadown via Lisburn on Saturday nights, and a new Sunday evening departure from the re-named Belfast Lanyon Place leaves at 17.29, calling at all stations to Portadown.

Translink's general manager rail services Richard Knox said: "We continually review and adapt our services and network to ensure we continue to provide our passengers with a high quality service – and strong growth of 7.2% on the Portadown line since April shows the need for additional capacity. "We have recently opened a new 347-space park & ride facility at Portadown and this has been positively received by our customers."

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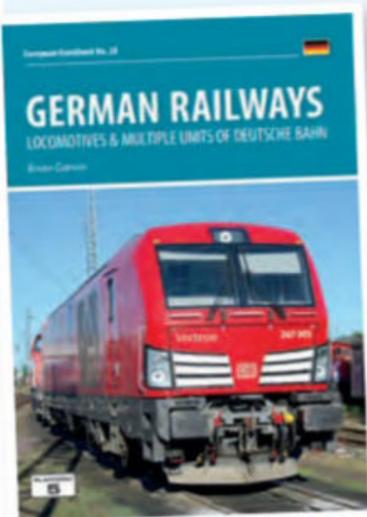
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# Narrow Gauge Track Record



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## SINGLE LINES

■ THE Vale of Rheidol Railway began stripping Hanomag 2-6-2+2-6-2 'NG/G13' Garratt (10551/1927) in November. The boiler unit and power bogies were separated and the boiler lifted from the frame. Attention is being given to the smokebox end of the boiler and the firebox, with the stays being ultrasonically tested. The aim was for a cold boiler inspection to be undertaken in December.

■ TALLYLLYN Railway's 0-4-2T No. 7 *Tom Rolt* has been stripped for overhaul. Extensive work through the winter will include re-tubing the boiler, attention to the backhead cladding and making a new smokebox door. No. 7 should return to service for Easter 2019.

■ THE Welshpool & Llanfair Light Railway's former Hungarian State Railways bogie carriage MAV 430 has returned to service following refurbishment and modification by Rampart Engineering at Barrow Hill to carry larger wheelchairs. Similar work was previously undertaken on MAV 418.

■ DISMANTLING of the Moseley Railway Trust's Baldwin 0-4-0PM 'tractor' has started, and the engine removed. The loco had been heavily modified when in France and in standard gauge (with the frames inside the wheels). It will be restored to outside frame 2ft-gauge condition. The 0-4-0PM was imported from a Swiss scrapyard in 2016.

■ NORTH Ings Farm Museum is undertaking major re-laying of its railway yard. The original track was laid on the ground, primarily heavy clay. This surface is being dug out to be replaced by a brick rubble base topped by ballast on which the track will be re-laid.

■ FAIRBOURNE Railway's Milner 2-6-4T *Russell* has been stripped for overhaul and the boiler sent to Grosmont for the fitting of a new inner firebox.

## DIARY

**April**  
13 FR/WHR,  
'The Snowdonian'

**May**  
4-6 Leighton Buzzard  
Railway, centenary gala  
18-19 Westonzoiland Light  
Railway, Steam on the Levels  
19 Evesham Vale Light  
Railway (EVLRL), diesel day



*Russell* steams through Aberglaslyn Pass for the first time since 1937 on its way to Beddgelert during the November 25 test run over this section of the Welsh Highland Railway. MICHAEL CHAPMAN

## *Russell* steams to Beddgelert

THE WELSH Highland Heritage Railway's (WHHR) Hunslet 2-6-2T *Russell* made an historic trip from its Gelert's Farm base onto Welsh Highland Railway (WHR) metals to steam to Beddgelert on November 25.

This was the first time *Russell* had steamed over the Porthmadog to Beddgelert section of WHR since 1937.

*Russell* hauled replica North Wales Narrow Gauge Railway carriage No. 9 (or 25) and WHHR's ex-Vale of Rheidol brakevan, with the train constituting a gauging and inspection operation under the auspices of WHHR and Festiniog & Welsh Highland Railway (F&WHR) engineering and operating staff.

It was the longest trip undertaken by *Russell* since its £350,000 overhaul completed in 2014, which reinstated various as-built features.

Significantly, the operation heralded an announcement *Russell* will participate in a Welsh Highland Heritage weekend on June 21-23. The 1906-built loco will work between WHHR's replica 1920s WHR halt at



Mission accomplished: *Russell* takes water from the iconic tower at Beddgelert, the columns of which date from original Welsh Highland days, and were last beside the loco 81 years ago. MICHAEL CHAPMAN

Pen-y-Mount over the WHR to Hafod-y-Llyn via Pont Croesor. This event is expected to feature other visiting locos.

*Russell* previously ran on WHR track in 2000 when it worked with Ffestiniog Railway's Single-Fairlie *Taliesin* between

Caernarfon and Waunfawr.

A Welsh Highland Heritage loco last ran on the WHR on December 29, 2012 when Bagnall 0-4-2T *Gelert* worked a test train to Beddgelert. This operation followed trials during 2011, but anticipated further

workings did not materialise.

Many had hoped *Russell* would appear during last June's Hunslet 125 event, and it is understood the loco was invited to participate in the September 14-16 WHR SuperPower gala, but neither visit occurred.

## Isle of Man horse tram redevelopment starts

DOUGLAS Bay Horse Tramway (DBHT) vehicles were moved from Strathallan depot to storage at the Manx Electric Railway's Derby Castle depot in November prior to demolition of the Strathallan building.

Tynwald, the Isle of Man Parliament, approved the replacement DBHT depot, which will be in the style of the original circa 1902 structure (*RM* March).

Prior to demolition the Art Deco glass windows forming

part of the entrance to the former Strathallan Suite were removed for safe storage.

Construction of the new building will start early in the New Year, with completion anticipated in February 2020.

The building will apparently retain the current depot trackwork and traversers.

Restoration of 1892-built saloon No. 27 at Derby Castle was completed in time to return the vehicle to tramway service on October 20 before the season ended.

## New trust to be formed to save Alford Valley Railway?

THE possibility of a local trust-style charitable group taking over Alford Valley Railway is being suggested as the best way forward for the 2ft-gauge line.

Early in 2018 it was announced the railway would be closed until further notice because of the unsafe condition of the track (*RM* June).

In mid-November, local councillor Robbie Withey said while the railway is owned by

a private company, options for sourcing funding are very limited. However, he added, if it were owned by a charitable trust or similar, the possibilities for funding from several sources would open, presenting the best chance of saving the railway.

Coun Withey says a meeting with the AVR's owner seemed to indicate a desire to pass the business to a local organisation that could run it in the way suggested.

## Southwold rails return at Halesworth shed site

HALESWORTH to Southwold Narrow Gauge Railway Society (HSNGRS) members have laid 3ft-gauge rails over the inspection and ashing-out pits which survive at the Southwold Railway's (SR) 1914 locomotive shed site in Halesworth, Suffolk.

The original rails were scrapped in 1941 at the same time as SR Sharp, Stewart 2-4-0T No. 2 *Halesworth* (2849/1879), which had remained at the site for 12 years following closure of the line.

HSNGRS next intends to lay a demonstration track on the route of the SR main line about 100 metres north of the shed site in the direction of Halesworth station. The society says it has undertaken consultation with local residents and found strong support for reinstatement of the railway.

The first three miles of trackbed from Halesworth towards Wenhaston are outside the designated Area of Outstanding Natural Beauty, and it is believed the project will encounter less planning difficulty than previous revival efforts. Moreover, the

scheme fits with the aim of the local authorities and tourism groups to promote inland rather than coastal attractions.

The trackbed is now under several ownerships, but it is unobstructed other than the original terminus being lost to housing. HSNGRS plans to build a re-created Halesworth station on a new site.

In addition to recently bought RFS Engineering Ltd 4wDH L106 of 1989 (RM Nov), HSNGRS has bought an ex-RNAD flat wagon (to be the basis of a passenger coach), an ex-ironstone quarry two-tonne 3ft-gauge Hudson tipper, and a stock of 35lb yard rail.

HSNGRS says there is no conflict with the separate Southwold Railway Trust, which is developing the SteamWorks site at Southwold, since both groups share the aim of reinstating the eight-mile Southwold Railway, there just being a different geographic emphasis.

The locomotive shed site is owned by Halesworth Millennium Green Trust.

## New boiler for *Darent*

A NEW boiler barrel is being built for Hampton & Kempton Waterworks Railway's (H&KWR) resident steam loco Andrew Barclay 0-4-0ST *Darent*.

The chassis is undergoing overhaul at London Museum of Water & Steam (RM Oct), with the boiler having been sent to A G Bicknell & Co Ltd for assessment and repair.

The smokebox, front tube plate, tubes and other fittings have been removed to enable examination of the internal surfaces of the boiler.

However, it became apparent that while the firebox end seemed to be in good condition the barrel had significant pitting along the front lower section.

Weld building and patching were considered, but construction of a complete new barrel and front tube plate was viewed as the best long-term option.

Steam on H&KWR's Hanworth Loop running line was maintained in 2018 by Hampshire Narrow Gauge Railway Trust's Bagnall 0-4-0ST *Wendy*.



**Bagnall 0-4-0ST *Wendy* steams round the Hampton & Kempton Waterworks Railway's Hanworth Loop on November 4. *Wendy's* owners, Hampshire Narrow Gauge Railway Trust, will celebrate her 100th anniversary at its Bursledon Brickworks Museum base, in Hampshire, on July 21 during a Brickworks' Train event. CLIFF THOMAS**

## 10th anniversary for Lincs railway

LINCOLNSHIRE Coast Light Railway (LCLR) will hold its fare at just £1 return during 2019, the year in which it celebrates its 10th anniversary of operating at Skegness Water Leisure Park.

It's the same fare that was charged when the line opened at this site in 2009.

LCLR relocated to Skegness after its original line at Humberston closed in 1985.

Winter work includes upgrading the track in and around Walls Lane station, incorporating heavier rail.

The saddle tank for Peckett 0-6-0ST *Jurassic* is being rebuilt by Statfold Engineering Ltd.



**Romney, Hythe & Dymchurch Railway's 4-6-2 No. 2 *Northern Chief* on show at the NEC.**

## Narrow and minimum gauge at Warley show

FULL-SIZED narrow gauge exhibits at the November 23-25 Warley Model Railway Exhibition at Birmingham's NEC featured Romney, Hythe & Dymchurch Railway's Davey Paxman 4-6-2 No. 2 *Northern*

*Chief* and 4-8-2 No. 6 *Samson*, together with the line's Royal Saloon coach, War Office Locomotive Trust's Hunslet 4-6-0T WDLR No. 303 and Statfold Barn Railway's Hudswell, Clarke 'P' class 0-6-0T *Alpha*.



**War Office Locomotive Trust's Hunslet 4-6-0T WDLR No. 303 displayed at the Warley show. PICTURES: TIM EASTER**

## Talyllyn to re-create Ty Dŵr water 'tower'

THE Talyllyn Railway plans to replicate the old locomotive watering point at Ty Dŵr.

The structure served the original loco shed above Abergynolwyn village on the 'mineral extension' between Abergynolwyn and Nant Gwernol until the shed and workshop at Tywyn Pendre opened in 1867.

It survived until the slate pillars

were demolished, with the slabs used to build a retaining wall at Dolgoch in 1955.

A £4,000 appeal to support the reconstruction project has been launched.

The aim is to reinstate a lost Talyllyn feature which can be used for photographic and other special trains rather than create a new regular watering location.

## Restoration of Armoured Simplex nearing completion at Statfold

STATFOLD Engineering Ltd is completing restoration of the bodywork of Greensand Railway Museum Trust's 40hp petrol 'Armoured' Simplex WDLR LR2182 (MR 461/1917).

The contract encompasses manufacturing and fitting the distinctive cupola roof and side doors, complete with hinges and fittings. The original roof was removed during its 1921-1963 period in industrial service.

The Leighton Buzzard

Railway-based loco appeared in operational condition for the first time in preservation during Moseley Railway Trust's Tracks to the Trenches event last July.

Building the cupola roof is being financed by an Association of Industrial Archaeology grant, with the remaining work to complete LR2182 backed by a significant donation from a benefactor.

The locomotive should be completed in late-December and unveiled at the LBR in 2019.

## SINGLE LINES

■ FFESTINIOG Railway's (FR) Hunslet 0-4-0ST *Lilla* steamed for the last time prior to withdrawal for 10-year overhaul on November 10. Its boiler ticket runs until March, but the Lilla Loco Group, which cares for the loco, wanted to use the winter months to get a head start on the overhaul. FR's guest-driver Slate Shunt programme will be handled in 2019 by National Trust-owned Hunslet 0-4-0ST *Hugh Napier*.

■ A NEW narrow gauge railway is being developed at the Davidstow Airfield and Cornwall at War Museum, part of the old Second World War RAF Davidstow Moor airfield, near Camelford. Track has been laid to produce a First World War-inspired 'trench railway'. Motor Rail 4wDM 8882/1944 (possibly 1943) pulled an ex-MoD four-wheel van along the line in mid-October. This followed two years working to resolve issues related to engine bearings, starting and tick-over speed.

■ BILL Parker's Manning, Wardle 0-6-2T *Chevallier* was steam tested at Welshpool & Llanfair Light Railway's (WLLR) Llanfair Caereinion station on November 16 after a lengthy period of storage (RM Nov). This was followed by a late-November loaded test trip over WLLR's main line to Welshpool Raven Square. Work undertaken by the owner's engineering team includes modifications to the blast pipe.

■ GUEST Engineering 1959-built 0-6-0 diesel *Rachael* has been bought by the Cleethorpes Coast Light Railway. It arrived on November 12 from Windmill Farm Railway, where it was restored by Austin Moss. It was originally designed as a 10½in-gauge loco and was actually completed to 15in gauge. It ran at the Fairbourne Railway between 1961-1984. *Rachael* then ran at Haigh Hall Railway for many years before going into storage until it was bought by Austin Moss.

■ WELSHPOOL & Llanfair Light Railway's Barclay 0-4-0T No. 8 *Dougal* (2207/1946) arrived at Kaohsiung harbour on November 8 to begin its six-month visit to Taiwan (RM Nov). It was unloaded from the container at the Taiwan Sugar Railway on November 12 and will appear at Zhecheng culture park (aka Suantou sugar mill) for Taiwan's December 8-9 sugar festival.

■ SNOWDON Mountain Railway (SMR) has confirmed the September visit of Brienz Rothorn Bahn rack locomotive No. 2 and coach No. B1 to Llanberis (RM Oct) produced a substantial increase in visitors compared to last autumn.

■ OLD Kiln Light Railway 'Santa' trains were worked by Great Bush Railway's O&K 0-6-0WT *Sao Domingos*, visiting from Tinkers Park, Sussex. *Sao Domingos* also worked Old Kiln 'Santa' trains in 2017 in the absence of operational resident steam.

■ BALA Lake Railway's Hunslet 0-4-0ST *Holy War* (779/1902) has been withdrawn for a 10-year overhaul.

# Miniature Track Record



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## Southwold's Blyth Valley Light Railway opens for passengers

THE 7¼in-gauge Blyth Valley Light Railway (BVLR) at the Southwold Railway Trust's 'Steamworks' in Blyth Road, Southwold, Suffolk, opened for passengers, along with the centre, on July 14.

It runs around part of the one-acre site, but it is planned to enhance the layout and add more facilities for passengers and stock. A carriage shed was completed in November.

Locos available include a privately owned Maxittrak 'Opal'-type 0-4-2T, a Maxittrak 'Planet'-type 4wBE, and a freelance 4wP, built by a

member many years ago, and currently awaiting a new engine and NG-style bodywork.

The largest loco is a petrol/battery-electric hybrid Bo-Bo, built by members Neal and Nigel Davis in 2018.

There is one four-seat bogie coach and one 10-seat, two-car articulated set, which is very heavy, and only the hybrid can haul it.

The BVLR is a permanent feature of the SRT's steam centre and not a stop-gap for the eventual 3ft-gauge railway, as has been suggested elsewhere.



A general view of Steamworks, Southwold on June 27 during construction, prior to opening on July 14. The Bo-Bo petrol/battery-electric hybrid loco, built specially for the Blyth Valley Light Railway, has since been painted blue. In the background, left, is a 3ft-gauge ex-Charleroi tram. JOHN RIDGWAY/SRT

## 'Reprieve' for Ashton Court

BRISTOL Society of Model & Experimental Engineers has been granted an extension to its lease for their railway site at Ashton Court, Bristol (*RM* Sept, p78).

The various-gauge railways have been given the all-clear to run until the end of Summer 2019 following local protest, backed by a petition attracting more than 8,000 signatures.

This move will allow 'long-term solution' to the financial situation to be discussed with Bristol City Council. The society has been told by the deputy mayor it 'must wash its face', but the terms of the lease prevent any form of trading so the only income is from fares.

Mayor Marvin Rees claims the council suffers a loss of £230 a day whenever the railway operates, but how this has been calculated has not been explained.

## Poole Park is 'nationalised'

BOROUGH of Poole Council has taken over the operation of the 10¼in-gauge railway in Poole Park, Dorset.

The council is investing £350,000 in track, new stock and enhancement of disabled access, financed by borrowing.

It is being pushed through before the council is merged into a new unitary authority, which might not be so enthusiastic about retaining the historic railway.

The line was run by the Friends of Poole Park from 2017, but the venture was not a success, and its licence was suspended.

Derailments and a lack of understanding of legislative demands for the safe operation of a railway led to a dispute with the council, which owned the park.

## Hastings 70th anniversary celebrated... again

THE 10¼in-gauge Hastings Miniature Railway (HMR) held its final 70th anniversary event on September 29-30.

Two previous visitors (*RM* Sept, p78) returned for the occasion: Eastleigh Lakeside Railway Guest Engineering 4-4-2 No. 1908 *Ernest Henry Upton* and Randall & Day-built 'Schools' class 4-4-0 No. 905 *Tonbridge*, from the private Ingfield Light Railway (ILR), West Sussex.

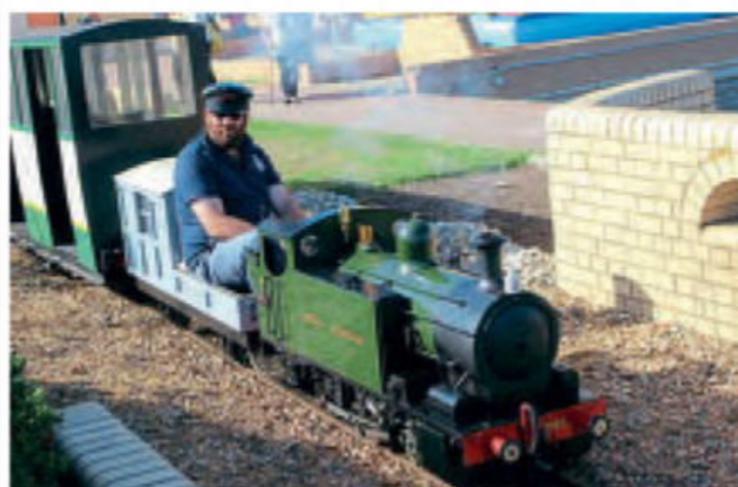
For the finale they were joined by GWR-liveried No. 2165 *Burry Port*, making its first appearance at the HMR. This 0-6-0T was built by Chris Summersall in

1985, based on Martin Evans's 'Simplex' design, scaled up from 5in gauge to 10¼in.

It was originally named *Titan* and based on the Queen Mary's Hospital Railway, Carshalton, Surrey.

Following acquisition by Bob Symes, it was rebuilt to represent a Hudswell, Clarke loco built for the Burry Port & Gwendraeth Valley Railway, later absorbed by the GWR.

No. 2165 ran on Bob's private Green Dene Railway, Surrey, until sold in 2013 on closure of the railway, and has since been based at the ILR.



GWR 0-6-0T No. 2165 is seen at HMR Rock-a-Nore station on September 29, visiting the railway's final 70th anniversary event. It was previously owned by the late Bob Symes. PICTURE: KEVIN BOORMAN



Perhaps the most bizarre-looking loco yet depicted in *The RM*, *Diddly Dum* 'heads' a train on the recently closed railway in Brooklands Park, Worthing. The loco heads were removable, with this loco running 'headless' on the last day's trains. It is not known if the two locos ever 'double-headed'. PETER NICHOLSON

## No more 'Diddly Dum'

THE 10¼in-gauge Diddly's Miniature Railway in Brooklands Park, East Worthing, West Sussex, closed on September 23, with the track lifted in October.

It was opened in 1965 as a normal, steam-operated 9½in-gauge railway, and was re-gauged in 1967 when extended around the large lake.

Latterly, motive power has been anything but 'normal', these being steam-outline

Bo-BoDH's *Diddly Dum* (J Hudell and K. McCluskey, 1985) and *Diddly Dee* (K McCluskey, 2009).

An attempt to sell the railway in situ failed, and it is not known what is to become of the stock.

The local authority released its 'masterplan' for the park in mid-October, confirming there was no place for the railway.

The trackbed will become a lakeside walk with 'inclusive-access' surfacing.

## KNOW YOUR LINES: No. 63 Bekonscot Light Railway

Gauge: 7¼in

Location: Bekonscot Model Village, Warwick Road, Beaconsfield, Buckinghamshire HP9 2PL

OS ref.: SU 939914

Operator: Bekonscot Model Village

Tel.: 01494 672 919

Email: info@bekonscot.co.uk

Website: www.bekonscot.co.uk

Running days: Village opens daily February 16-October 27 (10.00-17.30). Trains run 10.30-16.30, departing every few minutes 'on demand'.

This 200-yd line weaves its way behind the famous model village and Gauge 1 model railway, criss-crossing some gardens, encircles a pond and returns to the terminus.

The line opened in 2001, motive power comprising two battery-electric and a diesel-hydraulic loco, and a battery-electric tram.

The loco shed is accessed via a turntable, which is also used for locos running round at the station.

The fare is £1 per person (under 2s free), in addition to the village entry fee.



The mainstay of the Bekonscot Light Railway's operations is Bo-BoDH No. 6 *Doodargh*, built by the railway in 2010. It is seen here negotiating the complex track layout on August 12, 2017. PETER NICHOLSON

# Narrow Gauge Steam in Latvia



Photos: Bernd Seiler

Three serviceable narrow gauge steam locomotives are available in Latvia, all three with German roots, and all three have a history in the World Wars. While the "Heeresfeldbahn" locomotives in Ventspils were used widely in the WW I all over Europe, the Gr in Gulbene is one of the reparation locomotives which were delivered to the USSR after WW II.

Ventspils, close to the Baltic sea, have built an additional line with a wooden bridge, so there are more photographic opportunities compared to our last tour to Latvia, which we ran almost ten years ago. Also the number of available wagons has increased which will allow us to run two different trains in Ventspils. Hence, there are several reasons now to run another tour to Latvia with its beautiful capital of Riga!



<b>Eritrea:</b> Mallets to Asmara	Jan 12 <sup>th</sup> – Jan 20 <sup>th</sup>
<b>Eritrea:</b> Keren, Filfil, Qohaito, Massawa & more	Jan 19 <sup>th</sup> – Jan 28 <sup>th</sup>
<b>Romania:</b> Winter Fairy Tale in Vişeu and Moldoviţa	Feb, <b>Sold out</b>
<b>Latvia:</b> Narrow Gauge Steam in Gulbene & Ventspils	<b>Apr 19<sup>th</sup> – Apr 22<sup>nd</sup></b>
<b>Madagascar:</b> Jungle Railway & Micheline Railcars	<b>Apr 26<sup>th</sup> – May 10<sup>th</sup></b>
<b>Madagascar:</b> Land of the Baobabs	<b>May 9<sup>th</sup> – May 16<sup>th</sup></b>
<b>South Africa:</b> Cape Gauge Steam in the Cape Province	Jun 14 <sup>th</sup> – Jun 25 <sup>th</sup>
<b>South Africa:</b> Cape Town, Garden Route & Addo NP	Jun 24 <sup>th</sup> – Jul 2 <sup>nd</sup>
<b>Argentina:</b> Don't Cry for me Argentina: La Trochita	Aug 24 <sup>th</sup> – Sep 9 <sup>th</sup>
<b>Eritrea:</b> Mallets to Asmara	Oct 26 <sup>th</sup> – Nov 1 <sup>st</sup>
<b>UK:</b> Welsh Narrow Gauge Explorer	Nov 2 <sup>nd</sup> – Nov 10 <sup>th</sup>
<b>Sri Lanka:</b> Coast Line Express & Mountain Railway	Feb 6 <sup>th</sup> – Feb 17 <sup>th</sup>

# Madagascar



Photo: Thomas Kautzor

Madagascar is a fascinating tropical, African island. Once upon a time the colonialists built several railways to improve the very basic infrastructure of the country. The remains of these railways still exist and are partly in operation. The condition of some of the lines, though, is "interesting" to say the least. On one of the lines we'll visit, the so called "Jungle Express" offers six trains a week with a single train ride lasting as long as 17 to 35 hours – and only one lonely serviceable locomotive! Of course, the scheduled time is much shorter, but what does a timetable mean if the rolling stock and the track doesn't match up to it?

We started our negotiations at the lowest imaginable level - no, not possible; no, not allowed ... but after a year of negotiations and several personal visits by our local agency to all of the lines, we now have access to the managers of the railway and

have even been granted permission to travel in the cab of a locomotive. They have also agreed to use their Michelin railcar for a special charter train event. Those Michelins are French tyre driven railcars and can't go out from the capital on the line because of the poor track conditions. But on the line from Fianarantsoa we may be able to take the streamlined railcar out for several kilometres. There are only two serviceable Michelins, one in Fianarantsoa, the other one in the capital Antananariva ... known in short as Tana.

Madagascar is so famous for its Baobab alley that we've added a tourist part to follow the railway programme. If you wish, you can add this tourist programme after the railway tour. Travelling through Madagascar is a challenge, however. You should not underestimate the time you need to cover large, medium or even short distances. It will all be quite an experience! The rich natural life (Lemurs for instance) will reward all the efforts, however.



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## New platform 0 for Leeds in latest city investment

LEEDS station will receive an additional platform as part of a £161million investment programme to improve train journeys and the functionality of the station.

Current platforms 1-6 are to be lengthened to cater for longer trains, but it is the creation of a new platform 0 in the site of the current long-stay car park Network Rail says will be the "crowning glory" of the revamped facility.

Concurrent with the platform upgrades will be a programme of track realignment for more efficient journeys into platforms 1-6, as well as a major upgrade to the signalling across the entire station.

The work will be carried out in three phases, starting with the transfer of signal control to York's Rail Operating Centre, followed by the upgrading of the signalling in and around the station.

The final stage will be the construction of platform 0 and the realignment of the tracks into platforms 1-6, with work expected to be completed by 2021.

To make room for platform 0 the long-stay parking allocation will be reduced in stages until May, when the long-stay car park will close completely. It will not reopen until the platform is built in 2021.

Network Rail and Leeds City Council are working on the provision of alternative parking sites.

New Station Street will be partially pedestrianised in an effort to ease congestion and improve the flow of people at the entrance of the station.

The work is being funded by the West Yorkshire Combined Authority, with construction starting early next year.

News of the project follows last month's announcement



An aerial view of Leeds station showing the current long-stay parking area, which will be sacrificed to make way for the new platform 0. NETWORK RAIL

(Network, RM Dec) the station's dark, wooden ceiling panels in the South Concourse will be replaced by a transparent, ETFE (Ethylene Tetrafluoroethene) roof.

Work on the erection of scaffolding took place

throughout December, with the old roof coming down over the Christmas period.

It is planned to have the work completed in time for the UCI Road World Cycling Championships in September.

### SIDELINES

#### Major refurbishment for Abergavenny footbridge

ABERGAVENTY station footbridge is undergoing a major refurbishment.

Work began on December 3 with the lifting of the deck ready for transport to Cardiff for renewal and repair.

Network Rail engineers will undertake repairs and strengthening work to the bridge supports and staircases.

The deck will be returned in the spring.

#### NR prepares for Brighton line upgrade

PREPARATIONS are underway ahead of Network Rail's £67million upgrade of the Brighton Main Line during the February half-term.

The line between Three Bridges and Brighton will undergo its first significant refurbishment in three decades in an effort to improve track, signalling and drainage on the route, which has become one of the least reliable in the south-east of England.

The upgrade includes extensive work in three of the line's tunnels to reduce leaking, and closures will occur on January 6 and 9, February 10, and then from February 16-24.

NR has already undertaken work at 25 separate sites in the run up to the closure, including the renewal of 2.7 miles of conductor rail, 532 yards of track and 15 signals.

#### Isolation technology on South Western route

NEW track isolation technology is being rolled out across the South Western Railway route to give Network Rail track workers a more efficient, safer way to isolate the power on the third-rail lines. More than 450 of the devices required for this technology will be in place by March, with a further 400 to be installed over the coming three years. NR says they will save up to 66 days per year in delays.

#### 'Thomas' teaches railway safety

NETWORK Rail has recruited the Island of Sodor's famous blue tank engine to help teach children about the dangers of playing on the railway. New book *Stay Safe with Thomas* was launched on November 29, and shows Thomas having fun on the railway at the expense of his safety, and learning valuable lessons as a result. NR and the BTP hope the story will encourage parents to discuss rail safety with their children.

## First trains run over electrified Dunblane and Alloa routes

SCOTRAIL Class 380 EMU No. 380004 became the first train to use the newly electrified Stirling-Dunblane-Alloa lines on November 27 when it completed a successful early-hours trial to both Dunblane and Alloa.

The trial paved the way for the full introduction of ScotRail electric services on the line from December 9, including the new Class 385s. This will ultimately reduce journey times between Stirling, Glasgow and Edinburgh, and provide additional seating capacity on services between Alloa, Dunblane, Bridge of Allan, as well as Stirling to Glasgow and Edinburgh.

The two-year electrification scheme has seen in excess of 2,000 stanchions and structures installed to support more than 186 miles of overhead wires along the 32-mile route.

In order to complete the work several bridges have had to be modified to create enough space for the catenary, while Stirling station is being upgraded with the installation of a new footbridge and lifts providing step-free access to all platforms.



ScotRail Class 380 EMU No. 380004 pauses at Stirling during its trial run over the newly electrified lines on November 27. NETWORK RAIL

## £5m Kidsgrove station upgrade underway

NETWORK Rail (NR) has started work on a £5million upgrade of Kidsgrove station, on the Derby to Crewe line in Staffordshire, in order to improve access to all platforms.

The project is due for completion during the spring, and will see three new lifts installed at either side of platforms 1-4, together with a brand new footbridge linking the platforms.

The upgrade is being funded as part of the Department for Transport's Access for All programme, which was launched in 2006 to improve accessibility at

stations across the network.

Kidsgrove is a busy commuter station for people travelling to and from Stoke-on-Trent, with services connecting with Manchester Piccadilly and London Euston also calling there. However, NR says construction work will not be disruptive to travel.

Luke Jones, NR scheme project manager, said: "This upgrade will unlock the railway network for many people in Kidsgrove, allowing them easy access to travel that was previously not possible.

"We are working closely with



station operator East Midland Trains to ensure our work brings as little disruption as possible to passengers at the station, which will only be until late spring 2019."

An artist's impression of how the remodelled Kidsgrove station will look upon completion of the upgrade in early-2019. NETWORK RAIL

## Watford Junction platform extension underway

UP TO 90metres is being added to platforms at Watford Junction station during the next five months as part of a multi-million-pound Network Rail (NR) improvement package aimed at accommodating longer trains.

Platform 10 will be extended by 90m, increasing the number of carriages it can handle from eight to 12, and platform 11, which is currently of wooden construction, will be entirely rebuilt to modern standards by mid-January.

Overhead line equipment will also be upgraded, with the public address system and customer information screens also being upgraded.

NR has pledged disruption will be kept to a minimum during the six-month upgrade, although some facilities may have to be moved or

decommissioned for short periods. However, everything will be reinstated as soon as it can be. Some car parking spaces will also need to be temporarily decommissioned for the duration of the work.

Samantha Rayment, station manager at Watford Junction, said: "From May 2019 there will be more 12-car trains running to and from Watford Junction.

"There will also be three additional trains between Watford and Euston in the morning peak and one additional service in the evening. More trains from Watford Junction will also stop at Wembley.

"These works will mean some changes around the station over the next six months, so we advise customers to leave a bit of extra time to get to and from their trains."

## Virgin and Eurostar to offer 'simpler' through ticketing

BUSINESS travel between major UK cities and mainland Europe is set to become simpler following a partnership deal between Virgin Trains and Eurostar to offer end-to-end tickets.

The arrangement is the first of its kind between Eurostar and a UK train operating company, and has been established to simplify travel for the meetings, incentives, conferencing and exhibitions (MICE) market.

It removes the need to book separate journeys, enabling customers to book a through fare with Virgin or Eurostar from UK cities, including Manchester, Liverpool and Birmingham, to continental destinations such as Paris, Lille and Brussels.

The service is an attempt to make business travel more efficient with 'meetings on the move', and allows organisations to change or transfer tickets

between delegates, or even book out entire carriages for business parties or events at discounted rates.

Both Standard or First Class travel, or a combination of both, can be booked, which includes personal branding and a variety of catering options.

There are even VIP hosts on hand to guide customers to and from St Pancras on the Virgin Trains leg of the journey.

Eurostar's head of sales Simon Tyler said: "We are pleased to extend our MICE offer, working with Virgin trains to make it even easier for groups to discover a wider range of destinations.

"Our dedicated MICE experiences have proved popular since they launched this summer, with passengers able to relax and enjoy tailored activities in their exclusive Eurostar carriage."

## TOCs join forces to offer cheaper 'connect' tickets

OPEN Access operator Grand Central has joined forces with CrossCountry, Northern and TransPennine Express in order to offer more affordable through-ticketing deals.

The new reduced-price fares are available for connecting travel using Grand Central and the partner train company without having to buy separate tickets, enabling passengers from more locations to connect onto the Grand Central network for journeys to London.

The tickets are on sale

for travel up to 12 weeks in advance.

"We're delighted to announce these new cheaper fares, in partnership with other train companies in the North," said Grand Central's pricing and distribution manager, Steve Halstead.

"Our customers appreciate having a choice of operators and, through our partnerships with CrossCountry, Northern and TransPennine Express, they will be able to connect from more locations than ever onto the Grand Central network."

## Poignant farewell to semaphore signals in north Humberside

THE use of semaphore signalling came to an end in north Humberside on November 23 when the old system was finally switched out on the line between Ferriby, Gilberdyke and Saltmarsh.

The delayed decommissioning of the old system took place after the passing of the final train that evening.

It forms part of Network Rail's £50million signalling upgrade of the 23-mile line.

Control of the route has been passed to the York Rail Operating Centre, resulting in the closure of a number of signalboxes and crossing gateboxes, with 11 level crossings being updated with newer technology.

The 'boxes at Saltmarsh, Gilberdyke (the double junction for the Doncaster/Selby lines), Oxmardyke, Crabley Creek, Cave, Broomfleet, Brough East, Welton and Melton Lane were all closed as functioning signalboxes.

Crabley Creek is being retained as a gate box only to



The delightfully named Crabley Creek signalbox is being retained as a gatebox only, serving a little-used right of way.

control the gates on a minor road. The gates are left closed to road traffic except for when a vehicle arrives and the 'bobby' leaves the 'box to open and close them.

Network Rail took a weekend possession over November 24-25 to finish the installation it started early in 2018.

The new system took official control on November 26, bringing the curtain down on semaphores in this part of East Yorkshire.

The fate that awaits the signalboxes is unknown, but it is understood Oxmardyke 'box is a listed building, and will be used as a Permanent Way store.

**The semaphores of north Humberside have just two more days in operation as Northern 'Pacer' No. 144018 approaches Oxmardyke signalbox on November 21. How much longer before the two-car unit goes the same way as the signals? BOTH: GARETH JONES**



## NR trials new hedge-planting scheme

NETWORK Rail launched a trial in November to reinvigorate lineside vegetation management and establish hedgerows along Britain's modern railway.

NR is working in partnership with the Tree Council and members of both the Hadley Wood Association and Hadley Wood Rail User Group. Its 'Orange Army' and community volunteers began work on November 28 on laying two 180m-long by 2m hedgerows along the edge of Hadley Wood station's western bank, next to the National Cycle Path.

The two hedgerows will be divided into three 60m

sections in order to test different establishment techniques.

For example, one area will be planted with rows of small trees under half a metre in height, one will be seeded with UK-sourced hedgerow seeds, and the last area will be left to regenerate naturally.

The finished hedges will comprise a mix of hawthorn, blackthorn, field maple, dog-rose and wayfaring trees, and will be allowed to reach around 3m in height.

They will be monitored over five years to see which method of establishment achieves the best results in terms of

community appeal, wildlife habitat, safety and cost.

Rob McIntosh, managing director for NR's London North Eastern and East Midlands route, said: "The competing challenges we face in managing vegetation near the railway are well known – safety for passengers, maintaining habitat for wildlife and the impact on our neighbours.

"But with this trial – in partnership with the Hadley Wood community – we are confident that we will find a solution and return an area once rich in wildlife to one of significance for the future."



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## Temporary depot 'green light' for Tyne & Wear

NEXUS, the operator of the Tyne & Wear Metro, has won approval to build a temporary depot on a former landfill site in Howdon, North Tyneside.

The temporary depot will be used to maintain Metrocars while the main depot at South Gosforth is being rebuilt.

It will also play a key role in the phased delivery of the new Metro fleet, which is scheduled to begin at the end of 2021.

The Howden site will be used to stable and maintain up to 10 Metro trains each night while work progresses at South Gosforth. It will then be the

access point to take delivery of the new trains.

Nexus has already begun negotiations with five shortlisted bidders to design and build the new Metro train fleet and depot, and enter into a long-term maintenance contract.

The winning bidder will be

announced at the end of 2019.

The Government is providing £337million towards the projected £362m cost of the new fleet, which together with on-going maintenance over 35 years makes the total value of the contract worth about £500m.

## Stuck tram gets a push

WHEN a Manchester Metrolink tram became stuck in the platform at Brooklands on December 4, its passengers were asked to get out and push it to get the tram going again!

The operator admitted in certain circumstances, a fully loaded tram can become snagged on the platform edge, and so the side of the vehicle needs a push away from the platform to free it. A similar incident was recorded in March 2016, when passengers were asked to move to the right-hand side of a tram because the left-hand side had become stuck.

A statement from Transport for Greater Manchester said because all of its trams were fully accessible for wheelchairs and pushchairs, there is only a small gap between trams and the platform edge, and a few millimetres change can make a big difference.

As a precautionary measure, the tram and track was subsequently checked to ensure the gap is still correct.

Metrolink is considering plans to introduce tough new rules to fine passengers up to £1,000 for putting their feet on seats, along with other fines for nuisance offences such as swearing, vaping, being too drunk, and littering.



**NEW STREET CHANGES:** A view of the West Midlands Metro stop at Grand Central (Birmingham New Street) on November 30, where there is currently only one platform in use while the line is being extended to Centenary Square. Tram No. 34 is pictured in the temporary combined arrival/departure platform with a service to Wolverhampton. PAUL BICKERDYKE

**BANK BOOST:** London Underground has opened a new entrance to the Waterloo & City Line at Bank station to relieve congestion at one of the busiest stations on its network. The Walbrook entrance has been built as part of Bloomberg's European headquarters development, and features historic glass etchings marking the discovery of the nearby ancient Roman Temple of Mithras. The entrance is part of a major upgrade at Bank that will see the station's capacity increase by 40% by 2022. TRANSPORT FOR LONDON



## Infrastructure costs taken on by Edinburgh Trams

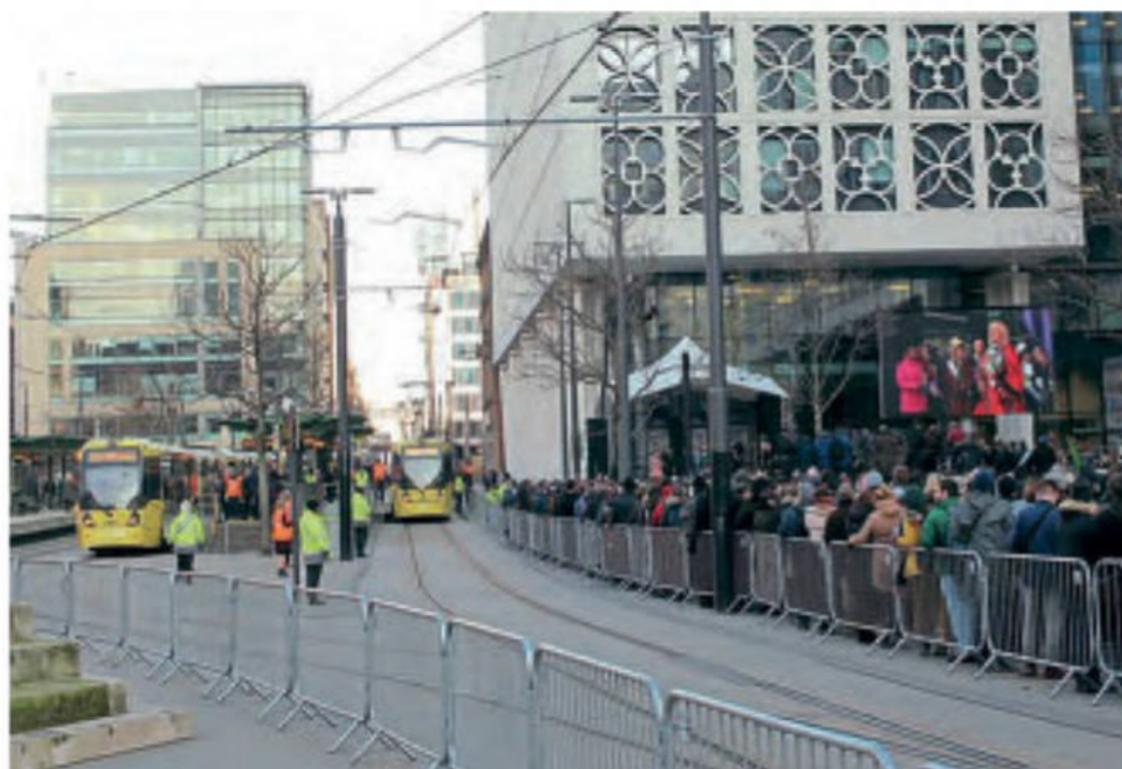
EDINBURGH Trams has agreed with the City Council to take over responsibility for maintaining the line's infrastructure, meaning the operator will pay the council an annual fee of £8.5million to use the line that runs from the city centre to the airport.

This will lead to the trams recording a loss in the short term, but they should return to profit again within a few years.

The losses will be offset by the tram company being allowed to retain all advertising revenue it can generate.

Edinburgh Trams reported its first operating profit a year ahead of schedule in 2016, which had grown into a pre-tax operating profit of £1.6m the following year.

Transport and Environment convener Lesley Macinnes said: "It's a reflection of how well Edinburgh Trams is performing as a company that we feel they are now ready to take on the responsibility for maintenance costs – as was always the plan when the current arrangements were agreed."



**SUFFRAGETTE STOPS TRAMS:** Central Manchester came to a halt for 10 minutes during the day on December 14 for the unveiling of a statue to the former leader of the British suffragette movement Emmeline Pankhurst, who was born in the city in 1858. The statue is in St Peter's Square, and trams using the nearby stop were halted for the ceremony (pictured). GREG MAPE

## TfL sets out £700million rail development plan

TRANSPORT for London has published its plan to deliver transport improvements in the capital despite a reduction in Government funding that is said to amount to £700million per year.

Central to the plan is a focus on efficient working, reduced operating costs and increased revenues.

In the five-year plan, TfL will complete the signalling upgrade on the Circle, District, Hammersmith & City and Metropolitan Lines, which will add 33% capacity across the four lines by the end of 2023, increasing the service to 32 trains per hour through the central London sections.

TfL will also begin the modernisation of the deep

Tube lines, beginning with the introduction of new longer, more spacious walk-through trains on the Piccadilly Line from 2024, which should be built by Siemens at a new factory in Goole.

Major station upgrades will continue at Elephant & Castle, Holborn and Bank stations, as well as opening the Northern Line extension to Battersea.

New fleets of trains will also be introduced on the London Overground and Docklands Light Railway networks to increase capacity.

Plans will also continue to be developed to build Crossrail 2 and extend the Bakerloo Line, the DLR and tram networks over the next 20 years.

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## The Highlands by Steam

Explore historic Edinburgh, admire the countryside of Perthshire and enjoy a traditional steam train ride through the Cairngorm Mountains as you take an unforgettable rail holiday across the Scottish Highlands.

### Day 1 Edinburgh

Your tour manager greets you in Edinburgh at your hotel, and you are free for the rest of the day to explore this historic city.

### Day 2 Blair Atholl

Enjoy a morning at leisure in Scotland's proud capital from the hotel's fabulous location just off the Royal Mile. In the afternoon you will travel across the Forth Bridge and through scenic Perthshire to the pretty village of Blair Atholl and our hotel for the next four nights, the cosy Atholl Arms Hotel which is located close to the railway station and Blair Castle.

### Day 3 Pitlochry

Today's excursion takes you to Queen's View, one of Scotland's most famous lookouts, where you can enjoy the stunning panorama stretching out across Loch Tummel to the Glencoe hills. Spend lunchtime in one of Perthshire's main tourist destinations, Pitlochry, nestled beneath Ben Vrackie. In the afternoon enjoy a talk and tour of Blair Castle.

### Day 4 Jacobite Steam Train

Join the Jacobite Steam Train\* in Fort William for a magnificent return journey on the West Highland Line in restored carriages. The train crosses the famous Glenfinnan Viaduct, and descends towards Mallaig - which overlooks the Small Isles standing proudly in the Atlantic. On arrival, why not sample the catch of the

day in one of this authentic fishing port's restaurants?

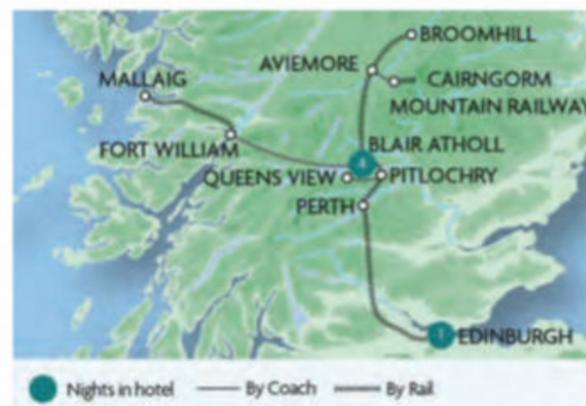
\*Early departures make this journey on Scotrail's diesel service. Please call for more details.

### Day 5 Strathspey Steam Railway

Take a spectacular trip on the Strathspey Steam Railway through the Cairngorms from Aviemore, following the route of the historic Highland Railway. After this nostalgic journey, continue to the Cairngorm Mountain Railway\*, Scotland's only funicular railway, for a thrilling ride to the summit station at more than 3,500ft above sea level. After time to take in the magnificent mountain panorama, you make your descent and return by regional train to Blair Atholl.

### Day 6 Edinburgh

Return by train to Edinburgh where your tour concludes. Before departing you may like to explore this fine city one last time.



## Included in the Price

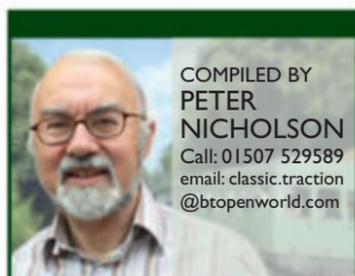
- ✓ Fully escorted by a UK Tour Manager from start to finish
- ✓ 5 nights' hotel accommodation with breakfast and 2 dinners
- ✓ Excursion to Queen's View
- ✓ Visit to Pitlochry including a tour of Blair Castle with a local guide
- ✓ A journey aboard the Jacobite Steam Train
- ✓ A ride on the Strathspey Steam Railway
- ✓ The Cairngorm Mountain Railway

## Dates and Prices

28 Apr 19	£595	16 Jun 19	£685
5 May 19	£645	8 Sep 19	£685
12 May 19	£675	15 Sep 19	£675
19 May 19	£675	22 Sep 19	£675
26 May 19	£675	29 Sep 19	£645
9 Jun 19	£685	6 Oct 19	£595

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## DIARY

### March

9-10 S&DR at Midsomer Norton, diesel weekend  
9-10 Spa Valley Railway, diesel weekend  
23 Crewe Heritage Centre, Best of BR

### April

5-7 Chinnor & Princes Risborough Railway, diesel gala  
5-7 Mid-Norfolk Railway, diesel gala  
6-7 GCR, spring diesel festival  
6-7 Severn Valley Railway, open house weekend  
27-28 Epping Ongar Railway, diesel gala

### May

3-4 KWVR, diesel event  
9 Swanage Railway, diesel gala preview  
10-12 Swanage Railway, diesel gala  
16-18 Severn Valley Railway, (SVR) diesel festival  
19 SVR, mixed traction day

### June

8-9 West Somerset Railway, (WSR) mixed traction 40th anniversary event  
20-22 WSR, diesel gala  
23 WSR, mixed traction day

### July

19-21 South Devon Railway, diesel gala  
26-28 Gloucs-Warks Railway, diesel gala

### August

2-4 Spa Valley Railway, diesel weekend  
3-4 Llangollen Railway, 1960s mixed traction

### September

27-29 Mid-Norfolk Railway, diesel gala  
28-29 Llangollen Railway, diesel gala

### October

3-5 Severn Valley Railway, diesel festival

■ Our thanks to contributors: Richard Benyon (Project 22); Pete Briddon; Josh Brinsford; Paul Conibeare (WSR); Mark Hickmott (Bulleid 4DD EMU Group); Ray King and Andy Marrison.

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# Prototype HST power car works to North Pole

THE Mid-Norfolk Railway (MNR) has hired in a loco with electric train heating each year for its popular 'Polar Express' trains, and for 2018 this was prototype HST power car No. 41001.

It arrived by road from GCR (N) Ruddington on November 20 and worked its first train on the MNR on November 24.

The heavily loaded trains are top-and-tailed by the visiting loco and a resident Class 47 between Dereham and North Pole (Hardingham).

There were 69 'Polar Expresses' from November 23 to December 30 with all but those of the last three days fully booked by late-November.



Prototype Inter-City 125 power car No. 41001 is seen at the head of the Mid-Norfolk Railway's 'Polar Express' carriage set, prior to working its first train on November 24. The stock was being cleaned inside and out in preparation for the sold-out trains later that day, running to Hardingham, which was renamed North Pole. ANDY MARRISON



## Derwent Valley uses two shunters for night shoot

THE Derwent Valley Light Railway (DVLRL), North Yorkshire, held a night photo shoot at its Murston station and under the A64 road bridge on October 3.

Two shunters were featured with goods stock – Class 03 No. 03079, seen here under the bridge, and Class 04 No. D2245.

No. D2245 was withdrawn by BR in 1968 and acquired by

the original DVLRL, arriving at Layerthorpe, York in May 1969, becoming No. 2.

When the line closed the 0-6-0DM passed to the Battlefield Line in 1978.

A section of the DVLRL reopened in March 1993 and welcomed the return of this loco in 2014.

PICTURE: ANDREW SOUTHWELL

## Class 31 group gets notice to leave Nene Valley Railway

A1A Locomotives Ltd has announced it has received notice to leave the Nene Valley Railway (NVR) with Class 31 No. 31271 *Stratford 1840-2001*, following the April diesel event.

This has come as a huge shock as the company has had one of its locos based there for the past 19 years.

It has also largely organised 14 extremely successful and highly regarded diesel galas for the railway.

The NVR says a lack of

interest from the public regarding diesel running results in financial losses being incurred when they are used.

The A1A board will be discussing the eviction notice, and further information will be shared soon.

A1A Locomotives is the leading Brush Type 2 preservation organisation and also owns Nos. 31108, 31162, 31414 and 31418, all based at the Midland Railway-Butterley.

## Class 03 returns to Norfolk

CLASS 03 No. 03197 (right of image, below), stands on newly laid track at Hardingham on the Mid-Norfolk Railway (MNR) in October.

It arrived from a gala appearance on the Isle of Wight earlier in the month (*RM* Nov, p99) and is now assisting with track laying by contractor Sonic Rail Services (SRS), for storing Greater Anglia stock.

No. 03197 is a former Norwich loco, based at one time at the old loco shed and later at Crown Point.

It has been based at the Mangapps Railway, Essex following acquisition by SRS in 2010.

Alongside is Sentinel 0-6-0DH (Rolls-Royce 10272 of 1967), one of three former London Transport locos, which replaced ex-GWR 0-6-OPTs.

The Sentinel was No. DL 82, now one of two survivors, and the only one to retain its LT connections and trip cock. The other is No. DL 83 at the Nene Valley Railway.

The '03' is on MNR metals, but the 'Sentinel' is in the sidings at Hardingham station, owned by Great Eastern Traction.

A fence will be erected between the two lines, although there is a plan to put in a rail connection between the two sometime in the future. PICTURE: RAY KING



## West Somerset 'Gronk' to remain after changing hands

CLASS 09 No. D4107 has been bought by Kinlet Hall and Thornbury Castle Ltd from its former owners.

It is once again on long-term hire to the West Somerset Railway and has returned to its previous duties as yard shunter at Bishops Lydeard.

When put up for sale by 4160 Ltd (*RM* Nov, p98) it was stored at the other end of the line in the headshunt at Minehead.

Under its new ownership it has been named *Ellie-May*.

■ Class 117 DMU centre trailer car TCL No. W59493 has been sold to the South Devon Railway and was awaiting collection from Bishops Lydeard in early-December. This vehicle has been a spare for many years, either for use in the Class 115 DMU to form a four-car set, or as loco-hauled stock. It is now surplus to WSR requirements.

## Llangollen sells Type 3

THE Llangollen Diesel Group (LDG) announced in late-November it is reducing its diesel fleet.

This development followed a comprehensive review of its operations and resources.

Class 37 No. 6940 was made available for sale immediately after an appraisal of loco conditions.

The news was released via social media, resulting in considerable interest and an expected early sale.

No. 6940 ran more than 1,000 miles during 2018, but there were continuous problems with reliability culminating in a vacuum system failure during the September diesel gala. This revealed the Type 3 is in need of comprehensive mechanical attention, including a full power unit and bodywork overhaul.

LDG Class 26 No. D5310 is also in need of an expensive and complex traction motor repair, and attempting to overhaul both locos is beyond the group's resources.

The LDG stresses this decision is not based in any way on its relationship with the Llangollen Railway (LR), which remains very strong. In fact, 2019 sees increased diesel running, which is another reason for taking this course of action. This will enable the group to concentrate on providing two reliable Sulzer-powered locos, which have a number of parts and systems in common, rather

than struggle to provide three unreliable locos.

No. D5310 requires lifting for traction motor repairs, which will probably need to be undertaken away from the railway, as there is no suitable lifting facility at Llangollen.

Scheduled diesel haulage will be available on the LR on May 5, 6, 11 and 18; June 2, 8, 16, 22, and 29; July 13 and 21; and September 1.

Further diesel running will be for events on July 6 and 7, August 3, and the diesel weekend on September 28-29.

Diesel driver experiences are on June 9, July 6 and September 7. To book a place contact needs to be made with the LR direct. Traction is expected to be Class 47 No. 1566 and a visiting loco, to be confirmed.

No. D5310 is receiving attention and Class 47 No. 1566's reliability is comparatively unproven, so the LR's management has agreed to accept a visiting loco to assist with diesel-hauled services.

The LDG would be pleased to hear from loco owners who would be interested in supplying a suitable loco, ideally for two seasons.

This will be used on at least 10 operating days, including scheduled trains, special events, driver experiences and out-of-season works trains.

Any interested parties should email publicity@llangollen-diesels.org.uk.

## Supporters secure future for Bulleid double-decker

THE Bulleid 4-DD Double-Deck EMU Supporters Group Committee became the owners of double-deck EMU DMBS No. S13003S at Sellindge, Kent on November 20.

The group was formed in late-2015 to rescue and restore this historic vehicle, which had been saved for preservation by Esmond Lewis-Evans, who died in 2017. Now the group owns the vehicle it will be revealing its future plans, including introduction of membership

and publication of a newsletter, starting in January.

The group will be attending railway events to spread the news of the project and to raise funds for its continued restoration at Sellindge.

For more information and details see website: [www.bulleid4dddoubledeck.co.uk](http://www.bulleid4dddoubledeck.co.uk)

The only other surviving example of a Bulleid SR double-deck EMU is DMBS No. S13004S at the Northamptonshire Ironstone Railway.



## Wensleydale 03 works first train over new points

THE Wensleydale Railway has installed a run-round loop at Leyburn over the past year.

The points were also installed at the eastern end, but it was not until November engineering possession could be obtained to install a set of

points at the western end, to complete the loop.

Class 03 No. 03144 worked the first train over the new points on November 30 to drop ballast from 'Dogfish' wagons.

PICTURE: NIGEL COCKBURN



## 'Whistler' Aureol returns to MR-B after five years

CLASS Forty Appeal's Class 40 No. 40012 (D212) is now back home at the Midland Railway-Butterley after a five-year absence.

It is seen at Swanwick Junction on November 25, having arrived from the East Lancashire Railway (ELR) three days earlier.

The transfer was made by rail, hauled by sister No. 40145 on 5Z40, the 08.32 Bury-Butterley.

No. 40012 originally arrived at the MR-B in March 1989, and following restoration, made its first public run in preservation on July 17, 1993.

Further major attention was required 10 years later, and it was moved to Barrow Hill in June 2013.

With nearly £40,000 spent on the work, it was ready to attend the ELR's 40s at 60 event on April 13-15. PICTURE: STEVE DONALD

## Weardale Type 2s head for Christmas Town

CLASS 31 No. 31465, with Nos. 31459 and 31190 on the rear, approaches Holebeck Crossing with the Weardale

Railway's 13.30 'Train to Christmas Town' from Stanhope on November 24, the first day of operations. BRIAN SHERRINGTON



## SIDELINES

### Prototype Hunslet shunter joins Briddon Collection

HUNSLET 6295 arrived at the Briddon's Darley Dale base, Peak Rail, on November 29.

It is one of two prototype 0-6-0DHs built in 1964 for NCB Snibston Colliery and bought from RMS Locotec.

It was moved to Rowsley South from storage at Wolsingham (Weardale Railway) the previous day.

### Colne Valley 'Pacer' still up for sale

CLASS 141 two-car BREL/Leyland DMU set No. 141108 is still up for sale having been put on the market by its owner in late-2015.

### More diesel running days at Yeovil Junction

RESIDENT shunters at the Yeovil Railway Centre, Somerset will be in operation on April 27-28 and Tuesdays, July 30 to August 27.

This follows successful diesel Tuesdays in summer 2018.

The centre celebrates its 25th anniversary on July 8-9.

### Class 22 project progresses

THERE has been little recent publicity for the project for a new-build Class 22 B-B diesel hydraulic, but much work has been done on the design and planning.

It is hoped to make a practical start by 2022.

The first printed edition of Project Class 22 Society's journal *Lister* has just been published.

For more details and further information see website: [www.project22society.co.uk](http://www.project22society.co.uk)

## Winter diesel services at MR-Butterley

THE Midland Railway-Butterley is running a regular weekend DMU service from January to the end of March, including its rare Class 141 BREL/Leyland two-car railbus No. 141113.

'Winter Warmer' services run on January 6, 13, 19, 20, 26 and 27, every Saturday and Sunday in February and March, plus half-term week, February 18-22.

Trains depart from Butterley at 11.00, 11.50, 12.40, 14.00 and 14.50, returning from Swanwick Junction at 11.35, 12.25, 13.25, 14.45, 15.35 and 16.00. The fare includes a hot drink in Butterley tea room.

All main attractions at Swanwick Junction will be open.



Bulleid double-deck EMU No. S13003S from four-car set No. 4002 (later 4902) was built at BR Lancing Works in 1949. It is seen at its long-time home at Sellindge, Kent in early-November following removal of its three-year-old worn and torn covers. Group chairman Mark Hickmott is preparing one of the replacement heavy duty tarpaulins. PICTURE: CHRIS HURST



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## Repeat S&C run for Bahamas

THE Keighley & Worth Valley Railway (KWVR) and Bahamas Locomotive Society have added a second Oxenhope to Carlisle train for 'Jubilee' No. 45596 *Bahamas* after the first sold out in only a few hours.

Bookings are now being taken for a repeat outing on February 16, running through from the KWVR onto Network Rail metals at Keighley before heading over the Settle to Carlisle line. Ticket sales for the first train reportedly outstripped the pace of those for last year's train with No. 60103 *Flying Scotsman*, reiterating the popularity of the recently restored Stanier '5XP' 4-6-0.

As before, the train will depart from Oxenhope at 08.15, picking up at Haworth, Keighley and Skipton before tackling the climb to Ais Gill. A break of around two and a half hours will be taken in Carlisle before the return trip, which will reach Oxenhope around 20.00.

Fares start at £79 in Second Class and £129 in First Class.

See [www.kwvr.co.uk](http://www.kwvr.co.uk) for more information and bookings.

## '50s' stand in for 'Deltic' on Waverley tour

ONGOING bogie repairs on Class 55 No. D9009 *Alycidon* means the EE Type 5 is not available for Pathfinder's 'Waverley Reunion' tour to Tweedbank on January 5.

Instead, The Fifty Alliance will supply Nos. 50007 *Hercules* and 50049 *Defiance* to work the train, double heading from Birmingham New Street to Edinburgh and in top-and-tail formation over the Borders Railway.

Pathfinder had hoped the train would mark the 50th anniversary of the closure of the Waverley Route in January 1969 by re-creating the penultimate train hauled by No. 9007 *Pinza*. However, passengers will now have the opportunity to enjoy Class 50 haulage over the route for the first time since 1969.

The class was only introduced in late-1968, but records show some '50s' did work over the Waverley Route before closure.

# 'Union' on home ground after southern adventures

JOHN Cameron's 'A4' No. 60009 *Union of South Africa* visited destinations as far apart as Plymouth, London and Edinburgh towards the end of 2018.

On December 8 it was on familiar territory with a Railway Touring Company Christmas markets excursion from York to Edinburgh and return.

The train worked north over the East Coast Main Line to 'Number 9's' home city for much of its LNER/BR career.

No. 60009's main line ticket expires later this year and sights like this are unlikely to be repeated as the locomotive is due to go on static display after its boiler certificate has expired.

There are currently no



'A4' No. 60009 *Union of South Africa* returned to the city where it was once based with the Railway Touring Company's 'Edinburgh Xmas Market' railtour on December 8. The 'Streak' is seen on the ECML at Spittal, near Berwick, on the famous coastal section. HENRY ELLIOTT

other 'A4s' passed for main line operation, with No. 4464 *Bittern* in store at the former Hornby factory in Margate,

No. 60009 *Sir Nigel Gresley* under overhaul at the National Railway Museum in York and the three other locomotives

(*Mallard*, *Dominion of Canada* and *Dwight D. Eisenhower*) on static display in museums in York, Canada and the USA.

## Steam Dreams unveils more 'Scotsman' tours for 2019

EX-LNER 'A3' No. 60103 *Flying Scotsman* remains in high demand for main line railtours, and Steam Dreams has booked the Gresley Pacific for several more outings later this year.

May 30 will see the 'A3' operate two 'Surrey Hills' circular tours from London Victoria, one in the morning and a late-afternoon trip, offering Premium Standard, First Class, Premier Dining or a Pullman Style dining experience, with prices ranging from £89 to £249 per person.

Two days later, No. 60103 will work from London Victoria to Salisbury, offering passengers more than six hours to explore the Wiltshire city. During the break, a separate circular tour will operate from Salisbury through the Hampshire countryside, departing at 15.00 and returning by 17.30. Fares start at £119 for the main train on June 1 and £69 for the circular tour.

However, before it works these trains, the 'A3' will be returning to the Highlands of Scotland for the first time in many years with Steam Dreams' 'Highlands & Islands Explorer' on May 9-17.

Day 1 sees the train head from King's Cross to York, where No. 60103 takes over for the run to Edinburgh. After an overnight pause in the Scottish capital, *Flying Scotsman* will continue north via the Forth Bridge, Perth

and the Highland Main Line to Inverness.

Day 3 includes an option to travel by steam to Dunrobin Castle on the Far North Line with 'B1' 4-6-0 No. 61306 *Mayflower* or take one of three day trips to Cawdor Castle, Culloden or a boat trip on Loch Ness.

After three days exploring the Highlands or islands of Scotland, the long journey south starts on May 15 with *Mayflower* and a Stanier 'Black Five' double-heading over the West Highland Line from Fort William to Glasgow. After detaching the Stanier 4-6-0, the 'B1' continues solo over Beattock to Penrith for a two-night stay at Ullswater.

Day 8 offers the chance to explore the Lake District or visit the Ravenglass & Eskdale Railway or Lakeside & Haverthwaite Railway.

The final day is a steam-hauled journey south over the West Coast Main Line with *Mayflower*, terminating at London Euston in the evening.

Prices start at £1,995 per person, rising to £3,495 for Pullman dining class (single supplements range from £350 to £725), with optional tours costing extra.

See [www.steamdreams.co.uk](http://www.steamdreams.co.uk) for details of the whole trip and options and all other Steam Dreams railtours and rail holidays in 2019/20.

## Branch Line Society taking a rare Looe break in February

THE Branch Line Society (BLS) has teamed up with the Brush Type 4 Fund and West Coast Railways to offer a pair of diesel-hauled railtours over the weekend of February 2-3.

The highlight of the weekend will be a rare visit to the Liskeard to Looe branch in Cornwall featuring top-and-tailed WCR Class 47s on February 3.

However, before that, 'The Positioning Move' train on February 2 will run from Lancaster via Crewe, Stafford, Oxley Chord, the Abbey Foregate curve at Shrewsbury, Craven Arms Down goods loop, Maindee Curve (Hereford loop) in Newport, East Usk Reception Road No. 2 (requested), Bishton Flyover and Pilning Up passenger loop to Bristol Temple Meads.

### Adventure

As the name suggests, this train will put the two WCR Class 47s and coaching stock in position for the following day's adventure. The train is Standard Class only and priced at £40.

Starting from Bristol, 'The Looe Brush' will head for Cornwall via Fairwater Goods Reception, Exeter Riverside Yard and Tarmac Moorswater on its outward journey to Looe.

This can only be achieved on winter Sundays when there is no Great Western Railway railcar service on the branch from Liskeard.

The return trip will also include visits to the South Devon Railway at Buckfastleigh, the Westbury avoiding line and Heywood Junction crossover.

### Curved

Passenger use of the tightly curved 'strategic connection' between the Cornish main line and the branch at Liskeard is not normally permitted and an approach has been made to Network Rail to clarify whether this train will be allowed to traverse the line with passengers on board.

The charter will raise money for St John's Hospice in Lancaster and the Railway Benefit Fund. A buffet car will be available serving drinks and light refreshments, and a number of photo stops are planned along the way.

Prices start at £89 for BLS members in Standard Class or £139 for First Class, which includes complimentary light refreshments and hot drinks.

Tickets, if still available, can be booked at: <http://www.branchline.uk>

## UK Railtours buzzes around rare lines in Kent

NOVEMBER 17 saw UK Railtours take a tour of rare and freight-only lines in the south-east of England, including the branch to Dungeness in Kent.

Bearing the catchy title 'The Return of the Short Haired Bumblebee', the tour was powered by DB Cargo Class 66s Nos. 66177 and 66151, and also visited the Grain branch in the north of the county.

With No. 66177 leading, the train approaches Swamp Crossing, near Lydd, which is retained to serve a nuclear power station at Dungeness.

The tour name was a reference to the eponymous insects, which were reintroduced at an RSPB nature reserve near Dungeness in 2012, more than a decade after they were officially declared extinct in the UK. PETER RICHARDS



## 'Screaming Valentas' tour raises more than £21,000 for HST depot

EAST Midlands Trains took one of its ex-Grand Central 2+6 High Speed Train sets from Derby to Ruddington on the Great Central Railway (Nottingham) on November 17.

At Ruddington one of the power cars was switched for the National Railway Museum's prototype HST power car No. 41001.

The sold-out train was organised jointly by EMT, the Branch Line Society and the 125 Group. It carried around 300 passengers and raised £21,143.21 – almost 25% of the total required by the 125 Group to build undercover facilities for its growing fleet of HST vehicles. This wasn't the first time EMT had taken an HST to Ruddington, but it was the first time the operator had marketed it to the public as a charity railtour.

The tour was crewed by East Midlands Trains volunteers. It started at Derby, taking in several non-passenger lines en route to Loughborough and on the return trip. On arrival at Ruddington, No. 43467 was removed and 41001 attached – all shunting duties being undertaken by Stagecoach Rail managing director Tim Shoveller. No. 41001 performed faultlessly during several trips along the GCR-N, taking in sections of track not normally used for passenger trains.

Darren Ward, EMT head of drivers, said: "The stars of the show were the volunteers who worked tirelessly with colleagues from the Branch Line Society, 125 Group and GCR-N to make this possible. "The railtour was a great team-building exercise that has

also led to a significant social media presence, providing universal praise and enhancing East Midlands Trains reputation within the industry."

Kev Adlam, fixtures secretary for Branch Line Society, added: "We were honoured and privileged to support East Midlands Trains and 125 Group with this fundraising adventure, where rail enthusiasts from many different aspects of the hobby travelled together to support a very worthy objective.

"The most rewarding part of the experience was the great sense of teamwork we achieved, with many organisations working together to give a fantastic experience for the passengers."

Read more about the 125 Group HST depot project at: [www.125group.org.uk/depot/](http://www.125group.org.uk/depot/)



EMT's No. 43467 and prototype HST power car No. 41001 provide a fitting backdrop for a group photograph of volunteers from East Midlands Trains, the Branch Line Society and 125 Group at Ruddington on November 17. The three organisations worked closely together with each other and the Great Central Railway (Nottingham) to raise more than £21,000 towards the 125 Group's project to build a depot to restore and maintain HST vehicles at Ruddington. RICHARD GENNIS

## 'Polar Express' delights Birmingham crowds

VINTAGE Trains (VT) operated its first 'Polar Express' trains between Birmingham Moor Street and Tyseley from November 29 until December 23

VT used GWR 'Hall' No. 4965 Rood Ashton Hall, temporarily

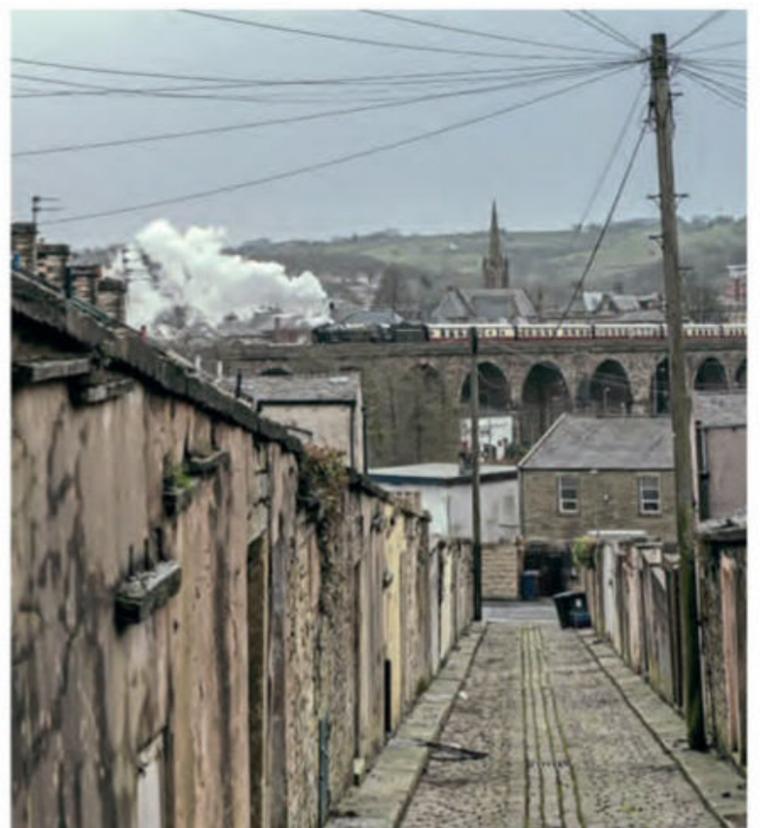
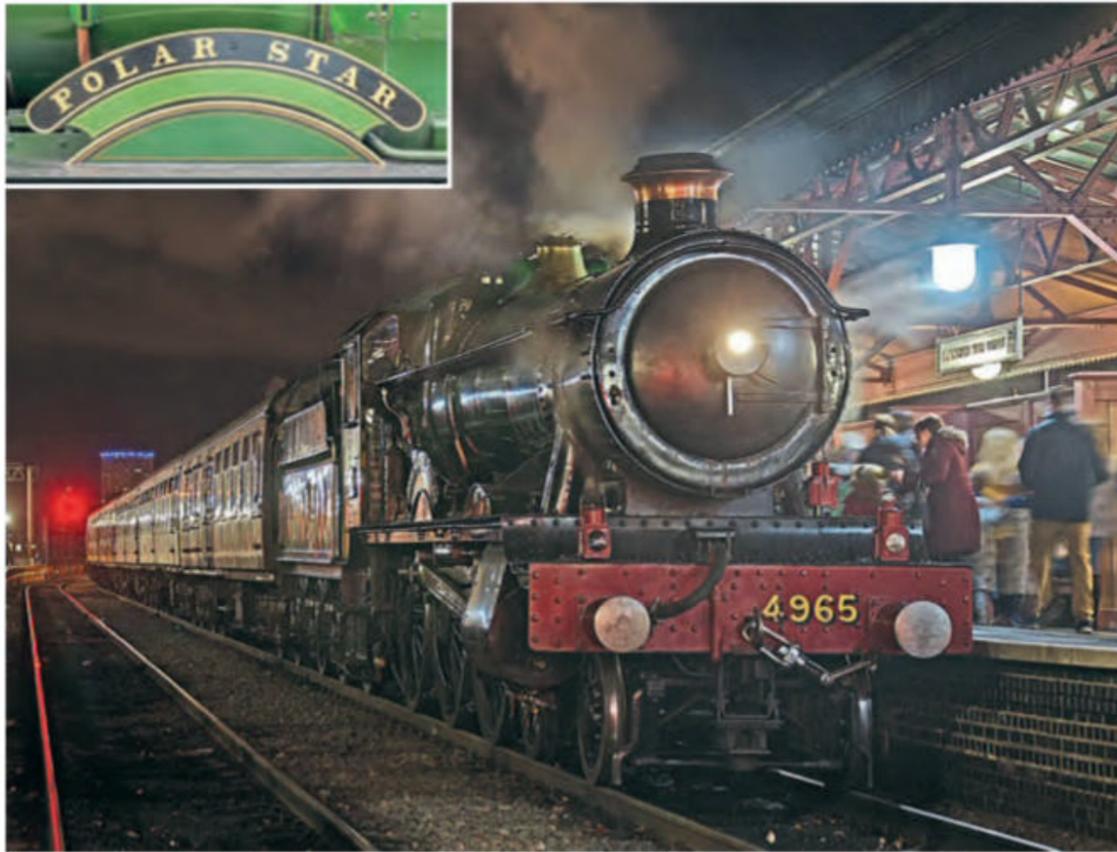
carrying the classic GWR name *Polar Star*.

No. 4965 carried the characteristic headlight on its smokebox door as seen in the animated movie which inspired the trains, and made an

atmospheric sight at Moor Street with the second train of the season on November 29.

Trains ran Thursday-Sunday with up to four trains per day between Tyseley and the city centre.

JOHN TITLOW



## Britannia breezes across the Pennines on festive charter

BR STANDARD 7MT No. 70000 *Britannia* hauled Saphos Trains' 'Pennine Moors Christmas Explorer' on December 8 – its second outing after lengthy repairs. The 'Brit' heads away from Accrington,

with a crosswind whipping away its exhaust, running across the rooftops during its circular trip from Crewe via Warrington, Burnley, Rochdale and Manchester. ANDREW SOUTHWELL

### BOOKING CONTACTS

BLS – Branch Line Society  
[www.branchline.org.uk](http://www.branchline.org.uk)  
PT – Pathfinder Tours  
01453 835414  
RTC – Railway Touring Company  
01553 661500  
UKR – UK Railtours  
01438 715050

### JANUARY: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
11	Scotsman Salute	King's Cross-York	60103/DBC Class 90	UKR
26	Cumbrian Mountain Express	Manchester Victoria-Carlisle	45690 or 45699	RTC

### JANUARY: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
5	Waverley Reunion	Birmingham New Street-Tweedbank	50007/049	PT
26	Charity Railtour	TBC	TBC	BLS

### NOTES

■ Please note that advertised traction, routes, times and even tour dates can, and often do, change from the advertised details. Check with your tour promoter before travelling. *The Railway Magazine* cannot accept any responsibility for changes to any advertised trains. ■ Note: Tours may start and finish elsewhere.

# Railtours Portfolio Track Record



Heading for Lincoln with the Railway Touring Company's 'Lindum Fayre' excursion, LMS 'Princess Coronation' No. 6233 *Duchess of Sutherland* gets into its stride as it climbs away from King's Cross towards Finsbury Park in north London on December 8. GRAHAM NUTTALL

Braving the heavy Pennine rain, No. 70000 *Britannia* passes Copy Pit summit with the return leg of Saphos Trains' 'Pennine Moors Explorer' from Burnley to Crewe on December 8. The BR Standard '7MT' was making one of its first main line passenger trips after a lengthy absence for repairs. LES NIXON

Rebuilt 'Merchant Navy' No. 35018 *British India Line* races along the West Coast Main Line at Yanwath, south of Penrith, with West Coast Railtours' 14.11 Carlisle-Lancaster 'Santa Special' on December 9. STEVE SIENKIEWICZ





## ENJOY STEAM OVER THE SETTLE & CARLISLE!

**Saturday 9 March 2019**

Enjoy a springtime day out with steam haulage over the spectacular Settle & Carlisle Line as its highlight. From Finsbury Park, Potters Bar (for M25), Stevenage and Peterborough Class 67 hauled to York. Then it's 60009 'Union of South Africa' via Leeds, Skipton and over Blea Moor and Ais Gill summits to Carlisle. We take a break before returning with the 67 via Low Fell, Durham and the East Coast Main Line.

Standard Class	£119.00
Standard Class Junior	£109.00
First Class Dining	£245.00

*Buffet car available. First Class Dining includes the Great British Breakfast, light lunch and a Four Course Dinner.*

## And we've lots more tours to choose from...

**FIFTY YEARS OF THE MIDLAND RAILWAY TRUST - SATURDAY 4 MAY:** Celebrating half a century of railway preservation at the MRC's Butterley Site, a special train from London and intermediately, travelling right through from the main line via the connection at Codnor Park Junction.

**LOCOMOTION AND THE WEARDALE RAILWAY - SATURDAY 11 MAY:** From King's Cross, Potters Bar (for M25), Stevenage and Peterborough to Shildon (break to visit the National Railway Museum's northern outpost Locomotion), continuing via Bishop Auckland to Stanhope on the scenic Weardale Railway. The train is already over half full.

**CREWE OPEN DAY - SATURDAY 8 JUNE (PROVISIONAL):** The brand new Locomotive Services Ltd installation at Crewe throws its doors open and the best way to get there will be our tour from London Euston and intermediately. Hopefully full details will be confirmed by the time this appears in print.

**THE ANCIENT KINGDOM - SATURDAY 22 JUNE:** A great day out to Northumberland! From King's Cross, Potters Bar (for M25), Stevenage and Peterborough to Alnmouth and Berwick-upon-Tweed, with add-on coach options to Alnwick, the Holy Island of Lindisfarne or the Heatherslaw Light Railway. Seats available in First Dining and Standard Class.

**BUXTON AND THE PEAK FOREST - SATURDAY 13 JULY:** A fascinating exploration of non-passenger lines combines with a visit to England's highest town, Buxton. Travel in the footsteps of the blue Midland Pullman on the Peak Forest freight-only route from Chinley via Great Rocks Junction. Seats available in First Class Dining and standard Class.

We are also agents for tours with 60163 'Tornado', run by the A1 Steam Locomotive Trust - ask us for more details!

We run two mailing lists, one postal and the other online, and it costs nothing to be on either - or both! Terms and conditions appear in our printed brochure and on our website. We make no charge for credit or debit cards and we NEVER cancel a tour through lack of bookings.

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➔ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

## New 'Great Southern' train introduced in Australia

AUSTRALIAN long-distance rail operator Great Southern Railway has announced a new train will be launched in 2019 linking Adelaide, in South Australia, with Brisbane (Queensland) via both Melbourne and Sydney.

The 'Great Southern' will only run a limited number of times each year.

It is clearly designed as a rail cruise train rather than a normal inter-city service.

## Last-minute reprieve for 'Overland'

THE 'Overland' service from Adelaide to Melbourne has been saved at the 11<sup>th</sup> hour.

Great Southern Railway was planning to withdraw the Adelaide to Melbourne 'Overland' service at the end of 2018, following the decision of the South Australian government to cease funding subsidies.

However, with weeks to go, politicians in the neighbouring state of Victoria agreed to fund the entire cost of 2019 operations with an additional A\$3.8 million.

The long-term future of the service remains unclear.

## GE diesels for Moldova

MOLDOVAN state railway CFM has ordered 12 new diesel locos from GE Transportation in a contract valued at €45million.

The deal also includes modernisation of depot facilities in Chişinău.

The 12 locos, incorporating a 2,982kW GEVO engine, will be delivered in 2020 for use operating both passenger and freight trains.

They will replace older Soviet-era diesel locos.

# Old German locos substitute for modern EMUs



Ex-DB, now Centralbahn, 110 383 at Nienburg (Weser) on arrival with the EMU replacement train from Minden on November 19. On the other end of the train is 110 278. GARY SMITH

VETERAN electric locos have made a comeback on several routes in Germany.

They are replacing modern EMUs, which are out of service because of accident damage or maintenance.

In December, three routes in western Germany had these temporary stand-ins operating, two of them using Class 110 electric locos originally built for West German Railways (Deutsche Bundesbahn) from 1956-1969.

National Express had been using a push-pull set of older coaches, normally powered by loco 110 469 (although other loco types have appeared occasionally) on the Cologne to Wuppertal 'RB48' route throughout 2018 following accident damage in late-2017 to some of its fleet of 'Talent 2' EMUs; the replacement train (or Ersatz Zug in German) normally only operates on weekdays.

The train hired by National Express is from leasing firm TRI – which also now has a contract with the regional transport authority (VRR) to provide additional trains in the entire Ruhr area both for major sporting events and also to provide relief trains whenever the transport

authority decides they are needed, so this train may see extensive use in 2019.

In November, Keolis, which operates contracted services using EMUs under the 'Eurobahn' brand name, started using a set of coaches from charter operator Centralbahn on the Nienburg

(Weser) to Minden route, used in top-and-tail mode with a Class 110 from the Centralbahn fleet on each end (occasionally an ex-Austrian Railways Class 1142 was used instead).

This replacement train was introduced because of a shortage of EMUs and is likely to run into

January, possibly longer.

From December 9, Eurobahn started a second loco-hauled substitute train, this time on the RE3 route between Düsseldorf and Hamm. It uses a more modern Bombardier 'Traxx' Class 145 freight loco hired from leasing firm SRI.



TRI 110 469 leads a Cologne to Wuppertal RB48 EMU replacement service into Köln Messe Deutz on December 7. This loco and its train are contracted to be used to operate occasional additional trains across the Ruhr region in 2019 on behalf of transport authority VRR. KEITH FENDER



To be replaced: SNCF electric loco 522230 seen at Creil on April 18, 2016 with a Paris Nord to Maubeuge train. KEITH FENDER

## More new EMUs for French Intercités to replace locos

SEVERAL batches of new multiple units have been ordered by the French regions which are taking over responsibility for most non-high-speed Intercités routes.

'Omneo Premium' part double-deck articulated EMUs were ordered from Bombardier in November to operate services between Paris Nord and Maubeuge/St Quentin in northern France.

The new trains will replace SNCF Class BB 22200 electric locos and Corail coaches from 2022 onwards.

Elsewhere in France, another fleet of 40 'Omneo Premium' trains will enter service from late-2019, replacing Classes BB 15000 and BB 26000, working Intercités trains from Paris St Lazare to Normandy (routes to Le Havre and Cherbourg).

Another order for 32 trains will remove loco-hauled Intercités services from the Paris Austerlitz to Orleans/Tours route starting from late-2020, with all the new trains delivered by December 2022. These are currently worked by BB 7200 and BB 26000 locomotives.



GE-built WDG4G 49018 seen opposite the new GE maintenance depot in Roza, Uttar Pradesh, on November 23. D LANGHAM

## New Indian GE locos enter service

INDIAN Railways has ordered 1,000 of two types of new diesel locos from American loco builder GE Transportation in an order worth \$2.5 billion.

The first of the 700 4,500hp diesel electric locos, designated ES43ACi by GE and Class WDG4G by Indian Railways, was handed over to Indian Railways in October 2017.

The 100kph locos are mostly being assembled in India at the new GE/Indian Railways joint venture Diesel Locomotive

Factory, Marhowra in Bihar State. They utilise a 12-cylinder GE GEVO engine, are designed for freight, and will replace older diesel locos.

The first 40 were built by GE at Erie in the USA. Deliveries will continue until 2027/28.

In addition, 300 of a more powerful 6,000hp design, designated ES57ACi by GE and Class WDG 6 by Indian Railways, will also be built at Marhowra.

GE Transportation and Indian Railways have also established

two maintenance depots for the new fleet at Roza, in Uttar Pradesh, and Gandhidham, in Gujarat.

GE will be responsible for fleet maintenance until 2030 after which Indian Railways will take over responsibility.

Since the locos were ordered in 2014 the Indian Government has announced ambitious plans to remove all diesel locos from use by electrifying the entire network by 2021.

Whether or not that target

proves to be practical the new GE diesel fleets will be retained for use when the overhead power is off and for any remaining non-electrified lines.

Indian Railways has also announced its established diesel loco works in Patiala. Varanasi will cease production of new diesel locos in 2020 and switch to converting diesel-electric locos to electric-only locos, removing diesel engines and adding pantographs, transformers and new traction electronics.

## Manitoba line reopens after track damage

CANADIAN national passenger operator Via Rail resumed passenger services between Winnipeg and Churchill in Manitoba on December 2.

Services were suspended in May 2017 following serious damage to the track bed, caused by flooding.

At one point it appeared the railway line might never reopen (Via Rail removed the rolling stock marooned in Churchill by ship via the town's port on Hudson Bay), and several attempts to find a financial solution for long-term maintenance of the line failed.

In 2018, new owner Arctic Gateway Group, which includes both local governments and financial investors, took over the line from American shortline operator Omnitrix.

The Canadian Government contributed \$74 million to help fund the purchase of the line from Omnitrix (a previous government had privatised the line in 1997) and for repairs.

The Canadian Government has also agreed 10 years' funding to subsidise services.

## New 770km high-speed line for Russia

RUSSIAN Railways (RZD) has announced that construction of the new 770km Moscow to Kazan high-speed line will begin in 2019.

It will be built by a Russian/Chinese consortium and is due to open in 2024.

Initially, a 301km section from Zheleznodorozhny (30km east of central Moscow) to Gorokhovets (between Vladimir and Nizhny Novgorod) will be built.

RZD has also announced it will order 11 extra dual-voltage (3kVDC/25kV AC) Velaro-Rus 'Sapsan' high-speed trains from Siemens and its Russian partner, the Sinara Group.

As part of the order, the existing 16 10-car 'Sapsan' trains will be lengthened to 11 coaches.



ODIN seen at the Odense museum on its first public day in service on September 15, 2018. FLEMMING WEDELL

## ODIN returns to Danish railways

IN September the Danish National Railway Museum in Odense presented the new working replica of Denmark's first steam loco – ODIN.

The original was a 2-2-2, built in 1846 by Sharp Brothers and Company in Manchester, and named after the Norse God.

ODIN was built for the opening of the line between Copenhagen and Roskilde on June 26, 1847. The loco was withdrawn 15 years later in 1862.

The project to build the replica ODIN took Danish enthusiasts around 15 years. There were no detailed drawings of the

original, although Sharp Brothers' successor company North British had supplied general arrangement drawings to Danish Railways in 1908 many years after the original loco had been withdrawn.

A scale model existed in the museum's collection, which was also used to aid the construction of the new loco.

The new ODIN was used for public special trains in the grounds of the museum in mid-September.

Our thanks to the North British Locomotive Preservation Group for some of the information in this report.

## NZ 'Southern Diesel Tour' pays visit to South Island

AN EXTENSIVE tour covering many lines on the South Island of New Zealand was operated in October.

A good proportion of the lines have no regular passenger services.

The 'Southern Diesel Tour' was hauled by preserved English Electric-built locos owned by the Diesel Traction Group: Di 1102 (Co-Co built in 1966 by English Electric, Rocklea Works in Australia) and Dg 772 (A1A A1A built in 1955 at Vulcan Foundry, Newton-le-Willows).

The tour was operated by New Zealand main line charter operator Steam Incorporated

and ran from Christchurch to Invercargill with visits to some other lines on the way.

The tour was also designed to celebrate 50 years of the former New Zealand Railways DJ diesel locos and these, provided by heritage operator Dunedin Railways (which own seven of the nine operational examples left), were used as pilots on the main line section, plus later in the itinerary on the Taieri Gorge railway.

The DJ Class locos were built in Japan (DJ means Diesel Japan) by Mitsubishi in 1968/69 to replace steam across the South Island of New Zealand.



Dunedin Railways DJ Class locos, led by DJ 1209, pilot the tour locos at Waitati on October 20. The pilots worked as far as Sawyer's Bay as fire suppression equipment (not fitted to the main tour locos) is mandatory in the Mihiwaka tunnel en route. PAUL GRIFFIN

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## Options revealed for ScotRail Class 153 conversion

### Still no start date for 'Goblin' Class 710s

THERE is still no start date for the new Class 710s in London, but an agreement has been reached to retain the Class 172 diesel units beyond the previous December 9 return date (not December 31 as previously stated).

This was the outcome of a meeting on November 19 between senior Transport for London (TfL) rail officials and the Barking Gospel Oak Rail Users Group (BGRUG).

The remaining six Class 172s will transfer to the West Midlands franchise gradually from January to the end of March.

As a replacement, eight four-car Class 710s built by Bombardier have been built for the busy Gospel Oak to Barking route, but have been plagued by software issues, with their introduction a year late.

### Candour

Mayor of London Sadiq Khan has personally spoken to the president and chief executive officer of Bombardier to express his extreme disappointment at the continuing delays, and to demand his organisation does everything possible to get the new trains into passenger service as quickly as possible.

At the meeting, TfL said progress with the software has been sufficient that the training of driver instructors has now started, and on November 30 TfL confirmed driver training was set to begin in December.

BGRUG has been openly critical of TfL's response to the increase in cancellations and overcrowding, as well as delays introducing the new trains, calling TfL "complacent".

They have also accused the TfL of "a total lack of candour in telling passengers what is happening", criticism which has been accepted by TfL.

A suggestion of transferring units from other sources has not been possible.

SCOTRAIL is moving forward with its proposal to increase capacity on its West Highland Line (WHL) services during the summer months.

One of the problems faced by the services to Oban, Fort William and Mallaig (and intermediate stations) which use Class 156 units, is the lack of space for luggage and cycles, and the re-use of Class 153s, which are due to be displaced in the West Midlands, could hold the answer.

ScotRail has presented its plans to stakeholders, but the project is at an early stage in the procurement process, and

if the proposal is approved, the end result may not look like the current samples.

The Class 153s – which can run with the 156s – could be modified so that half of the vehicle provides additional seating accommodation with a small cafe area to dispense refreshments and snacks.

The other half could have cycle racks and extra storage space for luggage, and also ski equipment, and methods of securing the cycles and luggage storage design is under investigation.

Currently, the proposal needs to go through a consultation phase simultaneous with some



A view of a possible livery for Class 153, with some impressive graphics. The fact the vehicle is intended for cycles is clearly visible.

cost estimates from suppliers that would tender for the conversion.

The proposal is for the conversion of five Class 153s, and

subject to project progress being maintained and approval for the conversion, the first vehicle could appear late this year or early in 2020.



A conceptual view of one half of a Class 153 converted to hold 12 cycles on the right, with flexible space on the left for large luggage, skis and more cycles. On the far left bulkhead is the 'hub cafe' for hot drinks.



Additional seating with power sockets and tables would be in the other half of the Class 153.



## Greater Anglia Class 720 ready for testing at Derby

BOMBARDIER has an order to build 111 'Aventra' trains for Greater Anglia (GA), with five-car set No. 720501 having been completed.

On November 4 it was outside the workshops at Litchurch Lane, Derby waiting to be moved to the commissioning area and testing on the short works line.

Bombardier is building a total of 22 10-car and 89-five car trains for GA, totalling 665 vehicles.  
MARK BALDWIN

## Rail Operations Group and Stadler in tri-mode loco plan

THE creation of a tri-mode locomotive based around the Class 68/88 bodysell and built by Stadler could come to fruition within two years if plans confirmed by the Rail Operations Group (ROG) take shape.

ROG wants to combine the best elements of the mixed traffic '68' and '88s', but also add in battery technology to give the loco greater flexibility.

Looking to the future, ROG believes running older Class 37 and 47 diesel locos, especially under 25kV wires, will come under increasing environmental pressure in future years, plus it does nothing to bolster the green benefits rail can offer.

As these classes are already 50 years old, it is questionable how



An impression of how a Class 93 might look in Rail Operations Group livery.

much longer they can continue.

With the conceptual idea based on a Bo-Bo wheel arrangement, and already dubbed as the 'Class 93', advances in battery technology could see a loco fitted with a 2,000hp fuel-efficient and clean diesel engine, supported by Lithium Titanium Oxide (LTO) batteries connected to an alternator to power the traction motors. The loco would also have a pantograph drawing

from the 25kV supply, plus it is likely the diesel engine would replenish the batteries.

As well as the power for the loco from one of three sources, ROG envisages the loco will have a variety of couplings – BSI, Dellner, Tightlock – with a height-adjusting facility to allow a match with all types of rolling stock. With multiple couplings, the loco would be a useful 'Thunderbird' rescue loco.

ROG is looking at an initial

order of 10 locos, with an option for a further 10.

It is possible the Class 93 could be the basis of a new freight locomotive given the age of the Class 86 and 90 fleet, and could be more cost-effective than a major rebuild of those classes.

The development work with Stadler is expected to lead to a prototype ready for testing and approval in the second half of 2020.

## Hull Trains still suffering major unit problems

HULL trains has continued to suffer from unit availability problems.

The issue began in earnest in October, although it had been on the rise earlier.

That month saw unit No. 180113 evacuated during its booked stop at Grantham station on October 5 when a fire was reported beneath vehicle No. 55913. At one point in October, just one unit was available, with daily services heavily amended. The sole unit mainly shuttled between Hull and Doncaster, and on one Saturday all trains were cancelled.

During Hull Trains' on-going problems, customers have not always had the benefit of ticket acceptance on LNER services from Doncaster, and on occasions, passengers have been bussed to Peterborough to connect to Thameslink services.

Hull Trains dropped to 71.6% in the latest punctuality figures from the Office of Rail and Road, covering July to September. This was the lowest of all franchised and open access operators, although TransPennine Express and LNER showed greater declines in percentage terms.

### Fleet failures

Train reliability, using the moving annual average (MAA), is also at its worst since figures began in 2007/8, with recorded fleet failures increasing from 18 to 47 in 12 months.

Hull Trains said the trains had suffered a series of unrelated mechanical problems, and its suppliers were working hard to bring trains back into service as soon as possible.

Hull operates four Class 180 units, but these are now 18 years old and five new Hitachi Class 802s are on order for introduction to service during 2019.

## Northern orders three more Class 195s

AN ORDER for additional Class 195 DMUs has been placed with CAF by Northern.

The order is for three extra Class 195/1 units, the three-car variety, and stems from the decision not to electrify the Windermere branch coupled nor use the 'Flex' Class 769s on this route.

It takes the order to 33 three-car sets to add to the original order for 25 two-car sets.

The first of the Class 195s are expected to enter service in the spring. This is later than the planned early-2019, with the date move stemming from the volume of acceptance testing and driver training needed.

## Days numbered for Cumbrian coast loco haulage

THE Class 37 loco-hauled diagram on the Cumbrian coast is scheduled to end by January 25.

DRS provides the locos, driver and rolling stock for the trains.

The two daily Northern Rail diagrams was reduced to one

a couple of months ago after the top-and-tailed Class 68 diagram was replaced with a Class 156 DMU.

Cascading Class 156s and 170s from ScotRail to Northern now that more Class 385s are coming on stream north of the

border will allow the second diagram, which uses a single Class 37 and a DBSO, to be transferred to a DMU.

Improved availability of units allowed the Class 37 diagram to be stood down on some days during November.

■ Sunday closures on the Cumbrian Coast route in January and February will allow Network Rail to replace 5,000 yards of track between Silecroft and Bootle as part of a project to remove a temporary speed restriction.

On a gorgeous autumn afternoon, DRS Class 37 No. 37401 *Mary Queen of Scots* nears Dalston with the 09.18 Barrow-Carlisle on November 15. TOM MCATEE



## Class 73 and Mk5 sleepers being tested

CLASS 73 No. 73968 – on a Polmadie to Perth test run for the new Caledonian Sleeper Mk5 carriages – is seen at its destination during shunting manoeuvres into the Up Dundee loop on November 18. This was the first visit of the new CAF Mk5 coaches to Perth.

JIM RAMSAY



# Traction & Stock Track Record

## Mock-up of Merseyrail Class 777 gets positive response

VISITORS who visited the mock-up of Merseyrail's new Class 777 EMU earlier this year have given some positive feedback to the features of the full-sized model.

Nearly 50% of those who viewed the replica said the design of the train would persuade them to use the Merseyrail network.

An order worth £460million for 52 four-car dual-voltage articulated train sets was placed with Stadler in December 2016 as a replacement for the Class 507/508 fleet, which is now 40 years old.

There is an option for a further 15 units, and one unit will be fitted with batteries as part of an energy storage trial. The trains will also be capable of 25kV operations, and

are expected to be tested and approved in the same way the Class 707s were for South West Trains, but won't be fitted with pantographs for normal service. Approval for 25kV provides options to extend Merseyrail services in the future.

### Fare rises?

The sets will become ready for driver-only operation, but three months ago Merseyrail gave a commitment it would retain a second staff member on its services. However, it warned fares would probably rise to cover the costs.

Construction of the car bodies is well under way at Stadler's factory at Szolnok, Hungary, from where the vehicle shells are moved to

Altenrhein, in Switzerland, where final assembly will take place.

The units – which will be numbered 777001-052 – feature an off-centre evacuation door, and passengers will get a forward view through the cab windscreen, which the driver can turn opaque if needed.

Sliding steps from under the doors will fill the gap between train and platform, and passengers will have the benefit of wi-fi and at-seat charging sockets. Seating in a 2+2 style with large vestibules will provide plenty of standing space (302 estimated) in addition to each unit's 182 seats.

The first unit for UK testing is expected to arrive in June, with the sets entering service during



The mock-up of the Class 777 driving car at Liverpool Lime Street.

the first quarter of 2020. All 52 sets are expected to be in operation by the spring of 2021.

Merseyrail says that once all of the new trains are in traffic, a new

timetable will be introduced from May or December 2021.

Maintenance of the Class 777s will take place at a new depot under construction at Kirkdale.

## TPE Class 68 training continues

DRIVER training on Class 68 locos between York and Scarborough was taking place on November 4, although introduction of the Mk5a carriages with Class 68s has been deferred until May. Here, Nos. 68023 and 68030 pass Bootham, York on a training trip.

CHRIS PLAYFAIR



## More Class 60s up for sale

DB CARGO placed another eight Class 60s up for sale during November, with the deadline for bids being December 14.

DB has wanted to offload its Class 60s for some time, first offering 20 for sale in 2013, before Colas bought 10 the following year, all of which were refurbished at

Toton. The 10 were sold to GB Railfreight last summer on a sale and leaseback deal with Beacon Rail.

The latest locos on the tender list are Nos. 60008/028/029/046/055/064/070 and 60098.

The location of the locos is split equally between Toton and Crewe.

## GWML disruption after derailment

DISRUPTION to both Great Western and Heathrow Express and Connect services occurred after GWR Class 387

No. 387146 was derailed at West Ealing on November 27. The empty unit ran through a catch point.

## WAGON REPORT

by S F Lappage

RAIL grinding is an essential part of Network Rail's basic infrastructure maintenance regime, and Loram Maintenance, of Hamel, Minnesota, USA, supplied three new grinding trains to Network Rail in 2017/18.

Two of them are four-unit corrective rail grinders, type CRG-01, Nos. DR79301-304, also Nos. 99 70 9427 038-3/039-1/040-9/041-7 and Nos. DR 79401-404, or Nos. 99 70 9427 042-5/043-3/

044-1/045-8. The third set is a seven-car plain line grinding train, type PLG-01, Nos. DR 79501-507, alternative identities being Nos. 99 70 9427 046-6/047-4/048-2/049-0/050-8/051-6/052-4.

Grinding has two primary benefits: firstly rails can be restored to their optimal profile, reducing contact stress in the rails, which leads to excess wear on both wheels and track.

Secondly, surface defects

can be removed. These include cracking, shelling, spalling and notably corrugation, which causes the 'roaring rail' effect.

Ultrasonic testing is used to identify surface defects which, though not initially dangerous, can often lead to broken rails if not remedied.

Each train has either two or four grind cars. They carry wheeled 'buggies' in which the grinding stones are mounted.

Hydraulics are used to press the stones against the rails at a constant speed.

Dust extraction systems and side guards on the 'buggies' minimize fire risk, supplemented by water spraying equipment.

Thrall Europa, York built a batch of BRA steel carriers for EWS in 1999/2000 – Nos. 964001-050 – to design code BR008B.

Externally, the wagons were similar to the BYA type, the difference being the fitment of internal racking to allow the transportation of steel bars or sections.

As built, they were under-utilised and 30 were soon converted with cradles

for the carriage of steel coils.

The remaining wagons are largely stored, though others have been used as barrier wagons, such as No. 964016 enabling knuckle coupler-equipped HTA hoppers to be moved to Stoke wagon works.

Old Park Engineering, Wednesbury, Staffordshire, was a fleeting entrant to the wagon building business.

Operating from a former Metro-Cammell workshops, it only completed one significant contract in its short history, during 1969.

British Railway Traffic & Electric (BRTE) ordered 11 80-ton bogie tanks for the conveyance of anhydrous ammonia, a highly toxic gas used in the manufacture of fertilizer.

They were hired initially by Shellstar, then UKF, and worked to the then new fertilizer plant at Ince Marshes, near Helsby.

Old Park designed the wagons and built the tank barrels, which had a payload of 46 tons or 19,263 gallons. Bogies of the Gloucester cast steel type were fitted, and

Davies & Metcalfe two-pipe air brakes allowed a top speed of 60mph.

End brake platforms and chaindown lugs allowed for working to the Continent.

Final assembly was sub-contracted to British Railways workshops at Ashford. On TOPS they were coded TCA and Nos. BRT 78551-61, though all had been withdrawn by 1982.

Internal user disposals include NKV tool van No. 024787 from Nottingham Eastcroft, ZRV 20-ton waste oil tank No. 041361, TTA 45-ton diesel tanks Nos. 042183/184 from Heaton, and YVP 'Rectank' bogie flat No. 061085 from Old Oak Common.

Recent disposals by DB Cargo have included OBA 'Bass' opens Nos. 110243/555/669/749, HTA bogie coal hoppers Nos. 310008/009/011/017/071/072/091/095/125-128/138/147/192/213/218/257/267/309/420/422/425/587/594/606/621/690/716/761/812/828/846/849/851/853, MTA spoil opens Nos. 395048/078/142/171/188/225/238/240/252/258/297/301.



BRA adaptor wagon No. 964016 seen at Bescot yard on November 7. S F LAPPAGE

# Traction Portfolio Track Record



Attracting considerable attention is LNER Class 91 No. 91119 *Bounds Green INTERCITY Depot 1977-2017*, which stands at Newark Northgate with working 1D32, the 20.33 London King's Cross-Leeds service on November 29. STEVE DONALD



No, it's not a new livery, but filthy DRS Class 37 No. 37059 at the rear of a rail head treatment train (RHTT) at Carlisle on November 24, caked in mud and debris thrown up by the high pressure water jets of the RHTT operation. ALAN REX



DB Cargo's No. 60091 *Barry Needham* was hired in by Colas because of a shortage of locos and used on working 6E32, the 08.55 Preston Ribble Rail-Lindsey bitumen empties on November 26. The train is descending from Copy Pit summit towards Hall Royd Jct, near Todmorden, and the Calder Valley line. NEIL HARVEY

# Stock Update Track Record



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Rail Operations Group Class 37 No. 37884 hauls former Greater Anglia Class 321 EMU No. 321418 from Ilford depot to Kilmarnock (Barclay Sidings) on November 16 for conversion to Class 320 No. 320418. BRAD JOYCE

## LOCOMOTIVES

### Allocations

43015 LA/EFPC-HA/HAPC  
43030 LA/EFPC-HA/HAPC  
43034 LA/EFPC-HA/HAPC  
60024 WQAB-WQAA  
66005 WBAT-WBAE  
66020 WBAE-WBRT  
66035 WBAE-WBRT  
66037 WBRT-WBAR  
66050 WBRT-WBAE  
66051 WBRT-WBAR  
66057 WBAE-WBLE  
66067 WBRT-WBAR  
66085 WBAR-WBRT  
66085 WBRT-WBAR  
66115 WBRT-WBAE  
66152 WBRT-WBAE  
66164 WBAE-WBRT  
66164 WBRT-WBAE  
66176 WBRT-WBAR  
66185 WBRT-WBAE  
66188 WBRT-WBAR  
66207 WBRT-WBAE  
70001 FD/DHLT-LD/DFGI  
70014 LD/DFGI-FD/DHLT  
90037 WEAC-WEDC

### Names removed

43030 *Christian Lewis Trust*  
43061 *The Fearless Foxes*  
43147 *Royal Marines Celebrating 350 Years*

### Liveries

DB Cargo red: 66107/34  
ScotRail InterCity: 43150/64

### For Sale

60008/28/29/46/55/64/70/98

### Returned from France:

92021/40

### Modifications

Dellner couplers fitted:  
92010/20

### Stored/stopped locations

#### Brush, Loughborough:

92021/40  
Leeds Midland Road: 70014

### Operational

70001

710103/13 newly delivered HQ/

EKHQ

717001/21/22 newly delivered

HQ/ETHQ

755405/07 newly delivered HQ/

EBHQ

800105/07/09/11 newly

delivered HQ/HBHQ

800301/21 newly delivered NP/

EFHQ

802103/04 newly delivered NP/

EFHQ

802013/15/16/17/18/19

800319

### Stored/stopped locations

Dollands Moor:

717011/16/18/20

Hornsey: 313047

Ilford: 365507

### Disposals

C F Booth, Rotherham: Arrival  
date: November 15: 315840/55

### Renumbered

42258 – 48106

42365 – 48104

44079 – 49112

44083 – 49102

### Formations

GW02: 49102+48104+48131  
+48106

HA06: 41158+42200+42129  
+44086

HA07: 41010+42013+42012  
+44004

HA08: 41180+42268+42263  
+44024

HA09: 41146+42300+42299  
+42579

HA10: 41135+42279+42280  
+44035

HA11: 44015+42047+42207  
+42027

HA12: 42035+42033+44011  
+42010

### Stored/stopped locations

Penzance: 40101/13/16,  
46007/09/13/17

### Disposal

C F Booth, Rotherham:  
Cut date: November 28: 2592

Raxstar at Eastleigh Works:  
Cut date: December 6 : 9522

## MULTIPLE UNITS

### Allocations

150265/66 PM-EX  
156447/65/85 CK/HAHQ-HT/  
EDHQ  
165134 RG-PM  
170454/55/56/57 HA/HAHQ-NL/  
EDHQ  
195003 newly delivered HQ/  
EDHQ  
195109/10/11 newly delivered  
HQ/EDHQ  
315840/55 off registration  
scrapped  
331105 newly delivered HQ/  
EDHQ  
385003-16/31 HQ-EC  
385033 newly delivered HQ/  
HAHQ  
385106/11/14/15/17/18 newly  
delivered HQ/HAHQ  
385103-05/07-09/13/14/22-24  
HQ-EC  
397003 newly delivered HQ/EAHQ

### Liveries

GWR: 800301/21, 802103/04

LNER: 800111

Northern: 156423

'Pendolino' revised: 390121/22

South Western Railway:

442404/13

West Midlands Railway

orange: 170632/35,

172339

### Names applied

390119 *Unknown soldier*

### Names removed

390118 *Virgin Princess*

390119 *Virgin Warrior*

395018 *Mo Farah*

### Now in passenger traffic

385012/31

385108/09/13/14

## HAULED COACHING STOCK

### Allocations

11509 newly delivered HQ/

EAHQ

12725/26/27 newly delivered

HQ/EAHQ

12809 newly delivered HQ/

EAHQ

### Liveries

Great Western Railway green:

48106, 49102

### Modifications

Power doors and

retention toilets fitted:

48101/02/04/06/11/31,

49101/02/12



On its second day out in full LNER livery, 'Azuma' Class 800 No. 800111 passes Eaton Lane Crossing, near Retford, working the 5X93 14.57 Peterborough-York training run on November 30. BARRY DUFFIN

# Operations Track Record



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Virgin Trains 'Pendolino' Class 390 No. 390039 passes Docker, south of Tebay, on the West Coast Main Line on December 3 with 1M13, the 12.40 Glasgow Central-London Euston service. The brooding Howgill Fells are in the background. PAUL A BIGGS



CLASS 66 Nos. 66428 and 66433 were noted on November 9 top-and-tailing their wagons, seen in Carnforth goods loops at 08.20, waiting to move to Hellifield.

THE 07.52 Aberdeen-King's Cross service unusually used the Dundee Tay Bridge Station on Thursday, November 8. This was because all services between Dundee and Perth were cancelled after a severe lineside fire, and Aberdeen to Glasgow services were all terminated in Dundee, resulting in platform alterations.

NEWLY LNER-liveried Class 800 No. 800103 visited Leeds on November 9, seen departing for the south at 11.43 and later, arriving back at 17.20. On both occasions it used diesel power only, as did No. 800201, seen calling at Doncaster northbound at around 14.05.

THE 1Y86/14.02 York-King's Cross was observed arriving at Peterborough on Thursday, November 8 running 20 minutes late. It was hauled by hired-in EMT Class 43 Nos. 43061 and 43075. The same formation worked the 1S13/10.00 King's Cross-Edinburgh and 1S16/11.59 King's Cross-Edinburgh on November 10 and 17, respectively.

UNLIVERIED Class 800/2 No.800201 was noted on the 5Q21/10.07 Retford-Newcastle, 5Q22/12.16 Newcastle-York, 5Q23/13.26 York-Heaton, and 5Q24/14.59 Heaton-Doncaster IEP Depot test trains on November 10.

PASSENGERS and train crew travelling north of Newcastle endured a journey they would rather forget on the 1S20/14.00



The 13.30 Edinburgh Waverley-Aberdeen passes the village of Hillend, between Inverkeithing and Dalgety Bay, on October 15. Power car No. 43033 is leading with 43183 at the rear. IAN LOTHIAN

## RHTT

THE RHTT season was well underway throughout the period under review with numerous reports being received.

The North Wales coast service this autumn has been mainly top-and-tailed by Class 56 Nos. 56078+56087, but on October 31 it passed Rhyl at 09.30 westbound behind Class 97 No. 97304, operating solo. This was the Crewe to Holyhead leg of the circuit. On November 27, Colas Rail Class 56 Nos. 56087 and 56094 were seen top-and-tailing the diagram at Llandudno Junction.

CLASS 66 Nos. 66428 and 66433 were noted on November 9 top-and-tailing their wagons, seen in Carnforth goods loops at 08.20, waiting to move to Hellifield.

CLASS 66 Nos. 66716 and 66728 were noted at Gatwick Airport on November 10 as were Nos. 66723 and 66729 at London Victoria.

CLASS 20 Nos. 20302+20305 were seen on November 17 operating in top-and-tail formation on the 3S14 10.55 Sheffield-Hull service away from Rotherham Masborough, towards Aldwarke Junction.

THE following Tonbridge Yard to Tonbridge Yard water cannon trains were noted on November 22, with Class 66 Nos. 66701+66716 at Brighton; Class 73 Nos. 73109+73201 at Tonbridge; Class 66 Nos. 66723+66729 at Redhill; and Class 73 Nos. 73128+73212 at Dover Priory. Two days later, Class 66 Nos. 66701+66716 were observed at Victoria and Class 73 Nos. 73109+73201 at Horsham. Nos. 66701+66716 were reported again on November 28 on the Tonbridge West Yard to Tonbridge West Yard at Clapham Junction

COLAS Class 70 Nos. 70809+70812 worked on the MML on November 26 and 27 from Toton to St Pancras and back – possibly the first time for the class on RHTT duties. Prior to this, and subsequently, the train was top-and-tailed by Colas Class 67 Nos. 67023+67027.

MPV Nos. DR98966 and DR98916 were seen at Clapham Junction on Wednesday, November 28, working the Horsham to Horsham circuit.

King's Cross-Aberdeen HST service on November 14.

The train failed with a brake problem half way between Alnmouth and Berwick in rural Northumberland at around 17.30.

Fortunately for passengers on other trains the line is signalled for bi-directional working, and northbound trains (including the 16.00 King's Cross-Aberdeen) were able to overtake the stricken train on the Up line.

It took four hours for a 'Thunderbird' loco to arrive and the train was eventually towed to Berwick, where it was terminated at 22.11.

Passengers for Scotland then had to wait half an hour for the next LNER service to Edinburgh, which departed Berwick at 22.40 and eventually arrived in Edinburgh at 23.55. A seven

hour journey from Newcastle to Edinburgh!

NOVEMBER 20 saw Class 800 No. 800109 arrive at Leeds on a driver-training turn from King's Cross, returning to London at 11.45.



LATEST deliveries of new units from Newton Aycliffe to Doncaster prior to moving to the GWR saw No. 800320 depart from the Hitachi factory on November 12, arriving at Doncaster the following morning. That evening No. 800321 followed, also to Doncaster.

The next delivery was No. 800301 overnight on

November 16-17, the last 800/3 to leave the factory. Imported nine-car unit No. 802103 was moved north from Dollands Moor to North Pole by GBRf Class 66 No. 66756 on November 20. This was followed on November 27 by No. 802104, which was towed by No. 66752.

HST power cars Nos. 43186 and 43154 moved rebuilt coaches Nos. 48104 (ex 42365)+48106 (ex 42258)+49102 (ex 44083) from Doncaster Wabtec to St Philips Marsh on November 17, being observed between Aldwarke Junction and Rotherham Masborough.

THE introduction of the IET units continues to cause difficulties. On November 29, the 16.15 from Swansea arrived at Reading, formed of just five cars being full and standing. The following

# Operations Track Record

day the 06.33 Bristol Temple Meads-Paddington, formed with Nos. 802012+802006, was running an hour late on arrival at Reading, reportedly having left Bristol 18 minutes behind schedule and then held for a further 34 minutes at Swindon.

THE final four HST power cars destined for further use with ScotRail have been released by GWR at Laira. Nos. 43015+43181 departed on December 4 to Ely, with Nos. 43030+43034 awaiting to leave for the final time.



MOVEMENTS of Greater Anglia stock has included an unidentified Class 37 moving DVT No. 82143 northbound through Shrewsbury on November 7 at 20.20.

On November 13, Class 90 No. 90015 was at Hanslope Junction on the WCML's Down slow lines, hauling Class 37 Nos. 37259+37423+37602 en route from Norwich Crown Point to Crewe International EMD

THE first of the new Stadler 'Flirt' five-car units – No. 755405 – was hauled from Dollands Moor to Norwich Crown Point on November 15 by DBC Class 66 No. 66002. It was followed on November 29 by No. 755407, also hauled by No. 66002.



A NUMBER of rakes of former GWR HST coaches have been

moved north in the period under review.

On November 10, Nos. 43131+42206+44010+42030+41130+44032+41104+43137 ran from Ely Papworth Sidings to Glasgow Works.

Nos. 43143+44066+42208+42206+41104+43036 moved on 5Z51/1300 Glasgow Works-Brodies, Kilmarnock on Sunday, November 18.

This was followed on November 19 by Nos. 43147+42255+41135+42279+42280+44035+43144 moving from Ely Papworth Sidings to Haymarket depot.

On November 23, Class 47 No. 47815 dragged Nos. 43150+41180+42268+42263+44024+43164 from Ely to York, where the Class 47 came off.

The formation then continued under its own power to Millerhill and through to Dundee.

DELIVERIES of new Class 385 units from the Hitachi factory at Newton Aycliffe to Craightinny depot have continued apace, with No. 385112 hauled north by Class 67 No. 67006 on November 6; No. 385031 hauled by No. 67006 on November 7; No. 385110 also moved by No. 67006 on November 8; No. 385114 hauled by No. 67005 on November 14; No. 385106 followed on November 21 hauled by No. 67012; with the same Class 67 taking No. 385033 north on November 22; No. 385111 the following day; No. 385117 on November 28; and No. 385118 on December 3.

THE latest Class 321 unit to be taken north from Ilford to Kilmarnock for conversion to a Class 320 – No. 321418 – made

the move behind Class 37 No. 37884 on November 16.

IN A bizarre incident on November 26 two class 334 units working the 2H37/17.20 Edinburgh to Helensburgh Central service were reported to have become divided in Uphall station, the first unit departing for Helensburgh leaving its partner at the station!

WEDNESDAY, November 28 saw the arrival of Storm Diana. From 14.00, services between Glasgow Central and Largs/Ardrossan Harbour were not able to operate between Kilwinning and Largs/Ardrossan Harbour as the waves from the sea were contacting the OHLE near Saltcoats.

Services running to/from Helensburgh were delayed during the evening peak because of signalling issues caused by the sea crashing over the seawall, requiring drivers to be talked through the affected area.

CLASS 380 No. 380004 worked a Shields TMD to Dunblane on November 28, the first electric train to run under its own power north of Carmuir Junction. It was used for testing the wires between Stirling to Dunblane and Alloa.



THE service from Newcastle to Reading was observed languishing at Doncaster station (platform 3b) on Saturday, November 28, well after its scheduled departure time

of 15.00. A points failure on platform 3b, meant it couldn't leave as planned and get across to the Sheffield line.

The train finally left Doncaster, heading north again, prior to returning south through platform 8 at about 15.30 on its delayed journey to Sheffield.



CLASS 153 No. 153380 in unbranded GWR dark green was observed at Leeds platform 11c at 11.40 on November 9, having worked in from Sheffield.

TEST runs of the new Class 195 units through Euxton continue on an ad hoc basis, with No. 195109 in action in the middle of November.

A POINTS failure in the Northwich area on November 27 led to the cancellation of the 11.55 Chester-Manchester via Stockport service.

The train, formed of unit No. 142070, eventually worked the next service an hour later.

The conductor kept passengers informed about the delay and obtained delay repay forms from the booking office for all the passengers on board.

FOUR more ex-ScotRail Class 170s have arrived, with Nos. 170454+170455 running from Haymarket to Neville Hill on December 1, followed by Nos. 170456+170457 to Heaton the following day.

NEW Class 331 EMU No. 331105

was at Preston station on the morning of December 7 on a training run. Interestingly, no unit number was carried – only carriage numbers.



CLASS 350 Nos. 350403+350410 were damaged when they ran into horses at Mossband Junction on the evening of November 5. They were working the 1M97/22.13 Edinburgh Waverley to Manchester Airport. The incident led to the 9S93/16.43 Euston-Edinburgh, 1S85/19.10 Manchester Airport-Glasgow Central and the 1S87/16.57 Euston-Glasgow Central all terminating at Carlisle.

CLASS 68 No. 68024 headed the Manchester to Carlisle TPE test train at Balshaw Lane on the morning of November 12, running 101 minutes late. The penultimate coach still had the protective plastic wrapping on it.

AN HOURLY service is scheduled to run each weekday between Newcastle and Manchester Airport, supplementing the hourly Newcastle to Liverpool service. On November 15, 11 out of the 12 trains scheduled to leave Newcastle for Manchester airport were either cancelled or terminated short of the airport, with only the 18.15 departure making the full journey.

Passengers on these trains normally have plenty of luggage, but they, not the train, were clearly taking the strain that day! Cancellations on this route are



Class 365 units are still active in Scotland. Here, set No. 365525 prepares to work the 12.01 from Dunblane to Edinburgh Waverley on December 9. IAN LOTHIAN

DB Cargo Class 67 No. 67002 has coupled up to LNER Class 91 No. 91126 at Peterborough and is about to haul the train – the 10.35 King's Cross-Leeds – over the Joint Line via Spalding and Lincoln, a diversion because of engineering work. PHIL BEVAN



This South Western Railway Class 159 appears to have a revised livery with the addition of yellow embellishments around the entrance doors to and above the First Class section. They are seen on No. 159010 at Axminster with the 14.24 Exeter St Davids-London Waterloo on December 4. STEPHEN GINN



Class 170 No. 170478 stands in the sidings at the rear of Hull Paragon station on December 7 in readiness for conductor and driver training ahead of use on Sheffield to Bridlington services from May. The sets are reported to be out of gauge for use between Bridlington and Scarborough. IAN LYALL

very common although so many is rather unusual.

THE latest rake of new Mk5 coaches – TP09 – was moved from Portbury docks to Manchester Longsight by Class 57 No. 57305 on November 15.

THE first Class 397 unit to arrive in the UK – No. 397003 – was hauled north from Portbury Docks to Crewe by Class 47 Nos. 47815+47812 on December 4.



THE 10.33 London King's Cross service finally started running again on Tuesday, November 20 after an absence of a month. This was because of Class 180 units being out of service for repairs and maintenance.

Hull Trains was that keen to get the service going again, it pulled out of platform 2 at Hull Paragon 90 seconds early!

The event was even reported by BBC Radio Humberside.



CLASS 67 No. 67020 took over from No. 67013 on the Manchester to North Wales loco-hauled workings at the end of October. No. 67020 was on the 16.50 Manchester Piccadilly-Llandudno service on November 27, running 20 minutes late when seen at Chester.



THE 1F23/10.31 London St Pancras-Sheffield was failed before departure from the capital on November 26, and was cancelled. The unit then worked north e.c.s. as the 5F23/10.31 London St Pancras-Derby. At Derby it re-entered passenger service and formed the remainder of 1F23 to Sheffield.

A MAJOR signal and power failure at St Albans at around 11.30 on November 30 caused massive disruption to EMT London and Thameslink services, with no EMT trains able to access St Pancras until around 17.30.



NEW Class 710 unit No. 710269 was top-and-tailed from Old Dalby to Willesden by Class 57 No. 57305 and Class 37 No. 37611 on November 30.



FURTHER deliveries of new Class 717 units from Dollands Moor to Ferme Park found Nos. 717001+717022 hauled north by GBRf Class 66 No. 66750 on November 14. This was followed by



**Class 50 No. 50007 Hercules waits impatiently at Birmingham Moor Street on November 24 during one of a number of test runs to and from Tyseley to test timings in preparation for the start of Vintage Trains' sell out 'Polar Express' main line specials, which started on November 29. ETHAN WILSON**

No. 717021 being brought north by No. 66756 on November 22.

The reported reference last month to No. 717017 being delivered along with No. 717016 on October 23 was in fact erroneous as only No. 717016 arrived.

A SHORTAGE of storage sites in the London area for new stock resulted in Class 717s moving to Dollands Moor, with Nos. 717011+717020 going south from Cricklewood on November 28, followed by Nos. 717016+717018 the following day from Ferme Park.

NEW EMUs Nos. 717017/023 were observed at Brohl in the Rhine Valley on delivery from Siemens' Krefeld factory on December 9. The pair were being hauled by former Deutsche Bahn Class 111 electric locos Nos. 111 210 and 111 222, now operated by German company RailAdventure. By December 14, No. 717023 was safely stabled at Hornsey depot in north London.



NOVEMBER 10 saw a further diversion of the Brighton to London Victoria via Littlehampton for a while when the following Class 387s were noted: Nos. 387201/06/09-11/13/14/16-18/22/24/26/27.

Great Northern unit No. 387105, on hire to Gatwick Express, also paid a visit.

Celebrity Class 313 No. 313201 was also at Littlehampton, working various local services.

The last of the Brighton Main Line blockades took place on November 24-25, and the Class



**ScotRail cut the number of weekday services for Class 314s from 63 to 29 from the December timetable change, and over the coming weeks will reduce them further as the class is withdrawn. On December 9, No. 314216 waits departure time at Neilston with the 20.48 to Glasgow Central. STEVEN FRASER**

387s continued to venture into Littlehampton.

This time the visitors were Nos. 387204/06/07/09/10/13-15/17/18/20-22/24-26.

No. 387105 also paid a visit, being paired with No. 387225.

CLASS 377 No. 377135 failed at Littlehampton with several faults on the morning of November 19, prior to working the 08.44 service to Haywards Heath. Eventually it ran e.c.s. to Brighton depot.

ICY weather brought chaos to trains in Sussex on Wednesday, November 21.

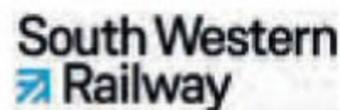
The 05.56 Bognor Regis-London Victoria, formed of Nos. 377433+377457, came to a stand at Amberley.

The following 05.58 Portsmouth-Horsham, formed of No. 377128, which was booked to attach to the 05.56 at Horsham, came to a stand at Arundel. Meanwhile, the 05.56 Gatwick Airport-Southampton, formed of No. 377129, failed at Amberley.

The 06.21, 06.51, 07.00, 07.27 and 07.54 Bognor Regis-London services were diverted via Worthing and the Brighton Main Line. The Arun Valley line

reopened at 09.30.

In addition, the 06.50 Seaford-London Victoria failed at Lewes, also because of icy weather conditions. As a result the 07.20 Eastbourne-London Victoria, formed with Nos. 377451+377111, was diverted via Brighton.



CLASS 444 DMSO No. 68319 from set No. 444019 was noted being hauled south on the M74 near Greta Green around lunchtime on October 30. It was returning home following repairs at Kilmarnock.

A CORRESPONDENT travelled on the 10.51 from Wareham (Dorset) to London Waterloo on Saturday, November 10, a service that started at Weymouth.

The train was diverted beyond Southampton Central because of engineering works, and instead of running via Winchester and Basingstoke on its normal route was sent via Fareham, Havant and Guildford, with the resultant extended

journey time. Although running slightly late to Southampton, the journey was proceeding well until just north of Petersfield when it came to a stop in the countryside. In rather a bizarre situation, it transpired a passenger had decided he wanted to get off and had operated the emergency handle, stopped the train in the middle of nowhere, and then released a door using an emergency door release.

Our correspondent was sat near the rear of the 10-coach train and saw the man with a rucksack on his back just walking down the trackside back towards Petersfield station.

The train was delayed because of this incident and no doubt following trains had to be stopped because of the person on the line.

After restarting, the service was stopped again near Haslemere. This time a tree had come down on the Down line and was being removed.

This caused a back-log, but once underway, and after the Guildford and Woking stops, a fast run into Clapham Junction followed. However, the train was still about 40 minutes late on an already extended journey time.

# Operations Track Record

Praise must be given to the SW Guards (they changed at Woking), who kept passengers fully informed as to what was happening and the progress being made.

## Charter Trains

'JAVELIN' units Nos. 395017 and 395018 worked a Tonbridge to Portsmouth Harbour and return Remembrance Charter via the Arun Valley line on November 10, a route which had reportedly never before seen the class.

CLASS 57 Nos. 57601 *Windsor Castle* and 57314 top-and-tailed the 1227/07.02 Grimsby Town-Edinburgh 'Northern Belle' charter on November 10.

THE Belmond Pullman train was observed at Barnes on Friday, November 30 on the 10.15 London Victoria-Winchester, hauled by Class 67 No. 67004.



CLASS 66 No. 66149 was seen passing Barnes on Thursday, November 8, heading an Angerstein Wharf (Tarmac) to Woking Down Reception working.

SCRAP metal trains reported, all hauled by Class 66 locos, include No. 66035 on the regular Cardiff Tidal-Saltley-Cardiff Tidal diagram on November 12.

The following day, No. 66091 was on the Liverpool Alexandra Docks-Attercliffe-Liverpool Alexandra Docks working.

No. 66061 was employed on a Cardiff Tidal-Kingsbury-Cardiff Tidal diagram on November 14.

A move on November 19 found No. 66139 on the Cardiff Tidal-Saltley-Cardiff Tidal diagram, while on November 21, No. 66105 had charge of the Cardiff Tidal-Kingsbury-Cardiff

Tidal diagram.

Working off Liverpool Alexandra Docks on November 22, No. 66017 operated to Attercliffe and back, while on November 24, No. 66031 was on a Liverpool Alexandra Docks-Lincoln-Liverpool Alexandra Docks circuit.

CLASS 66 No. 66122 was observed passing Carstairs with the 5Z90/09.12 Bo'ness Junction Exchange Siding-Bescot Down Side, hauling seven coaches, on Monday, November 12.

NOT reported recently is the Wembley-Griffin Wharf-Watford sand train, which ran on November 12, hauled by Class 66 No. 66011.

A SPECIAL working on Tuesday, November 13 from Calvert to Wembley European Freight Operations Centre was seen passing Castle Bar Park behind Class 66 No. 66171.

THE regular Cardiff Tidal-Burton-Cardiff Tidal steel train, hauled by Class 66s, include No. 66070 on November 13; No. 66105, November 20; No. 66187, November 23; and No. 66034, November 27.

CLASS 60s dominate the Lindsey-Jarrow-Lindsey oil trains, with No. 60091 reported on November 14 and No. 60044 on November 19 and 23.

OBSERVATIONS in north London on Wednesday, November 14 found Class 90 No. 90035 and Class 66 No. 66001 at Brondesbury, heading a rake of car transporters from Mossend Down Yard to Dagenham Dock Reception. Later on the same day a Dollands Moor Sidings to Scunthorpe Redbourn Siding train was seen at Camden Road, headed by Class 66 No. 66200.

A few minutes later, still at Camden Road, No. 66086 was seen heading the Harlow Mill Reception to Acton Terminal Complex stone train.

ROUTE learning on the Tytherington branch – in preparation for resumption of traffic on the line – took place on November 15, with Class 66 No. 66047 working out from Westbury.

CLASS 66 No. 66015 failed at Haydens Road on November 19 while working the Cliffe to Tolworth aggregates, causing disruption to Southern and Thameslink services.

THE Ardingly to Acton Terminal Complex stone train was seen at Clapham Junction on Wednesday, November 28, headed by Class 59 No. 59206.



TWO DRS Class 68s – Nos. 68003 and 68017 – were stabled in Valley Sidings, near Holyhead, Anglesey at 13.00 hours on Monday, November 5, waiting their next turn of duty on a nuclear flask train from Wylfa power station.

CLASS 88s reported on flask trains included Nos. 88004+88006 on a regular Kingmoor-Seaton-Sellafield diagram on November 12. The pairing of Nos. 88004+88005 had charge on November 13 from Kingmoor to Torness and back. The same diagram was powered by Nos. 88004+88010 on November 22.

TRANSPENNINE-liveried Class 68 Nos. 68023 and 68027 were seen light engine route learning

on the York to Scarborough line mid-afternoon on November 12.



A VISIT to Leeds Midland Road Depot on November 6 found Class 66 Nos. 66415 in blue livery, and 66507, 66540 and Class 70 No. 70020 parked at the back of the depot.

CLASS 66 No. 66589 was observed on November 8 passing Leeds Stourton Freightliner Depot, hauling the 05.18 Felixstowe North-Hunslet Yard, consisting of empty liner wagons.

THE morning Up J G Russell intermodal passed Lancaster at 08.48 on November 9 headed by grey Class 90 No. 90044 and green No. 90042.

CLASS 70 No. 70020 was active in Leeds Stourton container terminal along with Class 66s Nos. 66517 and 66549 on November 9.

CLASS 66 Nos. 66514 and 66604 were noted at Gatwick Airport on a Three Bridges to Hoo Junction Ballast on November 10.

THE 08.20 Leeds Midland Road-Millerhill light engine movement produced Class 66 Nos. 66610+66560+66956 on November 10.

CLASS 66 Nos. 66514+66604 were noted at Gatwick Airport on November 10 on a Three Bridges to Hoo Junction Ballast.

THE first steel train from Llanwern to Dee Marsh for a week ran on November 12 hauled by Class 66 No. 66531.

This followed the derailment the previous weekend of the Branch Line Society charter at Dee Marsh, where the train was trapped in the head-shunt for six hours.

ON WEDNESDAY, November 14 the Crewe Basford Hall to Felixstowe North FLT was seen at Camden Road double-headed by Class 86 Nos. 86627 and 86607.

CELEBRITY Class 66 No. 66413 *Lest We Forget*, in orange Genesee & Wyoming livery, was observed on November 23, heading the 6M17/08.08 Redcar-Fiddlers Ferry loaded coal hoppers past a misty Healey Mills Yard.

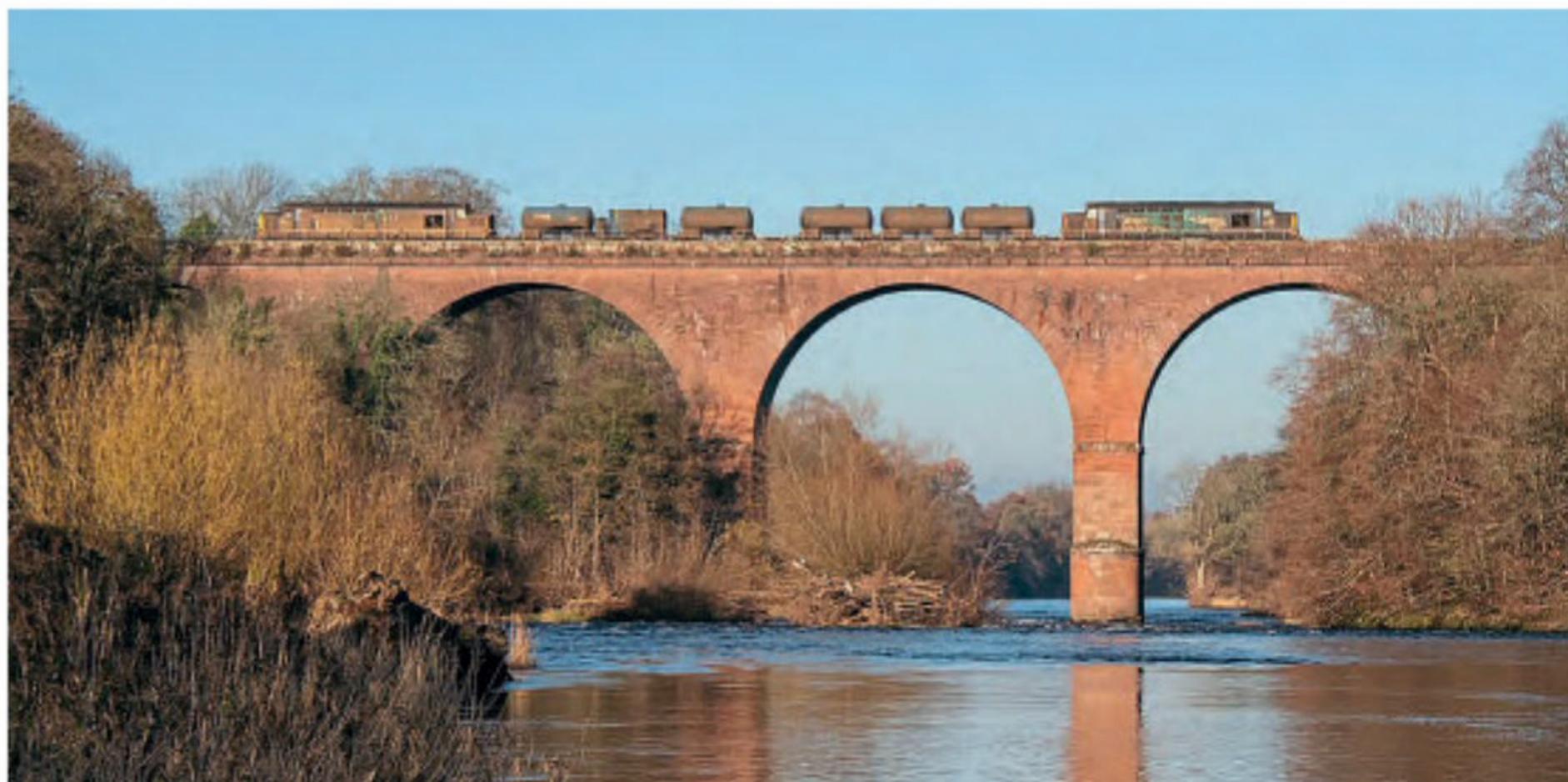
CLASS 66 No. 66588 was noted at Gatwick Airport working a Three Bridges to Eastleigh Ballast train on November 24.

## GB Railfreight

THE Mountfield Sidings to Southampton Western Docks gypsum train was seen passing Barnes on successive days, Wednesday and Thursday, November 7 and 8. On both occasions the train was hauled by Class 66 No. 66728 *Institution of Railway Operators*, and was formed of JNA bogie open wagons rather than containers on bogie flat wagons.

On Wednesday, November 21 the service was seen at St Margarets, headed by Class 66 No. 66748 *West Burton 50*, and was again formed of bogie open wagons, which were noted to be empty.

THE 6071 from Neasden Charrington to Tonbridge West Yard was seen at New Kew Junction on Thursday, November 8, headed by Class 66 No. 66771. The train was shorter than



DRS Class 37 Nos. 37059 and 37069 top-and-tail 3S77, the 04.00 Carlisle Kingmoor-Carlisle Kingmoor RHTT, across Wetheral Viaduct, above the River Eden, on the Carlisle to Newcastle line on November 17. DAVE MCALONE

usual, consisting of only 11 HYA hoppers.

THE Shap to Tuebrook stone train was cancelled a couple of times during the first week of November, but was observed working on November 12 with Class 60 No. 60095 still in charge of the service. It passed Euxton one minute late.

GBRF-operated scrap trains reported include Class 66 No. 66706 on a Liverpool Alexandra Docks-Swindon-Liverpool Alexandra Docks diagram on November 12, 14, 21 and 28.

MOD trains attract interest from correspondents, with Class 66 No. 66743 working a service from Marchwood to Warminster on November 12, returning to Marchwood the following day.

On November 14, the same locomotive worked a Bicester-Glen Douglas-Carlisle diagram, returning overnight to Bicester.

A change of loco on November 20 saw No. 66740 on the regular Bicester-Longtown-Carlisle diagram, returning to Bicester the next day.

HARWICH Parkeston Quay saw a presence from the rebranded Class 66s obtained from DB Cargo, namely Nos. 66788 and 66782, respectively, on both November 14 and 15. The former was delivering ballast from Whitemoor to the NR Parkeston aggregate sidings and taking reclaimed track ballast back to Doncaster later the same evening, while the latter appeared light-engine from Doncaster and returned the same method to Whitemoor.

GBRF Class 66 No. 66712 passed through Lancaster at 12.30 on November 21 hauling the 6S94 china clay train from Wembley to Irvine Caledonian Paper Mill.

CLASS 66 No. 66740 Sarah passed through Lancaster at 10.50 on December 5 hauling the 6S94, a china clay train from Wembley North London to Irvine Paper Mill.



THE empty bitumen tanks from Preston docks, headed by Class 70 No. 70805, were seen at Blackburn at 10.05 on November 9.

ON FRIDAY, November 16 the Eastleigh East Yard to Hoo Junction Up Yard engineers' train was seen at Richmond headed by Powerhaul Class 70 No. 70809. The same working was seen on Friday, November 23 when the train was hauled by DB Cargo Class 66 No. 66116, presumably as a result of the DB Cargo locomotive having been hired in by Colas. Things were back to normal on Wednesday, November 28 when it was seen at Clapham Junction headed by

Class 70 No. 70810.

CLASS 70 No. 70813 worked the empty log wagons north from Chirk to Carlisle on November 25.

CLASS 56 No. 56113 passed Thankerton on Sunday, November 25 while working the 6K15/07.40 Cambuslang-Carlisle Yard engineering train.

### Mendip Rail

CLASS 59 No. 59102 was noted passing Haywards Heath on the Newhaven to Acton Aggregates on November 19.



WEST Coast Railways-liveried Class 37 No. 37669+Class 47 No. 47854 passed through Lancaster at 13.15 on November 5 en route from Carnforth to Southall with a single Mk1 coach in tow.

WCRC started a small series of 'Santa Specials' on Sunday, November 25, running from Lancaster to Carlisle and back along the WCML. The first run slated for its former LMS Class '8F', was hauled by 'Merchant Navy' No. 35018 *British India Line* with 13 coaches, plus Class 47 No. 47760 on the rear, providing train-heating and assistance and marshalling at Carlisle as the train entered the station, having turned via Upperby and London Road Junctions.

### ROG

RAIL Operations Group Class 37 No. 37884 *Cepheus* passed through Lancaster, light engine, at 14.10 on November 22 en route from Carlisle to Leicester.

### Midland Railway

CLASS 20 Nos. 20007 and 20205 were noted in York station sidings on November 5.

### Derby RTC & Network Rail

GBRF Class 73 Nos. 73961 *Alison*+73962 *Dick Mabbutt* top-and-tailed the 1Q71/19.40 Derby RTC-Hither Green test train on November 5.

ELECTRO-DIESELS Nos. 73965 and 73963 visited Littlehampton twice on November 12 working a Network Rail test train, including the track recording coach No. 999550.

THE 05.23 Derby RTC-Heaton NMT on November 17 was top-and-tailed by Class 43 power cars Nos. 43062 and 43013.

TAMPER No. 73924 arrived at Tywyn on November 19, with Class 97 No. 97304 from Shrewsbury. It parked in the engineers' siding waiting to start work at the end of the passenger service in the evening.

THE NMT on November 22 was worked by Class 43 Nos. 43013 *Mark Carne*+43062 *John Armitt* on the 1Q52/08.51 Derby RTC-London St Pancras and 12.50 return.



Network Rail Class 73 No. 73952 *Janis Kong* stands at Derby with the 3Q36 15.15 Derby RTC-Derby RTC (via Stoke-on-Trent) test train working on December 6. No. 2018. 73951 *Malcolm Brinded* is on the rear. STEVE DONALD



An unusual duty for BR Blue Class 50 No. 50050 *Fearless* as it pilots Colas Rail Class 56087, with 56094 on the rear, through Bangor with RHTT duty 3S71 from Shrewsbury Coleham on December 8. DARREN DURRANT

COLAS Rail-liveried Class 37 Nos. 37099+37175 passed through Lancaster at 12.15 on November 30 with a Carnforth to Blackpool North NR train.

AN ENGINEERS' train top-and-tailed by Colas Rail's Class 37 Nos. 37175 and 37099 was noted through Harwich International on December 5 at 15.37, bound for Harwich Town terminus. It returned 30 minutes later en route to Cambridge TRSMD.

### Our thanks

THE *Railway Magazine's* thanks go to: Paul Atkinson, Gerry Bacon, David Birkby, Bob Bunyar, Gordon Casely, Mike Cooper, Kevin Driscoll, Stuart Hicks, David Kay, Barry Knock, Sean Morris, Roger Phillips, Dorian Porter, John Preston, Tony Pritchett, Graham Rankin, Martin Raper, Mark Reynolds, Robert Riddell, Terry Smart, Mike Thompson, Roy Thurley, Craig Wellum, Chris West, Derek Wilson and Robert Woolnough.



A new Class 800 IET waiting to depart for Paddington offers a stark contrast with grimy Class 56 No. 56096 on a rail head treatment train at Gloucester on November 20. WAYNE FINCH



Class 321 No. 321439 arrives at Shenfield station's platform 1 with a Southend Victoria to Liverpool Street working on December 7. It is seen passing a demic 'Shark' ballast plough brakevan, which has been in the siding for many years. DR IAIN C SCOTCHMAN



## WEDNESDAY, JANUARY 2.....

**Warwickshire Railway Society.** Lamp Tavern, Barford St, Highgate, Birmingham B5 6AH. 19.30. 'Burmese Journeys by Steam': Roger Johnson.

## THURSDAY, JANUARY 3.....

**Bath Railway Society.** Church Hall, St Mary's Church, Bathwick, Bath. 19.30.

'GWR Camping Coach Holidays': Mike Fenton.

**Friends of the Stockton & Darlington Railway.**

Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 5JD. 19.10.

Monthly meeting.

**Great Central Railway Society (Sheffield branch).** The Harlequin, 108 Nursery St, Sheffield S3 8GG. 19.30. 'Views from the Signal Box': Derek Talbot and 'Coal Traffic on the LD&ECR': Chris Booth.

**Lutterworth Railway Society.** United Reformed Church, George St, Lutterworth LE17 4EF. 19.30. 'Tracks & Trains & Tunnel Vision': Lester Hillman.

**Norfolk Railway Society.** United Reformed Church Hall, Ipswich Rd, Norwich NR4 6QR. 19.30. 'A Tale of Two Cities — Inequality & Innovation in Colombian Transportation Systems': Neville Kirton.

**Stephenson Locomotive Society (SLS).** St John's Ambulance Centre, Sandes Ave, Kendal LA9 4LL. 19.15. 'Hill Climbs on Rails': Martin Elson.

## FRIDAY, JANUARY 4.....

**The Railway Correspondence and Travel Society (RCTS).** St Peter's Church Hall, Church Rd, Filton, Bristol BS34 7BX. 19.30.

'From Hawksworth to Hellfire Swindon Works 1939-86': Brian Arman.

**RCTS.** Fulwood Lawn Tennis Club, Highgate Ave, Preston PR2 8DY. 19.30. 'Steam Images from the Collection of the Late Bill Ashcroft': John Sloane.

**RCTS (Furness, Lakes and Lune branch).**

Royal Station Hotel, Market St, Carnforth. 19.30. 'Ancient Scottish Diesels, Cumbrian Pullmans and Modern Hamburg': Colin Kennington.

## MONDAY, JANUARY 7.....

**Peak Rail Association (Sheffield branch).** The Harlequin, 108 Nursery St, Sheffield S3 8GG. 19.30. 'The Sheffield-Dore Widening - Part 2': Ted Hancock.

**RCTS.** Christ Church Community Hall, Burney Lane, Ward End, Birmingham B8 2AS. 14.00. Members' Slides and Digital Contributions.

## TUESDAY, JANUARY 8.....

**Great Western Society (GWS).** BAWA. 589 Southmead Rd, Filton, Bristol BS34 7RG. 19.45. 'Paddington to Bristol before 1892': Brian Arman.

**LCGB (North London branch).** Wood Green Social Club, 1-3 Stuart Cres, London N22. 14.00. 'Vintage DVDs'.

**RCTS.** The Swift, Haggis Gap, Fulbourn, Cambridge CB21 5HD. 19.30. (To) Tebay on eBay (A UK Tour with images purchased on eBay): Dave Pearce

**RCTS.** Tilehouse St Baptist Church, Upper Tilehouse St, Hitchin SG5 2EE. 19.30. 'Thrills and Spills — My Life in Railway Operations': Chris Blackman.

**RCTS.** Nottingham Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ. 19.30. 'Steam on the Main Line — Part 3: 2004 and Onwards': Roger Jones.

**RCTS.** Beechen Grove Baptist Church, Clarendon Rd, Watford WD17 1JJ. 19.00. Branch annual meeting followed by members' slides.

**Wells Railway Fraternity.** Wells Town Hall, Wells, Somerset. 19.30. 'Railways in New Zealand': Chris Challis and 'The Bristolian': Roy Kethro.

## WEDNESDAY, JANUARY 9.....

**LCGB (Dorking branch).** Friends' Meeting House, Butter Hill, South St, Dorking RH4 2LE. 19.30. 'Pakistan — Up the Khyber': Donald Wilson.

**Oxfordshire Railway Society.** Seacourt Day Centre, Seacourt Rd, Botley, Oxford OX2 9LD. 19.30. 'LPTB/LNER North London Extension': Keith Gower (ORS member).

**RCTS.** Old Church Rooms, Park Rd, Radyr, Cardiff CF15 8DF. 19.30. Branch annual meeting and



ScotRail managing director Alex Hynes will be presenting a talk on 'Building Scotland's Best Railway' to the RCTS and SRPS on January 19, which will cover the Class 385 EMUs. Here, No. 385103 works the 12.00 Edinburgh Waverley-Glasgow Queen St past Gartshore on December 10 — the first day all services between Edinburgh and Glasgow were formed by Class 385s. STEVEN FRASER

'Once Upon a Time in the West': Nigel Wessell.

## THURSDAY, JANUARY 10.....

**Chichester Transport Society.** Committee Room 2, County Hall, West St, Chichester PO19 1RG. 19.15. 'The Merits or Otherwise of Railway Nationalisation': Alex Green.

**RCTS.** Arts Centre, 67 Westgate Rd, Newcastle NE1 1SG. 19.00.

'The Photographs of Ian S Carr': David Dunn.

## FRIDAY, JANUARY 11.....

**Great Central Railway Leicestershire Area Supporters' Group.** St Bartholomew's Church Hall, Church Lane, Quorn, Loughborough. 19.30. 'Steam on the Main Line — 1968 onwards': Roger Jones.

**GWS.** Lawn Community Centre, Guildford Ave, off Windsor Rd, Lawn, Swindon SN3 1JE. 19.15. 'Steam on Shed': Peter Tough.

## SATURDAY, JANUARY 12.....

**Cornwall Railway Society.** Memorial Hall, Methodist Church, Redruth. 18.30. 'Railway Adventures': Dave Letcher.

**RCTS.** Conference Room, Great Western Hotel, Exeter St David's station EX4 4NU. 19.00. Branch annual meeting and 'John Beaumont Video Presentation': Stephen Gay.

**SLS.** Kidderminster Railway Museum (adjoining SVR station), Kidderminster DY10 1QX. 14.00. 'Restoring Sentinel 7109 Joyce to Steam on the S&D at Midsomer Norton': Andy Chapman.

## MONDAY, JANUARY 14.....

**Lincoln Railway Society.** St Hugh's Church, Harewood Cres, North Hykeham, Lincoln LN6 8JG. 19.30. 'The Pacific Locomotives of O V S Bulleid': Bob Goodman.

**Friends of the National Railway Museum (South of England group).** St Paul's Church and Community Centre, 5 Rossmore Rd, London NW1. 18.45. 'The Railway Magazine Archive': a member of *The RM's* editorial staff.

**RCTS.** Croydon United Reformed Church, Addiscombe Grove, Croydon CR0 5LP. 19.30. 'LMS Electrics': David Brown.

**RCTS.** Greenfinch Church Hall, Greenfinch Ave, Ipswich IP2 0SX. 19.30. 'A Modern Traction Miscellany': John Hooson.

**RCTS.** Sheffield Scout HQ, 60-68 Trippet Lane, Sheffield S1 4EL. 14.00.

'A Cinder Path Leads to the Shed': John Hunt

**SLS.** Lauriston Hotel, 15 South Crescent Rd, Ardrossan KA22 8EA. 19.30.

'An Australian Excursion': David Coddington.

## TUESDAY, JANUARY 15.....

**Grimby & Cleethorpes Railway Group.**

The No.1, Station Approach, Cleethorpes DN35 8AX. 19.30. 'Retford Through the Lens of Keith Pirt': Bob Gellatly.

**Leicester Railway Society.** Cricketers Inn, Grace Rd, Leicester LE28AD. 19.30.

'Steam on the Main Line': Graham Briggs.

**RCTS.** Victory Club, Burlington House, Lypiatt Rd, Cheltenham GL50 2SY. 19.30.

'Railed Transport in Germany': Sholto Thomas.

**RCTS.** Upstairs, The Highway, Willerby Rd, Hull HU5 5LH. 14.00. 'The Cheshire Lines Committee Railways': Ken Grainger.

**SLS.** Langdon Square Community Centre, Coulby Newham, Middlesbrough TS8 0TF. 19.00. TBA.

## WEDNESDAY, JANUARY 16.....

**RCTS/Mid Hants Railway.** Eastleigh Railway Institute, Romsey Rd, Eastleigh SO50 9FE. 19.30. 'Trams and Trains in East Germany — 1988': Martin Petch.

**Talking of Trains.** Surbiton Library, Ewell Rd, Surbiton KT6 6AG. 19.00.

'Welcome to 2019': Dick Crane.

## THURSDAY, JANUARY 17.....

**Aln Valley Railway.** Old Waiting Room, Alnwick station, Alnwick. 19.30. 'Pictures from the Ian Falcus Collection': Dave Dunn.

**Irish Railway Record Society (London area).**

Function Room, Calthorpe Arms, 252 Grays Inn Rd, London WC1X 8JR. 19.00. 'A Magnificent Folly — the Burtonport Extension Railway': Roger Crombleholme.

**LCGB (NW branch).** Pied Bull Hotel, High St, Newton-le-Willows. 19.30. 'It's a 127 World — B & W Steam from 1963 onwards': Steve Leyland.

**Lutterworth Railway Society.** United Reformed Church, George St, Lutterworth LE17 4EF. 19.30. 'LNER A4 Pacifics': Martin Bloxham.

**Marlow & District Railway Society.** Bourne End Community Centre, Bourne End, Bucks SL8 5SX. 19.30. 'That was the year that was 1968': Geoff Plumb.

**Norfolk Railway Society.** United Reformed Church Hall, Ipswich Rd, Norwich NR4 6QR. 19.30. 'To Tebay on eBay': David Pearce.

**RCTS.** Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 1SG. 19.00. 'Photographs from the Camera of the Late Ian Falcus': Dave Dunn.

**RCTS.** St Luke's Church, Mayors Walk, Peterborough PE3 6EZ. 19.00. Branch annual meeting and members' evening.

**RCTS.** Saltaire Methodist Chapel, Saltaire Rd, Shipley BD18 3HJ. 19.30. 'The Cromford and High Peak Railway': John Holroyd.

## FRIDAY, JANUARY 18.....

**GWS.** Village Hall, Stoke St Mary, Taunton. 19.30. 'Trips, Tours & Evening Excursions (We do fish on Sundays)': Trevor Whitfield.

## SATURDAY, JANUARY 19.....

**GWS.** Parish Centre, Church End Rd, Kingskerswell, Torbay. 18.30.

'More of Peter Gray's Slides': Amyas Crump.

**Irwell Vale Railway Photographers.** Methodist Church, Bowker St, Irwell Vale BL0 0QP (off the B6257). 19.30. 'An A to Z of UK Diesel & Electric locos': Steve Fort.

**RCTS/SRPS.** Quaker Meeting House, 7 Victoria Terrace, Edinburgh EH1 2HE. 14.30. 'Building Scotland's Best Railway': Alex Hynes.

## MONDAY, JANUARY 21.....

**RCTS.** Town Crier, City Rd/Station Rd, Chester CH1 3AE (opposite station entrance). 19.30.

Branch annual meeting followed by a 'Photographic Tribute to Edgar Richards': Jon Penn. Non-members invited from 20.00.

**RCTS.** Coventry and North Warwickshire Sports Club, Binley Rd CV3 1HB. 14.00. Branch annual meeting followed by members' Presentations.

**RCTS.** Didcot Civic Hall, Britwell Rd, Didcot OX11 7JN. 19.30.

'A Plug for Brunel': Colin Brading.

**RCTS.** Shenfield Parish Hall, 60 Hutton Rd, Shenfield CM15 8BL. 19.30.

'Engines at War': Christian Wolmar.

## TUESDAY, JANUARY 22.....

**RCTS.** Nottingham Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ. 14.00.

'Toton Marshalling Yards': Phillip Burton.

**RCTS.** Woking United Reformed Church, White Rose Lane, Woking GU22 7HA. 19.15. 'Railway Freight Group': Maggie Simpson.

## WEDNESDAY, JANUARY 23.....

**RCTS.** Council Meeting Room 2, County Hall, West St, Chichester PO19 1RQ. 19.30.

'South Western Railway': Phil Dominey.

**Talking of Trains.** Surbiton Library, Ewell Rd, Surbiton KT6 6AG. 19.00. 'The Hitchin South Diaries 1906 to 1968': George Howe.

## FRIDAY, JANUARY 25.....

**GWS.** Pauling Human Sciences Centre, 58 Banbury Rd, Oxford. 19.30.

'The LNWR in Oxford': Laurence Waters.

**RCTS.** Fulwood Lawn Tennis Club, Highgate Ave, Preston PR2 8DY. 19.30. Members' digital images.

## SATURDAY, JANUARY 26.....

**SLS.** Friends' Meeting House, Mount St, Manchester M2 5NS. 14.00.

Centre annual meeting followed by



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'The Construction of 82045': Chris Proudfoot.

**Tramway & Light Railway Society (East Midlands area).** 6th Beeston Scout Hut, Middle St, Beeston, Nottingham NG9 1GA. 14.00. Annual meeting, photo competition and 'Tramways of Austria': Bob Hall.

## MONDAY, JANUARY 28

**Nantwich & Market Drayton Railway Society.** King's Head Inn, Shrewsbury Rd, Market Drayton TF9 3EH. 20.00.

'Modern Traction: The way it was (Green diesels Late 60s & Early 70s)': Bill Chapman.

**RCTS.** Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead SL6 3AX. 19.30. 'The History of the Underground Map': John Dodd.

**RCTS.** Sheffield Scout HQ, 60-68 Trippet Lane, Sheffield S1 4EL. 19.00.

'West Coast Railways': James Shuttleworth.

## TUESDAY, JANUARY 29

**RCTS.** Methodist Church, junction of Ludwick Way and Cole Green Lane, Welwyn Garden City AL7 3PN. 14.00.

'Modern Traction in the 1960s': David Percival.

## WEDNESDAY, JANUARY 30

**Talking of Trains.** Surbiton Library, Ewell Rd, Surbiton KT6 6AG. 19.00.

'Great Railways Journeys in India': Alex Green.

## THURSDAY, JANUARY 31

**LCGB (Croydon branch).** United Reformed Church Hall, Addiscombe Grove, Croydon CR0 5LP. 19.30. 'A 21st Century Odyssey – Part 3: Palermo to Zajta': David Jackman.

**Stevenage Locomotive Society.** Community Arts Centre, Roaring Meg Retail Park, Stevenage. 19.30. 'The London Revolution – Crossrail & Thameslink': Chris Green.

## FRIDAY, FEBRUARY 1

**RCTS.** St Peter's Church Hall, Church Rd, Filton, Bristol BS34 7BX. 19.30. 'South Wales in the 1960s – Photographs from the Alan Jarvis Collection': Gerry Nichols.

## MONDAY, FEBRUARY 4

**Peak Rail Association (Sheffield branch).** The Harlequin, 108 Nursery St, Sheffield S3 8GG. 19.30. 'My Swansong - Part 2': Ken Horan.

**RCTS.** Christ Church Community Hall, Burney Lane, Ward End, Birmingham B8 2AS. 14.00. 'A Selection of Narrow Gauge Railways': Ken Johnston.

## TUESDAY, FEBRUARY 5

**RCTS.** Beechen Grove Baptist Church, Clarendon Rd, Watford WD17 1JJ. 19.00. 'Two Quaint Undergrounds – the Glasgow Subway and the Post Office Railway': Brian Hardy.

## WEDNESDAY, FEBRUARY 6

**RCTS.** Haig House Social Club, Woolton Rd, Garston, Liverpool L19 5NQ. 13.30. 'North West and North Wales Reminiscences of the 1960s': John Cashen. 19.30. 'Steam in Southern Africa': Bryan Acford.

## THURSDAY, FEBRUARY 7

**Bath Railway Society.** St Mary's Church Hall, Bathwick, Bath. 19.30. 'Western Rail Link to Heathrow': Anna Holbrook.

**Ffestiniog Railway Society (Bristol area group).** BAWA Club, Southmead Rd, Bristol BS34 7RF. 19.45. 'Chinese Takeaway: Importing and Re-gauging a Modern Steam Loco for the Ffestiniog Railway': Paul Molyneux-Berry.

**Great Central Railway Society (Sheffield branch).** The Harlequin, 108 Nursery St, Sheffield S3 8GG. 19.30.

'Around Ireland on the Tree Futt': Ken Grainger.

**Friends of the Stockton & Darlington Railway.** Darlington Cricket Club, South Terrace, Feethams, Darlington DL1 5JD. 19.10. Monthly meeting.

**Lutterworth Railway Society.** United Reformed Church, George St, Lutterworth LE17 4EF. 19.30. 'Bring a Thing' – your opportunity for five minutes of fame – come and talk about an item of railway interest.

## FRIDAY, FEBRUARY 8

**GCR Leics Area Supporters' Group.**

St Bartholomew's Church Hall, Church Lane, Quorn, Loughborough. 19.30. 'A Mixed Bag of Railways (and Tramways)': Jason Cross.

**GWS.** Lawn Community Centre, Guildford Ave, off Windsor Rd, Lawn, Swindon SN3 1JE. 19.15. Group annual meeting followed by quizmaster Joe Turner.

**Purbeck Railway Circle.** Harmans Cross Village Hall, Haycrafts Lane, Harmans Cross, Dorset. BH19 3EB. 19.30. 'Building the Lunatic Line – 1896 to 1901': Kevin Patience.

## EXHIBITIONS

### SATURDAY-SUNDAY, DECEMBER 29-30

**Gainsborough Model Railway Society.** Florence Terrace, Gainsborough, Lincs DN21 1BE.

[www.gainsboroughmodelrailway.co.uk](http://www.gainsboroughmodelrailway.co.uk) 13.30-18.00. Adult £4, concession £3, child £3, family £10. Layout: The East Coast Main Line from King's Cross to Leeds Central.

**Taunton Model Railway Group.** Open days. Platform one, Bishops Lydeard station, West Somerset Railway, Bishops Lydeard, Somerset TA4 3RU. [www.bathgreenpark.co.uk](http://www.bathgreenpark.co.uk). OO Bath Green Park station layout.

### SUNDAY, DECEMBER 30

**Keighley Model Railway Club.** Christmas Open Day. KMRC Club Rooms, Knowle Mill, South St, Keighley, West Yorkshire BD21 1SY. [www.keighley-mrc.org.uk](http://www.keighley-mrc.org.uk) 10.00-16.00. Adult £3.50, child £2.50. Club layouts.

### SATURDAY, JANUARY 5

**Marlow, Maidenhead & District Model Railway Club Exhibition.** Cox Green Community Centre, 51 Highfield Lane, Maidenhead SL6 3AX. [www.mmdmrc.org.uk](http://www.mmdmrc.org.uk) 10.00-16.30.

Adult £5, child £3, family £13. Layouts and demonstrations.

### SATURDAY-SUNDAY, JANUARY 5-6

**ScoutRail 2017.** Exeter Hall, Oxford Rd, Kidlington, Oxon OX5 1AB. [www.scoutrail.org.uk](http://www.scoutrail.org.uk) 10.00-16.30. Adult £4, concession £3, child £2, family £10. Layouts.

**Somerset and Dorset Railway Trust.** Annual Model Railway Display, Edington Village Hall, Lippetts Way, Edington, Bridgwater, Somerset. Saturday 10.00-17.00, Sunday 10.00-16.30. Adult £5, concession £4.50. Proceeds go towards the Somerset & Dorset Railway Trust's activities in Washford and elsewhere.

**Wessex Association of Model Railway Clubs -**

**Frome 2019 Winter Exhibition.** Cheese & Grain, Market Yard, Frome, Somerset. Layouts of all gauges from N to O supported by trade stands encompassing models, accessories and specialist components. Refreshments. Parking, free on Sunday.

### SATURDAY, JANUARY 12

**Ipswich Railway Modellers' Association.** Open Day. 40A Norfolk Rd, Ipswich, Suffolk IP4 4HB. [www.irma.org.uk](http://www.irma.org.uk) 10.00-13.00. Admission free. Layouts and second-hand stall.

**Bridport & District Model Railway Society - Beaminster Exhibition.** Beaminster Town Hall, 8 Fleet St, Beaminster, Dorset. Adult £3, child 5-16 £1, under 5 free. Parking behind venue.

**Christ Church Quinton Model Railway Exhibition.** Christ Church the Quinton, Hagley Rd West, Birmingham. 10am-5pm. Adult £3, concession £3, child £1.

**Heywood Model Railway Group.** Unit 3, Park Works, River St, Heywood, Oldham OL10 4AB. [www.hmrg.co.uk](http://www.hmrg.co.uk) 10.00-16.00. Admission by donation. Layouts.

**Define Modellers Day.** Risley Village Memorial Hall, 5 Derby Rd, Risley, Derbyshire. 10.00-16.00. Adult £3, concession £3.

**Tappers Train Collectors' Club.** Bromley Common Methodist Church, Bloomfield Rd, Bromley, Kent. Three layouts and five trade stands.

### SATURDAY-SUNDAY, JANUARY 12-13

**Bognor Regis Model Railway Club Exhibition.** Felpham Community College, Felpham Way, Felpham, Bognor Regis PO22 8EL. [www.brmmc.org.uk](http://www.brmmc.org.uk). Saturday 10.00-17.00, Sunday 10.00-16.30. Layouts.

**Chiltern Model Railway Association Exhibition.** Stevenage Arts and Leisure Centre, Lytton Way, Stevenage SG1 1LZ. [www.cmra.org.com](http://www.cmra.org.com) Saturday 10.00-17.30, Sunday 10.00-16.30. Adult £8, accompanied child free (maximum two), child £4. 30 layouts and demonstrations.

**Pratts Bottom Model Railway Exhibition.** Village Hall, Norsted Lane, Rushmoor Hill, Pratts Bottom, Orpington, Kent BR6 7PQ. [www.orpingtonmodelrail.org.uk](http://www.orpingtonmodelrail.org.uk) 10.00-17.00. Adult £3.50, child £1.50. Layouts and demonstrations.

### SUNDAY, JANUARY 13

**Weston-Super-Mare Model Railway Show.** The Campus, Highlands Lane, Worle, Weston-Super-Mare BS24 7DX. [www.westonsupermaretrainshow.com](http://www.westonsupermaretrainshow.com) 10.00-17.00. Adult £7, concession £6.50, child £2, family £16. Disabled access. 24 layouts and trade support.

### FRIDAY-SUNDAY, JANUARY 18-20

**London Model Engineering Exhibition.** Alexandra Palace, Wood Green, London N22 4AV. [www.londonmodelengineering.co.uk](http://www.londonmodelengineering.co.uk) Friday and Saturday 10.00-17.00, Sunday 10.00-16.00. Adult £12, concession £11, child £4 with reduction for advance bookings (see website). Displays, layouts and demonstrations.

### SATURDAY, JANUARY 19

**Workop Model Transport Exhibition.** The Crossing Church, Newcastle Ave, Workop, Notts. A family-friendly model transport exhibition organised by the Model Bus Federation and members of Crossing Church. Model railway, tram and bus layouts and displays and sales stalls.

**Brambleton Model Railway Exhibition.**

Harpenden Public Halls, Southdown Rd, Harpenden, Herts. 10.30-17.30. Nine layouts.

**Egham & Staines Model Railway Exhibition.**

Strodes College, High St, Egham, Surrey TW20 9DR. 10.30-17.00. Adult £6, concession £5, junior £3, family £15.

### SATURDAY-SUNDAY, JANUARY 19-20

**East Lancashire Model Railway Charitable Organisation – 12th Charity Model Railway Exhibition.** Accrington Rd Community Centre, Accrington Rd, Blackburn, Lancashire BB1 2AF. Saturday 11.00-17.00, Sunday 10.30-16.00. Adult £5, concession £5, child £3, family £12.

**Bentley Model Railway Group – 25th Calne Model Rail Show.** Calne Leisure Centre, White Horse Way, Calne, Wiltshire. Saturday 10.00-17.00, Sunday 10.00-16.30. Adult £5, concession £5, child £3, family £12.

### 30th City of Canterbury Model Railway Society Exhibition.

St Anselm's School, Old Dover Rd, Canterbury CT1 3EN. [www.ccmrs.uk](http://www.ccmrs.uk) Saturday 10.00-17.00, Sunday 10.00-16.00. Adult £5, child £3, family £13. 15 layouts and demonstrations. Exhibiting: Rolvenden, Loftus Rd, Durham Rd TMD, Guy's Fizz Bang and Fawkesville, Holt St.

### SUNDAY, JANUARY 20

**Astolat Model Railway Circle Exhibition.** Surrey Sports Park, University of Surrey, Guildford GU2 7AD. [www.astolatmrc.co.uk](http://www.astolatmrc.co.uk) 10.00-17.00. Adult £6, child £3, family £12. 14 visiting layouts, three club layouts, test track and trade support.

### SATURDAY, JANUARY 26

**Cardiff Small Model Railways Group Show.** Scout HQ, Fields Park Rd, Cardiff CF11 9HX. 10.30-16.00. Adult £5. 12 layouts.

### 7mm Narrow Gauge Association's Trent Valley Group Show.

Our Lady of Lourdes Church Hall, 36 Uttoxeter Rd, Mickleover, Derby, Derbyshire DE3 9GE. 10.00-16.00. Adult £4, concession £4. Layouts, trade stands and demonstrations.

### SATURDAY-SUNDAY, JANUARY 26-27

**Erith Model Railway Society January Show.** The Longfield Academy, Main Rd (B260), Longfield, Kent DA3 7PH. Saturday 10.00-17.00, Sunday 10.00-16.00. Featuring 35 layouts, extensive trade support, societies, demonstrations and refreshments.

**Kendal Model Railway Club Exhibition.** Leisure Centre, Burton Rd, Kendal, Cumbria. Saturday 10.00-17.00, Sunday 10.00-16.30. Adult £6, concession £5, child £3, family £16.

**50th Normanton & Pontefract Railway Modellers' Society Pontefract Model Railway Exhibition.** New College, Park Lane, Pontefract, West Yorkshire WF8 4QR. [www.nprms.org](http://www.nprms.org) Saturday 10.00-17.00, Sunday 10.00-16.30. Adult £5, child under-16 free. 20 layouts and demonstrations.

**Southampton Model Railway Society Exhibition.** Barton Peveril College, Chestnut Ave, Eastleigh, Hants SO50 5BX.

[www.southamptonmodelrailwaysociety.wordpress.com](http://www.southamptonmodelrailwaysociety.wordpress.com) Saturday 10.00-17.00, Sunday 10.00-16.30. Adult £7, concession £7, child £3, family £17. 23 layouts and demonstrations.

### SUNDAY, JANUARY 27

**Bristol O Gauge Group – Bogg 2019.** Uwe Filton Campus, Filton Rd, Bristol BS34 8QZ. 10.00-16.00. Adult £9, concession £7, family £18. Ten layouts and more than 70 traders

**G Scale Society (Kent group).** Winter Meet and annual meeting. Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU. [www.gscaleskent.co.uk](http://www.gscaleskent.co.uk) 10.00-16.00. Adult £2.50, child £1. Five large-scale layouts and live steam.

### SATURDAY, FEBRUARY 2

**35th Sodbury Vale Model Railway Club Exhibition.** St Mary's Church Hall, Church Rd, Yate BS37 5BG. [www.sodburyvalemrc.co.uk](http://www.sodburyvalemrc.co.uk) 10.00-17.00. Adult £5, child free. 14 layouts, trade stands, demonstrations, refreshments and parking at nearby shopping centre.

### SATURDAY-SUNDAY, FEBRUARY 2-3

**Stafford Model Railway Exhibition.** County Showground, Weston Rd, Stafford ST18 0BE. [www.staffordshirerailwaycircle.org.uk](http://www.staffordshirerailwaycircle.org.uk) Saturday 10.00-17.00, Sunday 10.00-16.30. Adult £2.50, child £1. A free bus service between Stafford station and the County Showground will operate on both days.

**Kilmarnock and District Model Railway Club Exhibition.** The Linthouse Building, Scottish Maritime Museum, Harbour Rd, Irvine, Ayrshire KA12 8QE. [www.kilmarnockmrc.com](http://www.kilmarnockmrc.com). Saturday 10.00-17.00, Sunday 12.00-16.00. Adult £5, concession £4, under 16 free.

### SATURDAY, FEBRUARY 9

**Blackpool & North Fylde Model Railway Club Open Day.** Cleveleys Community Centre & Church, Kensington Rd (off Beach Rd), Cleveleys, Lancs FY5 1ER. [www.blackpoolandnorthfyledmrc.co.uk/](http://www.blackpoolandnorthfyledmrc.co.uk/) 10.00-16.00. Adult £3, concession £2.50, child £2.50, family (2+2) £8.50. Disabled access. Ten layouts with trade support.

**Heywood Model Railway Group.** Unit 3, Park Works, River St, Heywood, Oldham OL10 4AB. [www.hmrg.co.uk](http://www.hmrg.co.uk) 10.00-16.00. Admission by donation. Layouts.

**Model Rail 2019.** Salvation Army Community and Worship Centre, Wawn St, South Shields NE33 4EB. 10.00-17.00. Adult £4, children £2, family (2+2) £10.

### SUNDAY, FEBRUARY 10

**French Railways Society Model Rail Show.** Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT. [www.frenchrailwaysociety.org](http://www.frenchrailwaysociety.org) 10.00-17.00. Adult £4.50, child £1.50. French outline layouts, displays and demonstrations.

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**February 3 (Steam Toys in Action)**  
Corporation Rd, Leicester LE4 5PX (0116 299 51110).  
www.abbeypumpingstation.org/events.asp  
Museum open Feb-Oct (13.00-16.30).

## ALN VALLEY RAILWAY

**See website for 2019 running dates**  
Lionheart Station, Alnwick, Northumberland NE66 2EZ.  
www.alnvalleyrailway.co.uk

## AMBERLEY MUSEUM & HERITAGE CENTRE

**See website for 2019 steaming dates**  
Houghton Bridge, Arundel, West Sussex BN18 9LT (01798 831370). Museum open 10.00-17.30.  
www.amberleynarrowgauge.co.uk  
Events: April 14 Industrial Trains Day

## AMERTON RAILWAY

**See website for February running dates**  
Stowe-by-Chartley, Weston, Staffs ST18 0LA  
(01785 850965). www.amertonrailway.co.uk

## APEDALE VALLEY LIGHT RAILWAY (home of the Moseley Railway Trust)

**April 6-7, 13-14, 20-21, 27-28**  
Apedale Country Park, Newcastle-under-Lyme,  
Staffordshire ST5 7LB (0845 0941953). www.avlr.org.uk

## AVON VALLEY RAILWAY

**February 16-17, 19-21, 23-24**  
Bitton station, Bath Road, Bitton BS30 6HD  
(0117 932 5538/7296). www.avonvalleyrailway.org  
Events: See website for Dining Trains.

## BALA LAKE RAILWAY

**See website for February running dates**  
Llanuwchllyn station, Gwynedd.  
www.bala-lake-railway.co.uk

## BARROW HILL ROUNDHOUSE RAILWAY

**January 5-6, 12-13, 19-20, 26-27, February 2-3, 9-10,  
16-17, 23-24**  
Campbell Drive, Barrow Hill, Chesterfield S43 2PR  
(01246 472450). Open: 10.00-16.00.  
www.barrowhill.org.uk Events: May 16-18 Rail Ale.

## BATTLEFIELD LINE

**See website for March running dates**  
Shackerstone station, Shackerstone, Leics CV13 6NW  
(01827 880754). www.battlefieldline.co.uk  
Events: Station open most Sats and Suns (11.45-17.00)  
and bank holidays.

## BLUEBELL RAILWAY

**January 5-6, 12-13, 19-20, 26-27, February 2-3, 9-10**  
Sheffield Park station, East Sussex (01825 720800).  
www.bluebell-railway.co.uk/ Events: See website for  
Golden Arrow Pullman Dining, Afternoon Tea Lounge Car  
and Sunday Carvery Dining Train.

## BODMIN & WENFORD RAILWAY

**See website for February running dates**  
Bodmin General station, Cornwall (01208 73666).  
www.bodminrailway.co.uk

## BO'NESS & KINNEIL RAILWAY

**See website for 2019 running dates**  
Bo'ness station, Bo'ness, West Lothian EH51 9AQ  
(01506 822298). www.bkrailway.co.uk

## BOWES RAILWAY

**Museum open Thursday-Saturday and first Sunday  
of the month (10.00-15.00)**  
Springwell Village, Gateshead, Tyne & Wear, NE9 7QJ  
(0191 4161847). www.bowesrailway.co.uk

## BRECON MOUNTAIN RAILWAY

**See website for February running dates**  
Pant station, Merthyr Tydfil CF48 2UP (01685 722988).  
https://www.bmr.wales/

## BRESSINGHAM STEAM & GARDENS

**See website for March running dates**  
Bressingham Steam Experience, Diss (01379 686906).  
www.bressingham.co.uk Open 11.00-16.00.

## BURE VALLEY RAILWAY

**January 1-2, 5-6, 12-13, 19-20, 26-27, February 2-3,  
9-10, 16-24**  
Aylsham station, Norwich Rd, Aylsham, Norfolk  
(01263 733858). www.bvrw.co.uk



Stanier '8F' 2-8-0 No. 48624 passes Swithland Sidings with a Loughborough Central-Leicester North train during the Great Central Railway's 'Last Hurrah' gala on November 18. DAVID CABLE

## BURSDLEDON LIGHT RAILWAY (HNGRT)

**See website for 2019 running dates**  
Bursledon Brickworks Industrial Museum, Coal Park Lane,  
Swanwick, Southampton SO31 7GW (01489 576248).  
www.hngrt.org.uk

## CALEDONIAN RAILWAY

**See website for 2019 running dates**  
The Station, Park Rd, Brechin DD9 7AF (01356 622992).  
www.caledonianrailway.com

## CAMBRIAN HERITAGE RAILWAYS

**See website for 2019 running dates**  
Llyncllys South Station SY10 8BX and Suite 1, Cambrian  
Visitor Centre, Oswald Rd, Oswestry, Shropshire SY11 1RE  
(01691 688763). www.cambrianrailways.com

## CHASEWATER RAILWAY

**See website for 2019 running dates**  
Chasewater Country Park, Pool Road, Brownhills, Staffs  
(01543 412121). www.chasewater railway.co.uk

## CHICHESTER & DISTRICT SOCIETY OF MODEL ENGINEERS

**April 14, May 12**  
Blackberry Lane, off Bognor Rd, East Chichester PO19 7FS.  
www.cdsme.co.uk

## CHINNOR & PRINCE RISBOROUGH RAILWAY

**March 31**  
Chinnor station, Oxon OX39 4ER (timetable 01844 353535).  
www.chinnorrailway.co.uk

## CHOLSEY & WALLINGFORD RAILWAY

**See website for 2019 running dates**  
Wallingford station, Hithercroft Rd, Wallingford OX10 9GQ  
(01491 835067). www.cholsey-wallingford-railway.com

## CHURNET VALLEY RAILWAY

**February 17 (Moorlander Lunch Special and Cream  
Teas)**  
Station Road, Cheddleton ST13 7EE (01538 750755).  
www.churnet-valley-railway.co.uk/

## COLNE VALLEY RAILWAY

**See website for 2019 running dates**  
Castle Hedingham, Essex CO9 3DZ (01787 461174).  
www.colnevalleyrailway.co.uk

## CORRIS RAILWAY

**See website for March running dates**  
Station Yard, Corris, Machynlleth SY20 9SH.  
www.corris.co.uk

## DARTMOUTH STEAM RAILWAY

**See website for February running dates**  
Queens Park station, Torbay Rd, Paignton TQ4 6AF  
(01803 555872). www.dartmouthrailriver.co.uk

## DEAN FOREST RAILWAY

**See website for February running dates**  
Norchard, Forest Rd, Lydney (01594 845840).  
www.deanforestrailway.co.uk

## DERWENT VALLEY LIGHT RAILWAY

**See website for 2019 running dates**  
Yorkshire Museum of Farming, Murton Park, Murton Lane,  
Murton, York YO19 5UF (telephone enquiries via Murton  
Park 01904 489966). www.dvlr.org.uk

## DIDCOT RAILWAY CENTRE

**January 5-6, 12-13, 19-20, 26-27, February 2-3,  
9-10, 16-24**  
Didcot, Oxon OX11 7NJ (01235 817200).  
www.didcotrailwaycentre.org.uk  
Events: January 6, 12, 19-20, 27, February 3, 9, 16 Swindon  
Panel Days, 16-17 Steam Days.

## EAST ANGLIAN RAILWAY MUSEUM

**Daily (10.00-16.30) for static viewing**  
Chappel station, Wakes Colne, Colchester CO6 2DS  
(01206 242524). www.earn.co.uk

## EAST KENT RAILWAY

**See website for March running dates**  
White Cliffs Colliery Line, Station Rd, Shepherdswell, Dover  
CT15 7PD (01304 832042). www.eastkentrailway.co.uk/

## EAST LANCASHIRE RAILWAY

**January 5-6, 12-13, 19-20, 26-27, February 2-3, 9-10,  
16-17, 23-24**  
Bolton St station, Bury, Lancs BL9 0EY (0161 764 7790).  
www.east-lancs-rly.co.uk

## EASTLEIGH LAKESIDE STEAM RAILWAY

**January 1-6, 12-13, 19-10, 26-27, February 2-3, 9-10,  
16-24**  
Lakeside Country Park, Wide Lane, Eastleigh, Hampshire  
SO50 5PE (02380 612020). www.steamtrain.co.uk

## EAST SOMERSET RAILWAY

**See website for 2019 running dates**  
Cranmore station, Cranmore, Shepton Mallet, Somerset  
BA4 4QP (01749 880417). www.eastsomerset railway.com

## ECCLESBOURNE VALLEY RAILWAY

**February 16-17, 19, 21-24, 26**  
Wirksworth station, Coldwell St, Wirksworth DE4 4FB  
(01629 823076). www.e-v-r.com

## ELSECAR HERITAGE RAILWAY

**See website for running dates**  
Elsecar Heritage Centre, Wath Rd, Elsecar, Barnsley S74 8HJ  
(01226 746746). Open daily for static viewing.  
www.elsecar railway.co.uk/

## EMBSAY & BOLTON ABBEY STEAM RAILWAY

**See website for 2019 running dates**  
Bolton Abbey station, Skipton, North Yorkshire BD23 6AF  
(01756 710614). www.embsayboltonabbeyrailway.org.uk  
Events: See website for dining trains.

## EPHING ONGAR RAILWAY

**February 16-17, 20, 22-24**  
Ongar station, Station Approach, Ongar, Essex CM5 9BN  
(01277 365200). http://eorailway.co.uk/  
Events: February 16-17, 20, 22-24 Kids for a Quid.  
See website for Dining Trains.

## EVESHAM VALE LIGHT RAILWAY

**January 5-6, 12-13, 19-20, 26-27**  
Evesham Country Park, Twyford, Evesham, Worcs WR11 4TP  
(01386 422282). www.evlr.co.uk

## FAIRBOURNE RAILWAY

**See website for February running dates**  
Beach Rd, Fairbourne, Gwynedd LL38 2EX (01341 250362).  
www.fairbournerrailway.com

## FFESTINIOG RAILWAY

**February 16-17, 19-21, 23-24, 26-28**  
Harbour Station, Porthmadog, Gwynedd LL49 9NF  
(01766 516000). www.festrail.co.uk  
(Bookings: Porthmadog 01766 516024,  
Caernarfon 01286 677018).

## FOXFIELD RAILWAY

**See website for 2019 running dates**  
Caverswall Rd station, Blythe Bridge, Stoke ST11 9EA  
(01782 396210/259667). www.foxfieldrailway.co.uk

## GLOUCESTERSHIRE WARWICKSHIRE RAILWAY

**See website for 2019 running dates**  
Railway Station, Toddington (01242 621405).  
www.gwsr.com

## GREAT CENTRAL RAILWAY

**January 5-6, 12-13, 19-20, 25-27, February 2-3,  
9-10, 16-24**  
Great Central Rd, Loughborough, Leics (01509 230726).  
www.gcrailway.co.uk  
Events: January 25-27 Winter Steam Gala.

## GREAT CENTRAL RAILWAY (NOTTINGHAM)

**See website for 2019 running dates**  
Mere Way, Ruddington, Nottingham NG11 6NX (off A60)  
(0115 940 5705). www.gcrn.co.uk

## GROUDLE GLEN RAILWAY

**See website for April running dates**  
Onchan, Isle of Man (01624 670453). www.ggr.org.uk

## GWILI RAILWAY

**See website for February running dates**  
Bronwydd Arms, Carmarthen (01267 238213).  
www.gwili-railway.co.uk/  
Events: See website for Dining Trains.

## HAYLING RAILWAY

**January 2-6, 9, 12-13, 16, 19-20, 23, 26-27, 30,  
February 2-3, 6, 9-10, 13, 16-24, 27**  
Hayling Island, Hants PO11 0AG (023 9 237 2427).  
www.haylingseasiderailway.com

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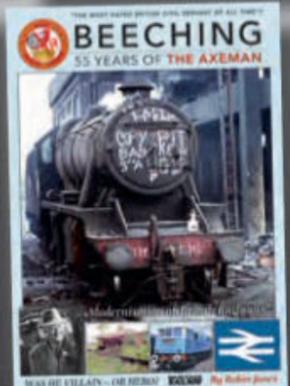
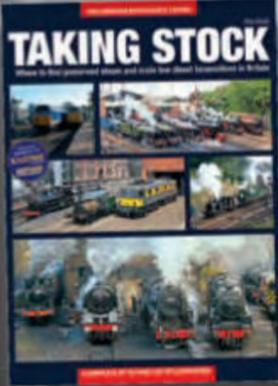
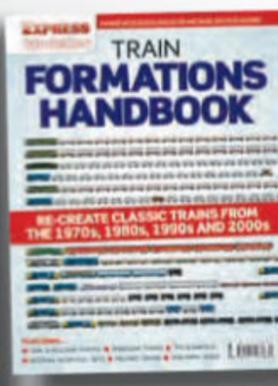
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## HELSTON RAILWAY

See website for 2019 running dates

Trevano Farm, Prospidnick Farm, Helston, Cornwall (07875 481380). [www.helstonrailway.co.uk/events](http://www.helstonrailway.co.uk/events)

## ISLE OF WIGHT STEAM RAILWAY

See website for 2019 running dates

The Station, Haven Street PO33 4DS (01983 882204). [www.iwsteamrailway.co.uk](http://www.iwsteamrailway.co.uk)

## KEIGHLEY & WORTH VALLEY RAILWAY

January 5-6, 12-13, 19-20, 26-27, February 2-3, 9-10, 16-17, 23-24

Haworth station, Keighley BD22 8NJ (01535 645214). [www.kwvr.co.uk](http://www.kwvr.co.uk)

## KEMPTON STEAM RAILWAY

March 16, 23, 30

Kempton Park Pumping Station, Snakey Lane, Middlesex TW13 6XH (01932 765328).

[www.hamptonkemptonrailway.org.uk](http://www.hamptonkemptonrailway.org.uk)

## KENT & EAST SUSSEX LIGHT RAILWAY

See website for April running dates

Tenterden TN30 6HE (01580 765155). [www.kesr.co.uk](http://www.kesr.co.uk)

## KIRKLEES LIGHT RAILWAY

February 18-24

Clayton West station, Huddersfield (01484 865727). [www.kirkleeslightrailway.com](http://www.kirkleeslightrailway.com)

Events: February 23-24 Photography Days.

## LAKESIDE & HAVERTHWAITE RAILWAY

See website for 2019 running dates

Haverthwaite station, Ulverston, Cumbria LA12 8AL (01539 531594). [www.lakesiderailway.co.uk](http://www.lakesiderailway.co.uk)

## LAVENDER LINE

January 16, 13, 20, 27, February 3, 10, 17, 24

Isfield station, Uckfield, East Sussex TN22 5XB (01825 750515). [www.lavender-line.co.uk](http://www.lavender-line.co.uk)

## LEIGHTON BUZZARD RAILWAY

March 24

Page's Park station, Billington Rd, Leighton Buzzard LU7 4TN (01525 373888). [www.buzzrail.co.uk](http://www.buzzrail.co.uk)

## LINCOLNSHIRE WOLDS RAILWAY

See website for 2019 running dates

Ludborough station, Grimsby DN35 5QS (01507 363881). [www.lincolnshirewoldsrailway.co.uk](http://www.lincolnshirewoldsrailway.co.uk)

## LITLEDOWN RAILWAY

Every Wednesday and Sunday

Bournemouth & District Society of Model Engineers, Littledown Centre, Castle Lane East, Bournemouth. 3 1/2in-, 5in- & 7 1/2in-gauge raised track. 11.00-15.00 weather permitting. [www.littledownrailway.co.uk](http://www.littledownrailway.co.uk)

## LLANBERIS LAKE RAILWAY

See website for February running dates

Gilfach Ddu, Llanberis, Caernarfon, Gwynedd LL55 4TY (01286 870549). [www.lake-railway.co.uk](http://www.lake-railway.co.uk)

## LLANGOLLEN RAILWAY

February 18-28

The Station, Abbey Rd, Llangollen LL20 8SN (01978 860979). [www.llangollen-railway.co.uk](http://www.llangollen-railway.co.uk)

## LOCOMOTION: THE NRM AT SHILDON

Daily (10.00-16.00)

Shildon, Co Durham. Free admission (01388 777999). [www.nrm.org.uk](http://www.nrm.org.uk)

## LONDON TRANSPORT MUSEUM

Daily (except Christmas Day)

Covent Garden Piazza, London WC2E 7BB (020 7565 7299 -24-hour recorded information, 020 7379 6344 -switchboard). [www.ltmuseum.co.uk](http://www.ltmuseum.co.uk)

## LONDON TRANSPORT MUSEUM DEPOT

February 22-23

2 Museum Way, 118-120 Gunnersbury Lane, London W3. Check the website for more open weekends and guided tours - [www.ltmuseum.co.uk](http://www.ltmuseum.co.uk) Tickets for guided tours (11.00 and 14.00) must be pre-booked - book online or telephone the booking office on 020 7565 7298.

## LYNTON & BARNSTAPLE RAILWAY

See website for 2019 running dates

Woody Bay station, Parracombe, Devon EX31 4RA (01598 763487). [www.lynton-rail.co.uk](http://www.lynton-rail.co.uk)

## MANGAPPS RAILWAY MUSEUM

March 2-3, 9-10, 16-17, 23-24, 3-31

Southminster Rd, Burnham-on-Crouch, Essex (01621 784898). [www.mangapps.co.uk/](http://www.mangapps.co.uk/)

## MAUD RAILWAY MUSEUM

Open noon-16.00 (ring museum to confirm)

Station Rd, Maud, Aberdeenshire AB42 5LY (01771 622906).

Enquiries to [bdp@scotmail.net](mailto:bdp@scotmail.net)

## MIDDLETON RAILWAY

See website for 2019 running dates

The Station, Moor Rd, Hunslet, Leeds LS10 2JQ (0113 271 0320). [www.middletonrailway.org](http://www.middletonrailway.org)

## MID-HANTS RAILWAY

February 16-24

The Station, Alresford, Hants SO24 9JG (01962 733810). [www.watercressline.co.uk](http://www.watercressline.co.uk)

## MIDLAND RAILWAY-BUTTERLEY

January 6, 13, 19, 26, February 2, 16

Butterley Station, Ripley, Derbyshire (01773 747674).

[www.midlandrailway-butterley.co.uk](http://www.midlandrailway-butterley.co.uk)

## MID-NORFOLK RAILWAY

See website for 2019 running dates

Station Rd, Dereham, Norfolk NR19 1DF (01362 690633). [www.mnr.org.uk](http://www.mnr.org.uk) Events: February 23 Model Railway Day, April 5-7 Diesel gala.

## MID-SUFFOLK LIGHT RAILWAY

April 21-22 (Easter Steam Up)

Brockford station, Wetheringsett, Stowmarket IP14 5PW (01449 766899). [www.msrl.org.uk](http://www.msrl.org.uk)

## MUSEUM OF SCIENCE AND INDUSTRY

Daily (10.00-17.00)

Liverpool Rd, Castlefield, Manchester M3 4FP (0161 832 2244).

[www.mosi.org.uk](http://www.mosi.org.uk) Free admission.

## NATIONAL RAILWAY MUSEUM

Daily (10.00-18.00)

Leeman Rd, York (0844 8153 139). [www.nrm.org.uk](http://www.nrm.org.uk) Free admission.

## NENE VALLEY RAILWAY

January 6, 12-13, 20, 27, February 16-17, 23-24

Wansford station, Stibbington, Peterborough (01780 784444). [www.nvr.org.uk](http://www.nvr.org.uk)

Events: January 13, 20, 27 Winter Railcar Specials, February 16-17, 23-24 Thomas Half -Term Specials.

## NORTHAMPTON & LAMPOR T RAILWAY

See website for March running dates

Brampton station, Chapel Brampton, Northants NN6 8BA (01604 820327). [www.nlr.org.uk](http://www.nlr.org.uk)

## NORTH NORFOLK RAILWAY

See website for 2019 running dates

The Station, Sheringham NR26 8RA (01263 820800). [www.nnrailway.co.uk](http://www.nnrailway.co.uk)

## NORTH YORKSHIRE MOORS RAILWAY

February 16-24

Pickering station, Pickering YO18 7AJ (01751 472508). [www.nymr.co.uk](http://www.nymr.co.uk)

## PEAK RAIL

February 16-17, 19-20, 23-24

Matlock station, Derbyshire DE4 3NA (01629 580381). [www.peakrail.co.uk](http://www.peakrail.co.uk)

## PERRYGROVE RAILWAY

Every Tuesday, Thursday, bank holiday and weekend in 2019

Perrygrove Rd, Coleford, Gloucestershire GL16 8QB (01594 8349 191). [www.perrygrove.co.uk](http://www.perrygrove.co.uk)

## POPLAR MINIATURE RAILWAY

See website for February running dates

Poplar Nurseries, Coggeshall Rd, Marks Tey, Colchester CO6 1HR (07780 603001).

[www.poplarminirail.co.uk/](http://www.poplarminirail.co.uk/)

## RAVENGLASS & ESKDALE RAILWAY

See website for February running dates

Ravenglass, Cumbria CA18 1SW (01229 717171). [www.ravenglass-railway.co.uk](http://www.ravenglass-railway.co.uk)

Events: See website for fish & chip and museum specials.

## RIBBLE STEAM RAILWAY

March 23-24 (Diesel Gala)

Albert Edward Dock, Riversway Docklands, Preston. [www.ribblesteam.org.uk](http://www.ribblesteam.org.uk)

## ROCKS BY RAIL (RUTLAND RAILWAY MUSEUM)

Museum opens Tuesday, Thursday and Sunday

(10.00-17.00 - last admission 16.00)

Ashwell Rd, Cottesmore, Oakham LE15 7BX (01572 813203 or 01780 764118 after 16.00). [www.rocks-by-rail.org/](http://www.rocks-by-rail.org/)

## ROMNEY, HYTHE & DYMCHURCH RAILWAY

January 5-6, 12-13, 19-20, 26-27, February 2-3, 9-10, 16-17, 23-24

New Romney station, Kent (01797 362353).

[www.rhdr.org.uk](http://www.rhdr.org.uk)

## ROMSEY SIGNALBOX

January 19, February 3, 16, March 3, 16

Brick Lane, Romsey, Hants SO51 8LG. 11.00-16.00. [www.romseysignalbox.org.uk](http://www.romseysignalbox.org.uk) (01794 500523)

## RUSHDEN TRANSPORT MUSEUM AND RAILWAY

Open Friday and Saturday (14.00-16.00) and Sunday

(10.00-16.00)

Rushden Transport Museum, Rushden station, Station Approach, Rushden, Northants NN10 0AW (01933 353111). [www.rhts.co.uk](http://www.rhts.co.uk)

## SEVERN VALLEY RAILWAY

January 1-6

Bewdley, Worcs DY12 1BG (01299 403816). [www.svr.co.uk](http://www.svr.co.uk)

## SHIPLEY GLEN TRAMWAY

January 6, 13, 20, 27, February 3, 10, 17, 24

Prod Lane, Baildon, West Yorkshire, BD17 5BN (07773 001250). [www.shipleyglentramway.co.uk/](http://www.shipleyglentramway.co.uk/)

Open 12.00-16.30.

## SITTINGBOURNE & KEMSLEY LIGHT RAILWAY

See website for 2019 running dates

Viaduct station, Sittingbourne, Kent ME10 2XD (01795 424899). [www.sklr.net](http://www.sklr.net)

## SOMERSET & DORSET RAILWAY

Open Sunday (10.00-16.00) for static viewing and

Monday (13.00-16.00)

Midsomer Norton South station, Silver St, Midsomer Norton, Avon BA3 2EY (01761 411221). [www.somersetanddorsetrailway.co.uk](http://www.somersetanddorsetrailway.co.uk)

## SOUTH DEVON RAILWAY

See website for February half-term running dates

The Station, Buckfastleigh, Devon (0845 345 1420). [www.southdevonrailway.org](http://www.southdevonrailway.org)

## SPA VALLEY RAILWAY

See website for February running dates

West Station, Royal Tunbridge Wells, Kent TN2 5QY (01892 537715). [www.spavalleyrailway.co.uk/](http://www.spavalleyrailway.co.uk/)

Events: See website for Fish & Chip, Dining and Murder Mystery Trains.

## ST ALBANS SOUTH SIGNALBOX

January 13, February 10, March 10

Ridgmont Rd, St Albans AL1 3AJ. [www.sigbox.co.uk](http://www.sigbox.co.uk)

Opening times: 14.00-17.00.

## STEAM—RAILWAY MUSEUM OF THE GWR

Daily (10.00-17.00)

Kemble Drive, Swindon SN2 2TA (01793 466646). [www.steam-museum.org.uk](http://www.steam-museum.org.uk) The library and archive is open Mon-Fri (10.00-16.00) by appointment only (01793 466607).

## STEEPLE GRANGE LIGHT RAILWAY

See website for 2019 running dates

Steeplehouse station, Old Porter Lane, Wirksworth, Derbyshire (DE4 4LS for sat navs) (07769 802587). [www.steeplegrange.co.uk](http://www.steeplegrange.co.uk)

## STRATHSPEY RAILWAY

January 1-2

Aviemore station, Dalfaber Rd, Aviemore, Inverness-shire (01479 810725). [www.strathspeyrailway.co.uk/](http://www.strathspeyrailway.co.uk/)

## SWANAGE RAILWAY

January 1-6, February 16-24

Swanage station, Dorset BH19 1HB (01929 425800). [www.swanagerailway.co.uk](http://www.swanagerailway.co.uk) Events: February 16 Valentines' Belle. See website for Dining Trains.

## SWINDON & CRICKLADE RAILWAY

February 3, 10, 17, 24

Tadpole Lane, Blunsdon, Swindon SN25 2DA (01793 771615). [www.swindon-cricklade-railway.org/](http://www.swindon-cricklade-railway.org/)

## TALYLLYN RAILWAY

February 16-March 3

Wharf station, Tywyn, Gwynedd LL36 9EY (01654 710472). [www.talyllyn.co.uk](http://www.talyllyn.co.uk) Events: Museum open 10.00-14.00.

Event: March 2-3 Local Residents' Discount Weekend.

## TANFIELD RAILWAY

January 6, 13, 20, 27, February 3, 10, 17, 24

Marley Hill Engine Shed, Old Marley Hill, Gateshead, Tyne & Wear NE16 5ET (for sat navs) (0845 463 4938). [www.tanfield-railway.co.uk](http://www.tanfield-railway.co.uk)

## TEIFI VALLEY RAILWAY

See website for running dates

Henllan station, Henllan, Llandysul SA44 5TD (01559 371077). [www.teifivalleyrailway.wales/](http://www.teifivalleyrailway.wales/)

## VALE OF RHEIDOL RAILWAY

February 16-March 3

Park Ave, Aberystwyth, Ceredigion SY23 1PG (01970 625819). [www.rheidolrailway.co.uk](http://www.rheidolrailway.co.uk)

## WELLS TO WALSINGHAM LIGHT RAILWAY

January 1-3

Wells-next-the-Sea, Norfolk NR23 1QB (01328 711630 - 08.00-17.00). [www.wells-walsinghamrailway.co.uk/](http://www.wells-walsinghamrailway.co.uk/)

## WELSH HIGHLAND RAILWAY

February 16-17, 19-21, 23-24, 26-28

Harbour station, Porthmadog, Gwynedd LL49 9NF (01766 516000). [www.festrail.co.uk](http://www.festrail.co.uk)

(Bookings: Porthmadog 01766 516024, Caernarfon 01286 677018).

## WELSH HIGHLAND HERITAGE RAILWAY

See website for March running dates

The Station, Tremadog Rd, Porthmadog, Gwynedd LL49 9DY (01766 513402). [www.whr.co.uk/](http://www.whr.co.uk/)

## WELSHPOOL & LLANFAIR LIGHT RAILWAY

See website for February running dates

The Station, Llanfair Caereinion, Welshpool, Powys SY21 0SF (01938 810441). [www.wllr.org.uk/](http://www.wllr.org.uk/)

## WENSLEYDALE RAILWAY

See website for 2019 running dates

Leeming Bar station, Leases Rd, Leeming Bar, Northallerton, North Yorkshire DL7 9AR (Ticketline 08454 50 54 74). [www.wensleydalerrailway.com](http://www.wensleydalerrailway.com)

## WEST SOMERSET RAILWAY

March 30-31

Railway Station, Minehead TA24 5BG (01643 704996). [www.west-somerset-railway.co.uk](http://www.west-somerset-railway.co.uk) See website for details of Festive Trains, Dining Trains and Murder Mystery Specials.

## WHITWELL & REEPHAM STATION

January 5-6, 12-13, 19-20, 26-27, February 2-3, 9-10, 16-17, 23-24

Whitwell Rd, Reepham, Norfolk NR10 4GA (01603 871694). [www.whitwellstation.com](http://www.whitwellstation.com) Events: Station and loco yard open every weekend. Steam days on the first Sunday of each month. Midweek visits by appointment.

## YEOVIL RAILWAY CENTRE

See website for 2019 running dates

[www.yeovilrailway.freeservers.com](http://www.yeovilrailway.freeservers.com) Events: Static viewing every Sunday morning. Shop open every Sunday 10.00-12.00.

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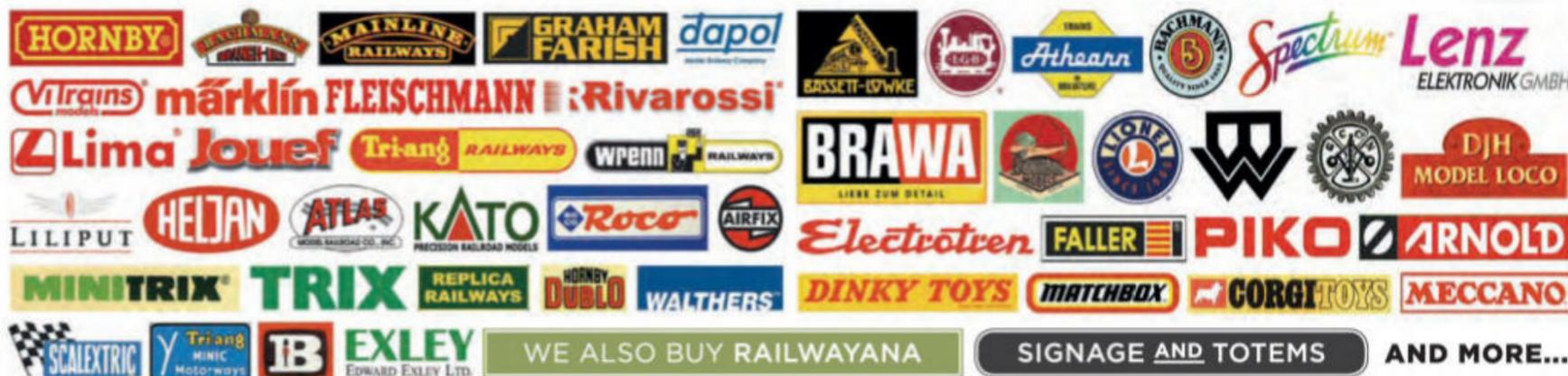
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# 2019 EVENTS

**THE SOUTH'S MAJOR SHOWCASE OF  
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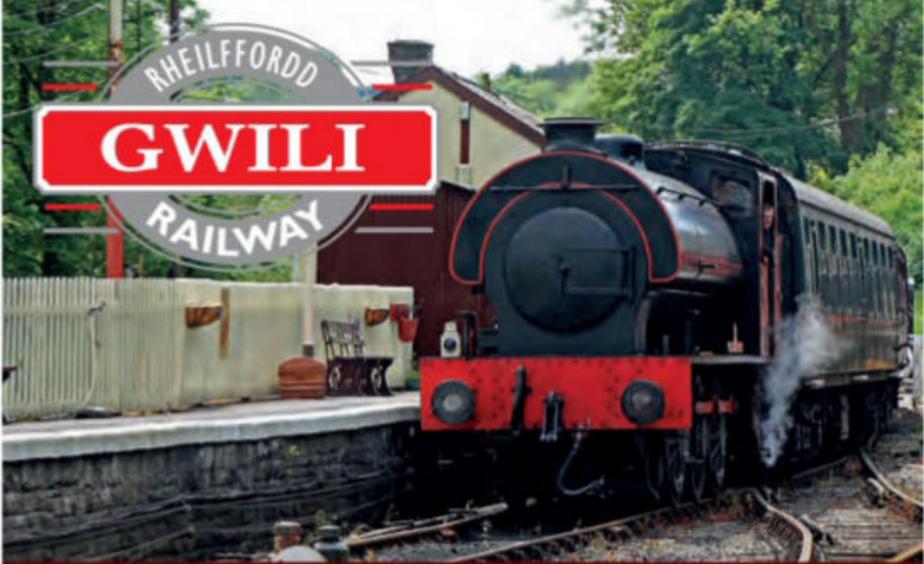


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4x4 and Classic Bike Show: .....	June 2
Steam & Diesel Gala: .....	June 22, 23
Classic Car Show: .....	July 14
<b>Santa's Magical Steam Trains:</b> Every 35 mins from 10.15am .....	Nov 30, Dec; 1, 7, 8, 14, 15, 21, 22, 23
<b>Halloween Ghost Express (evening trains, hot food available):</b> 11.00/13.00/15.00/18.30/20.00 .....	October 29, 30, 31
<b>DINING TRAIN TIMETABLES/DATES</b>	
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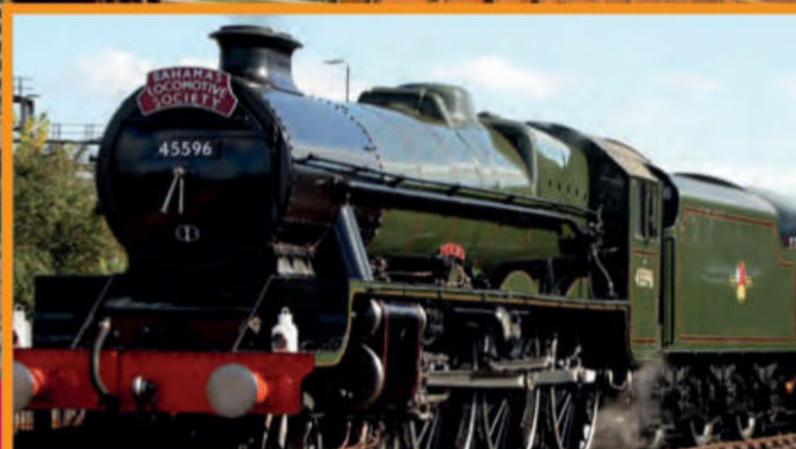
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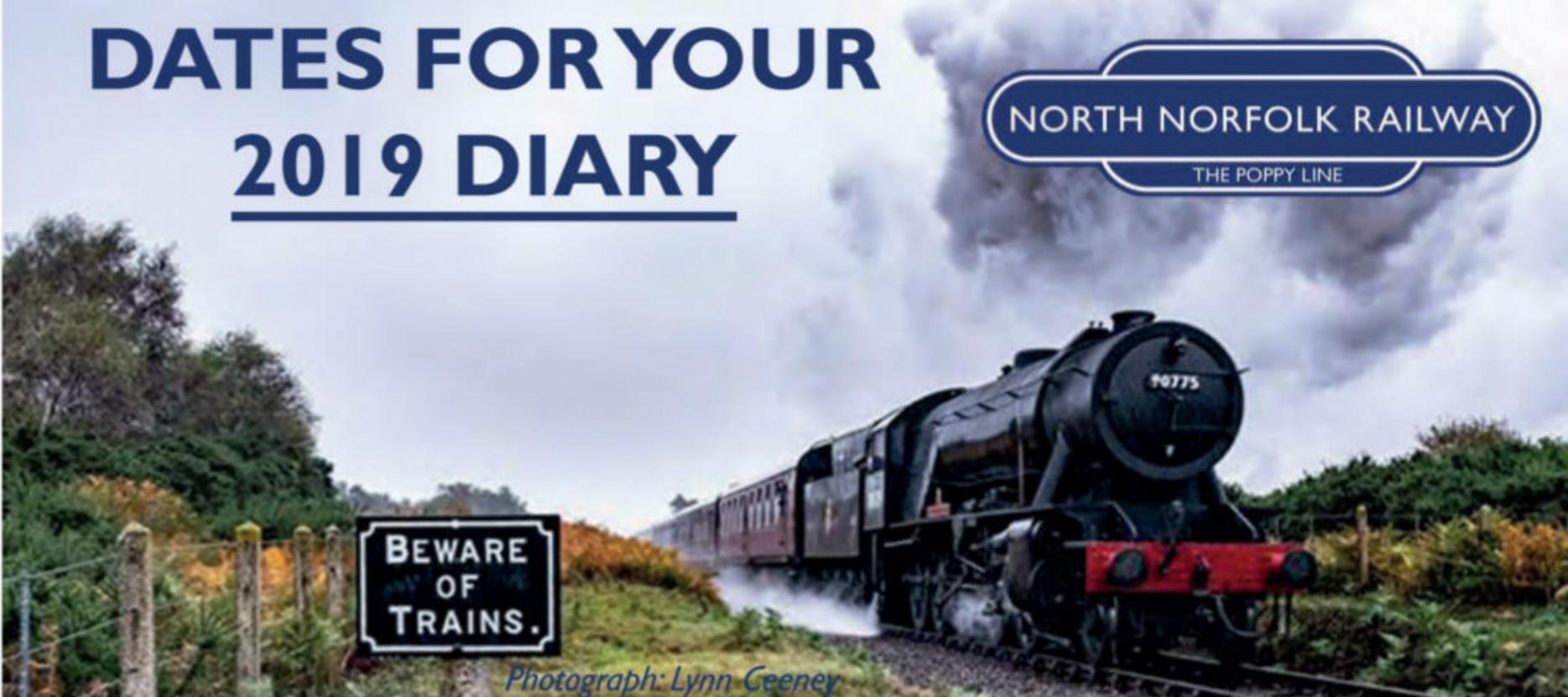


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**NORTH NORFOLK RAILWAY**  
 THE POPPY LINE



*Photograph: Lynn Ceeney*

<p><b>THAT'S YER LOT GALA</b>  <i>Friday 5th - Sunday 7th Apr</i></p> <p><b>MIXED TRACTION GALA</b>  <i>Friday 14th - Sunday 16th Jun</i></p>	<p><b>AUTUMN STEAM GALA</b>  <i>Friday 30th Aug - Sunday 1st Sep</i></p> <p><b>HOME FLEET RUNNING</b>  <i>Saturday 5th - Sunday 6th Oct</i></p>
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Dates for your 2019 Diary

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### CWRW AR Y CLEDRAU • RAIL-ALE FESTIVAL

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Welsh Highland Railway : 21<sup>st</sup> - 23<sup>rd</sup> June



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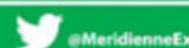
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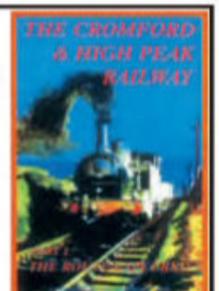
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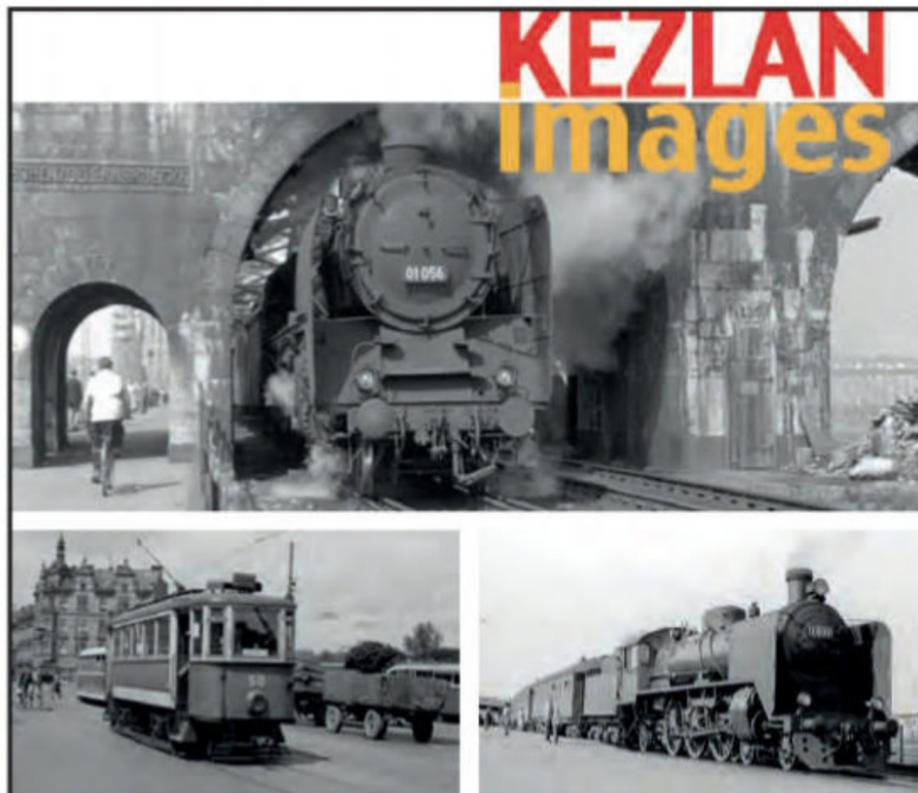
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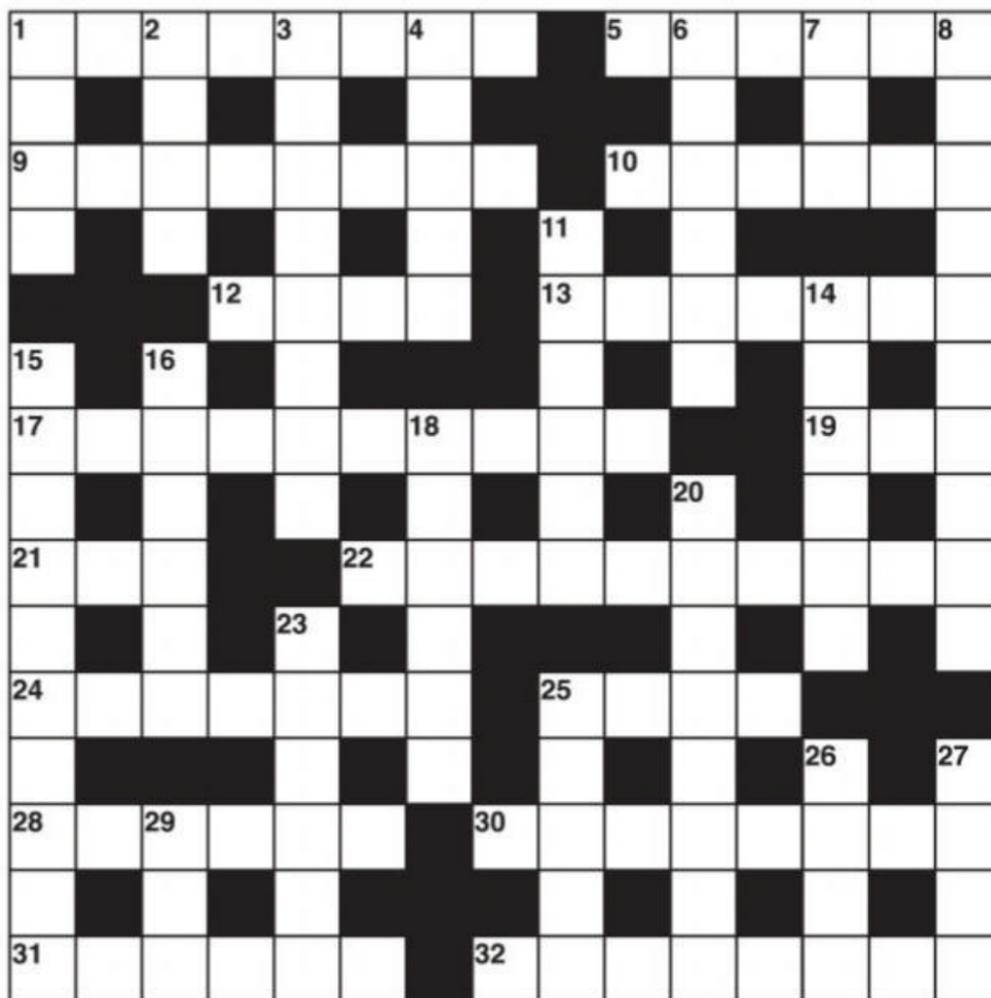
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■ Puzzle compiled by WILL ADAMS

The crossword winner and two runners-up can choose books worth £50 and £25 respectively from the extensive Nostalgia Collection.

## Across

- 1 \_\_\_ 20 down & Ditton Priors Light Railway (8)  
 5 County of \_\_\_, No. 1013 (6)  
 9 'Jubilee' No. 45569 (8)  
 10 Dominion of \_\_\_, No. 60010 (6)  
 12 Portsmouth \_\_\_, station in Devon rather than Hampshire! (4)  
 13 Station, and bridge across the Mersey (7)  
 17 Preserved No. 7029 (4,6)  
 19 Fix formation of carriages (3)  
 21 Abbreviation for a level crossing with short barriers (1,1,1)  
 22 and 24 Meaning of the block telegraph bell signal 2-1 (5,3,2,7)  
 25 and 7 down Station near where trains run through Sydney Gardens (4,3)  
 28 Tunnel and junction between Shipley and Guiseley (6)  
 30 and 25 down M&GNJR seaside station (8,5)  
 31 Sir \_\_\_, preserved No. 777 (6)  
 32 Paignton & Dartmouth Steam Railway station (8)



## Down

- 1 GWR Class to which the famous No. 3440 belonged (4)  
 2 and 29 down Last station before Barking on the District/Hammersmith & City Line (4,3)  
 3 Princess \_\_\_, No. 46209 (8)  
 4 Old term for railway company stocks (5)  
 6 John \_\_\_, GN&LNWJR station south of Melton Mowbray (1,5)  
 7 See 25 across  
 8 '\_\_\_ and ticket', single-line safety system (5,5)  
 11 West Highland station south of Crianlarich (6)  
 14 GNR station between Wakefield and Dewsbury (6)  
 15 'A2/3' No. 60517 (5,5)  
 16 'Jubilee' No. 45555 (6)  
 18 \_\_\_ Road, first station on the North Warwickshire Line after Tyseley (6)  
 20 Station between Reading and Basingstoke (8)  
 23 \_\_\_ Bridge, engineer's depot at West Brompton (6)  
 25 See 30 across  
 26 Member of the 'D49/2' Class, perhaps (4)  
 27 Chaloners \_\_\_, former junction south of York (4)  
 29 See 2 down

## January crossword entry form

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Send completed form (photocopies are accepted) to: January 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 March 2019 issue. The winners will be the senders of the first all-correct solutions opened in our office.

**DATA:** Protection of your personal data is important to Mortons. Supplied data will be stored securely and will only be used for the purpose of processing this competition. Data will be stored for a period of three months then destroyed.

## Solution to the November issue.

**Across:** 9 Appledore 10 Rooke 11 Guide 12 Callander 13 Fighter 14 Command 17 Roade 19 Ree 20 Askam 21 Hornsey 22 Brocton 24 Crouch End 26 Hythe 28 Manor 29 Guillemot

**Down:** 1 Haig 2 Epping 3 Relentless 4 Box car 5 Jellicoe 6 Brea 7 Goldhawk 8 Wear 13 Firth 15 Meadowhall 16 Demon 18 Airborne 19 Rayleigh 22 Bodmin 23 Totems 24 Camp 25 Carn 27 Erth

**November winner:** David Alison, Kendal

**Runners-up:** Ken Hartley, Lutterworth; David Newton, Tewkesbury

**The closing date for this month's crossword is Friday, February 8, 2019.**

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.

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



The mystery picture in the November 2018 issue (right), taken by David C Smith, showed BR Standard No. 77015 outside Muirkirk loco shed on April 3, 1964.

Muirkirk was on a line opened in 1848 by the Glasgow, Paisley, Kilmarnock and Ayr Railway, and later absorbed into the Glasgow and South Western Railway.

The Caledonian Railway also built a branch to Muirkirk coming eastwards from Lanark and Douglas.

The two-road shed in the picture was once a four-road shed, half of the shed being demolished sometime after 1951. It was a sub-shed of Hurlford (near Kilmarnock) and



coded 67B by British Railways.

Muirkirk shed closed on October 5, 1964, the same day the station closed and passenger services ceased.

Just to further test your engine shed knowledge can you identify the other depot (left)?

Answer in the March issue.

## Next month

The February issue will be on sale on February 6, 2019. Thank you for choosing *The Railway Magazine*

## OO Gauge (1:76 Scale)

### Bachmann Branchline - Steam locos

31-435 Class 1F 0-6-0T 41726 BR black early emblem (RRP £99.95) **BARGAIN** ..... £66



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (RRP £129.95) **BARGAIN** ..... £59



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (RRP £214.95) **BARGAIN** ..... £168



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### Diesel locos

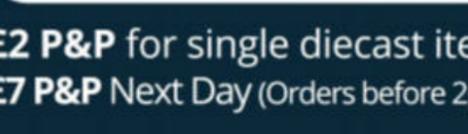
32-377A Class 37/4 37401 "Mary Queen Of Scots" BR large logo blue. £117.26



32-650DS Class 44 D3 "Skiddaw" BR green small yellow panels - DCC sound fitted. £203.96

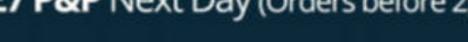


31-590 Class 70 70015 in Freightliner air intake modifications (RRP £169.95) **BARGAIN** ..... £133



### Coaches

39-652DC Mk2F "Alcon" FO first open InterCity - DCC fitted interior lighting £67.96



### Dapol - Diesel locos

OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (RRP £140) **BARGAIN** ..... £84

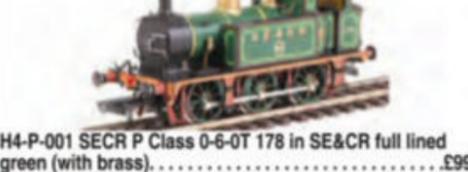


### Hattons Originals - Steam locos

H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (RRP £99) **BARGAIN** ..... £89



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) ..... £99

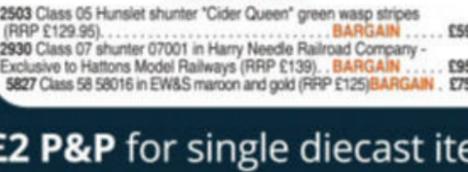


H4-P-012 SECR P Class 0-6-0T 323 "Bluebell" Bluebell Railway lined blue (2010s) ..... £99

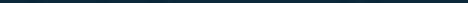


### Heljan - Steam locos

4784 Class 47xx 2-8-0 "Night Owl" 4705 in BR lined green late crest £154



3922 Class 02/4 Tango 2-8-0 63975 in BR black late crest flush tender (RRP £184.95) **BARGAIN** ..... £84



### Diesel locos

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2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139) **BARGAIN** ..... £95



5827 Class 58 58016 in EW&S maroon and gold (RRP £125) **BARGAIN** ..... £75



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (RRP £155) **BARGAIN** ..... £129

### Electric locos



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** ..... £99



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (RRP £165) **BARGAIN** ..... £99



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (RRP £119.95) **BARGAIN** ..... £50



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R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (RRP £94.99) **BARGAIN** ..... £49



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R3419 Drummond Class 700 0-6-0 693 Southern Railway black (RRP £124.99) **BARGAIN** ..... £69



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (RRP £124.99) **BARGAIN** ..... £59



R3419 Drummond Class 700 0-6-0